

Planning improvements to the Waitohi/Picton Transport Network



PROJECT OVERVIEW

We are a small team of Waka Kotahi NZ Transport Agency and KiwiRail transport planners. We're looking at transport changes that might be needed to improve how people move around and through Waitohi/Picton.

Our task is to look at changes that may be needed in addition to transport changes already proposed as part of the Waitohi Picton Ferry Precinct project.

The Ferry Precinct project is proposing an overbridge at the Dublin Street rail crossing, and changes at the Broadway crossing and the northern end of Market Street.

Our task is to look at what else might be needed to help people move around Waitohi/Picton, especially with the future arrival of larger rail-enabled Interislander ferries. The new ferries will carry longer trains, and increase freight and passenger volumes over time.

As you read through this brochure, you will see that our additional transport changes are proposed for the short, and medium to long term.

We are currently building a case for these proposed transport changes through a 'single stage business case'. We have not made any decisions on funding yet, but once the business case is completed, we are likely to apply for funding in stages.

Based on feedback we received earlier this year through the Ferry Precinct consultation, we have focussed our investigation on:

- Improving Waitohi/Picton transport system safety and access
- Managing heavy vehicle access around Waitohi/Picton including parking
- Improving footpaths and crossing points
- Intersection improvements.

We are now seeking your feedback on the various options. We are proposing that the medium to long-term changes follow the Dublin Street overbridge and changes to Broadway and Market Street.

Why is this project different to the Waitohi Picton Ferry Precinct Redevelopment project?

Waka Kotahi NZ Transport Agency and KiwiRail, working closely with our partners Port Marlborough and the Marlborough District Council, want to ensure that all transport issues are carefully considered before the new Interislander ferries and longer trains arrive. We refer to this investigation as a Single Stage Business Case (SSBC). Although we work alongside the Waitohi Picton Ferry Precinct Redevelopment project (which is proposing significant infrastructure changes to the port to cater for larger rail-enabled ferries), our investigation is governed differently, and we are also looking at some older transport issues in the area. This includes any transport improvements we could make to cater for growth in traffic between Waitohi/Picton and Blenheim.

Immediate to short term i.e. the next three years



Kent Street safety improvements

- While remaining the main access road for heavy vehicles to the port, the vision for the Kent Street corridor is to create a safer environment for all users with safe crossing points for people walking and cycling, and safe intersections which share priority between vehicles as well as people walking and cycling. We are considering providing:
 - footpath widening
 - safe crossing points
 - electronic speed signs for the Kent Street school zone
 - signs reminding travellers from the port that they are entering a residential area
 - parking restrictions around the school to ensure visibility at crossing points.

A better freight route to the Port

Currently, Devon Street, York Street and Oxford Street all carry heavy vehicle volumes, more than that expected for residential neighbourhood streets. Improvements to the Kent Street/Wairau Road intersection should encourage heavy vehicle drivers to use Kent Street as the main access road to the port, whilst preserving Nelson Square as a community recreation asset.

Footpath improvements

- There is a lack of clear and consistent paths to support walking and cycling through the area. Paths tend to disappear or be in a poor state.
- Footpath improvements are planned to safely support the increasing uptake of walking, scooting and biking for young children from home to town, shops, the library, school and waterfront.
- The aim of these improvements is to add and upgrade paths that are in a poor state to improve safety and support more people using them.

Safe crossing points

- There is a lack of designated crossing points across Auckland and Dublin streets.
- Roads are difficult to cross without dedicated, safe crossing points as they are very wide and there are lots of parked cars and trucks which block the view for pedestrians.
- The aim is to provide safe crossing points on Auckland Street at the Broadway/ Auckland Street intersection and Dublin/ Auckland Street intersection. Additionally, the crossing point on Dublin Street at the Lagoon/ Dublin street roundabout will be improved.

Visitors finding their way

- People visiting the town are not always aware of the town centre and waterfront area or the location of the Interislander and Bluebridge ferry terminals.
- Improvements to existing signage will direct people to key locations around the town. Signage locations have been identified across the town's transport network.

Intersection improvements at Wairau Road/ Kent Street

- At present, there are some concerns regarding safety at this intersection particularly for vehicles heading south with crossing/ turning movements from Kent Street onto Wairau Road. Accessibility for pedestrians and cyclists is also a concern.
- Without some form of improvement, there will very likely be an increase in delays due to increased traffic. This will impact safety and accessibility, particularly for pedestrians and cyclists.
- An improvement to this intersection (for example a roundabout) will improve the flow of traffic, support key port traffic at peak times, and improve safety and accessibility for all users.

Medium to long term improvements i.e. 4 to 10 years



Intersection improvements

Lagoon Road/ Dublin Street/ Kent Street

- In the future, this will be the main entry and exit for all port traffic and the number of vehicles is expected to increase over time.
- Improvements to this intersection (for example adding an additional lane to widen the roundabout) are likely to be needed at the same time as upgrades to Auckland Street/ Dublin Street.
- While not needed in the short-term, there could be advantages in doing this

work at the same time as the overbridge improvements (in association with the Ferry precinct works) to minimise disruption.

Auckland Street/ Dublin Street

- This currently operates as a give way with priority for north/south vehicles movements with some operational challenges at peak times.
- In the future, the aim is to improve the connectivity of walking and cycling, and support better vehicles movements to

community amenities and for visitors to the central business district.

- This could include giving priority to east/west movements or a signalised intersection to manage safe turning/ crossing movements.

Walking and cycling link

A new link connecting people walking and cycling along Dublin street to other proposed and existing walkways.

Have your say

Please provide your feedback by Tuesday 3rd November 2020. There is a survey form on the next page, or you might prefer to provide feedback via our digital feedback platform: www.nzta.govt.nz/picton-transport-improvements.

Another way to provide feedback is to pop into one of the drop-in sessions to talk with our project team. Please note we are running these events alongside the Ferry Precinct project team.

Waitohi Picton Q&A Event

4.00pm - 7.00pm Tuesday 20 October, Interislander Ferry Terminal Café

Blenheim Q&A Event

4.00pm - 7.00pm Wednesday 21 October, Scenic Hotel Marlborough

Once we have received your feedback, we will use it to inform our development of the proposed transport network changes and provide evidence for the business case. We will then inform the community of the business case outcomes and which short, medium, and long-term transport changes are recommended.

Feedback form

Name

Address

Email address

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Considering the Dublin Street overbridge and Broadway changes have been agreed, we want your further input on the following:

We believe the footpaths will make it safer for children to get to and from school. Do you have any further suggestions?

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Would improving the footpaths change the way you travel?

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We have identified improvements to pedestrian crossing points at Dublin/Auckland, Dublin/Kent/Lagoon, and Wairau/Auckland/Broadway. Have we missed any that would be of benefit to you? If so, where and why?

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To help visitors move around Picton and to get to the Picton Town Centre we have identified locations for signs to direct people. Are there any other locations that would benefit from signage?

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Kent St/Wairau Rd Intersection

Upgrading this intersection to give preference to vehicles travelling on Kent Street would enable it to be the main vehicle route to and from the port. This might also reduce the number of heavy vehicles using neighbourhood streets or travelling around Nelson Square. What do you think about that?

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Dublin/Lagoon and Dublin/Auckland Intersection

Upgrading Dublin/Lagoon intersection to increase port traffic flow will disperse traffic more quickly onto the network. This will result in more traffic along Dublin St resulting in the need to upgrade Dublin/Auckland and could result in visitors more likely to visit the Picton Precinct. Will that improve your travel around Picton or make it worse?

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Is there anything we have missed that you believe would help to improve the transport network in Picton?

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Heavy vehicle parking

We heard from the community during the earlier engagement that heavy vehicle parking within Picton is a concern. We want to understand more about the influence and impact of Heavy Commercial Vehicles on the Picton community and therefore we're asking your feedback regarding heavy vehicles and how they are managed around Picton.

What is the impact of heavy vehicle parking on the Picton community?

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Please tick where you see heavy vehicle parking being a problem?

On residential streets? Where?

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Adjacent to a school? Where?

Near accommodation providers? Where?

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Other locations (please specify)?

Have you observed safety issues in relation to trucks parking on residential streets? If yes, what are your concerns?

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What times do you most often see heavy vehicles parking on residential streets?

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If heavy vehicle parking is a problem in Picton, where would the most appropriate location (in Picton) be to manage heavy vehicle parking?

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Would you support an increased emphasis on parking enforcement throughout Picton?

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FreePost Authority 255777



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