Why are we asking for your feedback?

Community engagement is an important part of our work to improve Nelson’s transport network. We now want to hear from you as we further develop the Programme Business Case (PBC).

The Nelson Southern Link Investigation (NSLI) is part of the Government’s Accelerated Regional Roading Package for state highway projects. The investigation is looking at how best to address existing and future transport issues on the arterial networks between the Annesbrook Drive and Haven Road roundabouts.

Your contribution will help us finalise the PBC and, in particular, allow us to identify a preferred approach to help address Nelson’s arterial transport problems.

As part of our work to further develop and finalise the PBC, we want your feedback on the three proposed approaches to address the two identified problems on Nelson’s arterial routes – congestion and accessibility.

Congestion causes travel delays for motorists on the city’s two arterial routes, and the poor infrastructure on Rocks Road limits accessibility for pedestrians and cyclists, making these travel options less attractive.

At this stage, the three potential approaches identified to address the problems are:

- Making the most of the existing network
- Widening the existing arterial routes
- Creating a new arterial route (such as, a Nelson Southern Link-type route).

These proposed approaches are outlined in further detail from page four.

As part of our engagement we are also giving you an update on the Rocks Road Walking and Cycling Investigation and asking for your feedback on which option(s) you feel may work best with the approaches proposed for the NSLI. It is important that decisions on these two projects are informed by one another. More information about the Walking and Cycling Investigation is available on page five.

Please note that once a preferred approach has been confirmed, there will be further opportunities to give your feedback if the NSLI proceeds to the next stage. This could happen later this year, depending on the outcomes of the PBC.

How to give feedback

There are a number of ways you can give us your feedback once you have read the information in this booklet and any supporting information (see the list on page six). You can:

- Attend one of our public information sessions in Stoke, Richmond or Nelson at the beginning of April (details on feedback form at the back of this booklet).
- Fill in the feedback form at the back of this booklet and mail it back to us freepost.
- Fill out our online feedback form on the project website.
- Email us your comments.
- Call us on our freephone number.

Our full contact details are on the back page.

We will summarise your feedback into a report that we will make publicly available later in the year.

FEEDBACK DEADLINE: SUNDAY APRIL 24
Since we completed the Strategic Case for the NSLI in November last year, we have done further work. Feedback has allowed us to update the transport problems, consider the benefits we want to achieve by addressing these problems and identify specific investment objectives. These are outlined separately below.

**Problems**

1. The form and function of Nelson’s two arterial corridors results in congestion and delays, and
2. Substandard infrastructure on Rocks Road, which is part of the Coastal Path, is constraining growth in walking and cycling activities.

**Benefits**

- Reduced journey times.
- Improved safety for walking and cycling modes of travel.
- Improved tourism, active transport and recreational activities on Rocks Road.

**Future investment objectives**

1. **Decrease peak hour travel times.**
   Target: “Travel times on the two arterials are no worse than 2015 for the next 40 years.”

2. **Improve peak hour available capacity to move people and goods.**
   Target: “The volume to available capacity ratio on the two arterials will be better than 80% for the years into the future.”

3. **Decrease walking and cycling crashes.**
   Target: “Achieve a continuous decline in death and serious injury walking and cycling crashes.”

4. **Increase walking and cycling numbers on Rocks Road.**
   Target: “Double current daily walking and cycling numbers within five years after implementing an option; thereafter the growth rate in walking and cycling numbers is greater than elsewhere in Nelson.”

The above investment objectives will be used to help assess and determine the PBC’s recommended approach.
How growth affects transport

Nelson’s population is expected to grow. This means the transport network in and around the city will be affected.

With data collected to date, we know that congestion is causing travel time delays during the peak period on the two arterials. We also know that walking and cycling growth on Rocks Road is lower than expected.

In the future, depending on the level of transport growth that Nelson experiences, travel delays are likely to get worse. Walking and cycling along Rocks Road could also become less attractive if we don’t resolve the transport problems on the city’s two main arterial routes.

The NSLI will help us plan for future transport growth now, including when something should be done based on the speed of expected growth.

The table opposite sets out the likely transport growth scenarios. Historically, we have planned for the medium growth scenario(s).

There are a number of factors that could affect these scenarios, which will be considered during the development of the PBC. These are:

- Factors affecting demand, eg. changes in land use, job numbers increase at a faster rate than currently envisaged.
- Factors that affect supply, eg. road space availability, Richmond becomes a significant regional hub.
- Factors that affect the cost of travel, eg. higher travel costs to individuals, cheaper travel costs to individuals through vehicle technology changes.

Traffic volumes are uncertain depending on growth scenario

<table>
<thead>
<tr>
<th>Traffic volumes are uncertain depending on growth senario</th>
<th>Rocks Road / Waimea Road Two Way Screenline (daily vehicle movements)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Low growth</td>
<td>Medium growth</td>
</tr>
<tr>
<td>2013</td>
<td>2023</td>
</tr>
<tr>
<td>40,000</td>
<td>44,000</td>
</tr>
<tr>
<td>42,000</td>
<td>48,000</td>
</tr>
<tr>
<td>44,000</td>
<td>52,000</td>
</tr>
</tbody>
</table>


For more information please visit: [www.nzta.govt.nz/nelson-southern-link](http://www.nzta.govt.nz/nelson-southern-link)
Programme Business Case ‘Approaches’

We have identified three possible approaches for addressing the key problems outlined on page two. Now is your opportunity to share your views with us. You are integral to finalising the PBC and informing the selection of a preferred approach.

Below is a summary of the three different approaches we could take to address the problems. Consider these alongside some of the key benefits and challenges we’ve also outlined below.

Also, is there a fourth approach you would like to propose? If so, let us know in your feedback.

You may wish to reference the Draft Programme Business Case for Public Engagement Report and the PBC Options Descriptions Handout.

**Approach A**
**Making the most of the existing network**
This approach focuses on improving the existing road network (and making the most of the current walking and cycling network), increasing bus services (public transport), and decreasing or limiting the volume of private travel during peak periods (travel demand management) by imposing restrictions without needing to widen or build new routes.

Rocks Road would be widened to provide a shared path on the seaward side of the existing highway and possibly remove parking. The seawall would also be significantly widened.

**Benefits of the Approach**
- Could reduce private vehicle travel during the peak periods.
- Provides for current and future capacity improvements, potentially via increased public transport services.

**Challenges of the Approach**
- To be completely effective, this approach would require parking restrictions and / or parking charges in and around the Central Business District to discourage peak period private vehicle travel.
- We would also need to consider if there was enough road width to implement the options in this approach.

**Approach B**
**Widening the existing arterial routes**
This approach focuses on options that would widen the existing arterial roads by at least one lane. It would also include walking and cycling, public transport, network optimisation and travel demand management activities that complement widening the arterial roads.

This approach would include safety improvements to Rocks Road to improve walking and cycling along it.

**Benefits of the Approach**
- Likely to address future transport growth.
- Provides opportunity to keep on-street parking.

**Challenges of the Approach**
- This approach is likely to affect the local environment (natural and buildings) along, in and around the two arterials.
- We would also need to consider where the road would be widened and what implications this may have for access onto the existing arterials.

**Approach C**
**Creating a new arterial route**
The focus of this approach is building of a new route that connects the Annesbrook Drive Roundabout to the Haven Road Roundabout, such as but not limited to a Southern Link-type route. It would also include walking and cycling, public transport, network optimisation and travel demand management activities that complement the establishment of a new route.

This approach would include safety improvements and reduced traffic lane widths to provide extra cycling and footpath space on Rocks Road. No seawall widening would be required.

**Benefits of the Approach**
- Likely to address future transport growth.
- Provides opportunity to keep on-street parking.

**Challenges of the Approach**
- This approach is likely to affect the local environment (natural and buildings) along, in and around the new route.
- We would also need to consider how the new route interacts and connects to existing roads and the local environment.
Rocks Road Walking and Cycling Investigation options

We have been further developing the walking and cycling options for the Rocks Road Walking and Cycling Investigation Project. You can read more information on this work in the SH6 Rocks Road Walk / Cycle Facility Options Update Report. In particular, we are now interested in your feedback on the following four options and how they might fit with the proposed approaches for the NSLI.

1. **Minor Improvements.** This option includes committed improvements identified by the NZ Transport Agency and Nelson City Council, such as resurfacing work to the road and footpath. It also involves incremental improvements to existing on-road facilities and the footpath. There is no widening of the seabed, the existing footpath, or cycle facilities. **$4.9 Million**

2. **Safety enhancements with reduced lane widths.** This includes the improvements outlined in Option 1 above, and creates additional cycle and footpath width through narrowing the traffic lanes to 3m. Please note, this option can only be pursued if the state highway is relocated (i.e. Rocks Road becomes a local road). **$8.2 Million**

3. **On-road cycle lanes in both directions, shared path and reduced parking.** This option involves widening the on-road cycle lanes in both directions and creating a 2.9m shared walking and cycling path on the seaward side. Parking between Victoria Road and Richardson Street would be removed. There would be significant seawall widening. **$21.3 Million**

4. **On-road cycle lanes and shared path.** This option involves widening on-road cycle lanes in both directions and creating a 2.9m shared walking and cycling path on the seaward side as in Option 3 above. Parking between Victoria Road and Richardson Street would be kept. This will require significant seawall widening. **$25.1 Million**

For more information please visit: [www.nzta.govt.nz/nelson-southern-link](http://www.nzta.govt.nz/nelson-southern-link)
**Proposed Programme Business Case ‘Options’**

This table outlines how the NSLI approaches and Rocks Road Walking and Cycling Options relate to each other. Combined, they aim to address the two identified transport problems on the arterial network and achieve our investment objectives.

The option numbers (as identified in the brackets below) are there for reference against the full PBC Options Description Handout. This handout explains all the relevant options identified to date for the NSLI in further detail.

<table>
<thead>
<tr>
<th>Approach and its primary focus</th>
<th>Approach A: Making the most of the existing network</th>
<th>Approach B: Widening the existing arterial routes</th>
<th>Approach C: Creating a new arterial route</th>
<th>Approach D: What is your approach?</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Problem 1:</strong> Improve arterial travel time and increase available capacity</td>
<td>Intersection capacity improvements (Option 31) Place restrictions on parking in and around the CBD (Options 6 / 7) Provide additional Public Transport services (Option 27) Retain Southern Link-type route as a future limited access transport corridor (Option 48)</td>
<td>Widen existing arterials for clearways (Option 33), with the option to expand them to provide a permanent extra traffic lane (Option 1)</td>
<td>A new two lane arterial route such as the Southern Link-type route (Options 5 / 47)</td>
<td>Refer to the “PBC Option Descriptions” handout for a list of options compiled</td>
</tr>
<tr>
<td><strong>Problem 2:</strong> Improve walking and cycling</td>
<td>Rocks Road - Option 3 or 4</td>
<td>Rocks Road - Option 1</td>
<td>Rocks Road - Option 2</td>
<td></td>
</tr>
</tbody>
</table>

**Useful supporting documents to help your submission**

**Available to read on our website, at the Nelson Public Libraries, the Richmond Library and the four public information sessions.**

- Nelson Southern Link Investigation (SH6 Annesbrook Roundabout to SH6 Haven Rd Roundabout), Strategic Case, October 2015
- SH6 Rocks Road Walk / Cycle Facility Options Update Report, March 2016
- PBC Options Descriptions Handout

**Available on our website only**


- Bluetooth Data provided by Araflow Ltd
- North Nelson to Brightwater Strategic Study, April 2008

**Available on the Nelson City Council website:**

- Arterial Traffic Study, June 2011
- Rocks Rd walking and cycling background, 2014
Feedback form

Please fill out this form, fold it, and return it to us via the post or the feedback submission box at the Nelson Public Libraries or Richmond Library by Sunday April 24, 2016.

If you would like to submit responses with additional sheets, please be sure to attach them and send in an envelope.

You can also provide your feedback online at www.nzta.govt.nz/nelson-southern-link. Thank you for your valuable input.

Q1: How significant do you think the problem of congestion is on the two arterials?
☐ Not significant  ☐ Somewhat significant  ☐ Moderately significant  ☐ Very significant

COMMENT:

Q2: Does the layout and the look and feel of Rocks Road stop you from walking or cycling along it?  ☐ YES  ☐ NO

COMMENT:

Q3: Which of the proposed approaches on page 6 do you prefer most and why?  ☐ A  ☐ B  ☐ C  ☐ D
If none, what combination approach do you think would work and why?

Q4: If you propose a different approach (to address the problems and to achieve the investment objectives), what options would you include?
Refer to the PBC Options Descriptions Handout for guidance.

Q5: Is there anything else you want us to know to develop a preferred approach?

Please tell us a bit about yourself (this section is helpful to us, but is not compulsory)

1. Name: ____________________________

2. Age group:  ☐ 20-30  ☐ 31-40  ☐ 41-50  ☐ 51-60  ☐ 61-70  ☐ 71+

3. Suburb: __________________________

4. How do you travel to and from Nelson City in the peak morning and evening hours?  ☐ Vehicle  ☐ Cycle  ☐ On foot  ☐ Bus.

5. I do not travel to and from Nelson City in the morning or evening hours.  ☐

Your feedback is public information

Please note that the NZ Transport Agency may publish any information that you feedback, or provide it to a third party, and you may be individually identified as the submitter.

Therefore, please indicate clearly:

• If your comments are commercially sensitive, or for any other reason should not be disclosed.

• Any reason(s) why you should not be identified as the submitter of the feedback.
Public information sessions

- **Friday April 1.** Stoke Community Hall, Stoke. 9.30am – 12.30pm.
- **Friday April 1.** Elma Turner Library, Stoke, Nelson CBD. 3.00pm – 6.00pm.
- **Saturday April 2.** Elma Turner Library, Nelson CBD. 10.30am – 1.30pm.
- **Saturday April 9.** Richmond Library, Richmond. 10.00am – 1.00pm.

For more information on the project and to read answers to frequently asked questions, visit the project website at [www.nzta.govt.nz/nelson-southern-link](http://www.nzta.govt.nz/nelson-southern-link) or phone 0508 NSL INFO / 0508 675 4636 or email nelson-southern-link@nzta.govt.nz