



# Why does Stoke need a bus interchange?

- Stoke Central, along with Nelson Central, Tahunanui, and Richmond, is a key hub for the public transport network. We need to provide a centrally located bus interchange in Stoke where people can quickly change from Route 1 to Route 2 or move from the Stoke On Demand service to Route 1 or 2.
- The placement of this interchange needs to meet certain criteria. The impact on nearby businesses is one important factor, but there are others that also need to be considered with equal weight. This includes the impact the interchange has on improving the bus network, cost, impact on traffic, how well it is connected for people walking to the stop, and proximity to shops and services for passengers.



# Where is the interchange proposed to go?

- The bus stop is proposed to go outside Stoke Central Mall near the Blind Low Vision NZ office on Main Road Stoke. This will go in place of 3 car parks and will require the removal of trees.
- Four replacement car parks will be placed outside Countdown where the old interchange was.



# Why are the bus routes changing?

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Changes to the positioning of bus stops and routes in Stoke are part of Nelson Tasman's new public transport service being launched in August 2023. They are designed to vastly improve the level of public transport service provided to Stoke West.

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Instead of remaining on Main Road Stoke, Route 2 will now turn towards Nayland Road and service schools, recreation facilities and residential areas. The aim is to increase the number of people who live within walking distance of a bus stop.

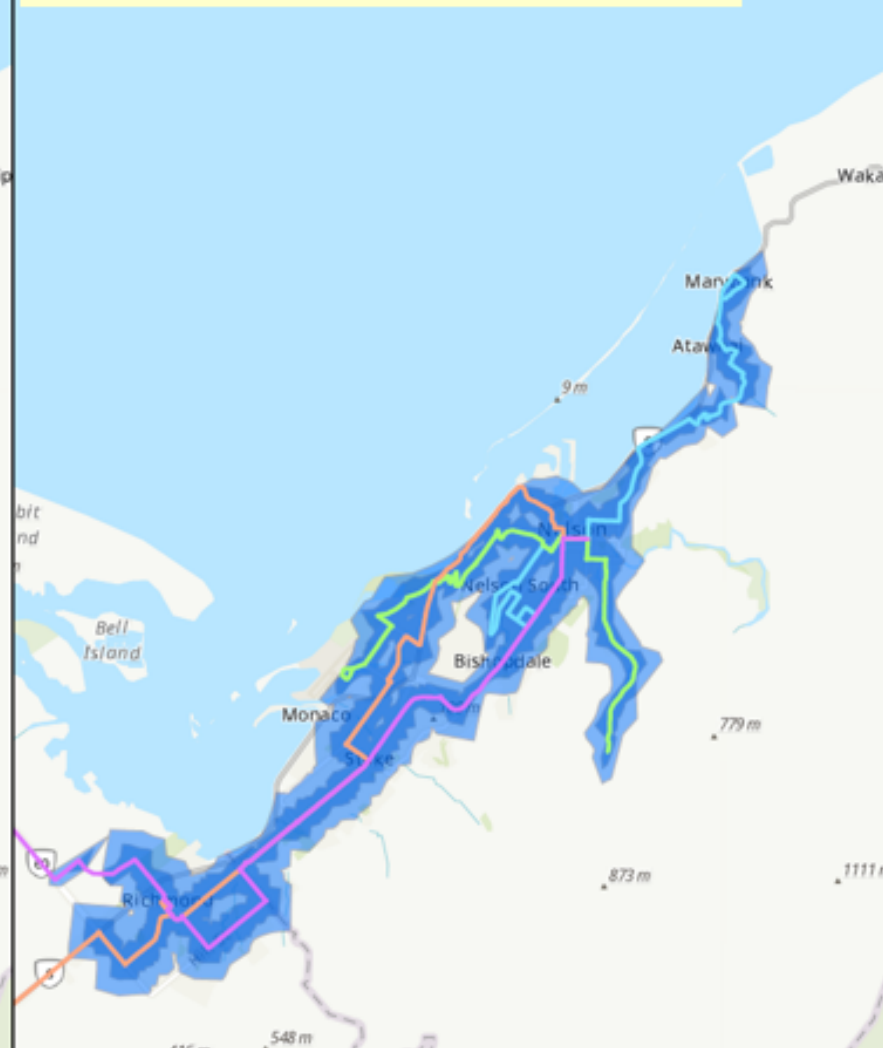
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Currently, 37,400 people in Nelson, Stoke and Richmond live within a ten minute walk of a regular service and bus stop, the new network increases this number to 57,100 and this is one of the key ways in which more people can have the opportunity to use public transport.

Before: 35,200 within a 10-minute walk of a 7-day bus service



After: 57,100 within a 10-minute walk of a 7-day bus service







New bus  
network  
from  
1 August

Where is  
Route 2  
going?



# Why have you chosen to place the interchange here?

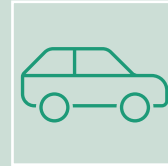
- The original plan was for the Route 2 bus to turn left at the lights and travel down Songer Street. Traffic modelling and analysis showed that narrowing three lanes down to two (to enable safe turning at this complex intersection) would result in considerable traffic delays, with southbound queues of up to 500m forming during the afternoon peak.
- Changing the lane layout at Putaitai Street to enable a safe left turn is simpler and will not cause extra congestion.
- A range of options were considered for the positioning of the double bus stop which will act as an interchange.
- By placing this stop on Main Road Stoke outside Stoke Central Mall, and returning the existing stop (by Countdown) to carparks we can make sure there is no net loss of parking in the Stoke area. We appreciate that those spaces are not quite as close to the businesses between Songer Street and Putaitai Street, but there is parking within walking distance on Main Road Stoke and Strawbridge Square.



# What changes have been made based on feedback to date?



There will be no parking changes on Putaitai Street. Angle parking will remain.



An option has been selected to make sure the least number of carparks are affected.



We are looking at Parking time limits on Main Road Stoke (see next page).



If implemented, we will review the effectiveness of this option in 12 months.

## What about customers who want to park, buy and dash?

- Key to the feedback from local businesses was that the biggest impact would be felt by businesses that rely on high turnover, where customers making a quick purchase and then leave.
- To mitigate this impact we are proposing to change the remaining 180 minute parking on the affected stretch of Main Road Stoke to 60 minute.
- This will increase parking turnover and mean there will be more readily available spaces for customers who want to park, buy and dash.



# Trade-offs

It's important to recognise that there are trade-offs that come with any decision about placement.

- We have to take into consideration not only the impact on businesses, but also the public transport needs of Nelson as a whole.
- The new Route 2 provides a regular bus service between Stoke West and Stoke Central and Stoke West and Tāhunanui.



## Why do the trees have to be chopped down?

- Taking out the two ginkgo trees in front of the Stoke Central mall allows us to ensure there is no net parking loss in Stoke as a result of the new interchange. It also enables good visibility and safe access in and out of the stop.
- We will look to offset these trees elsewhere in Stoke.



# What about alternative options?

- Turning the bus at Bunnings and travelling west along Saxton Road to access Nayland Road has a number of complexities.
- There is not a suitable location on Main Road Stoke for a bus shelter and stop in the vicinity, and it is an isolated location away from the hub of Stoke Central.
- If we push Route 2 down Saxton Road, this will result in there being no direct connection between Stoke Central and Tāhunanui, which does not provide benefit for the residents and businesses in Tāhunanui and Stoke.
- This would also mean only one bus will travel along Main Road Stoke between Saxton Road and Songer Street, reducing the service frequency in an area with a greater residential catchment than the southern end of Nayland Road.



# What support do you have for the bus interchange being placed here?

- Factors considered when placing the interchange include proximity to shops and services, the impact on improving the network, cost, impact on traffic, impact on businesses and how well connected it is for walking.
- The option to place the interchange outside Stoke Central Mall scored highly for these factors and is supported by Blind Low Vision NZ and The Nelson Blind Citizens group.
- They have stated they feel the new interchange will 'provide pedestrians, particularly those with impaired vision, easier and safer access to the pedestrian crossing and the Stoke shopping area.



# What is the decision making process?

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A final decision has not been made. A report will be presented at the Hearing Panel on 16 June 2023. This will include all public submissions.

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You can make a submission in writing, online or through our Customer Service Centre. You can also ask to speak to your submission at the Hearing Panel.

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Submissions are to be received by 11:59 pm on Monday 6 June 2023 to be included in the report.

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If the bus interchange is put in place, staff will monitor usage and other key factors.

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Go to [Shape.Nelson.govt.nz](https://Shape.Nelson.govt.nz) and click “Catching the eBus” for details how to submit.

# Electric bus fleet



- 17 new electric buses
- Route 1 and 2 will both travel every 30 minutes, 7am – 7pm, 7 days a week, providing a 15 minute service between Richmond, Stoke and Nelson
- This will increase patronage from Nelson, Tahunanui, Stoke West, and Richmond and potentially provide new customers
- Electric buses are quiet and emission free

# New bus stops

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- New stops use modern design
- Live bus information provided by eReaders mean people will have more confidence about arrival times and more time to linger





# Before



# After

