

This report details the input received from the public consultation about the proposed plans for redeveloping the Waitohi Picton Ferry precinct.

Public engagement report

Waitohi Picton Ferry Terminal
Redevelopment

August 2020

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Introduction

The Waitohi Picton Ferry Terminal Redevelopment (the Project) will redevelop the Interislander ferry terminal berths and wharves, marshalling, terminal and related infrastructure at Picton to accommodate Interislander's new fleet of rail-enabled ferries from 2024.

The new ships will be significantly larger than the existing vessels, and will require new terminal infrastructure at both Waitohi Picton and Wellington to accommodate them and support future passenger and freight volumes as these develop over time.

The Project is a partnership project between Port Marlborough and KiwiRail for redevelopment of the direct requirements of the ferry terminal, rail and vehicle marshalling area. Waka Kotahi NZ Transport Agency and Marlborough District Council are also partnering in the project for those aspects that reach beyond port or rail boundaries. Preliminary feasibility work and planning for redevelopment at Waitohi Picton has been underway for several years.

The project partners are committed to working closely with iwi, directly affected parties and the wider community throughout the development and delivery of the project.

This report summarises the process of community consultation and reports on the nature of the feedback received through that process.

(Please note that a formal detailed report overviewing consultation with all parties will be available as an important component of the resource consent application package. That report will include details of iwi engagement, consultation with directly affected neighbours, specific community groups, emergency services and all other stakeholders, in addition to the outcomes of community consultation detailed here.)

How we engaged with the community

Public consultation was undertaken in two main phases, the first commencing December 2019 and the second in March 2020.

In the December 2019 phase, the project team introduced the broad outlines of the Project and received feedback on those plans, and general matters raised by the public.

From March through May 2020, the team shared concept designs that showed the proposed changes to rail, roading and the port and provided preliminary information about the proposed new Interislander ferries. The consultation also sought feedback on wider transport issues, to support some broader work being undertaken by Waka Kotahi NZ Transport Agency and KiwiRail.

Due to the COVID-19 lockdown, public Open Days planned for March in Picton and Blenheim had to be cancelled. Consultation had necessarily to rely on online methods more heavily than originally planned, as the project team modified the consultation approach to ensure community access to information and the ability to provide feedback, over an extended engagement period. Subsequent to the Government's move to Alert Level 2, face-to-face meetings were organised with small groups from interested organisations.

This consultation process generated a strong amount of feedback, and the project team is confident that despite the challenges of lockdown and subsequent restrictions, the consultation process has been comprehensive and effective.

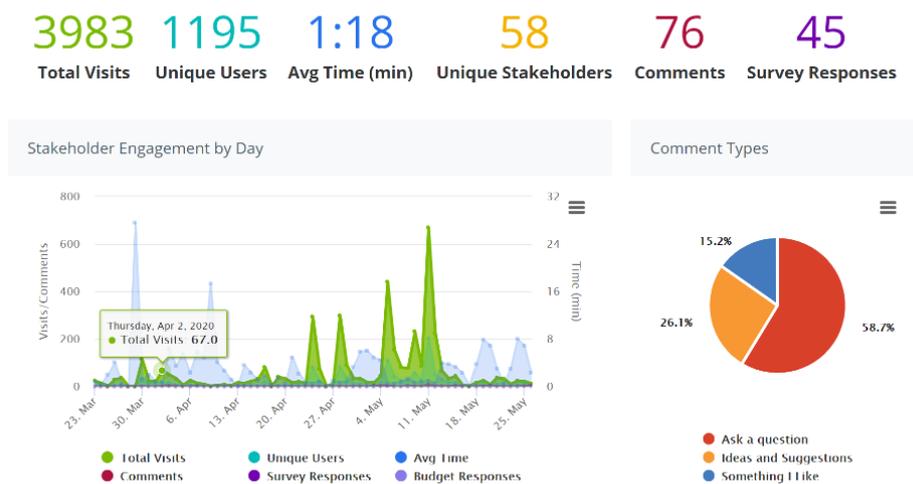
Public open days – In December 2019 we held a public open day at Waitohi Picton to introduce the community to the project that was attended by 120 people. The open days planned for March were cancelled due to the Covid-19 lockdown.

Brochures with feedback forms – Brochures produced initially for use at the planned March Open Days were instead distributed to Waitohi Picton households via NZ Post. The brochures included a hard-copy feedback form, and provided a link where people could instead complete the feedback form on line. While the effectiveness of distribution was impacted by matters associated with lockdown, and NZ Post were not permitted to deliver brochures to those letterboxes displaying ‘no circulars’ or ‘no junk mail’ signs, between 60% and 70% of households received brochures. In total, 69 feedback forms were received (24 paper copy and 45 on-line).

Email, 0800 phone line – We established a free phone line in addition to the project email box so that people could ask questions and request brochures.

Website and on-line information platform (‘Social Pinpoint’) – Subsequent to the COVID-19 lockdown coming into play, the Project online interactive engagement platform provided a very important platform for providing project information and receiving public feedback. This platform was strongly promoted through advertising, the media, project newsletters and social media, as well as the brochure. The platform provided the opportunity for the public to complete the brochure survey online, and also to ask questions and comment on matters raised by other people. Over the course of the engagement we received 51 queries and suggestions regarding the project. When possible and appropriate, we posted responses to questions on the platform so that they could be seen by everyone.

The following analytics show activity at the site, particularly following media coverage and social media posts.



Social media – posts on Facebook shared information about the project and generated awareness of the consultation process. Over the course of the engagement 12 social media posts were made by KiwiRail, Port Marlborough and the New Zealand Transport Agency.

Date	Who posted	People reached	Interactions
30 March	NZTA	17999	1279
20 April	NZTA	12653	922

20 April	KR	147	30
24 April	KR	10,232	422
4 May	KR	1711	156
5 May	NZTA	20,243	1689
11 May	NZTA	14362	874
11 May	PM	5654	1447
11 May	KR	156	16
21 May	KR	1341	79
22 May	PM	3201	781
Totals		87,704	7314

Face to face meetings – Face to face meetings were held with some parties when Alert Level restrictions allowed.

Consultation Materials – Examples of consultation materials used are available on the project website at <https://pictonferryprecinct.co.nz/> .

What the community told us

A full transcript of feedback from the public is included at Appendix A for general project feedback, and at Appendix B for project specific to the transport assessment being undertaken by Waka Kotahi.

The following points provide a summary of the main themes of consultation.

- There is good interest in and support for plans to redevelop the ferry precinct.
- There is broad support for the proposed Dublin Street over bridge and cul-de-sacs at Market Street and Broadway.
- People did not support long waits at the level crossings and concerns were raised about the impact this would have on emergency services.
- Responses were about evenly split between those who support the idea of making Kent Street the main route for all ferry traffic. Many of those who were unsupportive, cited the current high levels of traffic.
- The creation of cul-de-sacs mean some people will have to take different routes and their journey could take slightly longer. Most people indicated that this isn't a problem.
- A significant number of people (including submissions in relation to Picton Primary School) see a strong need for pedestrian access from the Broadway cul-de-sac to access eg: Wairau Road near the Auckland St / Wairau Rd intersection for easy access to town and for school children.
- A range of issues and questions were raised about current and anticipated problems with traffic, road safety, parking at the terminal and the impact of trucks, including overnight parking
- There are questions and concerns about potential impacts of wake energy, noise and emissions from the new ships
- Questions were raised about the future of cruise ships and their potential use of the wharf
- A number of people raised environmental concerns around protecting salt and freshwater habitats for birds and aquatic life

- The future of the Edwin Fox Museum is important to many people, and ideas for improvements were proposed including opportunities for developing a combined attraction featuring heritage, environment and natural history
- There were questions raised about future arrangements for current berth holders at the existing ferry terminal jetties
- There was strong support for using this opportunity to improve footpaths, cycling lanes and promoting active transport. Also, there was support for improving the interface between the ferry terminals and the township.

As noted, there is support for the project and in particular the Dublin Street over bridge and the cul-de-sacs at Broadway and Market Street.

This is a representative comment from someone who supports the Dublin Street over bridge:

“Great to have overbridge to avoid waiting for long trains blocking the crossing. Also prevents back up of cars on Dublin St going into town while train is crossing.”

This is a representative comment regarding the Broadway cul-de-sac:

“This is a dangerous intersection and closing one of the roads will contribute to a safer intersection for all.”

The feedback on the question of making Kent Street the primary route for ferry traffic was split.

This is a representative comment from someone who supports the idea.

“Using Kent Street as the main ferry route for trucks and tourists is essential in my mind to ensure an orderly flow for all ferry traffic. The use of Nelson Square and Auckland street has made our village over-crowded and cluttered with traffic and generally not a nice place to live in.”

Those opposed are primarily concerned about the additional traffic and congestion. This is a representative comment from someone who opposed the idea.

“I work on Kent Street. It is already very busy with trucks and vehicles that tend to speed. As a semi-commercial area there are vehicles coming out of businesses throughout the day. It is better to keep the traffic split between two routes.”

How the Community’s feedback is improving the Project

All of the feedback from this public consultation has been passed through to the project development and design team, along with feedback from iwi, community stakeholder groups, emergency services, directly affected neighbours and all others. The feedback has been very important in assisting the project team to develop physical and operational designs that will best balance the needs of all parties in a sustainable, future-focused way.

Feedback on the specific transport assessment questions has also been passed through to Waka Kotahi and KiwiRail, to inform their considerations of the project’s impact (and appropriate mitigations) for the wider transport network.

What happens next?

The next stages for the project are finalisation of plans and assessments to support applications for required resource consents and other development permissions, which are expected to be lodged before year end.

Planning is underway for further public information days to be held mid-spring.

APPENDIX A: Detailed feedback on the overall Waitohi Picton Redevelopment Project

Note: In a few instances, comments that may identify an individual person have not been included in this document.

Question: Please share your thoughts about the plans for upgrading the Waitohi/Picton ferry precinct.

Responses

Supportive

- Longer trains definitely better than more trucks
- As Picton residents, we're eager to see the plan go forward. It looks wonderful.
- Awesome idea and we would like to see it progress as quickly as possible
- I appreciate the work that is going into the plans.
- It will be good to see a terminal we can be proud of with thought given to foot passengers who currently have to queue for ages. Showers would be great - so many passengers arrive straight from the QC Track and other outdoor activities.

Suggested changes to proposed plan

- My concern lies with the heavy traffic on Wairau Road particularly where the Picton Community Early Learning Centre and OSCAR programme are located. There needs to be a pedestrian crossing and school signs erected in this area to slow traffic. Staff, parents and children often have to cross the road and have no safe way to do this. Locals are aware of the education institutions, but visitors often speed through this area in both directions.
- I like the concept plan very much. I believe there are two additional points that should be considered in this plan: 1) As the #1 wharf will be used for cruise ships, the ferry terminal should integrate to the cruise ship wharf - including covered walkway to the gangways, and other general terminal facilities. This will give all visitors a very welcome introduction to Picton. 2) The railway layout should include a plan for a potential future railway siding to Shakespeare Bay - to allow for log trains, maybe future freight/containers.
- Rail platform needs to be in the terminal, as shown in plan it requires the passengers to walk through car park, unsafe practice.
- Get trucks & wasted time driving same 4 hrs/polluting/ on a fragile highway off the road. As in Helsinki-Stockholm service = super-efficient!
- Picton for rail and tourist/holiday traffic
- I don't believe that encouraging ALL ferry traffic down Kent Street to check in is the best idea as it leads to a lot of confusion when they get to the roundabout and a lot of Interislander vehicles end up at Bluebridge, in some cases they end up being "trapped" in the check-in lanes and potentially late for their own sailings. My suggestion would be that they continue down around Nelson Square and SH1 to check-in on Auckland Street like they used to. On exiting, if ALL vehicles exit down Kent Street, left onto Oxford Street and use Nelson Square as a roundabout (like truckies do already), this negates the need for a roundabout on the Kent Street/SH1 intersection. Having an overbridge is a good idea but I would suggest over the track just before Broadway; you would need to make Broadway a cul

de sac as suggested and realign the train track so that it was further towards Nelson Square (away from the current 5 way intersection). The Dublin Street/Auckland Street intersection would still be a headache if there were an overbridge there as you would need a roundabout to improve flow plus the complications of building so close to the sewerage plant and all the infrastructure involved with that.

- For tourism to expand again in Picton we need to move the heavy traffic for both ferries and logs down Shakespeare Valley/Bay
- Also, move rail shunting to Spring Creek
- Don't waste our valuable land close to the ferries and town by turning them into railyards
- If must stay at Picton and in the sound move to Shakespeare bay No room in Picton for expansion as needs will grow so short-sighted planning
- I think the proposal is mostly good. The worst part about it is there's no integration of facilities for all passengers arriving in large vessels to Picton. I like the idea that cruise ships will be able to berth in town rather than use a log port. I think the new terminal could be better if there was a common terminal area for all ferry and cruise passengers. Having Bluebridge and cruise passengers using an integrated terminal should allow more services to be available/economic so that there is opportunity for the best passenger facilities and experience.
- I sincerely hope that rental cars are parked well away from the precinct, as they are in most terminals
- The design of the ferry terminal has been compromised in order to accommodate cruise ships. Parking a ro-ro vessel directly in front of the terminal building makes no sense at all. The original Ferry berths one and two being offset from the terminal building is logical. The proposed configuration is not.

Move terminal

- Re-instate Lyttelton-Wellington service asap!
- I feel it is a waste of money. The ferry terminal should be moved to Clifford Bay- which will save the NZ economy a huge amount of money in the long run.
- Considering Picton is the MAIN entry/exit between North and South the current setup for ferry travellers is appalling and confusing. New wharf proposal at 280m long with a huge cruise ship attached to it is not appealing and hazardous to public health with ships emissions during its entire stay. Why not build new facilities at Shakespeare Bay, relocating the logs out of The Sounds. Eliminate risky foreign rust buckets polluting The Sounds. Eliminate risk to Picton township with toxic fumes. Maintain The Sounds as a reserve, as it should be.

Environmental concerns

- How about the ships use a far better quality diesel when coming and going from the Port? That would be seen as a good neighbourly start to moving forward with these proposed plans.
- I would like to see a wetlands put in at Waitohi Awa , where you have put a possible construction staging site. I would like to see more retaining acoustic walls to mitigate noise level for residents.
- Additionally, undefined environmental impacts are highly likely e.g. increased seabed sediment disturbance from the presence of bigger vessels with presumably a significant

increase in their draught. Current ferries visibly disturb sediment from the seabed when manoeuvring to berth, this can only but increase. This could be offset with on-going contribution/sponsorship of worthy local environmental projects e.g. on-going survey of significant marine sites within the Sounds, wilding pine control particularly along the route the ferries travel, support for additional marine protected areas within the Sounds to improve general marine life abundance or initiate a protected marine site close to Picton for tourists to visit, both above and below the water.

- All land-based stages must also improve the current landscaping of sites earmarked for development. They must be left better than they are currently e.g. banks of Waitohi Stream, this plan should include some rehabilitation of this stream rather than turn it into a more industrial drain.

Cycling

- We have some anxiety about the impact of increased capacity on cyclists bound for Blenheim. State Highway 1 is inhospitable enough as things are.
- We view a completed Picton-Blenheim cycleway as a necessary companion to the plan, and hope it is treated as such.
- The proposed new bridge on Dublin St needs a pedestrian access on the west side of the railway that can take pedestrian, wheelchair users and cyclists to the car marshalling yard. We should always make it easier to walk.

Parking

- What is missing is additional car parking at the Interislander terminal. I know the harbour board did complete a parking survey which indicated additional car parking was not required. But most locals know that the rental car companies use general public car parks and then parking is an issue. You need to think about the future a multi-storey carpark (3 stories) with one dedicated to rental cars and top floor dedicated to employees of Interislander and people working in the main terminal area with reduced cost allocated slots. There is very little parking in the township in the summer and additional parking availability at the terminal can act as an overflow for the town.

Other

- no mention of whether or not the cruise ship wharf is intended to be used to increase cruise ship visitation or to relieve pressure on the Shakespeare berth.
- It looks like the plan in no way benefits Picton - my concerns are: Much larger ferries manoeuvring within Picton harbour impacting vessel movements and water sports.
- significant increase on roading infrastructure essentially cutting our town in half whenever a ferry is in port.
- I am really concerned that due consideration will not be given to the people of Picton, bearing in mind the disruption for a number of years, and the implication of traffic. This applies to the road through to, and including Blenheim (especially Grove Rd) as well.
- There must be some relevant and meaningful forms of mitigation for the increased monopolising of public space (in the marine zone) that this project will require e.g. some reduction of inshore sailing area for Queen Charlotte Yacht Club. Mitigation could be in the

form of contributions to the sailing club or on-going support of annual foreshore/Picton based community events.

- What hours will you be working on the upgrade and how will you contain the dust particles that may fly off (if there are likely to be large volumes) and can the public see the progress (like regular photos)?
- Will you try and hire locally when construction goes ahead, using smaller contractors. eg Bully's construction, Clarkes drainage

Question: Have we missed any important impacts of the project? Please explain.

Responses

Concerns

- Unreliability of Cook Strait crossing. Damage to Tory Channel !!!
- Yes we want a better town not an Industrial Site
- The impact on public health should be NUMBER ONE!!!!
- Traffic out of Picton! Why is this not being looked at?????????
- Yes, missed moving the terminal completely.

More consultation needed

- Yes the whole project has been planned already without any consultation with the people it will impact most. People who live here like me. Did you ask anyone if they wanted bigger ferries coming in? Double the traffic?
- yes lots, you need public consultation at open days in Picton

Environmental and cultural

- The projection of reducing 30% carbon emissions, the level is too low, and the time of 2030 is too slow.
- Yes, no cultural acknowledgement of past and present
- Use of public marine space and impacts on marine zone, including Waitohi Stream.
- As ship fuels are developing into more carbon free, LPG and LNG are being used more for large vessels. This would be the ideal fuel as it is available in NZ. Maybe plan for a dangerous goods bunkering area for LPG so the ferry could top up each trip as requires.
- At the end of The Snout it would be an ideal place to locate a pou whenua representing not only a place of significance but also to acknowledge the welcoming of the new Ferries. I think passengers on board would be in awe of seeing that carved post when the end is in sight for berthing to Picton - gateway to the South Island. Therefore, I would like this request to be considered with a very favourable acceptance. Thank you.

Cycling

- There are no cycle lanes or facilities on the plan. Pedestrian access only shown as far as foreshore. The plan is too localised it needs to be extended to a greater area
- Please consider foot passengers and cyclists.
- Impacts on cyclists between Picton and Blenheim.

Other

- The project will only be fully successful if all parties are in support. This means the community, MDC, Transit NZ and Kiwi Rail.
- The future 20 years after today
- Will any roads be shut down for any volume of time eg Dublin street (i know of a few local small businesses that operate there?)
- How will this affect the tax/rate payers?
- Have you considered the implications and possible problems with building an overbridge so close to a sewerage plant (which obviously has a lot of underground pipework)??
- It is not only at the crossing itself that you need to have consideration - If both companies' ferries berth or are checking at similar times you could potentially have a backlog of vehicles right down to the roundabout by QCD, Lagoon Rd and Dublin Street. Regardless of what times schedules are, weather, breakdowns and other delays happen and this will be exacerbated with higher volumes of traffic due to larger capacity.
- Most "residents" are probably commercial/industrial. This needs to be re zoned and commercialised.

Suggestions and ideas

- The Dublin Street truck park is a standing joke round these parts! Most of the area has been taken up with commercial business activities. There is no requirement for drivers to use it, so they continue to park outside the front door of their motel because walking is an issue for them. MDC have no interest in policing any parking rules so it is a free for all. Sorting this parking issue out and increasing the area would be a great start. Give them a parking ticket until they comply.
- why isn't the facility at spring creek being considered for container transfer so as to remove heavy vehicles from driving around.
- Yes, Spring Creek yards would make a great truck terminus reducing heavy vehicle traffic. I realise some trucks need to cross with their cargo. An upgrade of Dublin St is desperately needed. Probably because of the reclamation and weak base, the trucks have near destroyed the road.
- Why can't the transition berth be located on the other side so it could have a rail link span therefore not impacting on existing operations. also seems odd to have a rail link which is only for shunting and extends out into what could be a useable berth location.
- Make the cul de sac on Broadway as suggested but have your overbridge there instead of on Dublin Street - being right next to the sewerage plant on Dublin Street you may find that option find you in the proverbial - literally!!!! Also an overbridge this far down should mean better traffic flow regardless of the length of the train. People still have the option of using Nelson Square to help them get to where they are going but they are not stuck on either side of the line (as currently happens).
- Why not block Auckland Street access to the south at this intersection would be safer for all along with the cul-de-sac of Broadway?
- I have a question with regards to the impact of traffic on the people of not only Picton, but also Blenheim, with fewer ferries releasing greater numbers of both cars and wagons onto the roads and railway after the arrival of each ferry. I understand an overbridge is under

discussion, but the disruption to Picton will be huge and I hope the requirements of local people will have real consideration. The problem of the road will not end in Picton either. This will be a huge issue for Blenheim .

- It would be an advantage to people of Blenheim if State Highway 1 was diverted before it enters the township so that the stupid rail/road round about at Grove Rd Main Street is not swamped at peak ferry traffic times.
- It would be great to close Devon and York streets and Market St at Dublin St. This creates a safe, low traffic zone for the residents, and helps stop the commercialization of this residential area.
- Use Nelson Square via Oxford Street as a roundabout for vehicles exiting the ferries (as truckies already do) much CHEAPER than building a new roundabout at the end of Kent Street.
- Making an overbridge alone will not address the congestion at this intersection - if you are going to get ferry traffic to go to Auckland Street using this route you would need a ROUNDABOUT here as well
- This is an intersection that needs to let traffic flow. Most important when a ferry is off loading. Perhaps a roundabout.
- Roundabout required
- This roundabout (QC Drive / Lagoon Road/ Kent / Dublin) becomes VERY congested in peak season, especially since Interislander vehicles have been encouraged to use it instead of continuing round the Square. If you use it as a preferred route for check-in and loading for Bluebridge and trucks only as previously it will relieve it a lot. Vehicles exiting the Bluebridge terminal are also directed to this roundabout via QCD so if there is a backlog of vehicles on Kent Street it can have flow-on effects by blocking cars trying to leave.
- We live up in harbour view. We have trouble with the roundabout now with the trucks. If vehicles use road as well. We will have a lot of trouble with roundabout. People do not seem to know how to use a roundabout correctly.

Other

- I currently own a mooring in the area of the proposed development. What are the plans providing for mooring owners in respect of possible relocation or otherwise?
- Folk waiting to board the ferries do not leave their cars. Why go to this expense for no need?
- It is never easier to do than now, and promotes people walking to and from Picton town while waiting to board. The alternative is over the railway lines and many people don't want to do this.
- The passenger walkway appears integrated with the given industrial environment on the north elevation or from Viewpoint 01 however how will the appearance from the South elevation or viewpoints 03/04 appear integrated with the surrounding environment?
- The two glazed curtain walls shown on the south elevation with the lower roof; Do these two need to be fully glazed? How would these look taking on similar appearance to the portions shown upstairs or glazing/solid wall? Taking in consideration Marlborough's sun and the effects on the internal furnishings, heating and cooling of the internal environment, and whether full view of the car park is necessary at this part of the building?

APPENDIX B: Transport Survey detailed feedback

In addition to informing the Waitohi Picton Ferry Terminal Project, the transport survey questions were also designed to inform the investigation into the transport network outside the port area being undertaken by Waka Kotahi NZ Transport Agency and KiwiRail.

The transport investigation is occurring separate to but alongside the Waitohi Picton Ferry Terminal Project and is seeking to understand the impacts of the new ferries and longer trains on the transport network outside the port area, while also investigating some of the historic and emerging transport issues within Picton, such as whether to change the state highway designation from Auckland Street to Kent Street. The team is also investigating whether improvements might be needed to cater for broader growth between Picton and Blenheim. This project is also closely engaged with Port Marlborough, Marlborough District Council.

The responses to the survey questions have been arranged into categories where possible, and include the input received through social pinpoint, hard copy feedback forms and email.

Question 1 - What do you like or dislike about traveling or moving about in this area?

Traffic congestion

- There is often a backlog of vehicles, particularly when the ferries are checking in, which causes congestion.
- Dislike traffic hold-ups. Local traffic meeting waves of ferry traffic.
- Like being able to get to town with minimal hold-ups
- With the present configuration of ferry traffic over summer, with coastal train and ferries at lunchtime - it gets a bit congested at Dublin St-Auckland St Intersection
- Stop sign on Dublin St, travelling to Waikawa Rd. Often a lot of traffic, means long delays. Rail crossing on SH1 causes long delays when the train is arriving in Picton, as it has to travel very slowly into the yard.
- Delays at level crossings
- Lengthy delays via Dublin / QC Drive when ferries loading / unloading causing extreme traffic
- Kent street as it is now at peak traffic times for ferries already backs up, this does interrupt the traffic flow in the area and businesses. What is being done where Kent Street and Wairau Road intersect? Accident waiting to happen.
- I don't like crossing Auckland St / Dublin St when ferry traffic is there
- Stopping for shunting trains
- The wait at intersections can be longer when a ferry is due to arrive or depart but you just allow for it. There is nothing really to like or dislike. It's Picton! Our lovely town.
- The rail crossing at Dublin Street and Auckland Street getting blocked when Interislander is delayed or cancelled. The Auckland Street / Dublin intersection. The Auckland / Broadway intersection.
- Tourists - campervans - rental vans.

Safety

- Very unattractive area presently and rail crossings potentially dangerous
- Dislike the unsafe and confusing traffic flows
- No safety barriers

- Footpaths not wide enough, lack of vehicle separation. Signage unreadable at night in some areas.

Trucks

- I dislike trucks from racing around Nelson Square and not giving way. Bloody dangerous. Too many trucks
- We dislike the amount of trucks plus truck/trailers in the area
- As locals we are used to it. BUT some frustration with pot holes and seemingly endless HUGE trucks!
- The trucks that comes off all ferries day and night are a constant source of congestion and noise pollution.
- A residence in Kent Street. Travel is ok around the district. Noise levels from heavy vehicles can be high and annoying.
- No logging trucks through the town
- Lack of signage giving tourists direction and telling which side of road to drive on. Large trucks.
- Feel an overpass or overbridge is a good idea for the big trucks leaving the ferries and heading straight out of town, stinking smelly things that they are, need to be got out of town ASAP. They don't stop, they don't shop, they pollute the air. But unfortunately, they are required to pass thru our town.

Parking

- A proper controlled parking facility is essential but MDC or Transit NZ are not at all interested.
- Commercial operation i.e. rental cars - transport impeding local access to parking facilities

Roading quality and maintenance

- Dublin Street needs a 4WD. It's so pot-holed but wait we have a footpath next to a footpath. Who dreamed that idea up.
- The current disrepair of Dublin St
- Roads not up to standard
- At present - existing worn out infrastructure

Aesthetics

- It's not attractive and visually splits the town in half with the good side and not so good side.
- I dislike the lack of native trees and vegetation would prefer much more. I don't like the industrial wasteland look!!!

Other

- This provides me with a direct route to walk or drive to and from work

- I like the simplicity of the new SH1 route (specifically for tourists) I do have concerns this may take visitors/tourists away from Picton's CBD, similar to the same discussion that always arises with Blenheim's scenario. Consideration on how to lure people into the CBD to help businesses thrive would be key.
- Big problem will be cars to terminal for ticketing - then back to Dublin / Kent St for marshalling. Need ticketing - in marshalling yards.
- It is an accessible and flat a great industrial precinct it's handy.
- We like to flexibility of being able to choose a route to High Street, mostly using Broadway - the most direct route for residents on this side of town.
- Is a nuisance when ferry arrives but no problem really.
- Dislike / driving in the area when ferries, are loading and discharging especially with increased traffic flow.
- Do not like Ferry traffic coming through Auckland Street, it worked better when they came up Kent Street
- I live in Ngakuta Bay - this is the only way we have of travelling to Picton shops library doctor etc.

Question 2 - What safety hazards do you think are in the area?

Traffic/unsafe driving

- Rail way of course. Traffic, heavy traffic to be expected it's a Port Town.
- Mainly the two rail/road level crossings
- Traffic hazards with regards to cruise ship - passengers & also with Picton school children
- The obvious one is sending vehicles past a primary school - people who are running late for a ferry (usually due to hold-ups in areas like Kaikoura) are not necessarily going to be adhering to road speeds.
- There are not suitable pavements on both sides of the roads in this area. Speeding vehicles.
- Parking and high traffic flow
- Volume of traffic to and from ferry
- Tourists not used to driving on left side of road.
- Ferry traffic turning right out of Kent St onto SH 1. Dublin St / Auckland St intersection
- Railway crossings.
- No cycle lanes, confusing traffic signs and directions, no overflow plan
- The above intersection at lunchtime also there needs to be much better signage to alert drivers of school pedestrian crossing
- Auckland Dublin St Crossing
- No separation barriers
- Temporary vehicular madness around ferry arrival times
- Proper access to school needed via Broadway. Kent St School crossing needs traffic light controls during school hours (access times lunch).

Trucks

- Heavy truck movements through the residential areas. On occasions, especially at night excessive speeds are dangerous. Truck parking in narrow residential streets is a constant hazard, blocking access to driveways, and line of sight. Side streets are down to one lane causing illegal manoeuvres to be carried out. Hazchem placard-ed Dangerous Goods rigs are

parked in residential streets totally against the law. When reported to Police, MDC etc it goes straight to the too hard basket. We need a child killed or a house or two burnt down before anyone official pays attention. I have had DG tankers parked on the road three metres from my BBQ area which I have had to relocate. No one cares when reported. I have many photos of illegally parked heavy vehicles to confirm this.

- Trains, trucks, vehicles, children, tourists
- Dangerous goods cargo for ferries. Level crossings.
- Trucks and the openness of the staging area whilst waiting for ships in adverse weather
- Trucking speeds in Kent Street
- Broadway/current SH1 as explained above and Dublin/Waikawa Rd/current SH1
- We need a truck bypass for ferry and logging trucks to keep school area safer.
- Combination of tourists and trucks
- Heavy road vehicles
- Trucks Parking on footpaths

Other

- Uneven footpaths
- You do not show the Eco-world building, the information centre or the carpark down by the foreshore. Are these all being demolished and not being replaced?
- Most likely: More thought required. I would like to see a 2 lane bridge crossing the Waitohi stream on Broadway.
- Have you considered building a new access road from Koromiko to Shakespeare Bay direct?? This could be used for heavy vehicles heading to the Port.
- Lots more thought for native birds, penguins, shags, seals, etc. ie beaches rocks, trees, visual and practical board walks, ponds, flax, to encourage tui.
- We need to be moving towards a greener and more environmentally protected future rather than away from it. As usual the overriding priorities are financial and public consultation has only received lip service against a background of pre-determined decisions
- Roads not wide enough
- TIME FOR A NEW PLAN FOR PICTON - Before any consideration shipping freight is the only way to go. There will be no rail link through Kaikoura – GONE
- A lot of heavy traffic movement. School zone! Lack of footpaths. Intersection Kent / Wairau Road. Also Noted Parking on the Foreshore is for terminal parking. Where do rental cars go? Not enough parking at the foreshore now and you want more. Do consider a parking building for the area.
- Dublin Street / Kent Street roundabout. Vehicles coming off the ferry don't look right!
- The briary stop and give way signs. Why is there a stop sign on the Dublin / Auckland Street intersection, but not on the Broadway / Auckland / Otago Street intersection with the railway crossing? I note the many trucks coming off the ferry up Kent Street turn left on Oxford Street and travel Nelson Square to the Wairau Road as the visibility from Kent Street is restricted. The junction of Kent Street and Wairau Road (SH1) is too close to Nelson Square for any vehicles other than cars to sadly turn and head south.
- Possible mishaps at Kent Street Wairau corner with more and bigger trucks.
- No different to only where else expect when ferry arrives then just increase a bit.
- Foreign drivers who are not aware of NZ road rules

- As above intersections. No footpath on business side of Dublin Street. Confusing ferry signage coming into Picton.
- The biggest is the railways contents shuttling across a key access road. Almost as ...
- Tourists in motor vehicles unfamiliar with the area.
- Tourists. Poor signage. No tools to keep vehicles safe and free moving. Lights / roundabouts.
- The only one we see is, the Kent Street, Wairau Road, as people take risks getting across the road sometimes. Lower speed limit in Kent Street to 40
- The intersection of Dublin Road and SH1.
- Kent Street on to Wairau Road noise will travel uphill west Scotland and other St on West side.

Question 3 - If both the rail crossings in Waitohi/Picton were blocked for up to six minutes, how might that affect you?

Traffic congestion

- They already ARE blocked for extended periods - the problem is that traffic builds up on both sides and intersections get jammed up.
- A build-up of traffic congestion. Shift rail line away from town areas - West of Wairau Road
- I think that is ridiculous and will cause congestion & safety issues
- It causes traffic to back up onto Auckland street and block the intersection. Adds to my travel time.

Lost time/frustration

- Work time loss getting to the Marinas
- Simple, it will bring the town to a stop, in and out of Picton area. In holiday time it will be a total shambles.
- Frustrating
- Badly, including blocking emergency services and oil spill response.
- Would be annoying
- I would be annoyed and frustrated that r/way could not go about their business without inconveniencing everybody
- Both being blocked would be frustrating and cause a lot of a backlog. Need the Dublin St overbridge so there is a clear route
- Very annoying
- Would people cope with 6 mins? I would like to think so but probably not given today's society of believing it is essential to get from A to B ASAP, I could see this needing to be revised in the very near distance future post construction of the new works.
- Frustration and confusing!
- Would not be happy. How would you like to sit there for that long or more.
- I drive a shuttle and it is very inconvenient
- Inconvenient and should be avoided
- Badly
- Delays at this nature would NOT BE an OPTION!!
- Frustration. Overbridge much better idea.

- I don't feel it is fair to expect Picton residents to have to plan every journey around ferry arrivals and train movements
- This can affect Fire Brigade, ambulance and Police at times. If bridge over Dublin St would be good for alternative route
- Not much personally but Fire & Emergency & ambulance services maybe critically

Not an issue

- No difference
- No affect, 6 minutes of meditation in car.
- No longer than 6 minutes okay
- Very little
- Not at all, mid-morning sailing dodges hold-ups
- Traffic delays no foot access to Medical Centre scheduled transport
- There are very few times we have been held up by the railway at either junction. Dublin street sees more closures then Broadway / Wairau Road.
- Only pass emergency time.
- I would avoid those junctions anyway

Other

- I wonder with the incline from the marshalling yards to the rail route just past the Wairau Rd crossing could be altered to include a rail tunnel/bridge concept that would allow free flow of traffic during all shunting movements. Lowering railway line a small amount and a bridge concept would improve this entirely new generation of transport.

Question 4 - If the Dublin Street rail crossing was blocked for up to an hour, meaning you have to use the Wairau Road crossing, how might that affect you?

Longer travel times/alternate routes

- This would mean taking a longer route. As a pedestrian it would add considerable time. This should not even be considered as a serious option.
- With high rentals in this area you cannot afford lost time.
- A one-way bridge at Broadway crossing, it again will be a shambles. Movement will come to a stop due to congestion. Access to the commercial area will stop. People will try to take short cuts with associated casualties.
- Frustrating if travelling to Dublin St area
- Are you seriously considering that?
- Very badly, alternative routes would be very busy at times.
- The queue would be and wait would be annoying as would block traffic much more
- Would need to know what times exactly it would be blocked for an hour so as to make an alternative plan.
- Same as 5 totally inconvenient, control needs to be changed so rail gives way to road
- An hour is ridiculous. If the delays are going to be this long, then an overbridge is essential.
- Not an option. May as well close the road totally.

Other

- The parking of trailer trucks around the town square is an eyesore. It ruins the initial entrance aspect. TRUCK PARKING should have a dedicated area in the industrial area - and be used!
- Not really
- As above comment a bridge was mentioned as possibility for Dublin Street so there would be no affect during rail movements.

Question 5 - Creating a cul-de-sac at Broadway would improve safety but create longer journeys for some. Tell us what you think of this option.

Supportive

- Do it. Best option for this. But, make sure surrounding roads are suitable for extra traffic which they haven't been for many years. Again in the MDC and Transit NZ too hard to do basket.
- Good option if safer then is presently
- So long as the overbridge at Dublin Street was completed first would fine
- Good idea 1 lane bridge has a weight restriction and rail crossing is hazardous with poor sight lines
- Good idea. Already a tricky intersection with five roads coming in. Closing this road will make it safer.
- A cul-de-sac would be a fine solution and the inconvenience would be negligible by changing route habits.
- Good idea.
- Do it. Best option for this. But, make sure surrounding roads are suitable for extra traffic which they haven't been for many years. Again in the MDC and Transit NZ too hard to do basket.
- Good option if safer than is presently
- So long as the overbridge at Dublin Street was completed first would fine
- As long as directions were numerous and clear to see.

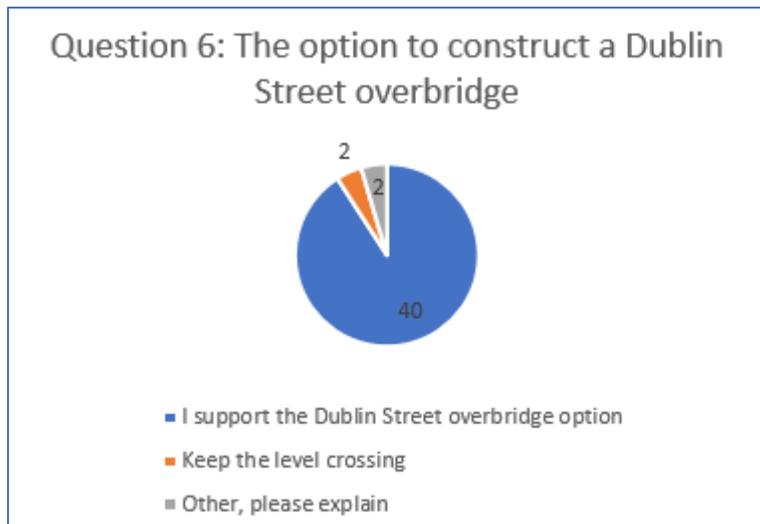
Not supportive

- People use this route as an alternative when the Dublin street crossing is blocked. If both routes were unable to be used it would be quite an inconvenience. As a pedestrian or cyclist this adds considerable time to a journey.
- Possible but not the best
- Would eliminate a good alternative route.
- I see Broadway/current SH1 a safety concern currently I think because no one knows what's going on at that intersection with multiple vehicles present but I feel there could be a better solution to the proposed solution - showing on the map it looks like it could be a key connector to the new SH1 route or vice versa to the CBD, would it be in reality though?
- I think you need to not bring in larger volumes of cars/trucks than are already here
- Not sure about that - I use Broadway as a detour quite often if the train is shunting so that would mean going quite a bit further.

Other

- I submit you construct a walking, cycling overbridge over the Broadway crossing to service the people in that area.

Question 6 - The option to construct a Dublin Street overbridge and close Market Street, mean some journeys will require a different route and take up to one minute longer. Tell us which option you prefer.



Overbridge comments

Supportive

- I like the idea of an overbridge at Dublin St and the closing off of Broadway.
- An excellent plan. Please do it! :)
- But only this expense if Dublin St must be closed for long periods
- Market St Cul-De-Sac a good option
- As long as there is a provision for walkers & bikers to meet up with the link pathway
- As this would pre-empt traffic problems during busy times.
- Would suggest using the overbridge as keeps things moving
- Great to have overbridge to avoid waiting for long trains blocking the crossing. Also prevents back up of cars on Dublin St going into town while train is crossing.
- The overhead bridge on Dublin Street would be a smart move. This would need to have wide pedestrian lanes for people moving between Blue Bridge and Picton central township. This will also reduce the rail accident risk by 50% by introducing the bridge

Other

- Use Nelson Square via Oxford Street as a roundabout for vehicles exiting the ferries (as truckies already do) much CHEAPER than building a new roundabout at the end of Kent Street.
- Making an overbridge alone will not address the congestion at this intersection - if you are going to get ferry traffic to go to Auckland Street using this route you would need a ROUNDABOUT here as well
- Remember past flooding - future flooding around that area- Caution

- What is going to happen on the Dublin St/Kent St intersection? Giving way to all ferry traffic is not an option
- Remove another rail crossing
- I suspect that the overbridge option would be too steep for pensioners walking, etc. It is a quick rise from the intersection to the rail crossing.
- Make the cul de sac as suggested but have your overbridge HERE instead of on Dublin Street - being right next to the sewerage plant on Dublin Street you may find that option find you in the proverbial - literally!!!! Also, an overbridge this far down should mean better traffic flow regardless of the length of the train. People still have the option of using Nelson Square to help them get to where they are going but they are not stuck on either side of the line (as currently happens).

Question 8 - Creating a cul-de-sac at Broadway would improve safety but create longer journeys for some. Tell us what you think of this option.

Supportive

- The closing off of Broadway is also a smart move. Again attention for pedestrian traffic across the railway line will be important.
- This is ok
- Longer journeys in Picton are only minutes. we can live with it, but make surrounding street access better.
- Would be a good option only when Auckland St remains the main route to ILL terminal
- Good idea so long as overbridge at Dublin St built
- Not an option if long Dublin St closure & no overbridge
- I agree that overall the creation of cul-de-sac is a great idea.
- This is a simple case of changing one's daily traffic route
- Good idea.
- Reasonable idea. Ensure the cul de sac is safe and attractive
- It's a good idea
- Closing Broadway at rail intersection would be much safer
- It will be safer
- A sensible idea
- I think this is a good idea coupled with safety of the level crossing
- Probably a sacrifice justified for the greater good. NOTE: Currently much trucking diverts around Nelson Sq to avoid stoppage at the intersection
- Cul-de-sac. It is a terrible crossing at the moment. Foot/bike traffic only.
- I agree.
- This is a dangerous intersection and closing one of the roads will contribute to a safer intersection for all.

Not Supportive

- If this could be avoided then it should be.
- Ludicrous thinking, creates danger for school and other access. (suspect MDC does not want to replace bridge - typical of them)

- Being the route we use most often, the road closure would affect us, and many other residents. In 16 years, we have never seen a problem at this intersection, even when a lot of ferry traffic used this part of the Wairau Road.
- Cul-de-sac's kill areas and puts more traffic congestion elsewhere.
- Do not like
- I don't understand how this would help

School safety

- There has to be safety for all school pupils - more wider footpaths. Safety is paramount.
- Must keep and improve Broadway access to Picton school
- How will the increase in traffic affect the school crossing on Kent Street/SH1? Will this have an island and raised crossing?

Other

- Need a walking /cycling overbridge to lessen impact and encourage healthy ways of moving about.

Question 9 - If Kent Street is made the main route for all ferry traffic, how might that affect you?

Positive

- It could ease traffic congestion.
- Good idea
- you'd soon get used to it
- It's a great idea.
- Great idea for locals and commercial users
- I see it as a positive thing
- Very little - it's the logical route
- Very positively. Great idea. Put some order into the town.
- A good option - but could incoming go one way with outgoing another?
- Not much. Consider it vital
- Much better idea. Give people option ferry or Picton town centre.
- Using Kent Street as the main ferry route for trucks and tourists is essential in my mind to ensure an orderly flow for all ferry traffic. The use of Nelson Square and Auckland street has made our village over-crowded and cluttered with traffic and generally not a nice place to live in.
- Best idea but didn't they all use to do that.
- As it is already the commercial route (with its louder noise and greater visibility) and the main route for Blue Bridge traffic, it probably won't make a lot of difference.
- A bit noisy but I can set up a toll gate and charge tourists \$5-00 so I'm happy.
- Making Kent Street the main access road to both InterIslander and Bluebridge is a smart move. Current signage is confusing for tourists and out of towners.

Negative

- As I already said, if Interislander traffic is being encouraged to go this way and then down Dublin, Auckland Streets you have issues with vehicles trying to exit Dublin Street. You also have vehicles following Bluebridge traffic through their checkout because they don't realize there are 2 companies and you have issues for people trying to enter or exit Queen Charlotte Drive because of the flow of ferry traffic. With increased capacity this will be exacerbated, particularly when both companies end up checking in or berthing at similar times due to weather or other unforeseen circumstances
- I work on Kent Street. It is already very busy with trucks and vehicles that tend to speed. As a semi-commercial area there are vehicles coming out of businesses throughout the day. It is better to keep the traffic split between two routes
- Makes traffic flow even higher and more dangerous for all of us that work in this street
- It would really piss me off, it's bad enough already
- Keep me awake all night
- Already there is far too much traffic using this road and nothing has been done to improve the constant flow of trucks use of this road
- I think it would affect both the shops in Picton and Picton school adversely & also cause more cost being met by ratepayers
- Kent Street is currently at capacity . . .
- Isn't that the case now ?? There will be huge congestion as there is now, where traffic is backed up from the primitive Wairau Road intersection up to and past the school. Make "No Stopping" on Kent Street to stop trucks parking 24/7 outside properties. Currently they can pull at 2 am outside your house, eat their pie, ring mum for half an hour all while their engine is running and rattling away. Truck drivers are pretty ignorant when it comes to this and definitely don't like being approached about it. I can confirm. Have you factored in logging trucks ? Up to 20 an hour (arriving and returning) from 4am until early evening ? They are excessively noisy.
- We don't have too many foreign tourists here at the moment due to COVID so we possibly won't be seeing as many going the WRONG WAY around that roundabout (which happens a LOT over busy periods) but if ALL ferry traffic is encouraged to go to the ferries via Kent Street I agree that it DOES make it difficult for vehicles trying to exit Queen Charlotte Drive, not to mention the backlog up Kent Street in peak season where many Interislander passengers end up going to Bluebridge in error
- It will increase driving and pedestrian and other users hazards
- Delay in access to and from QC Drive
- Noise and hold up other people getting home.
- Why is it assumed that traffic will flow from Kent St out of Picton? There are major problems with that now and they will get worse with more traffic volume. Bypass to top of the Elevation is needed urgently!!

Neutral

- no affect as long as Kent/Wairau intersection was changed ie make nelson square the intersection
- No affect for me.
- Would not affect me. It would make it quieter where I live especially at night.
- No effect at all. A roundabout at Crow Hotel allowing thru traffic to TOWN AREA
- Not a lot

- As it is already the commercial route (with its louder noise and greater visibility) and the main route for BlueBridge traffic, it probably won't make a lot of difference.

Other

- As explained in opening line - Love the simplicity and practical idea of it specifically for visitors getting to the ferry however how will this affect the CBD businesses, would this create the same discussions that arise with SH1 going past Blenheim CBD? It is key that the new proposals include luring visitors and tourists into Picton and helping businesses thrive all year round.
- SH1/Kent Street roundabout necessary
- You learn not to try and get out of side streets at Ferry times
- What is going to happen at Kent St/Wairau Rd? If Wairau Rd is secondary to Kent St this will be an issue
- Noise of Kent St traffic impacting upon the school directly. The traffic can be very noisy and it is in short bursts so you notice it. I can hear the traffic from my office on the other side of the school. Specific dangers of crossing Kent St. Even with new crossing. The new crossing has improved matters. However, we still see drivers who are focused on where they are going and not what is front of them. Speed is also an issue. For some reason, some drivers are going far faster than the Speed limit. Perhaps they are at the end of their journey, just off the ferry or late! Perhaps a flashing sign would help draw the drivers attention to the crossing.

Question 10 - If Kent Street was the main ferry traffic route, how do you think it might change the way people use other streets like Dublin Street, Wairau Road and Auckland Street?

Better traffic flow

- As ease of travel to business district
- Better flow around town with no ferry traffic
- It would make Wairau Rd + Auckland St better with less traffic on it
- Won't make any difference, as it make traffic flow better.
- Would ease "In town" congestion & improve intersection safety

Changed traffic patterns

- Logging trucks can use Kent St but not through the Town.
- Visitors would not use these alternative routes - locals possibly would
- Dublin St Busy still maybe busier / Wairau / AKL Sts less busy
- Picton people will need to use Dublin Street, Auckland Street and Broadway.
- More local traffic at these streets rather than Kent.
- Dodge it
- The locals would have to go around to those roads.

No difference

- Not much change

- Why would it make any difference?

Other

- A free access alternative but lights / roundabout on Auckland. Already a very dangerous intersection.
- Who ever thought routing traffic along Auckland Street was a good idea needs a brain transplant.
- We will adapt.
- As the majority of accommodation is centred in Picton town centre or on towards Waikawa, Dublin Street, Waikawa Road and Auckland Street will still be used. It is the signposting that will be important. Kent Street is already a very busy road.
- I think the shops in Picton would suffer & in the current Covid-19 environment they need all the help they can get
- Depends on who is going to have right of way
- There are already a lot of parked cars around the area at night, this will increase. It is impossible to see around the large trucks when they are parked on local streets making crossing difficult even with the two marked crossing areas - which is not enough to support pedestrians (Scooter and bike riders). It is hard to believe the truck drivers are not aware of their size. They park legally but still cause pedestrians an issue. Car drivers and the administration of the roads would not allow such a situation for drivers!

Question 11 - What opportunities can you think of that might help us manage effects of people, vehicles and freight moving to and from the port?

Suggestions for different traffic patterns

- Okay for a start, do NOT even think of putting a roundabout in the Kent Street / Wairau Road intersection. My suggestion would be to encourage Interislander vehicles to use the OLD route (ie SH1) to Auckland Street when heading to check-in (if you HAVE to do an overbridge, do it up by Broadway), for exiting vehicles down Kent Street DO NOT waste money on building a roundabout, simply do what most truckies and locals already do and use the one that's already there!!! Nelson Square is a humongous roundabout - go down Kent Street, left into the little road just before the caravan park (Oxford?) and use Nelson Square as a roundabout. Might have to reseal that little bit of road but a couple of signs are certainly cheaper than building a whole roundabout!!!
- Put heavy traffic down a new road from the elevation directly into Shakespeare Bay
- Rethink all traffic. One way streets. possible using Devon and York streets.
- Make all freight Rail only and reducing truck on the roads would improve damage to roads and allow more freight to be shipped in a smaller space thereby freeing up space for passenger cars
- Right of way intersection at Wairau Road and Kent Street intersection.
- Provide an alternate route for trucks to arrive and depart the ferry port other than use Wairau Rd and Kent Street. Investigate a cost-effective way to redirect the trucking by a bypass from the port to the other side of the elevation. Trucks are a huge concern to a lot of residents of Picton who live on the western side of the rail line.
- Put in a bypass.

- Need roundabout at Kent / Wairau Intersection or divert south bound via Nelson Sq. - as the roundabout
- Better roundabouts, improve Kent / Wairau Corner massively (lights preferably)
- All logging trucks to by-passed Picton Central - Hub & Schools
- Upgrade of Kent Street roundabout and roading and clear signage.
- Create dynamics that let traffic moved freely with safety. i.e. lights / roundabouts - whatever it takes.
- Traffic will manage itself if you have a good roundabout at Kent Street Wairau Road.
- Exclusive for ferry traffic on some roads - N.P on Kent St
- Kent St / Wairau Rd Intersection needs to be changed, needs a curve there to keep traffic flowing

Signage

- Good signage
- Clear and simple signposting!! In the past, it has been confusing, especially for non residents....
- Better signage
- Conspicuous signage clear road marking

Other

- taking the freight to chch
- I would like to see the Waitohi culvert diverted to create a wetlands for birdlife where you have earmarked on the map Waitohi Awa, Possible construction site staging area. That would help link the area visually with the pretty township, and address the lagoon being filled in many years ago, which severely changed the township feel.
- Increase train movements to the Spring Creek rail yards at the expense of trucks. Centralise heavy freight pick up to Springlands. Currently only 2 to 3 train movements in and out of Picton. This is totally inefficient. Improve the condition of local roads and intersections to speed up traffic movements. Make travel out of Picton easier by having better roading that doesn't need re-patching every 2 months as we currently experience.
- More freight onto trains at Spring Creek to lessen trucks into town. Move terminal to Spring Creek then shuttle people to Ferry? Better signage?
- More frequent ferries would space out - or stagger them
- I think you need to very careful in the Post Covid-19 environment
- Proper planning and notifications not starting multiple parts of the project at the same time & not completing any one part
- A large (overnight) park in or near the port facility
- • Signs reminding travellers that this is actually a residential area (sure the management of the traffic is more managed in the terminal area! • Flashing signs on Kent Street around school opening and closing times • Parking restrictions around the school.
- Many elderly live in Picton who like to walk to close off Broadway would be Bad.
- We don't want a concrete jungle.
- Fining trucks parked wrong bit more income for Picton

- Compulsory usage of truck park Fines for trucks parking around Nelson Square and residential areas.
- A large parking area (free) ... the old rugby grounds would give tourists a place to stop and visit.

Question 12 - What changes would you like to see that would encourage you to travel on a bike, on foot or by micro-mobility means?

Footpaths, bike paths and connections

- Better footpaths on both sides of every road.
- Many roadways have no footpaths. That's a good start. The road layout and construction is primitive, with high kerbs and gutters or none at all. Make these up to the standard of bigger towns and cities.
- The footpaths are very dangerous, especially Waikawa Rd. I have tripped on numerous occasions. They go up + down.
- All footpaths sharing as above to be 2 metres
- Bike tracks in and out of port.
- Cycle lanes on all streets and overbridge safe pedestrian access through car parks
- Has consideration been taken into account from those hiking/biking the link track from Picton? How will these connect? With additional traffic will this be easy?
- Create a safe cycle path along Dublin St (for cyclists/pedestrians travelling into town from ferry terminals and the Link Pathway). Also a safe cycling path along SH 1. I would also like to see pedestrian crossing along Wairau Rd/SH 1 somewhere. At least 1 or 2 are needed, especially for school kids/elderly. Maybe one each side of Nelson Square?
- No Truck parking on footpath including all cars
- Access at least for Pedestrians, etc. is a must through Broadway.
- Complete upgrade of all footpaths
- Town could use cycle lanes but principally for school / college riders
- overbridge over rail tracks and main road
- ease of access
- Another overbridge from Broadway for the above linking into Auckland Street.
- A link between town and the Link pathway down Dublin St
- Footpaths on both sides of Dublin Street. Cycle lanes on no- ferry traffic streets. Auckland / Dublin intersection improved Pedestrians same in town centre?
- A boardwalk around the snout to Karaka point would be brilliant.
- Separate bike lanes or shared footpaths.
- Pedestrian crossings where needed

Signage

- Provide clearly marked access ways and signage
- Again, clear signage and user-friendly access (i.e. Ramps on pavements for mobility impaired people. Dorset Street (lower) does not have a footpath and is steep, so is not safe for pedestrians!

Traffic

- Get rid of the heavy traffic out of Picton down Shakespeare Valley bay will improve the whole atmosphere
- Fewer cars and trucks on the main road. 20 years ago I would regularly bike to Blenheim from Picton, would not consider it now as unsafe
- Stop ferry traffic going around Nelson Square.

Other

- Am I allowed to say "go back to Level 4 lock-down??"
- Cannot consider this as it is too dangerous with the current volume of trucks
- We need no encouragement
- Diagram drawn to show a "Give Way" at the Kent St -Wairau Rd intersection
- Much more native trees, plants, bushes boardwalks, ponds, rocks, etc. etc.
- Adequate lanes (QC Drive very dangerous for the above means
- Some of the roads are a bit rough, particularly Dublin Street. I would definitely like it to be compulsory for tucks to park in truck parks
- Don't need any changes, it's all good like it is.
- Bad truck parking all around street and nelson square.

Question 13 - When travelling in the area in the last month/year, please indicate how you have travelled

