NFAP Long List of Options

				Te Ātiawa Manawhenua Ki Te Tau Ihu Trust Endorsement								P1	P2	P3	P4	P5	First sift of options after PRG1 by project Team			Second Sift of options after NOH finalisation
Option Ref No.	**Option Name**	**Further Description**	**Comments from the PRG meeting 140819**	**Iwi response**	**Notes from hui with Te Ātiawa Manawhenua Ki Te Tau Ihu Trust**	**Notes from Iwi Collaboration with Whakatu Marae / Ngati Toa, Te Runanga o Ngati Kuia Trust and Ngati Tama ki te Waipounamu Trust**	Nelson's transport system is more effective at moving people and freight	Nelson's transport system provides better access to employment, amenities and core	Nelson's transport system contributes to quality urban environments	Nelson's transport system feels safer and is safer	Nelson's transport system is more resilient	**Do Minimum**	**Network Optimisation (incl parking restictions), walking and cycling (inc Rocks Road**	**P2 plus peak hour PT lanes (this includes minor widening along Waimea) plus a widened**	**P2 plus additional capacity (widening of two arterials)**	**P2 plus additional capacity (new route)**	**Option Included in NFAP (Y/N)**	**Reasons for Exclusion**	**Comment**	**Project team assessment of package allocation**
4	Removal of restrictions (eg parking, loading zones, kerb build-outs etc) on the existing two arterials which is assumed to create the required space for an additional lane for road traffic	Removal of restrictions (eg parking, loading zones, kerb build-outs etc) on the existing two arterials which is assumesd to create that the required space for an additional lane for road traffic can be created.	Get rid of free parking in Richmond and Nelson Parking buildings to free up existing parking for retail - move the parking to make better use of parking for retail Use parking controls to reduce congestion	?	Response is not fundamentally pro-active		√	√				√	√	√	√	√	Y			Can be part of Packages 3 and 4
6	Impose restrictions on the arterials to reduce the volume of traffic	Impose restrictions at peak periods to reduce the volume of traffic - This option would Requires legislation and local authority bylaws to ban/constrain particular types of vehicles, eg HCVs.	Send heavy traffic down new wider road from Bishopsdale towards Victory Primary School / Holiday Park, past Liquid Self Service Laundromats and Nelson New World. At Countdown, create intersection - left for the Port, right for travel to the East Congestion charging between 7.30am - 9am and 4-6pm Congestion charging Priority lanes for freight / trade / buses / T3 Car share system - could be integrated with housing development Uber / Ride Share Clearings on Waimea Rd	√		Prioritise Lanes	√	√	√	√			√	√	√	√	Y			All packages have measures (increased active mode facilities, PT, parking changes) to reduce the volume of traffic to varying degrees and absorb growth
7	Impose parking restrictions at peak periods to encourage higher vehicle occupancy rates	Impose parking restrictions at peak periods to encourage higher vehicle occupancy rates - This option I Looks to limit the number of long term parking spaces available and impose a maximum duration for parking across a wider area around the CBD	Get rid of free parking in Richmond and Nelson Use parking controls to reduce congestion Parking buildings to free up existing parking for retail - move the parking to make better use of parking for retail Charge for Richmond carparks Parking Charges - NCC / TDC equality More feeder buses and main route buses to / from the suburbs More school buses (may need legislative change), increase numbers of buses, less car travel. Clearings on Waimea Rd High parking rates (fees) Reinvent Vincent Sq. - improve community and place	√√			√		√	√			√	√	√	√	Y			Can be part of Package 2.
8	Use advertising campaigns to persuade people to reduce the number of journeys or change their travel mode to public transport or walking or cycling	Use advertising campaigns to persuade people to reduce the number of journeys or change their travel mode to public transport or walking or cycling.	Advertising needs to be in conjunction with other interventions Car share system - could be integrated with housing development Encourage flexible working	√	Work with Commerce and Industry to promite online meetings and employees working from home	Enhanced PT - frequency and reliability (target to specific business e.g. hospital staff) Drive to change behaviours and potential subsidies Mana whenua want to support options that are long term focussed	√	√	√	√			√	√	√	√	Y			Can be part of Package 2.
9	Change land use to encourage less travel by private vehicle	Change land use to encourage less travel by private vehicle - Nelson City Council to change District Plan to enable densification of CBD and surrounding areas over and above current situation	Pedestrianise the central city Reinvent Vincent Sq. - improve community and place Intensification of inner city living Incentivising inner city living development Land use changes - e.g. encourage less travel, especially to centres Close CBD streets - more walkable	√		Council Requirements - District Plan - Reward / Allow for alternate non vehicle alternatives Drive to change behaviours and potential subsidies	√	√	√				√	√	√	√	Y			Can be part of Package 2. FDS is also a response to this option.
10	More shared pathways and better connections on the two arterials	More shared paths - The provision of new shared paths in and around the CBD by removing parking and other restrictions to create the required width and ensuring seamless connectivity	Reinvent Vincent Sq. - improve community and place Active transport (at school) Take account of emerging trends e.g. micromobility #10 There needs to really be one option that is "To make cycle commuting safe pleasant and convenient" - of which more shared pathways and better connections on the two arterials are only a limited part. We request that the following be added : 20kph "Woonerf" (Dutch living street) as the default configuration for new subdivisions, 30kmh shared zones for quieter streets where cyclists are biking on the road, and on streets busier-than-quiet for protected paths for a cyclists to be created alongside the walking path, the two being clearly differentiated by paving treatment constant across the whole city into walking and wheeled modes (note these don't have to be nearly as wide as currently assumed as long as the footpath and the cycle path are at the same level so (see attached example from Munich)). Our point is that just having a few more shared paths and better connections to existing cycle paths, is completely different to providing a complete network where cycle commuting is normalised as it is in Holland. This particularly so with the explosive growth in micro mobility such as e-cycles and e scooters etc. that have no place on the road or the footpath.	√				√	√	√			√	√	√	√	Y			Can be part of Package 2.
11	Work at better integration of travel modes – walking/cycling/PT/+ private vehicles on the arterials	Work at better integration of travel modes - At particular points along the arterials, where interaction between different modes occurs (eg at bus stops or where cycle lanes end, parking areas or at traffic lights), implement physical works to provide dedicated space for all users.	Mass electric bike / scooter availability Electronic lanes - e.g. 3 lanes, middle lane changes direction depending on peak traffic. Extend bus routes, increase frequency, extend the hours running and reduce price (~$2) On-demand buses (electric) Peer to peer mobility Changes to the user experience for active modes of transport Close CBD streets - more walkable Mountain biking - Richmond and Stoke need access to Nelson Brook / Maitai - create new cycle/ walking route from Bishopdale	√		Mana whenua want to support options that are long term focussed 30- 50 years incuding walking and cycling and encouraging people to pursue these options.	√	√	√	√	√		√	√	√	√	Y			Can be part of Package 2.
12	Ring road system (3 Laning)	Ring road system (3 laning) - This roading system is to facilitate circular travel utilising an additional lane on both arterials to create a total of 3 lanes in-bound and 3 lanes outbound as a one-way system. This option is the same as for **Options 1 or 4** in terms of implementability ie by providing an additional lane through widening or utilising the existing road corridors – also refer to those options.	Clearings on Waimea Rd Formalise splitting traffic (e.g. Motueka St) Electronic lanes - e.g. 3 lanes, middle lane changes direction depending on peak traffic.	?			√	√					√	√	√	√	Y			Packages 4 and 5 provide a total of 3 lanes utilising Waimea and SH6 and creates a ring road.
14	Network operating plan	Network operating plan - This option encompasses the organisation of the existing roads into a system of managed roads (eg one-way system) to facilitate movement of traffic around the entire network focusing on the CBD area.	Reinvent Vincent Sq. - improve community and place Formalise splitting traffic (e.g. Motueka St) Provide expressways Clearings on Waimea Rd Queen St Richmond to Beatson's Roundabout then clearway lanes Beatson's to Hospital Hill Electronic lanes - e.g. 3 lanes, middle lane changes direction depending on peak traffic. Extend bus routes, increase frequency, extend the hours running and reduce price (~$2) Designated bus lane on Waimea Road which runs one way in mornings, other way in afternoon (e.g. three lanes on Waimea Road which smart signage) Bus returns it journey via Rocks Road Bus loop - Waimea to Rocks, which reverses direction morning and nightBus loops via primary schools, high schools, intermediates, NMIT etc. at time which would get children and students to school etc at the right time (e.g. 8.30am / 3.30pm), as well as Hospitals to coordinate with shift work. - particularly important for Tahunanui which is less than 4.5km from schools so not eligible for Ministry of Education school buses. Hills are too steep which is a barrier to kids walking or cycling. Bus loops via primary schools, high schools, intermediates, NMIT etc. at time which would get children and students to school etc at the right time (e.g. 8.30am / 3.30pm), as well as Hospitals to coordinate with shift work. - particularly important for Tahunanui which is less than 4.5km from schools so not eligible for Ministry of Education school buses. Hills are too steep which is a barrier to kids walking or cycling.	√		Mana whenua want to support options that are long term focussed 30- 50 years incuding walking and cycling and encouraging people to pursue these options.	√	√	√	√	√		√	√	√	√	Y			Package 2 shows the network operating hierarchy and the resultant interventions
15	Close side road accesses (or reduce) to left in left out only on the arterials	Close side road accesses (or reduce) to only left in left out on the arterials - Restricts right turn movements to a select number of side roads where it is possible to access those side roads via the surrounding local roads.	Dead end residential roads that are being used as rat routes	√			√		√	√			√	√	√	√	Y			Can be part of Package 2.
16	Pedestrian overpasses Tahunanui/Waimea Road to address barriers to east / west travel for walking and cycling and reduce road travel delays from peds lights and crossings	Pedestrian overpasses Tahunanui/Waimea Road to address barriers to east / west travel for walking and cycling - At traffic signalled-controlled intersections, construct overpasses to enable pedestrians /cyclists to not have to wait at the lights to cross.	Priority pedestrian crossings at Rocks Road and Waimea Road Difficult for kids from Tahunanui to get to college (Nay lad or Wood Green) - tides in underpasses #16 Add … or so that people walking or cycling are not held up by cars. If we are going to have this lift in active transport we need to make it faster and more convenient than car commuting. Queen St overpass Mountain biking - Richmond and Stoke need access to Nelson Brook / Maitai - create new cycle/ walking route from Bishopdale Provide an overpass to assist with road crossing at - Nelson Hospital / Nelson College, - Nelson Hotel - by the Boat Shed	√		Mana whenua want to support options that are long term focussed 30- 50 years incuding walking and cycling and encouraging people to pursue these options.	√	√	√	√			√	√	√	√	Y			Can be part of Package 2.
20	Park and Ride	Park and Ride - This option iInvolves the provision of parking facilities south of Annesbrook roundabout and the provision of public transport (buses) to enable commuters to access the CBD and vice versa.	Park and Ride Park and Ride - base at Richmond for workforce commute Bus priority lanes on existing roads Loop ride sharing (on demand PT) Designated bus lane on Waimea Road which runs one way in mornings, other way in afternoon (e.g. three lanes on Waimea Road which smart signage) Bus returns it journey via Rocks Road Bus loop - Waimea to Rocks, which reverses direction morning and night Bus loops via primary schools, high schools, intermediates, NMIT etc. at time which would get children and students to school etc at the right time (e.g. 8.30am / 3.30pm), as well as Hospitals to coordinate with shift work. - particularly important for Tahunanui which is less than 4.5km from schools so not eligible for Ministry of Education school buses. Hills are too steep which is a barrier to kids walking or cycling. Public Transport - Dedicated lanes - Frequency of buses - Electronic tracking of buses - Fees adjusted for time of day (e.g. cheaper 7.30-9am, 4-6pm) - opposite to present - charge the fees 10-4pm	√		Prioritise Lanes Enhanced PT - frequency and reliability (target to specific business e.g. hospital staff)	√	√	√	√			√	√	√		Y			Can be part of Package 3.
22	Better cycle storage areas in city / and showers	Provide cycle storage facilities and showers at locations throughout the CBD	Active transport (at school) Changes to the user experience for active modes of transport Mass electric bike / scooter availability	√√√		Mana whenua want to support options that are long term focussed 30- 50 years incuding walking and cycling and encouraging people to pursue these options.		√	√				√	√	√	√	Y			Can be part of Package 2. Contradiction with Option 31 noted.
23	Electric vehicle subsidy/charging ports	Electric vehicle subsidy/charging ports - Provide a subsidy to encouarge a shift away from fossil fuel method of propulsion to electric vehicles and provide charging points at parking spaces.	Change vehicle energy - what will that do to traffic volumes Change bus fuel type, e.g. electric / hybrid Charging stations for mobility scooters and micromobility On-demand buses (electric) Take account of emerging trends e.g. micromobility Mass electric bike / scooter availability	?	Question re this mode			√	√				√	√	√	√	Y			Electric charging ports can be part of all packages. Subsidys are beyond the scope of NFAP and not included.
31	Upgrading key intersections on the arterials to facilitate through movement	Upgrading key intersections on the arterials to facilitate through movement - Install traffic lights at key intersections and give priority to through traffic.	Give buses priority at intersections Priority pedestrian crossings at Rocks Road and Waimea Road	√			√	√					√	√	√	√	Y			Can be part of Package 2 - contradiction with option 32 noted.
32	Upgrading key intersections on the arterials to facilitate accessibility onto the arterials	Upgrading key intersections on the arterials to facilitate accessibility onto the arterials - Install traffic lights at key intersections and give priority to side road traffic.	Change entrances and exits to not be main routes Increase quality of rat run routes - i.e. formalise the rat runs	√			√	√					√	√	√	√	Y			Can be part of Package 2. Contradiction with Option 31 noted.
33	Peak hour clearways to create a total of 3 lanes in-bound to Nelson in the morning and 3 lanes out-bound in the evening on the two arterials.	Peak hour clearways to create a total of 3 lanes in-bound to Nelson in the morning and 3 lanes out-bound in the evening on the two arterials. Removal of restrictions (eg parking, loading zones, kerb build-outs etc) on the existing two arterials which is assumed to create the required space for an additional lane for road traffic.	Queen St Richmond to Beatson's Roundabout then clearway lanes Beatson's to Hospital Hill Provide expressways Clearings on Waimea Rd #33 Add or using the flush median space - so peak hour clearways as well as protected cycle paths at footpath level could be provided, with turning lanes at intersections provided by property acquisitions (i.e. widening the road corridor at corners by buying half a car lane of land on either side of intersections to make space for turning cars to be stationery in the middle of the road, rather than wasting that space along the whole length. Right turning at other than intersections would have to be disallowed during busy times). Secondly we think it is crucial that these clearway lanes are only available for buses and trade vehicles - if they are available for car commuting, we know that this additional capacity will just induce more commuter traffic and will fail in the aim of reducing congestion in anything other than the short term (Tauranga found the $225m spend on additional capacity was completely eaten up by induced traffic in 8 years and congestion levels were back to where they were)	√			√	√	√					√	√	√	Y			Can be part of Package 3.
42	Close side road accesses (or reduce) to left in left out	Close side road accesses (or reduce) to left in left out - This option is a repeat of Option 15	Change entrances and exits to not be main routes Increase quality of rat run routes - i.e. formalise the rat runs	√			√	√	√	√							N	Covered in Option 15, which is included.		Can be part of Package 2
43	Prioritise cycle traffic (separate traffic lights)	Prioritise cycle traffic (separate traffic lights) - At existing traffic signalled controlled intersections, install separate lanterns to enable cyclists to move before other traffic - similar to bus priority signals	Active transport (at school) Priority pedestrian crossings at Rocks Road and Waimea Road Changes to the user experience for active modes of transport Mountain biking - Richmond and Stoke need access to Nelson Brook / Maitai - create new cycle/ walking route from Bishopdale Put a cycle / walking route in between Brook St (Waimarama Sanctuary end) to join Market Rd into Bishopdale Broader and better cycle paths for e-bikes and scooters Dedicated cycle lanes to destination, need to be clearly marked and safe	√	Yes , and less roundabouts which are lethal to cyclists and walkers	Prioritise Lanes Mana whenua want to support options that are long term focussed 30- 50 years incuding walking and cycling and encouraging people to pursue these options.	√	√	√	√			√	√	√	√	Y			Package 2 provides a primary and secondary cycle network and together with the FLoS identifies interventions that are separated from traffic.
46	Wider sidewalks – mobility scooters/skate boards on the two arterials	Wider sidewalks – mobility scooters/skate boards on the two arterials - Widening sidewalks occurs by removing parking and other restrictions along the arterials which is assumed to create the required space.	Active transport (at school) Widen shared paths on two arterials to active modes Re-do the seawall and widen by a couple of metres. Mass electric bike / scooter availability Whole lane or two lanes in width. Widening is for active modes and micomobility Take account of emerging trends e.g. micromobility Put a cycle / walking route in between Brook St (Waimarama Sanctuary end) to join Market Rd into Bishopdale Broader and better cycle paths for e-bikes and scooters	√	Let's keep the language away from the USA! "Widening footpaths occurs.."	Mana whenua want to support options that are long term focussed 30- 50 years incuding walking and cycling and encouraging people to pursue these options.	√	√	√	√			√	√	√	√	Y			Part of Package 2
1	Widening of the existing road infrastructure on the two main arterials by a minimum of one lane for road traffic	Widen SH6 and Waimea Road to create an extra lane to provide a total of 3 lanes in each direction. The existing form that provides for parking, footpaths, cycle lanes etc on both roads is re-established for the widened roads.	Changes to the user experience for active modes of transport Dedicated transit lane on Waimea Road (T3 lanes) - three lanes on Waimea Widen shared paths on two arterials to active modes Re-do the seawall and widen by a couple of metres. Whole lane or two lanes in width. Widening is for active modes and micomobility	X	Less hard 1 / Less Traffic	Mana whenua want to support options that are long term focussed 30- 50 years incuding walking and cycling and encouraging people to pursue these options.	√	√								√	Y			Can be part of Package 4
3	Widening of the existing road infrastructure on the two main arterials by a minimum of one lane for buses only to utilise additional space	Widening of the existing road infrastructure on the two main arterials by a minimum of one lane for bus to utilise additional space. The existing form that provides for parking, footpaths, cycle lanes etc on both roads is re-established for the widened roads.	Bus / Trade vehicle lanes - the point being that until it is faster on bus than car commuting, uptake will be limited Give buses priority at intersections Bus priority lanes on existing roads Changes to the user experience for active modes of transport	X √		Prioritise Lanes Enhanced PT - frequency and reliability (target to specific business e.g. hospital staff) Mana whenua want to support options that are long term focussed	√	√							√		Y			Can be part of Package 3
44	Priority lanes (Public Transport and freight and HOV) through the provision of an additional lane	Priority lanes (Public Transport and freight and High Occupancy Vehicles) through the provision of an additional lane - Widen SH6 to create an extra lane for priority traffic. Assume SH6 is widened towards the west. The existing form that provides for parking, footpaths, cycle lanes etc on both roads is re-established for the widened roads.	Bus / Trade vehicle lanes - the point being that until it is faster on bus than car commuting, uptake will be limited Send heavy traffic down new wider road from Bishopsdale towards Victory Primary School / Holiday Park, past Liquid Self Service Laundromats and Nelson New World. At Countdown, create intersection - left for the Port, right for travel to the East Dedicated transit lane on Waimea Road (T3 lanes) - three lanes on Waimea Give buses priority at intersections Queen St Richmond to Beatson's Roundabout then clearway lanes Beatson's to Hospital Hill Bus priority lanes on existing roads Optimise freight movements by time of day Changes to the user experience for active modes of transport Provide expressways #44 Change to Priority Clearways on parts of SH6, Waimea Road, and priority lanes on Whakatu Drive right to Beatsons Road. AND that the priority lanes be only available for trade vehicles and buses. It is a significant change to a) have clearways on Waimea road south of Hospital hill and b) to have trade vehicles (plumbers, electricians, builders etc, not just heavy trucks) in these priority lanes and the rationale is that you give commuters like a bank manager other good options for commuting (e.g. express busses that are faster than driving, a complete safe cycle path network so they could cycle or e cycle), as these people do not have to carry 1/2 tonne of tools and equipment around with them - tradespeople in general don't have an option other than a 2 tonne vehicle, commuters do. The only parts of SH6 that should have priority lanes are from the Tahuna bowling club South - this is completely different to saying priority lanes all they way around Rocks Road which we at Nelsust or the people of Nelson are adamantly opposed to.	X	Less hard 1 / Less Traffic	Prioritised Lanes Enhanced PT - frequency and reliability (target to specific business e.g. hospital staff) Mana whenua want to support options that are long term focussed 30- 50 years incuding walking and cycling and encouraging people to pursue these options.	√	√							√		Y			Can be part of Package 3
45	Complete separation of cyclist and pedestrians	Complete separation of cyclist and Peds - Separation occurs by creating additional space along the arterials. Similar to option 1 but less widening width is required.	Active transport (at school) Priority pedestrian crossings at Rocks Road and Waimea Road Separate walking - not shared pathways Grade separate cycleways	√	What about "e-scooters"?	Mana whenua want to support options that are long term focussed 30- 50 years incuding walking and cycling and encouraging people to pursue these options.	√	√	√	√				√	√	√	Y			Package 2 has this intervention along specified routes.
5	New arterial road (limited access)	New Arterial Road - This route is commonly known as Southern Link that runs from the SH6 Haven Road roundabout to the SH6 Annesbrook roundabout utilising Haven Road, St Vincent Street, the old railway reserve and Whakatu Drive. It is assumed to be a single lane in each direction, with parking on both sides of St Vincent Street, with the cycleway transferring to Vanguard Street. Access onto the route from side	Create road for Emergency vehicles / public transport and multi-user vehicles only between Nelson Intermediate School and the Whakatu Drive / Wakatu / Annesbrooke roundabout Reinvent Vincent Sq. - improve community and place	?	Not clear		√	√	√	√	√					√	Y			Can be part of Package 5
5a	New arterial road	New Arterial Road - This route is commonly known as Southern Link that runs from the SH6 Haven Road roundabout to the SH6 Annesbrook roundabout utilising Haven Road, St Vincent Street, the old railway reserve and Whakatu Drive. It is assumed to be a single lane in each direction, with parking on both sides of St Vincent Street, with the cycleway transferring to Vanguard Street. Access onto the route is un-	Create road for Emergency vehicles / public transport and multi-user vehicles only between Nelson Intermediate School and the Whakatu Drive / Wakatu / Annesbrooke roundabout Reinvent Vincent Sq. - improve community and place	?	" New artierial road "		√	√	√	√	√					√	Y			Can be part of Package 6
47	Dedicated transit/freight route on old rail reserve	Dedicated transit/freight route on old rail reserve - As per Option 5 but for freight and/or High Occupancy Vehicles only.	Create road for Emergency vehicles / public transport and multi-user vehicles only between Nelson Intermediate School and the Whakatu Drive / Wakatu / Annesbrooke roundabout Send heavy traffic down new wider road from Bishopsdale towards Victory Primary School / Holiday Park, past Liquid Self Service Laundromats and Nelson New World. At Countdown, create intersection - left for the Port, right for travel to the East Dedicated transit lane on Waimea Road (T3 lanes) - three lanes on Waimea Long List - #47 - Rail only #47 You need a rail only option here of the new route that could be used for light rail at some point in the future - you would put int in for freight not PT, but PT would piggyback on the rail being put in. Matt MacDonald from Port Nelson said (as Rhys Palmer will confirm) they are thinking of an inland port already. A single rail track along the railway reserve would be cheaper than a 2 lane roadway. Most of the formation for this is already there so would be cheaper than normal costings of rail. Consenting would be significantly different, Nelsust has long suggested that a rail though there would be an acceptable sharing of the burden of freight currently going through other communities. This of course would tie in with see level rise, so the inland port and infrastructure would be well above projected sea level rises. And it would tie in with our proposed rail link with Christchurch (while this might seem pie in the sky, we think that sooner or later this will and should happen due to the efficiencies of steel wheels on steel rails and the ease of long distance electrification to have emissions free one distance freight and a direct connection to NZ's 3rd biggest city.	√	As per Option 5 but for freight and~~/ or~~ High Occupancy Vehicles only.		√	√	√	√						√	Y			Could be part of Package 5. New route could be for HOV/freight vehicles only.
27	Additional bus services - user paid	Additional bus services - More services to other locations - fare paid by user	Designated bus lane on Waimea Road which runs one way in mornings, other way in afternoon (e.g. three lanes on Waimea Road which smart signage) Bus returns it journey via Rocks Road Bus loop - Waimea to Rocks, which reverses direction morning and night Increase frequency of buses More feeder buses and main route buses to / from the suburbs More school buses (may need legislative change), increase numbers of buses, less car travel. Increase bus capacity School bus services Difficult for kids from Tahunanui to get to college (Nay lad or Wood Green) - tides in underpasses On-demand buses (electric)Bus loops via primary schools, high schools, intermediates, NMIT etc. at time which would get children and students to school etc at the right time (e.g. 8.30am / 3.30pm), as well as Hospitals to coordinate with shift work. - particularly important for Tahunanui which is less than 4.5km from schools so not eligible for Ministry of Education school buses. Hills are too steep which is a barrier to kids walking or cycling. Public Transport - Dedicated lanes - Frequency of buses - Electronic tracking of buses - Fees adjusted for time of day (e.g. cheaper 7.30-9am, 4-6pm) - opposite to present - charge the fees 10-4pm	?	Additional bus services ~~- user paid~~ Free- Central and subsidy to life climate change response	Enhanced PT - frequency and reliability (target to specific business e.g. hospital staff) Drive to change behaviours and potential subsidies	√	√	√	√			√	√	√	√	Y			Can be included in Package 3. Part of the bus review Contract being undertaken by others

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				Iwi response	Notes from hui with Te Ātiawa Manawhenua Ki Te Tau Ihu Trust	Notes from Iwi Collaboration with Whakatu Marae / Ngati Toa, Te Runanga o Ngati Kuia Trust and Ngati Tama ki te Waipounamu Trust	Nelson's transport system is more effective at moving people and freight	Nelson's transport system provides better access to employment, amenities and core	Nelson's transport system contributes to quality urban environments	Nelson's transport system feels safer and is safer	Nelson's transport system is more resilient	Do Minimum	Network Optimisation (incl parking restictions), walking and cycling (inc Rocks Road	P2 plus peak hour PT lanes (this includes minor widening along Waimea) plus a widened	P2 plus additional capacity (widening of two arterials)	P2 plus additional capacity (new route)	Option Included in NFAP (Y/N)	Reasons for Exclusion	Comment	Project team assessment of package allocation
28	Additional bus services - subsidised	Additional bus services - More services to other locations - fare free or partially subsidised	Increase frequency of buses More feeder buses and main route buses to / from the suburbs More school buses (may need legislative change), increase numbers of buses, less car travel. Increase bus capacity Subsidise bus travel Extend bus routes, increase frequency, extend the hours running and reduce price (~$2) Discounted bus fares Subsidise PT PT seasonal charging Designated bus lane on Waimea Road which runs one way in mornings, other way in afternoon (e.g. three lanes on Waimea Road which smart signage) Bus returns it journey via Rocks Road Bus loop - Waimea to Rocks, which reverses direction morning and night Bus loops via primary schools, high schools, intermediates, NMIT etc. at time which would get children and students to school etc at the right time (e.g. 8.30am / 3.30pm), as well as Hospitals to coordinate with shift work. - particularly important for Tahunanui which is less than 4.5km from schools so not eligible for Ministry of Education school buses. Hills are too steep which is a barrier to kids walking or cycling. Public Transport - Dedicated lanes - Frequency of buses - Electronic tracking of buses - Fees adjusted for time of day (e.g. cheaper 7.30-9am, 4-6pm) - opposite to present - charge the fees 10-4pm	^	Arrows from this option to option 27 ^	Enhanced PT - frequency and reliability (target to specific business e.g. hospital staff) Drive to change behaviours and potential subsidies	√	√	√	√			√	√	√	√	Y			Can be included in Package 3. Part of the bus review Contract being undertaken by others
48	Dedicated busway on old rail reserve	Dedicated busway on old rail reserve - The provision of extra bus services from outside the study area utilising the old railway reserve and St Vincent Street to access CBD using the route as per Option 5.	Extend bus routes, increase frequency, extend the hours running and reduce price (~$2) More feeder buses and main route buses to / from the suburbs Increase bus capacity Reinvent Vincent Sq. - improve community and place	√		Enhanced PT - frequency and reliability (target to specific business e.g. hospital staff)	√	√	√	√					√		Y			Package 5 is this option. Add note to Package 5 drawing and description that the new route could be for PT only.
34	Rocks Road Do Minimum- Refurbishment Work	Do minimum. This option involves retaining the existing Rocks Road on-road cycle lane layout and footpath while including NCC and Transport Agency planned work including pavement and footpath resurfacing, conservation of the chain link fence, and installation of a new toilet facility. $2.6 Million	Rocks Road to become a recreational and light vehicle route Rocks Road - Road reserve width Rocks Road needs "big engineering" - widen and raise the road, make sure it is 'storm safe' Improve cycling capability on Rocks Road Dedicated shared path around Rocks Road (recognising the timings of the different modes will differ) Future Proof Rocks Road				√	√	√	√		√	√	√	√	√	Y			This intervention is within the Do minimum package
35	Rocks Rd Option2 -Low Cost safety Improvements	Low cost improvements: This option completes all the works in Option 1 plus small incremental improvements to existing on-road facilities and upgrades the existing footpath. It includes safety improvements from drainage upgrades, a debris fence along the cliffs, green surfacing of cycle lanes, lighting upgrade, and landscaping and improved crossing points. Some on-road parking may need to be removed. It would not involve widening over the seabed or widening of the existing footpath or cycle facilities. $4.9 Million.	Rocks Road to become a recreational and light vehicle route Rocks Road - Road reserve width Future Proof Rocks Road Rocks Road needs "big engineering" - widen and raise the road, make sure it is 'storm safe' Improve cycling capability on Rocks Road Dedicated shared path around Rocks Road (recognising the timings of the different modes will differ) Rocks Road - create buffer between traffic and active modes on seaward side #35-38 We request a 5th Option here as none of those are acceptable. Our Preferred Rocks Road Option (attached) is for nett increased parking but for (almost) all of it to be on the seaward side. It is for a parked car/large tree buffer all the way from the beach to the boathouse between the traffic lanes and the esplanade shared path. The shared path being 4m wide and not made by expensively moving the seawall out but just have it built on legs out from the existing seawall similarly to Connoleys Quay fishing platform, but perhaps with a different surface. Being higher than the road it would protect the road from waves splashing which is what closed the road during cycling Gita. It also includes a protected path on the landward side in lieu of carparks which saves a lot of space (2m as against 3.8 for a 2m wide carpark + 1.8m cycle lane) and makes it easier for people to get in and out of their landward side properties as there wouldn't be any parked cars to obscure their visibility. Please see attached.	√			√	√	√	√			√	√	√	√	Y			Part of Package 2
36	Rocks Rd Option 3 -Low cost safety enhancements with reduced lane widths following possible revocation of Rocks Road state highway status	Low cost safety enhancements with reduced lane widths. This option includes the renewal and safety improvements of Option 2 and creates additional cycle and footpath width through narrowing the traffic lanes to 3.0m. Between Victoria Road and Richardson Street, all car parks would be removed and between Tahunanui Beach and Magazine Point on the cliff side, all car parks would be removed. This option raises the footpath but has no seawall widening This option is only possible if the state highway is relocated. $8.2 Million.	Rocks Road to become a recreational and light vehicle route Rocks Road - Road reserve width Rocks Road needs "big engineering" - widen and raise the road, make sure it is 'storm safe' Future Proof Rocks Road Improve cycling capability on Rocks Road Dedicated shared path around Rocks Road (recognising the timings of the different modes will differ) Rocks Road - create buffer between traffic and active modes on seaward side #35-38 We request a 5th Option here as none of those are acceptable. Our Preferred Rocks Road Option (attached) is for nett increased parking but for (almost) all of it to be on the seaward side. It is for a parked car/large tree buffer all the way from the beach to the boathouse between the traffic lanes and the esplanade shared path. The shared path being 4m wide and not made by expensively moving the seawall out but just have it built on legs out from the existing seawall similarly to Connoleys Quay fishing platform, but perhaps with a different surface. Being higher than the road it would protect the road from waves splashing which is what closed the road during cycling Gita. It also includes a protected path on the landward side in lieu of carparks which saves a lot of space (2m as against 3.8 for a 2m wide carpark + 1.8m cycle lane) and makes it easier for people to get in and out of their landward side properties as there wouldn't be any parked cars to obscure their visibility. Please see attached.	√		Mana whenua want to support options that are long term focussed 30- 50 years incuding walking and cycling and encouraging people to pursue these options.	√	√	√	√			√	√	√	√	Y			Part of package 5
37	Rocks Rd Option 4 On–road cycle lanes, shared path and reduced parking	On–road cycle lanes in both directions, shared path and reduced parking: This option includes all items in Option 2 and would provide a 1.5m (no parking) to 1.8m (adjacent parallel parking) on-road cycle lane southbound towards Tahunanui. In the north bound a 2.9m wide shared path (able to be used in both directions by cyclists and pedestrians), and 1.3m to 1.5m wide on-road cycle lane which would cater for more confident cyclists. The parking between the Boat Shed Café and Richardson Street would be removed to reduce the need to widen over the seabed. $21.3 Million.	Future Proof Rocks Road Rocks Road needs "big engineering" - widen and raise the road, make sure it is 'storm safe' Rocks Road to become a recreational and light vehicle route Rocks Road - Road reserve width Improve cycling capability on Rocks Road Dedicated shared path around Rocks Road (recognising the timings of the different modes will differ) Rocks Road - create buffer between traffic and active modes on seaward side New arterial - Rocks Road becomes more active mode friendly / better amenities Long List - #37 - but with continuous car parking on seaward side as a buffer to shared path. On outside as detail sent to Rhys #35-38 We request a 5th Option here as none of those are acceptable. Our Preferred Rocks Road Option (attached) is for nett increased parking but for (almost) all of it to be on the seaward side. It is for a parked car/large tree buffer all the way from the beach to the boathouse between the traffic lanes and the esplanade shared path. The shared path being 4m wide and not made by expensively moving the seawall out but just have it built on legs out from the existing seawall similarly to Connoleys Quay fishing platform, but perhaps with a different surface. Being higher than the road it would protect the road from waves splashing which is what closed the road during cycling Gita. It also includes a protected path on the landward side in lieu of carparks which saves a lot of space (2m as against 3.8 for a 2m wide carpark + 1.8m cycle lane) and makes it easier for people to get in and out of their landward side properties as there wouldn't be any parked cars to obscure their visibility. Please see attached.	√		Mana whenua want to support options that are long term focussed 30- 50 years incuding walking and cycling and encouraging people to pursue these options.	√	√	√	√			√	√	√	√	Y			Part of package 2. On-road cycle lanes inconsistent with FLoS and will utilise shared path
38	Rocks Rd Option 5 On–road cycle lanes and Shared path	On–road cycle lanes and Shared path: This option includes all items in Option 2 and involves widened the on-road cycle lanes in both directions and forming a 2.9m shared path on the seaward side as in option 4 above. The on-road parking between the Boat Shed Café and Richardson Streis retained, although 69 on-road parking spaces will be removed outside of this area. There is significant seawall widening. $25.1 Million.	Rocks Road to become a recreational and light vehicle route Rocks Road - Road reserve width Rocks Road needs "big engineering" - widen and raise the road, make sure it is 'storm safe' Future Proof Rocks Road Improve cycling capability on Rocks Road Dedicated shared path around Rocks Road (recognising the timings of the different modes will differ) Widen shared paths on two arterials to active modes #35-38 We request a 5th Option here as none of those are acceptable. Our Preferred Rocks Road Option (attached) is for nett increased parking but for (almost) all of it to be on the seaward side. It is for a parked car/large tree buffer all the way from the beach to the boathouse between the traffic lanes and the esplanade shared path. The shared path being 4m wide and not made by expensively moving the seawall out but just have it built on legs out from the existing seawall similarly to Connoleys Quay fishing platform, but perhaps with a different surface. Being higher than the road it would protect the road from waves splashing which is what closed the road during cycling Gita. It also includes a protected path on the landward side in lieu of carparks which saves a lot of space (2m as against 3.8 for a 2m wide carpark + 1.8m cycle lane) and makes it easier for people to get in and out of their landward side properties as there wouldn't be any parked cars to obscure their visibility. Please see attached.	√		Mana whenua want to support options that are long term focussed 30- 50 years incuding walking and cycling and encouraging people to pursue these options.	√	√	√	√	√		√	√	√	√	Y			Part of package 2. On-road cycle lanes inconsistent with FLoS and will utilise shared path
B3	School zoning would make a difference						√	√	√				√	√	√	√	Y			Add note to package 2 for NCC to continue to dicsuss with MoE
B4	Difficult for kids from Tahunanui to get to college (Nay lad or Wood Green) - tides in underpasses						√	√	√	√		√	√	√	√	√	Y			Package 2 should address the concern raised
B5	New arterial - Rocks Road becomes more active mode friendly / better amenities	Same as Option 5 and 5a					√	√	√	√	√						Y			Part of package 5
B7	Mode choice means not discouraging car usage - shoppers will take the car						√	√	√				√	√	√	√	Y			proposed parking changes identified in package 2 should ensure that shoppers are not deterred from CBD area
B8	Other low cost public transport solutions						√	√	√	√			√	√	√	√	Y			Can be included within Package 3
B10	Changes to the user experience for active modes of transport						√	√	√				√	√	√	√	Y			Package 2 provides changes to active mode experience
B11	Car share system - could be integrated with housing development						√	√	√	√		√	√	√	√	√	Y			Can be part of Package 2
B15	Waimea Rd - cut and cover to increase capacity and remove severance						√	√	√	√						√	Y			Have assumed that this relates to active movements across Waimea Road, which are incorporated within Package 2 as per Option 32 above
B16	Cut and Cover around St. Vincent St.						√	√	√	√						√	Y			A sub-option within Package 5.
B17	Create cycling facility between Wakatu / Annesbrook roundabout and Nightingale Library; 2000houses in this area						√	√	√				√	√	√	√	Y			Package 2 contains this option and is identified on the cycling network hierarchy shown in Package 2.
B18	NCC facility - upgrade underpass (currently not usable) near SPCA Nelson Centre / Reformed Church of Nelson						√	√	√					√	√	√	Y			Include within Package 2
B22	Connect Stoke / Richmond to recreational areas						√	√	√				√	√	√	√	Y			Package 2 contains this option via NOH
B24	Queen St Richmond to Beatson's Roundabout then clearway lanes Beatson's to Hospital Hill						√	√	√				√	√	√	√	Y			PT clearways provided in Package 3 between Beatson and Hospital. Richmond to Beatson is outside project area.
B25	Encourage flexible working						√	√	√				√	√	√	√	Y			Can be part of all packages
B27	Provide an overpass to assist with road crossing at - Nelson Hospital / Nelson College, - Nelson Hotel - by the Boat Shed						√	√	√	√			√	√	√	√	Y			Included within Package 3 and 4
B28	Rent a bike with a helmet scheme						√	√	√				√	√	√	√	Y			Package 2 provides the infrastructure for improved cycling, thereby facilitating option for private sector to take up
B31	We need a holisitc approach to the solutions and need to keep in touch with what technology could support as solutions						√	√	√				√	√	√	√	Y		Business as Usual - applies equally to al options incudling DO Min	Business as Usual. No specific mention required within Packages.
B32	The Victory area has a high population Maori so want to make sure they get great solutions for them						√	√	√				√	√	√	√	Y		Business as Usual - applies equally to al options incudling DO Min	Business as Usual. No specific mention required within Packages.
B33	We need to take a broader view and look at interdependencies						√	√	√				√	√	√	√	Y		Business as Usual - applies equally to al options incudling DO Min	Business as Usual. No specific mention required within Packages.
B34	We are the problem and we will be the solution - Mana whenua realise there is no silver bullet it will be serveral solutions that together will make it safer and more convenient in peak times.						√	√	√				√	√	√	√	Y		Business as Usual - applies equally to al options incudling DO Min	Business as Usual. No specific mention required within Packages.
B35	Mana whenua are not about building more roads. It's a community mind shift - the community responsibility						√	√	√				√				Y		Covered by PT options using exisitng roads	Business as Usual. No specific mention required within Packages.
B36	Any solutions need to have good outcomes not only for the community but also for papatuanuku						√	√	√				√	√	√	√	Y		Business as Usual - applies equally to al options incudling DO Min	Business as Usual. No specific mention required within Packages.
B37	Whatever the options we need to promote initiatives that focus on good outcomes to help reduce single occupancy in vehicles, these could include incentives. Encouraging companies / businesses leading through travel demand management. a) Flexible work hours to enable non-peak travel b) Cycling c) free buses for staff						√	√	√				√	√	√	√	Y		Business as Usual - applies equally to al options incudling DO Min	All packages can facilitate flexible working. Free buses for staff can be part of Package 3. Cycling interventions are provided in Package 2.
B38	Companies leading with travel plans and incentives such as Council, Hospital, Port, NMIT, ENZA to support less single occupancy in vehicles						√	√	√				√	√	√	√	Y		Business as Usual - applies equally to al options incudling DO Min	Packages 2 and 3 provide the mechanism to support having less single occupancy vehicles
B39	Mana whenua are not only environmental focused but also social, economic, cultural and spiritual						√	√	√								Y		Business as Usual - applies equally to al options incudling DO Min	Business as Usual. No specific mention required within Packages.
B40	Cultural assessments imperative in any potential solutions						√	√	√				√	√	√	√	Y		Business as Usual - applies equally to al options incudling DO Min	Business as Usual. No specific mention required within Packages.
B41	Early iwi engagement						√	√	√				√	√	√	√	Y		Business as Usual - applies equally to al options incudling DO Min	Business as Usual. No specific mention required within Packages.
B42	Drop Rocks Road to 30km/h to improve amenity and safety						√	√	√	√			√	√	√	√	Y			Package 2 contains options that support improved amenity and safety along Rocks Road. Reduction in speed could be part of all packages.
	EXCLUDED OPTIONS																			
18	Inland Port/Barge	Inland Port/Barge - This option iInvolves the provision of a log loading facility on Rabbit Island, the provision of barges to take logs to and from the port, the provision of new roading infrastructure to State Highway standards from SH60 to the loading facility, the banning of logging trucks on SH6 from Annesbrook roundabout to the existing port entrance		X	Environment / Historic / Sea Level sensitivities												N	Logging trucks can't be banned from a state highway. Shifts trucks to roads that don't currently have trucks and are unsuitable for trucks in accessing the loading point. Option is less effective in moving freight and	Outside study area	Excluded as per comment.
19	Congestion charge	Congestion charge - This option iInvolves charging road users (excluding Public Transport) that use the two arterials assuming enabling legislation is passed.	Congestion charging between 7.30am - 9am and 4-6pm Congestion charging Priority lanes for freight / trade / buses / T3 Bus priority lanes on existing roads	√		Prioritise Lanes	√	√	√	√			√	√	√	√	Y		No currently permitted by legislation	Excluded as per comment.
21	Port at Motueka	The status quo plus a port facility at Motueka similar to Nelson port	Find a more suitable Port location, need to find solutions to address sea level rise, sustainability, climate / carbon issues… Port relocation? Port 2% growth	?	Needs deep and complete justification												N	Does not align to the 2048 Nelson of the future working assumption. Nelson port remains operational in its current position.	Outside study area	Excluded as per comment.
13	Tunnel option - Annesbrook to Port	Tunnel option Annesbrook to Port - Provide a tunnel from Annesbrook Roundabout to the port.	Create cycling facility between Wakatu / Annesbrook roundabout and Nightingale Library; 2000houses in this area Tunnel between Bishopdale and Wakatu / Annesbrooke Create road for Emergency vehicles / public transport and multi-user vehicles only between Nelson Intermediate School and the Whakatu Drive / Wakatu / Annesbrooke roundabout	?	More info required		√	√	√	√	√				√	√	Y		Poor Value for Money. Scale of problem is inconsistent with this type intervention for Nelson	Excluded as per comment.
17	Tunnel option - Annesbrook to Emano	Tunnel option - Annesbrook to Emano - This option utilises tunnel portals near Annesbrook roundabout and the end of Emano Street with the road either sidling the western hillside to St Vincent Street or utilising properties on one side of Emano Street. St Vincent Street is changed as per "New arterial route" (Option 5)	Create road for Emergency vehicles / public transport and multi-user vehicles only between Nelson Intermediate School and the Whakatu Drive / Wakatu / Annesbrooke roundabout Reinvent Vincent Sq. - improve community and place	?	Less vehicles proactively and limit the need		√	√	√	√	√				√	√	Y		Poor Value for Money. Scale of problem is inconsistent with this type intervention for Nelson	Excluded as per comment.
24	Port operations - hours of operation	Port operations - hours of operation - Change the hours that the Port of Nelson operates to facilitate the movement of freight at non-peak times.	Send heavy traffic down new wider road from Bishopsdale towards Victory Primary School / Holiday Park, past Liquid Self Service Laundromats and Nelson New World. At Countdown, create intersection - left for the Port, right for travel to the East Port operations 6am to 1am Freight scheduling to suit peak traffic periods	?	Noise issues?		√	√	√	√			√	√	√	√	Y		Subject to port agreement. Ship sailings determined by tides. Unlikley to be effiicient.	Excluded as per comment.

NFAP Long List of Options

Option Ref No.	Option Name	Further Description	Comments from the PRG meeting 140819	Te Ātiawa Manawhenua Ki Te Tau Ihu Trust Environment	Iwi response	Notes from hui with Te Ātiawa Manawhenua Ki Te Tau Ihu Trust	Notes from Iwi Collaboration with Whakatu Marae / Ngati Toa, Te Runanga o Ngati Kuia Trust and Ngati Tama ki te Waipounamu Trust	Nelson's transport system is more effective at moving people and freight	Nelson's transport system provides better access to employment, amenities and core	Nelson's transport system contributes to quality urban environments	Nelson's transport system feels safer and is safer	Nelson's transport system is more resilient	P1	P2	P3	P4	P5	First sift of options after PRG1 by project Team			Second Sift of options after NCH finalisation
													Do Minimum	Network Optimisation (incl parking restictions), walking and cycling (inc Rocks Road	P2 plus peak hour PT lanes (this includes minor widening along Waimea) plus a widened	P2 plus additional capacity (widening of two arterials)	P2 plus additional capacity (new route)	Option Included in NFAP (Y/N)	Reasons for Exclusion	Comment	Project team assessment of package allocation
25	Adjust retailing hours 1000-1800	Adjust retailing hours 1000-1800 - Change the hours that retailers within the CBD are open to shift shopping traffic to non-peak times.		X	More impacts on have- nots / ???? - Just get people to consume less!		Staggering school hours / flexible working hours	√						√	√	√	√	Y		Would require change to local trustees -likely to be challenged legally	Excluded as per comment.
26	Change school start and finish times	Change the hours that schools are open to shift traffic to non-peak times.					Staggering school hours / flexible working hours	√										N	Ministry of Education feedback excludes this option.	Unlikley to get parent or MOE support	
40	One way morning and afternoon flow. Waimea, SH6, St Vincent, Vanguard as options	One way morning and afternoon flow. Waimea, SH6, St Vincent, Vanguard as options - This options uses the existing arterials and two local roads as one way roads (2 lanes in-bound, 2 lanes out-bound).	Provide expressways Clearings on Waimea Rd Reinvent Vincent Sq. - improve community and place	√				√						√	√	√	√	Y		Confusing for all users. Therefore poor safety outcomes.	Excluded as per comment.
41	Increase carrying capacity of trucks	Increase carrying capacity of trucks - Introduce legislation to allow heavier loads (heavier than HPMV) to be carried through the provision of larger HCVs on the State Highway	Port 2% growth	X	Don't respond to broken model - "strive to lessen all commercial traffic numbers"			√						√	√	√	√	Y		Unlikey to get legislation changed again. It has already been changed once.	Excluded as per comment.
B1	Rocks Road - Cut and Cover tunnel (vehicle in tunnel) and pedestrians/ cyclists on top							√	√	√	√					√	√	Y		Poor Value for Money. Scale of problem is inconsistent with this type intervention for Nelson. Constructability issues meaning all state highway traffic diverted via Waimea Road	Excluded as per comment.
B2	Longer election terms to get more long term planning																	N	Does not contribute to the Investment Ojectives	Outside scope of project	Excluded as per comment.
B6	Light rail							√	√	√	√	√				√		Y		Poor Value for Money. Scale of problem is inconsistent with this type intervention for Nelson	Excluded as per comment.
B9	Grade separated rail (like monorail)							√	√							√		Y		Poor Value for Money. Scale of problem is inconsistent with this type intervention for Nelson	Excluded as per comment.
B12	Gondola																	N	Option description vague. Does not contribute to the Investment Objectives	Poor Value for Money. Scale of problem does not warrant high cost or significant network to address problems.	Excluded as per comment.
B19	Tolerance to closures							√	√	√								N	Description vague. Level of Service already exists related to number of closures correlated to interventions.		Do-minimum replaces Rocks Road seawall, therefore resilience is a consequence of an intervention rather than a specific option
B20	Air quality updates - 75% cleaner than previously - fires, sulphur content diesel							√	√	√								N	Air quality standard already exists and that standard will be applied for solutions. 75% cleaner than which improve timeframe - option		Is an outcome not an option
B21	Police - resilience							√	√	√								N	Description vague. Level of Service already exists related to number of closures correlated to interventions		Do-minimum replaces Rocks Road seawall, therefore resilience is a consequence of an intervention rather than a specific option
B23	Consider the Dutch solution - don't reinvent the wheel																	N	Description vague	No specific details	Will occur as a consequence of package implementation, therefore deemed a consequence rather than a specific option
B26	Culture Change							√	√	√								N	Description vague.		Will occur as a consequence of package implementation, therefore deemed a consequence rather than a specific option
B29	Step change in culture							√	√	√								N	Description vague.		Will occur as a consequence of package implementation, therefore deemed a consequence rather than a specific option
B30	Attend school closest to home not across the city							√	√	√								N	Repeat of Option B3, which is included.		Same as Option 28
B43	On demand app based bus service (uber for buses) Could connect with arterial bus service than runs along Richmond-Nelson spline. Could go under the existing 27, 28 or B8 themes as an option.							√	√	√				√	√	√		N	Part of the bus review Contact. Not part of NFAP.		Part of PT review project