Transit New Zealand
Nelson City Council
Tasman District Council
North Nelson to Brightwater Corridor Study
Outline of Strategy Options
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North Nelson to Brightwater Corridor Study

Outline of Strategy Options

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1 Introduction

The North Nelson to Brightwater Corridor Strategy is a joint study between Transit New Zealand, Nelson City and Tasman District Councils. The purpose of the study is to develop a long term transportation strategy for the Nelson and Richmond urban areas. The study area includes State Highway 6 (SH6) from the Teal River Bridge in the north to Brightwater in the south, as well as State Highway 60 (SH60) from SH6 to Pea Viner Corner, and the wider Nelson and Richmond urban areas including local roads. The study area is shown in Figure 1 below.

After extensive analysis and consultation on many different types of projects and packages, a preferred package and two roading options are currently proposed for the next round of consultation. The preferred package includes small and large scale roading upgrades, improvements for connectivity and safety, travel demand management measures, enhanced bus services and improvements to cycling facilities. In addition to the preferred package, there are two roading options to address capacity issues between Nelson and Stoke. Option 1 includes the introduction of peak hour clearways for use by high occupancy vehicles (HOVs) northbound on SH6 and southbound on Rutherford Street/Waimea Road, while Option 2 proposes the Southern Corridor Local Arterial Road.
## 2 Preferred Package – Immediate Priority

<table>
<thead>
<tr>
<th>Time Period</th>
<th>Project Type</th>
<th>Project Description</th>
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<tbody>
<tr>
<td></td>
<td>Cycle</td>
<td>• SH6 Atawhai to Marybank cycleway / walkway.</td>
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<td>• Waimea Road: Bishopdale Hill to Beatson Rd cycle lanes.</td>
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<td>• Nelson Riverside cycleway.</td>
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<td></td>
<td>Traffic Mgmt</td>
<td>• Establish Monitoring Programme – monitor traffic volumes, PT / cycling / walking volumes, vehicle occupancies, delays, etc.</td>
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### Immediate Priority
(Aim to implement by 2011)

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<tr>
<th>Project Description</th>
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<tr>
<td>• Tahunanui intersection upgrade – improve access to Beach Rd / Bisley Ave and provide new access to Recreation Ground carpark [under construction].</td>
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<tr>
<td>• Annesbrook Dr / Whakatu Dr – capacity improvements [already completed].</td>
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<tr>
<td>• Waimea Rd / Beatson Rd / Whakatu Dr roundabout – capacity improvements.</td>
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<tr>
<td>• SH6 / McGlashen Ave scheme.</td>
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<tr>
<td>• McGlashen Ave / Croucher St / Talbot St – realignment / reconfiguration to support CBD ring road concept.</td>
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<tr>
<td>• Salisbury Rd / Talbot St – roundabout.</td>
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<tr>
<td>• The Ridgeway Connection, with roundabouts at Songer St and Marsden Valley Rd.</td>
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<tr>
<td>• Quarantine Rd / Nayland Rd [already completed].</td>
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<tr>
<td>• Waimea Rd at Hampden St – replace signalised pedestrian crossing with grade separated pedestrian bridge or underpass.</td>
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<tr>
<td>• SH6 / SH60 Three Brothers Corner – capacity improvements.</td>
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<tr>
<td>• SH60 Flush Median (Appleby Overbridge to McShane Road).</td>
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<tr>
<td>• ESTABLISH MONITORING PROGRAMME – monitor traffic volumes, PT / cycling / walking volumes, vehicle occupancies, delays, etc.</td>
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### Preferred Package – Short Term (Before 2016)

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| Short Term  | Travel Demand Mgmt | - Formal introduction of “TravelSmart” programme – structured marketing of alternative travel modes / methods, on an individual household basis, to encourage the use of sustainable forms of transport.  
- Promotion of School Travel Plans, including measures such as provision of “walking school buses” and “safer routes to school” programme, to reduce vehicle travel by increasing walking and cycling to school.  
- Promotion of Workplace Travel Plans, including measures such as provision of showers and/or other on-site facilities for active modes, promoting public transport and car-pooling, teleworking & flexible work hours to reduce peak traffic intensity.  
- Promotion of area wide car-pooling scheme and wide distribution of information for travellers about alternative travel options.  
- Parking pricing to be increased in Nelson and Richmond CBDs, to reduce all-day “commuter” parking (but without discouraging off-peak “shopper” parking).  
- Incentives for employers to reduce free-parking for employees (which encourages travel by car) and/or to support sustainable forms of transport (such as provision of free or discounted bus tickets).  
- Intensification of residential and employment land-use development around transportation hubs to minimise commuter travel distances and maximise travel by “active modes” (i.e. walking and cycling) and/or public transport. |
| Short Term  | Public Transport | - Conventional local-stopping bus service between Nelson and Richmond on Salisbury Rd / Main Rd Stoke / Waimea Rd / Rutherford St. For frequencies see Option 1 or Option 2.  
- Express bus services on Richmond Dev / Whakatu Dr / Annesbrook Dr / Tahunanui Dr / Rocks Rd / Wakefield Quay. For frequencies see Options.  
- Introduction of supporting “feeder” bus services connecting existing residential areas to interchanges at Nelson, Stoke & Richmond.  
- Bus service quality upgrade – bus stop facilities, vehicle quality/comfort, fare concessions, low floor buses, etc.  
- Improvement to off-peak shopper bus service frequencies.  
- Financial support for essential bus services for “transport disadvantaged”.  
- Airport bus services to Nelson & Richmond CBDs (30 min headways). |
| Short Term  | Cycle | - Implement high priority elements of NCC/TDC cycle strategies, such as:  
- Sealing of cycleway / walkway along “Railway Reserve” alignment (from Beatson Rd to Vanguard St).  
- SH6 Tahunanui Dr & Annesbrook Dr cycle lanes.  
- Richmond West Waterfront combined cycleway / walkway (Richmond Dev to Sandeman Rd).  
- Railway Reserve combined cycleway / walkway (Richmond Dev to SH60). |
| Short Term  | Traffic Mgmt | - Bus priority at intersections along Main Road Stoke / Waimea Road route.  
- Bus priority at key intersections in Nelson CBD.  
- Consider peak hour clearways on SH6 Gladstone Road to provide additional traffic lane in peak direction. |
| Short Term  | Road | - Nelson to Stoke - See Options 1 and 2.  
- SH6 / Cable Bay Road intersection – safety improvements.  
- SH6 / Quarantine Road intersection improvements  
- Port Nelson access improvements (QEII Drive and Hay St). |
### 4 Preferred Package – Medium Term (Before 2026)

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| Medium Term (Aim to Implement by 2026) | TDM | • Continuing intensification of residential and employment land-use development around transportation hubs to minimise commuter travel distances and maximise travel by “active modes” (i.e. walking and cycling) and/or public transport.  
• Monitoring of TDM effectiveness.  
• Maintenance / promotion of TDM strategy. |
| | Public Transport | • Bus interchanges at Stoke and Richmond.  
• Review frequency of core “commuter” bus services.  
• Review need for additional bus services to new residential areas. |
| | Cycle | • Implement medium priority elements of NCC/TDC cycle strategies, such as:  
• Lower Queen Street cycle lanes.  
• SH6 Gladstone Rd cycle lanes (Richmond Dev. to Brightwater).  
• SH60 cycle lanes (Three Brothers Cnr to Pea Viner Cnr). |
| | Road | • SH6 Whakatu Dr 4-laning (Waimea Rd / Beatson Rd Roundabout to Richmond Dev.)  
• SH6 Richmond Deviation 4-laning.  
• SH6 Hope Bypass (Richmond Deviation to SH60).  
• SH6 Whakatu Dr / Annesbrook Dr intersection – grade separation.  
• SH6 / Queen St intersection – grade separation. |

### 5 Preferred Package – Long Term (After 2026)

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</table>
| Long Term (After 2026) | TDM | • Continuing intensification of residential and employment land-use development around transportation hubs to minimise commuter travel distances and maximise travel by “active modes” (i.e. walking and cycling) and/or public transport.  
• Review justification of “congestion pricing” (i.e. tolls). |
| | Public Transport | • Review frequency of core “commuter” bus services.  
• Review need for additional bus services to new residential areas. |
| | Road | • SH6 Whakatu Dr / Richmond Deviation / Main Road Stoke twin roundabouts – grade separation.  
• SH6 Hope Bypass (SH60 to Eden Rd / Aniseed Valley Rd).  
• SH60 4-laning (McShane Rd to Hope Bypass). |
### 6 Option 1 – HOV Clearways

In addition to the Preferred Package, Option 1 will also involve:

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| **Public Transport** |                    | • Conventional local-stopping bus service at 15 minute headways in peaks between Nelson and Richmond on Salisbury Rd / Main Rd Stoke / Waimea Rd / Rutherford St route (30 min headways off-peak).  
  • Express bus services on Richmond Dev / Whakatu Dr / Annesbrook Dr / Tahunanui Dr / Rocks Rd / Wakefield Qy route at 30 minute headways in peaks (e.g. depart Richmond at 7:00, 7:30, 8:00, 8:30 & 9:00am). |
| **Cycle**            |                    | • Provide 4.0m wide two-way shared footpath / cycleway along seaward side of SH6 route (Tahunanui to Haven Rd).                                                                                                       |
| **Short Term**       | **Road**           | • Provision of peak hour clearway lanes along Waimea Rd and SH6 routes (Annesbrook roundabout to Haven Rd roundabout), to provide 2 lanes northbound on SH6 / 2 lanes southbound on Waimea Rd. Extra lanes to be available to buses, HOVs (defined as 2+ occupant vehicles) and heavy vehicles only.  
  • Access strategy along Waimea Rd / Rutherford St route, comprising:  
    • Rutherford St 2 lanes northbound plus one lane southbound between Halifax St and Nile St.  
    • Rutherford St pedestrian crossing (near Bronte St) replaced with overbridge.  
    • Waimea Rd pedestrian overbridge near Tukuka St.  
    • Solid median around Rutherford – Waimea curve (so no right turns to/from main route at Rutherford/Waimea/Bronte intersection).  
    • New traffic signals at Van Diemen St, Motueka St and Market Rd.  
    • Channelised Seagull at the Ridgeway.  
    • Left in / left out at Vanguard St, Examiner St, Hampden St, Franklyn St, Tukuka St and Boundary Rd.  
    • New traffic signals at Van Diemen St, Motueka St and Market Rd.  
    • Channelised Seagull at the Ridgeway.  
    • Left in / left out at Vanguard St, Examiner St, Hampden St, Franklyn St, Tukuka St and Boundary Rd.  
  • Access strategy along SH6 Annesbrook Dr / Tahunanui Dr / Rocks Rd route, comprising:  
  • New traffic signals at Parkers Rd.  
  • Muritai St, Green St & Fifeshire Cres to be left in / left out only. One-way left-in flow into Poynters Cres (from SH6 to Britannia Heights). Right turn out banned at Maire St.  
  • Rui and Rawhiti Sts to be closed.  
  • Tosswill Rd, Douglas Rd, Marie St, Blackwood St & Richardson St to be unchanged.  
  • Pedestrian overbridge at Tosswill Rd.                                                                 |
| **Medium Term**      | **Road**           | • Consider the need for construction of the Southern Corridor Local Arterial Road (Beatson Rd to St Vincent St).  
  • Ongoing review of justification/usage of peak hour clearway lanes for buses, HOVs and heavy vehicles only – if appropriate, make the lanes available to all vehicles. |
| **Long Term**        | **Road**           | • Consider the need for construction of the Southern Corridor Local Arterial Road (Beatson Rd to St Vincent St).  
  • Ongoing review of justification/usage of peak hour clearway lanes for buses, HOVs and heavy vehicles only – if appropriate, make the lanes available to all vehicles. |
## 7 Option 2 – SCLAR

In addition to the Preferred Package, Option 2 will also involve:

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| **Short Term** (by 2016) | Public Transport | - Conventional local-stopping bus service at **20 minute headways in peaks** between Nelson and Richmond on Salisbury Rd / Main Rd Stoke / Waimea Rd / Rutherford St route (30 min headways off-peak).  
- Express bus services on Richmond Dev / Whakatu Dr / Annesbrook Dr / Tahunanui Dr / Rocks Rd / Wakefield Qy route at **40 minute headways in peaks** (e.g. depart Richmond at 7:20, 8:00 & 8:40am).  
- Express bus services on Richmond Dev / Whakatu Dr / Annesbrook Dr / Southern Corridor Local Arterial Road / St Vincent St route at **40 minute headways in peaks** (e.g. depart Richmond at 7:00, 7:40, 8:20 & 9:00am). |
| **Medium Term** (by 2026) | Road | - Construction of the Southern Corridor Local Arterial Road (Beatson Rd to St Vincent St). New road to be available to all vehicles but movements onto SCLAR restricted at southern end.  
- Access strategy along Waimea Rd / Rutherford St route, comprising:  
  - Rutherford St 4 through lanes from Halifax St to Nile St.  
  - New traffic signals at Van Diemen St, Motueka St and The Ridgeway.  
  - Left in / left out at Vanguard St.  
  - Haven Rd and Wakatu Lane to be closed.  
  - Consideration of other treatments as per Option 1 depending on timing of SCLAR.  
- Access strategy along SH6 Annesbrook Dr / Tahunanui Dr / Rocks Rd route, comprising:  
  - One-way left-in flow into Poynters Cres (from SH6 to Britannia Heights).  
  - Consideration of other treatments as per Option 1 depending on timing of SCLAR. |
| **Long Term** (After 2026) | | - No improvements additional to the preferred strategy |

- No improvements additional to the preferred strategy