Transit New Zealand

North Nelson to Brightwater Corridor Management Study

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Corridor Management Study for North Nelson to Brightwater

1. Introduction

Transit New Zealand, Nelson City Council and the Tasman District Council have started to consider a future strategy for the State highway corridor and local road network from North Nelson to Brightwater and to revise and combine the Nelson and Tasman Regional Land Transport Strategies.

As a first step we are asking you, the community, to tell us your views on the transport issues, options and alternatives. You may also like to comment on how you see the objectives of the Land Transport Management Act 2003 outlined later in this document will be addressed by the study.

2. Purpose

The purpose of the study is to identify the present and future transport needs along the corridor and for the associated transport network including local roads, walking and cycling, public transport and alternative travel methods. The boundary includes the area between Hira to Brightwater\(^1\) (State Highway 6) in Nelson City and Tasman District. It also includes part of the State Highway 60 Corridor from Richmond (Three Brothers Corner) to Pea Viner Corner in Appleby.

\(^1\) Transit corridor study length SH6 (Teal Bridge) to SH6 (Wairoa Bridge) as well as SH60 (Three Brothers Corner) RP (Pea Viner Corner).
3. **Scope**

The scope of the study will look at options and alternatives that best meet present and future needs in a manner that assists and supports current and future land use, social, business, recreational, environmental and other long term goals.

A project team led by MWH New Zealand Ltd has been commissioned to work with Transit New Zealand and the Councils on this study.

The study will also provide valuable input into the review of the new combined Nelson and Tasman Regional Land Transport Strategy in tandem with exploring access options to Port Nelson.

4. **Principles and Objectives**

Under the Land Transport Management Act 2003 five objectives must be taken into account when future transport options and alternatives are considered. Overall the corridor management strategy should:

- assist economic development;
- assist safety and personal security;
- improve access and mobility;
- protect and promote public health; and
- ensure environmental sustainability.

These objectives will be used as a “measure” for assessing the options and alternatives as the Corridor Management Strategy develops.

> How do you think the objectives outlined in the LTMA can be met in the study area?

> Please provide your comment on the feedback form

5. **Study Outcomes**

The final corridor management strategy combined with the overall Nelson-Tasman Regional Land Transport Strategy are expected to provide an integrated package of proposals and linked ideas. This aims to ensure that the region’s economic development, safety and personal security, access and mobility, public health, and environmental sustainability benefits in relation to transport are improved. The study will be multi-modal and consider the best methods to manage travel demand with the objective of producing a balanced, integrated and sustainable transport system within the region.

This study will look closely at other transport studies and will take into account the impacts that developing part of the network will have on other areas and the relationship between social, environmental and land use effects.
6. Some Broad Transport Facts

- Nelson City and the Waimea Plains in the Tasman District have experienced significant growth over the last five years with a related increase in economic activity and land use. As result, traffic growth along the corridor is higher than the national average.

- Waimea and Rocks Roads exceed their traffic carrying capacity during peak morning hours (generally from 7.00am to 9.00am) and peak afternoon hours (generally from 4.00pm to 6.00pm), and handle traffic volumes in the order of 26,000 and 28,000 vehicles per day respectively.

- There is no recent State highway corridor management plan or previous strategy study specifically related to the Nelson – Richmond urban area.

- The region has no rail system, so most movement of people and goods is via the road network although a number of shorter trips are made by walking and cycling.

- Current public transport services offer limited routes and hours of operation.

7. Issues

We all have a view on transportation issues in the region and we want to hear what you think are important matters that we should consider in the study. Below are some issues that were raised during the development of the Nelson and Tasman Long Term Council Community Plans (LTCCP) which may be useful starting points. The list is not exhaustive and is in no particular order. Some of these issues, are site specific while others are more general.

Movement along the State highway and access to properties and arterial roads
Safe access to and from properties and arterial roads are important functions of State highways. Congestion on transport corridors at peak times makes travel more difficult along those lengths and results in greater levels of pollution in localised areas. Existing corridor locations also pose social severance issues by separating where people live from areas where they go to school, work or play. The movement of people and goods via car, heavy vehicle, public transport, cycle and walking along these corridors needs to be reconsidered in an integrated fashion.

Car emissions and impact on health
The potential reduction in greenhouse emissions and the impact of ratifying the Kyoto Protocol may have an influence upon how we view transportation overall.

Alternative transport and the need to allocate sufficient resources to look at alternatives
There are a number of transport alternatives such as more public transport services, cycling, carpooling, TRAVELSMART initiatives, walk and cycle ways, conventional or light rail and “park and ride” facilities. All these have positive and negative impacts that need to be considered. There is competition for space on the existing road corridor so general reliance on one mode of transport will have an impact on other modes of transport.
Good information required to develop public transport
Collating and analysing traffic projections and transport information will ensure an efficient transport solution is developed.

Walking and cycling
The movement of people by walking and cycling are positive forms of transport particularly for short journeys. Walking and cycling reduces total vehicle emissions, reduces the need for car parking spaces and promotes good health and well being. Linking cycle and walkways from State highways to local arterial roads will require a careful and integrated design.

Oil security and price fluctuations
The fluctuation in world oil prices has economic implications in terms of increased costs to goods and services. Fossil fuel supplies may be limited, and long-term alternative energy forms could be necessary.

Safer routes to and from schools
Ensuring children are safe while travelling to and from school requires careful consideration of the modes of transport in use, for example placing cycling lanes in locations to avoid conflict with other users. Conflict arises, particularly during morning and afternoon times between private cars, cyclists, students walking to school, and school buses.

Parking building
A balance between encouraging cars into central business districts and encouraging modes of transport other than private cars needs to be considered. A car parking study is currently underway in Nelson and will provide some options on car parking demand and the use of buildings in and around the Nelson CBD.

Measures to reduce environmental impacts
There is a desire to see tangible measures to reduce transport congestion, pollution and noise effects.

Southern Link, Waimea and Rocks Road
The Environment Court decision in March 2004 declined the Notice of Requirement for a State highway to be located on the former railway reserve off St Vincent Street. Peak morning and late afternoon congestion continues along Waimea and Rocks Road, so the movement of people and goods along these corridors needs to be carefully reconsidered.

Heavy vehicle transport priorities
Heavy vehicles endeavour to have uninhibited and safe movement on State highways when freighting goods. Traffic congestion and road design have an impact on the safe and efficient movement of heavy vehicles along the State highway. Port Nelson is a 24 hour, 7 day a week operation, so access to this area is important. The loading and unloading of freight also brings vital economic benefits to the region. ‘Pinch points’ travelling to Port Nelson (via State highway 6) include the Tahunanui roundabouts, Rocks Road and Wakefield Quay. Waimea Road offers a transport corridor bisected by Nelson College and Nelson Hospital and traffic signals where Rutherford Street intersects with Selwyn Place, Hardy, Bridge and Halifax Streets. Key issues include, frequent traffic stops at lights causing pollution from vehicle emissions, delays in freighting goods and localised traffic congestion.

Total mobility
According to Statistics New Zealand, the population of Nelson and Tasman is aging, with 2001 census data stating the Nelson and Tasman population of over 65’s being 14.3 and 13.1 percent respectively. This is based
on a total population of 41,568 (Nelson) and 41,352 (Tasman). The national average is 12.1 percent. Many senior citizens do not have a car and are therefore dependent upon other forms of transport such as bus services or a community or retirement village funded van.

Tourism growth and trips
Tourism and recreational travel along the transport corridor to the region’s national parks is significant and is expected to grow.

Transport is an important link to business and requires efficient operation of services
Having safe and efficient highways impacts on service providers such as Port Nelson, Nelson Airport, Transit New Zealand, and tourism operators. As a city with no rail service, the movement of people and goods rely heavily on the road network, and the region’s economic prosperity is generally associated with a congestion free road network.

Regional strategy
Transportation of people and goods has no boundaries, so a strategic and regional approach needs to focus on integrated transportation solutions.

Are the above issues a fair reflection of your concerns?
If not, what additional issues should be considered?
Please provide your comment on the feedback form

8. Options and Alternatives
Your feedback and involvement in the early stages of the consultation process will help us identify the issues (as discussed above), and to develop options and alternatives. Some of these were noted in written submissions during the development of the Nelson and Tasman Long Term Council Community Plans (LTCCP) and include:

Alternative public transport
- ‘Park and Ride’ facilities
- Electric rail systems / light rail / conventional rail
- Modification of roads to accommodate cycle and walk ways
- Link transportation alternatives to health and community well-being outcomes
- Improved bus timetables, routes and frequency of bus services
- Completion of a combined Nelson / Tasman cycle network.

Travel demand management\(^2\)
- Car pooling scheme
- Working from home (teleworking, telecommunity, teleconferencing)
- Car parking supply (ie. car park building) and price (meters and car park building fee)
- Work travel plans
- Priority for public transport on routes and at intersections.

\(^2\) Travel Demand Management is finding ways to reduce or restrain traffic growth as an alternative to building to more road capacity.
Roading
- Land use planning measures through the Nelson and Tasman resource management plans
- Improvements to McGlashen/Croucher and Talbot/Salisbury Road and its relationship to the Hope Bypass designation in Richmond
- Waimea and Rocks Roads – possible alternative lane configuration and or additional capacity
- Access to Port Nelson and to the Trafalgar Centre
- Heavy vehicle routes
- Does the present road network and hierarchy fulfil its intended purpose?

Are there other options and alternatives that you think should be considered?

→ Please provide your comment on the feedback form

9. The pathway

Transit New Zealand and the Nelson and Tasman Councils are informing and listening to the community as we develop and review the transport programmes for the region. This preliminary discussion document starts that journey by:

- Informing you of the study
- Asking for your comments about transport issues
- Asking for your comments on the options and alternatives
- Inviting you to register your interest

The pathway for feedback:

<table>
<thead>
<tr>
<th>Dec '04</th>
<th>Nov '04 – Mar '05</th>
<th>Feb '05</th>
<th>Mar '05</th>
<th>June '05</th>
</tr>
</thead>
<tbody>
<tr>
<td>Feedback on preliminary discussion document</td>
<td>Consultation with stakeholders and the wider community</td>
<td>Develop an issues, options and alternatives paper</td>
<td>Draft the corridor management plan and the Nelson Tasman Regional Land Transport Strategy</td>
<td>Submissions and hearings on the draft strategy (where appropriate)</td>
</tr>
</tbody>
</table>

Your feedback will be used to develop an issues, options and alternatives paper. Consultation is ongoing as we seek to refine the issues and work with the community to develop the options and alternatives for transportation in Nelson and Tasman.

10. Feedback

We welcome your feedback or you may just wish to register your contact details to be included in future dialogue on transport programmes.

The closing date for your feedback on this preliminary discussion document is **Friday 21st January 2005**.
Additional copies are available from the Transit website www.transit.govt.nz or directly from the Nelson City Council or Tasman District Council.

All responses will be acknowledged and a summary of those feedback comments will be in the issues, options and alternatives paper and will be available from the Transit website and sent to you via your email address.

Please send your feedback to:

**Email:** grant.r.russell@mwhglobal.com

**Post:** Transport Feedback
C/- MWH New Zealand
PO Box 3455
Richmond
NELSON
Feedback form. You’re welcome to use this form or add additional pages.

How do you think the objectives outlined in the LTMA can be met in the study area?

Are the above issues a fair reflection of your concerns? If not, what additional issues should be considered?

Are there other options and alternatives that you think should be considered?

Do you have any other comments on the study?
To acknowledge receipt of your feedback and to follow up with you if we need further information please provide your daytime contact details:

Name: ____________________________________________
Address: __________________________________________
Telephone: __________________________________________
Email: ____________________________________________

Are you providing feedback as an Organisation representative?  YES  NO

Name of Organisation: ____________________________________________
Your Organisation’s Position: ____________________________________________

Do you wish to be added to our mailing list to receive further information as it becomes available?

YES  NO

The closing date for your feedback on this Information Document is Friday 21st January 2005.

Please send your feedback to:

Email: grant.r.russell@mwhglobal.com

Post:  Transport Feedback
       C/- MWH New Zealand
       PO Box 3455
       Richmond
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