

Transit New Zealand

North Nelson to Brightwater Corridor Strategy Study Consultation Findings: Stage 2

January 2006



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Contents

1.	Introduction	1
2.	Responses	2
3.	Question 1: Overall Preferred Approach	2
4.	Question 2: Sub-Options in Packages B, C and D	2
5.	Question 3: Projects to be Added to Preferred Package	3
6.	Question 4: Projects to be Excluded from Preferred Package	4
7.	Question 5: Projects with Greatest Benefit to Region	5
8.	Additional Comments	5
9.	Interpretation	6
10.	Conclusions	6
	Appendix 1: Summary of Responses to Questions	7
	Appendix 2: Summary of Additional Comments	12

1. Introduction

This report documents the findings of Stage 2 consultation undertaken for the North Nelson to Brightwater Corridor Strategy Study on behalf of Transit New Zealand (Transit), the Nelson City Council (NCC) and the Tasman District Council (TDC).

The objectives for the Stage 2 consultation were:

1. To provide information to interested parties on the alternative scenarios and the evaluation process, and:
2. To provide an opportunity for the community to express its views and preferences on the scenarios being considered.

The basis of the Stage 2 consultation was an *Issues, Options and Alternatives Paper*. This was developed from the results of Stage 1 consultation, a planning evaluation, and transportation modelling of various scenarios. It included 4 main packages, comprising individual elements or projects, as detailed below in Section 3. It also included a pre-formatted Feedback Form.

The *Issues, Options and Alternatives Paper* was sent to all the parties who had participated in the Stage 1 consultation on 31st October 2005, and it was posted on the Transit New Zealand website and Nelson City Council website. Copies of the document were made available at the NCC and TDC reception areas, and also at the public libraries. Newspaper statements were published in the 'Nelson Mail' and the 'Live Nelson' publication, informing the public of the Issues, Options and Alternatives Paper, the venues and dates for the public meetings, and the closing date for submissions.

Public meetings were held in Nelson and Richmond on 28th and 29th November 2005. These were to assist people to understand the issues and options being presented, and to aid them in providing informed feedback. Further meetings were held with the Nelson Tasman Chamber of Commerce and Port Nelson Limited on 28th November 2005, and with the Tasman District Council on 29th November 2005.

The period specified for public comments to be received closed on 5th December 2005. All submissions that were received by 9th December 2005 (i.e. allowing for submissions that were received slightly late) have been recorded and summarised in this report.

A total of 474 submissions were received by 9th December 2005 and have been summarised in this report, comprising 27 from organisations and 447 from individuals.

Of the 474 submissions, 119 used the pre-formatted Feedback Forms that were provided in the *Issues, Options and Alternatives Paper* and 47 were free format submissions made by letter or e-mail. The remaining 308 were pro-forma responses from an organised mail out of forms, but all were individually signed.

A list of all submitters is held on database, and letters have been sent to acknowledge all submissions.

2. Responses

The pre-formatted Feedback Form contained 5 questions.

The responses are summarised below in Sections 3 to 7. A detailed breakdown of responses is presented in **Appendix 1**.

Many of the submissions received in letters and e-mails did not specifically answer those 5 questions. However for the purposes of analysis, the feedback from those submissions has been assessed in terms of those 5 questions where this was possible.

In addition, the Feedback Forms contained a sheet to allow for Additional Comments to be made. Where helpful for the study, the additional comments, including those received in letter and emails, have also been summarised in **Appendix 2**.

3. Question 1: Overall Preferred Approach

The overall preferences are summarised as:

<i>Respondent's Favoured Package</i>	<i>Excluding the 308 pro-forma responses</i>	<i>Including the 308 pro-forma responses</i>
• Package A: Public Transport/Traffic Restraint	72 responses (43%)	(15%)
• Package B: Maximise Efficiency of the Network	18 responses (11%)	(4%)
• Package C: Basic Road Improvements	18 responses (11%)	(4%)
• Package D: Enhanced Roading Improvements	19 responses (11%)	327 responses (69%)
• No Particular Package Preferred	<u>39 responses (24%)</u>	<u>(8%)</u>
TOTAL	166 responses (100%)	474 responses (100%)

4. Question 2: Sub-Options in Packages B, C and D

This question was designed to focus responses onto particular sub-options, for those packages where there were sub-options.

For Package B, the sub-options were B13 and B14, which considered varying the direction of tidal flow along Waimea Road and Rocks Road.

88% of respondents who favoured Package B favoured sub-option B13 (tidal flow with Waimea Road providing 1 lane northbound & 2 lanes southbound and Rocks Road providing 2 lanes northbound & 1 lane southbound). The remaining 12% favoured sub-option B14 (tidal flow with Waimea Road providing 2 lanes northbound & 1 lane southbound and Rocks Road providing 1 lane northbound & 2 lanes southbound).

For Package C, the sub-options were C2, C3 and C5, which considered four-laning of Waimea Road, four-laning of Rocks Road, or three-laning of both Waimea and Rocks Roads with tidal flow.

20% of respondents who favoured Package C favoured sub-option C2 (four-laning of Waimea Road), 37% favoured sub-option C3 (four-laning of Rocks Road), and 43% favoured sub-option C5 (three-laning of both these roads with tidal flow to provide 4 lanes northbound and 2 lanes southbound in the morning peak, reversed in the evening peak).

For Package D, the sub-options all included Waimea Road being widened to provide 2 traffic lanes and 2 bus lanes. The sub-options were D2, D3, D4 and D18, which considered either Rocks Road retained as 2 lanes with the 'southern link' constructed, or Rocks Road retained as 2 lanes with a tunnel constructed from Tahunanui to Toi Toi, or Rocks Road widened to 4 lanes, or Rocks Road retained as 2 lanes with a 'South Nelson Bypass' constructed from Waimea Road to south of Atawhai via Enner Glynn.

38% of respondents who favoured Package D favoured sub-option D2 (Rocks Road retained as 2 lanes with the 'southern link' constructed), 7% favoured sub-option D3 (Rocks Road retained as 2 lanes with a tunnel constructed from Tahunanui to Toi Toi), 53% favoured sub-option D4 (Rocks Road widened to 4 lanes) and 2% favoured sub-option D18 (Rocks Road retained as 2 lanes with a 'South Nelson Bypass' constructed from Waimea Road to south of Atawhai via Enner Glynn).

5. Question 3: Projects to be Added to Preferred Package

Question 3 gave respondents the choice of which projects should be added to their preferred Package.

The projects from Package A that people most commonly wished to add to other packages that they preferred are listed below. (Note: the percentage values relate to the total number of items that respondents chose from this particular package to add to other packages.)

- | | |
|--|-----|
| • Cycle facilities (as per Council cycle strategies) | 20% |
| • Park and Ride/increase bus frequencies | 14% |
| • Ferry Service Mapua-Nelson | 13% |
| • Waimea Road Clearways | 8% |
| • School/workplace travel plans, car pooling | 8% |

The projects from Package B that people most commonly wished to add to other packages that they preferred are listed below.

- | | |
|--|-----|
| • Tidal flow Waimea Road,
(1 lane n-bound, 2 lanes s-bound, Rocks Road, 2 lanes n-bound, 1 lane s-bound) | 13% |
| • Cycle facilities | 12% |
| • Tidal flow Waimea Road,
(2 lanes n-bound, 1 lanes s-bound, Rocks Road, 1 lane n-bound, 2 lanes s-bound) | 11% |
| • Park and Ride/increase bus frequencies | 11% |

The projects from Package C that people most commonly wished to add to other packages that they preferred are listed below.

- | | |
|---|-----|
| • SH 60, four-laning (McShanes Three Brothers Corner) | 14% |
| • Cycle facilities | 11% |
| • Park and Ride with parking at Richmond and Stoke | 9% |
| • Waimea Rd/Rocks Rd tidal flow | 8% |

The projects from Package D that people most commonly wished to add to other packages that they preferred are listed below.

- | | <i>Excluding the 308
pro-forma responses</i> | <i>Including the 308
pro-forma responses</i> |
|--|--|--|
| • Subsidies for bus services, reduce costs for users | 17% | 2.4% |
| • Cycle facilities | 15% | 2.1% |
| • South Nelson Bypass | 13% | 1.8% |
| • Brook St to Marsden Valley connection | 10% | 1.5% |
| • Beatson – St Vincent St (Southern link) 2 lanes, no additional lanes Waimea and Rocks Rds, provision for future 4-laning of main arterial route from Richmond to QE2 Drive | N/A | 92.2% |

Note: A number of the projects that respondents nominated to be added to their preferred Package were actually already included in the package (e.g. the proposed cycle facilities as per the Council cycle strategies, which were included in all four packages).

6. Question 4: Projects to be Excluded from Preferred Package

Question 4 gave respondents the choice of which projects should be excluded from their preferred Package.

For respondents who generally preferred Package A, the projects that they most commonly wished to exclude are listed below. (Note: the percentage values relate to the total number of items that respondents wished to exclude from this particular package.)

- | | |
|------------------------------|-----|
| • Waimea Road Clearways | 45% |
| • Ferry Service Mapua-Nelson | 13% |
| • Congestion pricing | 7% |

For respondents who generally preferred Package B, the projects that they most commonly wished to exclude are listed below.

- | | |
|---|-----|
| • Tidal flow
(Waimea Rd 2 lanes nbd / 1 lane sbd, Rocks Rd 1 lane nbd / 2 lanes sbd) | 21% |
| • High occupancy vehicle lanes | 10% |
| • Intensify development around transport hubs | 10% |
| • Ferry service Mapua-Nelson | 10% |
| • Parking strategy to increase price/control supply | 10% |

For respondents who generally preferred Package C, the projects that they most commonly wished to exclude are listed below.

- | | |
|---|-----|
| • Four-laning Waimea Road | 35% |
| • Four-laning Rocks Road | 27% |
| • Cycle facilities | 6% |
| • Parking strategy to increase price/control supply | 6% |

For respondents who generally preferred Package D, the projects that they most commonly wished to exclude are listed below.

- | | <i>Excluding the 308
pro-forma responses</i> | <i>Including the 308
pro-forma responses</i> |
|---|--|--|
| • Rocks Road 2 lanes + Tunnel | 29% | 25% |
| • Rocks Road 2 lanes + plus southern link | 17% | 24% |
| • South Nelson Bypass | 16% | 24% |
| • Rocks Road 4 lanes | 12% | 23% |

7. Question 5: Projects with Greatest Benefit to Region

The projects, which respondents believe will provide the greatest benefits to the region, are:

- | | <i>Excluding the 308
pro-forma responses</i> | <i>Including the 308
pro-forma responses</i> |
|--|--|--|
| • Cycle facilities (as per Council cycle strategies) | 25% | 15% |
| • Peak hour bus services 10 min headway etc. | 15% | 9% |
| • Beatson – St Vincent St (Southern link) 2 lanes, no additional lanes Waimea and Rocks Rds, provision for future 4-laning of main arterial route from Richmond to QE2 Drive | N/A | 38% |

Note: Many respondents included more than one project to exclude from their preferred package, so the percentages shown relate to the total number of projects specified.

8. Additional Comments

The majority of responses included additional comments. These are summarised in **Appendix 2**.

A very wide range of comments were received, the main topics were issues associated with 'Travel Smart' principles, rail options, 'Peak Oil', cycleways and walkways, pedestrian underpasses/bridges, public transport cost and reliability, considering population trends/demographics. A number of suggestions for detailed roading improvements (including schematic diagrams held on file) were also received.

9. Interpretation

In overall terms, the Stage 2 consultation was considered to be successful in engaging a large number of people and interest groups through public meetings and targeted group meetings.

Responses to the *Issues, Options and Alternatives* paper show the following general trends:

- The main preferences of respondents are for either public transport emphasis (Package A) or enhanced roading improvements (Package D).
- The 'Southern Link' received high support from the 308 pro-forma responses plus other responses supporting the route as part of Package D.
- There is high support among those who support Package D for Waimea Rd and Rocks Rd widening/improvements.
- There is high support for tidal flow on Waimea Rd and Rocks Rd.
- The variable tidal flow option (three-laning of Waimea and Rocks Rds with tidal flow to provide 4 lanes northbound and 2 lanes southbound in the morning peak, reversed in the evening peak) are generally preferred over 4-laning either Rocks Road or Waimea Road.
- Of those who favour the four-laning options, the preference is for 4-laning Rocks Road rather than Waimea Road.
- There is high support for cycling projects, which were included in all packages.
- Additional comments received favour adopting the Travel Smart programme, further investigating Rail options, taking account of 'Peak Oil' implications, and considering population trends/demographics.

10. Conclusions

In meeting the objectives for this stage of the consultation, key stakeholders and the wider community have been informed and engaged in consultation on the Corridor Study.

The *Issues, Options and Alternatives Paper* was sent to participants from the Stage 1 consultation, and has also been available from the Nelson City Council and Tasman District Council offices. The public were notified of the *Issues, Options and Alternatives Paper* through the 'Nelson Mail', 'Live Nelson' and notices on the Transit and NCC websites. The discussion document was available for viewing at the Council receptions and public libraries from early November 2005. Feedback was received in the second week of December 2005.

The 474 responses that were received by 9 December 2005 reflect the heightened public awareness of the Corridor Study and the issues for transportation in the Study area into the future.

The information recorded from Stage 2 consultation will be considered by the Project Team in further detail during the development of a preferred strategy for Stage 3 consultation.

Appendix 1: Summary of Responses to Questions

Question 1: Which package is your Preferred Approach?

Answer: Package A

Organisations 13
Individuals 59
TOTAL 72

Package A : Public Transport Focus with Traffic Restraint							
Time Period	Project		Question 2 Which Sub - Options?	Question 3 Additional Projects to add to Preferred Approach:	Question 4 Which Preferred Projects are NOT needed?	Question 5 Which provides the greatest benefits; are fundamental for inclusion into the Preferred Strategy?	
Short-term (by 2011)	Type	Ref	Description				
	Road	A1	- Cycle facilities (as per NCC/Tasman cycle strategies)	1	16	2	56
		A2	- Waimea Rd peak-hour clearways (additional with-flow bus lanes, with signal control at intersections)	1	6	32	19
	TDM	A3	- Intersection priority for buses	2	3	2	13
			- Peak hour bus services 5 min headway Nelson-Richmond comprising; - Salisbury / Whakatu / Annesbrook / Tahunanui / Wakefield / Port / Nelson CBD (10min) - Salisbury / Main Road Stoke / Waimea / Hosp and College / Nelson CBD (10min)	1	5	3	57
	PT	A4	- limited stop express / local stopping services to alternate bus service quality upgrade (bus stop facilities, vehicle quality/comfort, etc) - improvements to off-peak/shopper service frequencies, fare concessions / promotions, low floor buses				
		A5	- Airport / Nelson CBD and Airport / Richmond CBD services	1	3	1	12
		A6	- Intensification of development around transport hubs	1	3	3	10
		A7	- Parking strategy to increase price / control supply in Nelson and Richmond CBDs	1	2	4	11
		A8	- Promote teleworking, flexible working hours to reduce peak intensities	2	1	3	11
	TDM	A9	- School and workplace travel plans, car-pooling promotion	2	6	1	15
		A10	- Traveller information, travel option promotion / awareness	2	4	1	9
		A11	- Subsidies for non-commercial bus services; reduce costs to users	1	3	2	15
		A12	- Park and Ride with parking facilities in Richmond and Stoke	1	11	2	44
		A13	- Servicing by increased bus service frequencies				
Medium-term (2011 – 2021)	PT	A14	- Bus services for new residential areas (timing appropriate to development)	10	9	7	
Long-term (after 2021)	PT						
	TDM	A15	- Congestion pricing (apply to arterial network)	1	3	1	14
					5	12	

Question 1: Which package is your Preferred Approach?

Answer: Package B

Organisations 1
Individuals 17
TOTAL 18

Package B : Maximise Efficiency of Existing Network						
Time Period	Project		Question 2 Which Sub - Options?	Question 3 Additional Projects to add to Preferred Approach:	Question 4 Which Preferred Projects are NOT needed?	Question 5 Which provides the greatest benefits; are fundamental for inclusion into the Preferred Strategy?
	Type	Ref	Description			
Short-term (by 2011)	Road	B1	- Cycle facilities (as per NCC/Tasman cycle strategies)	10	2	24
		B2	- Intersection priority for buses	1	2	3
	TM	B3	- High occupancy vehicle lanes; - SH6 (Annesbrook, Tahunanui, Rocks, Wakefield Quay) (northbound) - Waimea Rd (southbound)	6	3	6
			- Peak hour bus services 5 min headway Nelson-Richmond comprising; - Salisbury / Whakatu / Annesbrook / Tahunanui / Wakefield / Port / Nelson CBD (10min) - Salisbury / Main Road Stoke / Waimea / Hosp and College / Nelson CBD (10min) - limited stop express / local stopping services to alternate - bus service quality upgrade (bus stop facilities, vehicle quality/comfort, etc) - improvements to off-peak/shopper service frequencies, fare concessions / promotions, low floor buses	4	1	10
	PT	B4	- Airport / Nelson CBD and Airport / Richmond CBD services - Intensification of development around transport hubs - Promote teleworking, flexible working hours to reduce peak intensities - School and workplace travel plans, car-pooling promotion - Traveller information, travel option promotion / awareness - Subsidies for non-commercial bus services; reduce costs to users - Park and Ride with parking facilities in Richmond and Stoke - Servicing by increased bus service frequencies (refer above)			
		B5		5		1
		B6		1	3	1
	TDM	B7		3	1	
		B8		3	1	5
		B9		4		5
Medium-term (2011 – 2021)	PT	B10		4	2	3
		B11		9		5
		B12	- Ferry service Mapua – Nelson (peak periods) - Tidal flow – Fixed lane allocation avoids requirements for gantries/signage - Waimea Rd (Beatson – Bronte) (1 lane nrbnd / 2 lanes stbnd) - SH6 (Annesbrook – W'field Quay) (2 lanes nrbnd / 1 lane stbnd)	6	3	7
	TM	B13		11	2	
		B14	- Tidal flow – Fixed lane allocation avoids requirements for gantries/signage - Waimea Rd (Beatson – Bronte) (2 lanes nrbnd / 1 lane stbnd) - SH6 (Annesbrook – W'field Quay) (1 lane nrbnd / 2 lanes stbnd)	9	6	4
Long-term (after 2021)	TDM	B15	- Parking strategy to increase price / control supply in Nelson and Richmond CBDs	3	3	3
	PT	B16	- Bus services for new residential areas (timing appropriate to development)	4		5
TOTAL				62	29	82

Question 1: Which package is your Preferred Approach?

Answer: Package C

Organisations 2
Individuals 16
TOTAL 18

Package C : Basic Roading Improvements (reduce congestion)						
Time Period	Project		Question 2 Which Sub - Options?	Question 3 Additional Projects to add to Preferred Approach:	Question 4 Which Preferred Projects are NOT needed?	Question 5 Which provides the greatest benefits; are fundamental for inclusion into the Preferred Strategy?
	Type	Ref	Description			
Short-term (by 2011)	Road	C1	- Cycle facilities (as per NCC/Tasman cycle strategies)	10	4	19
		C2	- Four-laning Waimea Road	10	5	23
		C3	- Four-laning Rocks Road	19	2	18
		C4	- Peak Hour Cleanways (Main Road Stoke / Salisbury Rd / Gladstone Rd)	1	6	2
	TM	C5	- Waimea Rd and Rocks Rd Tidal Flow (4 lanes n/bound and 2 lanes s/bound in AM Pk, reversed in PM peak), (controlled with gantries and overhead electronic signs)	22	7	3
			- Peak hour bus services 10 min headway Nelson-Richmond comprising: - Salisbury / Whakatu / Annesbrook / Tahunanui / Wakefield / Port / Nelson CBD (20min)	1	6	1
	PT	C6	- Salisbury / Main Road Stoke / Waimea / Hosp and College / Nelson CBD (20min) - limited stop express / local stopping services to alternate - bus service quality upgrade (bus stop facilities, vehicle quality/comfort, etc) - improvements to off-peak/shopper service frequencies, fare concessions / promotions, low floor buses			
		C7	- Airport / Nelson CBD and Airport / Richmond CBD services		4	2
		C8	- Intensification of development around transport hubs		2	1
		C9	- Parking strategy to increase price / control supply in Nelson and Richmond CBDs	1	3	4
Medium-term (2011 – 2021)	TDM	C10	- Promote teleworking, flexible working hours to reduce peak intensities		2	2
		C11	- School and workplace travel plans, car-pooling promotion		4	2
		C12	- Traveller information, travel option promotion / awareness		4	1
		C13	- Subsidies for non-commercial bus services; reduce costs to users		4	1
	Road		- SH60 four-laning (McShanes – Three Brothers Corner)	2	13	2
		C14	- SH6 Annesbrook Dr intersection grade-separation - SH6 Richmond Deviation four-laning - SH6 Hope Bypass (two lanes to SH60) - SH6 / Queen St grade-separation			
		C15	- Park and Ride with parking facilities in Richmond and Stoke			
		C16	- SH6 Nelson – Atawhai passing lanes	1	8	1
	PT	C17	- Bus services for new residential areas (timing appropriate to development)		5	
					3	
Long-term (after 2021)						5
						4
						2

Question 1: Which package is your Preferred Approach?

Answer: Package D

Organisations
Individuals
TOTAL

4
323
327

Package D : Enhanced Roading Improvements (for impr LOS)							
Time Period	Project		Question 2 Which Sub - Options?	Question 3 Additional Projects to add to Preferred Approach:	Question 4 Which Preferred Projects are NOT needed?	Question 5 Which provides the greatest benefits; are fundamental for inclusion into the Preferred Strategy?	
	Type	Ref	Description				
Short-term (by 2011)	Road	D1	- Cycle facilities (as per NCC/Tasman cycle strategies)	7	2	24	
		D2	- Waimea Road 2 traffic lanes + 2 bus lanes, combined with EITHER:	3			
		D3	- Rocks Rd 2 lanes + 2 lanes on new alignment (Beatson-St Vincent)	21	332*	9	
		D4	- Rocks Rd 2 lanes + Tunnel (Tahananui Dr to Toi Toi St)	4	348*		
			30		324*		
Medium-term (2011 – 2021)	Road		- Grade separate Annesbrook Dr intersection (for all schemes)				
			- Peak hour bus services 10 min headway Nelson-Richmond comprising: - Salisbury / Whakatu / Annesbrook / Tahananui / Wakefield / Port / Nelson CBD (20min)	2		1	
			- Salisbury / Main Road Stoke / Waimea / Hosp and College / Nelson CBD (20min)				
			- limited stop express / local stopping services to alternate - bus service quality upgrade (bus stop facilities, vehicle quality/comfort, etc)				
Long-term (after 2021)	Road		- improvements to off-peak/shopper service frequencies, fare concessions / promotions, low floor buses				
		D6	- Airport / Nelson CBD and Airport / Richmond CBD services	1	1		
		D7	- Peak Hour Clearways (Main Road Stoke / Salisbury Rd / Gladstone Rd)	2	2	1	
		D8	- Intensification of development around transport hubs		1		
Long-term (after 2021)	Road	D9	- Parking strategy to increase price / control supply in Nelson and Richmond CBDs	2	2		
		D10	- Promote teleworking, flexible working hours to reduce peak intensities	1	1		
		D11	- School and workplace travel plans, car-pooling promotion	1			
		D12	- Traveller information, travel option promotion / awareness	1	2		
Long-term (after 2021)	Road	D13	- Subsidies for non-commercial bus services; reduce costs to users	8		4	
			- SH6 Richmond Deviation four-laning	3	1	1	
		D14	- SH6 Hope Bypass (two lanes to SH60) - SH60 four-laning (McShanes – Three Brothers Corner)				
			- Grade separate SH6 Quarantine Rd intersection - SH6 / Queen St grade-separation				
Long-term (after 2021)	Road	D15	- SH6 Nelson to Atawhai passing lanes	3	1	1	
		D16	- SH6 Nelson to Atawhai 4-laning	1	3	3	
		D17	- Brook Street to Marsden Valley Rd connection	1	5	1	
			- South Nelson State Highway Bypass from Waimea Rd via Enner Glynn to south of Atawhai (beyond 2031).				
Long-term (after 2021)	Road	D18	This option includes Waimea Road 2 traffic lanes and 2 bus lanes together with ALL other 'D' projects EXCEPT for D2, D3 and D4.				
Long-term (after 2021)	PT	D19	- Bus services for new residential areas (timing appropriate to development)	1	330*	2	

* **Note:** Includes pro-forma responses

Appendix 2: Summary of Additional Comments

TOPIC/ISSUE	COMMENTS	NO. OF RESPONSES
Alternative modes, rail	Rail, light rail, monorail, trams need to be investigated as part of the Study	26
	Supports removal of rail options from Study	5
Public transport	Extend the bus routes out to wider residential areas	11
	Needs to be made cheaper and more reliable	18
	Better co-ordination between 2 Councils, linked to parking strategy	3
	Park and Ride should be a short term measure	1
	Park and ride not viable – distances too short to encourage patronage	1
	Improve PT modes before roading projects implemented	1
	No bus lanes on Waimea Rd	2
	Subsidise workers bus from Motueka/Mapua/Nelson	1
Peak oil	Include analysis of impacts of Peak Oil and Kyoto Protocol considerations	22
	Peak oil will not result in less vehicles	1
“Travel Smart”	Take account of ‘Travel Smart’ principles for growth co-ordinated with transportation	35
Pedestrian underpasses / bridges	Construct pedestrian overbridges, underpasses along main arterial routes, particularly at Waimea Rd/Hampden Street, Waimea Rd/Franklyn St, Tahunanui Drive	22
Cycling	Review and implement cycle strategies, promote cycle use	8
	Improve cycling facilities	14
	Cycling lanes on Rocks Rd combined on seaward side	1
	Cycleways should be remote from arterial roads	6
	Cycleways separated from pedestrian paths	1
	Retain Railway Reserve as a cycling lane	2
Population / demographic trends	The Study needs to take more account of population and demographic factors	16
Increased public awareness	Need to increase public awareness of transport issues, to reduce car use, vehicle emissions, use off-peak travel times, work/commuting habits, reduced driving for school trips, car pooling	13
Social / health effects	Options need to include more analysis of social and health effects	10
	Meet needs of travel disadvantaged	1
Grade separation	Grade separate Annesbrook Roundabout, Waimea Rd/Hampden St, Waimea Rd/Motueka St, and Rocks Rd/Bisley Avenue,	14
Land use planning	Reduce urban sprawl/lifestyle blocks	4
	Co-ordinate transport network with NUGS and LTCCP's	7
	Big box retailing discouraged in Annesbrook	1

TOPIC/ISSUE	COMMENTS	NO. OF RESPONSES
	Shift the centre of activity to Saxton fields area, co-ordinate growth between NCC and TDC	2
	Consenting issues need to be factored in	1
	Tidal flows will be negated - increasing travel north and south during peaks	1
	Relocate the Port	1
	Relocate airport to Rabbit Island, replace with Park and Ride	1
	No new roads in CBD	1
Walkways	Improve and extend walkway systems	10
	Upgrade footpaths	1
Rocks Road	Don't change Rocks Road	5
	Tramway on Rocks Road	4
	Remove car parking, replace with cycle lanes, walkways	2
	Remove all heavy traffic	1
	Rocks Rd one way traffic, Waimea Rd opposite direction	2
Southern Link Road	Beatson Road – St Vincent Street with 2 lanes, and no additional lanes on Waimea or Rocks Roads	308
	Restrict usage to buses, peak hour traffic only, traffic outside school hours,	3
	Restrict it to heavy traffic/goods vehicles only	2
	Should be a stand alone project	1
	Only for cycling/walking	1
Major roading projects	Four-laning of the main arterial route from Richmond deviation to QE2 Drive, via the Southern Link Road	308
	Make a freeway/motorway over entire study length	5
	Railway Reserve as a Stoke Bypass	1
	4-lane Main Rd Hope	1
	More work on the Richmond Deviation–Whakatu Drive–Waimea Rd route	1
	3 lane Waimea Rd	2
	3 lane Rocks Rd	1
	4 lane Waimea Rd	1
	Investigate Maungatapu route	2
	Slip roads to airport	1
	Bypass south of Richmond, Lower Queen St/Waimea West Rd/Teapot Valley Rd	1
Parking strategies	Need to constrain supply of parking	7
	Parking should be freely available	1
	Close Nelson CBD to cars during peak periods	1
Port Nelson	Retain main access at Hay Street (minimise traffic along SH6)	1
	Land use certainty at Port area to support long term access route to Port	1
Other roading / intersections	Queen St/Gladstone Rd specific improvements suggested	1
	Suffolk Rd – Hill St link needed	1
	Tahunanui – close off side roads	4

TOPIC/ISSUE	COMMENTS	NO. OF RESPONSES
	The Glen and Cable Bay intersections	1
	One way flows on St Vincent St/vanguard St	1
	Victory Square underpass	1
	Schematic plans for main corridor improvements (held on file)	2
	Princes Drive – Whakatu Drive link	1
	Beatson – Kawai St link	1
Miscellaneous	Funding implications/policies, better definition of projects to meet criteria	1
	Clearways to be used by commercial vehicles	2
	HOV lanes to be used by freight vehicles	1
	Merge lanes at Ridgeway – Waimea Rd extended	1
	Various immediate projects not supported (eg. Hays Cnr)	4
	Immediate projects supported	1
	South Nelson bypass for heavy vehicles only	1