

STAFF REPORT

TO: Chairman & Members, Engineering Services Committee
FROM: Roger Ashworth
DATE: 22 September 2005 **File:** RD3521
SUBJECT: McGlashen Avenue/State Highway 6 Intersection

PURPOSE

To gain the Committee's approval in progressing an option for McGlashen Avenue that could be funded from Transit's block allocation for projects less than \$3.4 million.

BACKGROUND

In November 2003, Transit New Zealand commissioned GHD Ltd to investigate and report on viable options for the upgrade of State Highway 6 and McGlashen Avenue intersection, also looking at the Queen Street/State Highway 6 intersection and Oxford Street/State Highway 6 intersection.

Project Objectives

The key objectives for this study are:

- to improve the level of service and safety over this section of highway by the redesign of intersections in conjunction with alterations to Council's ring-road system;
- to future-proof the connection to accommodate works on the proposed Hope Bypass;
- to identify if there is an acceptable north-bound access from Richmond industrial area onto the Richmond deviation;
- reduce congestion;
- improve road user safety in the area;
- reduction in crash severity and accidents;
- provide for pedestrians and cyclists;
- improve access to Richmond Township.

The initial investigation work is complete and three primary options to address these issues were identified. These have been presented to Council previously, however they were:

- Option 1a – the round-a-bout option
- Option 2a – traffic signals
- Option 3 – improvement of the existing intersection

Summary

Options 1 and 2 provide medium to long term solutions for traffic difficulties in the area. It is possible to integrate both solutions into a future Hope Bypass and the Tasman District Council peripheral roading system, however both options require considerable land take and have high capital costs and a low benefit cost ratio. These projects are also not able to be funded out of Transit's block allocation and therefore would have to take their queue in Transit's ten year programme.

Option 3 provides a viable short to medium term solution to mitigate current congestion problems, however it doesn't provide sufficient capacity in the long term and certainly is not helpful for Council for the creation of our ring road system.

Options 4 and 4a (copies of the plan attached) are a short term solution which will meet the requirements of Tasman District Council's peripheral roading system. The solution involves introducing two new sets of traffic lights on State Highway 6 at McGlashen Avenue and at Oxford Street and restricting traffic movements into Queen Street. The additional traffic lights on State Highway 6 will promote the peripheral roading system and are able to be funded out of Transit's block allocation.

The North Nelson to Brightwater Corridor Study has clearly identified the McGlashen Avenue intersection as a priority project. The project is identified as being funded from Transit's block allocation and would therefore need to be an Option 4-type model. The North Nelson to Brightwater Corridor Study has a significant traffic modelling component available and this model would be able to be used on Option 4 or 4a to see how well the design would work. This work has not been done to date.

RECOMMENDATION

THAT Council request Transit to urgently look at Option 4, 4a, or any other option that can be funded from the block allocation.

R Ashworth
Transportation Manager