

NELSON FUTURE ACCESS PROJECT



Church Hill, Pikimai

Waka Kotahi NZ Transport Agency is working with Nelson City Council (NCC) and local iwi to develop a package of improvements to address transport issues in Nelson over the next 30 years.

We have come up with three long-term packages of improvements but not all of these will be submitted for funding and we want your help to decide which package or combination of packages will work best for Nelson and the surrounding region.

This brochure outlines the thinking that has gone into these packages and shows which ideas are the same between all three packages and which ideas are different. At the back of this brochure is a form that you can fill in and send back to us. Alternatively, you can visit our website and have your say there and also see what other people are saying www.nzta.govt.nz/projects/nelson-future-access-project.

Before you continue reading, we also want to acknowledge this will feel like a familiar exercise for some people because there have been previous studies that have informed the ideas we are presenting to you. A lot has changed since we last talked to you. On page 9, we explain what has changed and also what the previous studies taught us.

Thank you for helping us plan a vibrant future for Nelson. After your feedback is analysed, the project team will put forward a single proposed package and you will have a second opportunity to comment before the finalised package is submitted for funding.



To find out more about this project:
visit www.nzta.govt.nz/projects/nelson-future-access-project
email nelsonfutureaccess@nzta.govt.nz

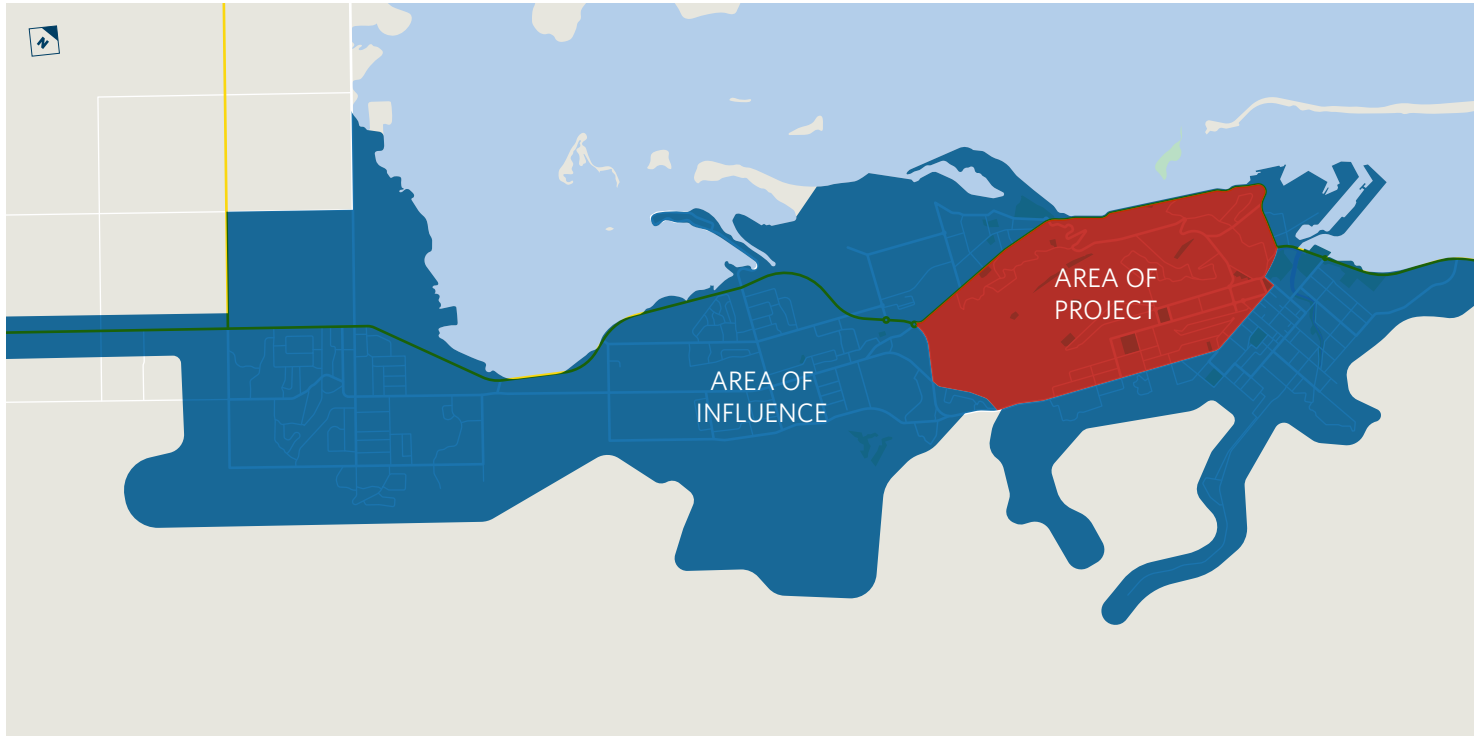
HAVE YOUR SAY...

Complete our feedback form at the end of this brochure or online at www.nzta.govt.nz/projects/nelson-future-access-project

The project area

We are focusing on a central area of Nelson that extends from Rutherford Street/Waimea Road to the east and south to the Annesbrook Drive roundabout and then north along SH6 to the Haven Road roundabout.

However, there are people further out that will be affected by what this project does, and this larger area extends beyond Richmond to the south and west, and up to Atawhai in the north.

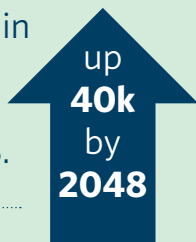


Interesting facts

75% of vehicles on Waimea and Rocks Roads are single occupant



The number of journeys within the project area are forecast to increase from **100,000** to **140,000** per day by **2048**.



60% of all journeys within the project area are



What we're trying to achieve

This project is aligned with NCC's priorities around infrastructure, environment and city centre development and council's focus for 2020/21 to create a sustainable transport culture.

"Nelson is the Smart Little City. It is a vibrant place - where we are deeply connected with, and committed to, our natural, social and cultural environment. Clever business and innovation help us thrive. We enjoy living fulfilled lives in smart, sustainable communities."

We are also working to achieve the goals of the Government, which place greater focus on safety, accessibility, resilient and liveable cities, and the environment. This also means reducing dependency on non-commercial private vehicles, and recognising how the transport system can improve access to economic and social opportunities.

In this context, and in a nutshell, this project will contribute to:

- Making it easier for people and freight to move around and through Nelson
- Providing more choices for people to get to where they want to around Nelson
- Improving the quality of the urban environment for people
- Providing a safer transport system that people feel safer using
- Making the transport system more resilient.

What components are essentially the same in every package?

We can achieve a lot in Nelson by making better use of what we currently have available.

So, in the short-term, we want all our packages to include these basic elements:

- Core cycling and pedestrian improvements to support land-use intensification, connect routes, and encourage more people to walk and cycle, which is better for their health and the environment (lower carbon) and take advantage of the emerging trends such as Ebikes.
- Public transport improvements including ticketing and service improvements.
- Local area traffic calming measures to make our streets safer and our neighbourhoods more liveable.
- Intersection upgrades to support better vehicle movement including giving more priority to buses.
- Speed management on parts of the network to make our neighbourhoods vibrant places to live and safer for people walking and cycling.

- Revising parking and public transport fares to encourage walking, cycling and using the bus.
- Marketing and promotion of different ways to travel to work and school.

We expect these improvements to occur in the short-term, regardless of what long-term options are ultimately selected. We have called this our short-term package of improvements and we expect to refine these improvements depending on which long-term package (or combination of packages) is selected. (See timeline on page 9.)

These short-term improvements also align with the desired outcomes within Waka Kotahi NZ Transport Agency's 'Keeping Cities Moving' (www.nzta.govt.nz/walking-cycling-and-public-transport/keeping-cities-moving) document, see below diagram, and the land-use intensification proposed under the 'Nelson Tasman Future Development Strategy' (www.tasman.govt.nz/my-council/key-documents/more/future-development-strategy).

The vast majority of these improvements fit within the existing road space. For more information on the short-term package of improvements, please visit our website: www.nzta.govt.nz/projects/nelson-future-access-project. If we get funding, we expect these short-term improvements to be made by 2028.

A Rocks Road walking and cycling facility, including a new seawall to address sea-level rise and the ageing of the existing wall, is included within the costs of each of the long-term packages but not in the short-term package cost. On its own it is estimated to cost \$50-\$60M.



Challenges			Benefits		
Access	Poor connections Limited travel choices	→	Mode Shift	Better transport networks Affordable options	→
Economy	Growing congestion Inefficient use of land and resources	→		Efficient resource use More productive business	→
Environment	Growing emissions Adverse ecological impacts	→		Reduced emissions Less impact on land and water	→
Health	Secondary lifestyles Adverse impacts from air quality and noise	→		More physical activity Less pollution and noise	→
Safety	Increasing Deaths and Serious Injuries Risks to vulnerable users	→		Fewer crashes Safer activity modes	→
					More vibrant and liveable cities

A diagram, from the 'Keeping Cities Moving' document, showing the transport benefits that mode shift can achieve for our cities.

The three Long-term packages

Together with the short-term package of improvements, we have developed three different transport packages to ensure the transport system supports the Nelson of 2048. These have been developed to help move more people through our main arterials or via an additional new route. Based on modelling, we predict these long-term packages will be needed between 2030 and 2035.

These are:

1. Priority Lanes - adding lanes to SH6/Rocks Road and Waimea/Rutherford (peak period clearways) for priority traffic
2. Widening of the Coastal State Highway Corridor (provides two lanes in each direction) for general traffic
3. Building a new Inland Route - with or without priority traffic

Each achieves the desired outcomes in different ways and have different impacts on the community, our heritage, our culture and natural systems.

We are looking for feedback from you on what you think the best ways are to meet future growth and uncertainties. When considering this we would like you to think about how the city is changing, the impact of climate change and how we might best meet the increasing number of trips - both long and short - that people need to take.

We have appointed a team of specialists with expertise in a broad range of areas including transport planning, environmental impacts, urban design, economic, heritage and culture. We asked this panel to look at the three long-term packages and provide us with an assessment of their impacts. To help you consider the long-term packages, we have provided you with a summary of their thinking under each package. Also provided here is a graph showing how the specialists scored each of the long-term packages against the project's desired outcomes.

Specialist Score on Project Desired Outcomes

Project Outcomes	Priority Lanes	Coastal Corridor Widening	Inland Route Package
Moving people and freight	Significantly positive	Moderately positive	Moderately positive
Nelson is more accessible	Significantly positive	No benefit	No benefit
Quality urban environments	Moderately positive	No benefit	No benefit
Feels safer and is safer	Slightly positive	No benefit	Slightly positive
Resilience	Moderately positive	Moderately positive	Significantly positive

- Significantly positive compared with status quo
- Moderately positive compared with status quo
- Slightly positive compared with status quo
- No benefit

Further outcomes identified by the team of specialists are discussed in the following pages as part of the description of each package.

Timing

Package option	When would we need to do this by?
Short-term package of improvements	Within the next 10 years
Priority Lanes	Within the next 15 years
Coastal Corridor Widening	Within the next 15 years
Inland Route Package	Within the next 15 years

Funding

Nothing is yet determined and funding will only be sought once a single draft proposal is decided. Funding would most likely come through a mix of local and central government funding.





Priority Lanes Package

Building on top of the short-term package, this long-term package aims to further improve public transport, walking and cycling trips with the goal of reducing the number of single-occupant vehicles using the two main arterial routes (SH6/Rocks Road and Waimea/Rutherford) between Annesbrook roundabout and the Haven Road / SH6 intersection.

This option would create priority lanes for buses and possibly vehicles with more than one passenger to provide for a less congested journey into and out of the Nelson city area.

There will be some localised widening and changes to the main arterials, including making parking only available during off peak.

This option also includes making Rocks Road more resilient to climate change and widening it to provide a 5m walking and cycling facility.

Different ways we could use these priority lanes

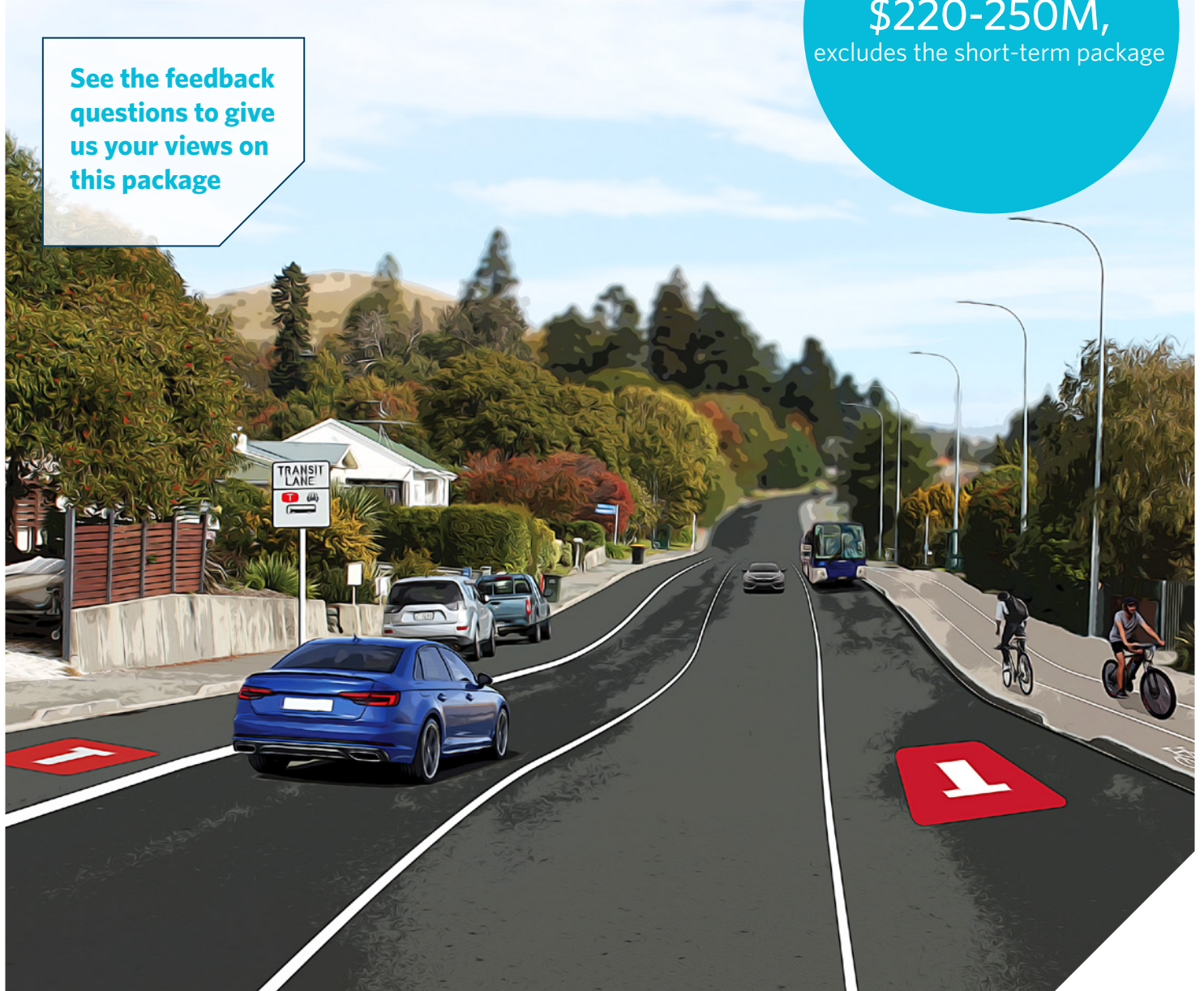
This package provides flexibility to use the priority lanes for different vehicles. For example, the Rocks Road priority lanes might allow freight whereas the Waimea/Rutherford priority lanes might only be allocated to buses and multiple occupant vehicles. Over time, as demand changes, the vehicle mix could also be modified.

The specialists told us that this package gives flexibility for the future as we could use these lanes for certain vehicles at certain times. It provides more opportunity than the other packages to improve public transport and its connection to walking and cycling facilities. There would also be environmental improvements if the priority lanes were used for buses and cars carrying passengers rather

than for general traffic. It also allows for good journey times. On the other hand, there would be some impact on some properties, where a metre or so of frontage might be needed and from a heritage point of view this option impacts on listed features such as the Rocks Road chain fence, seawall and some buildings. Also, if all lanes were ever to be used for general traffic, there would be environmental consequences and increased demand for parking in the city.

See the feedback questions to give us your views on this package

COST:
\$220-250M,
excludes the short-term package



Coastal Corridor Widening Package

Building on top of the short-term package of improvements, this long-term package incorporates significant road widening to four lanes for general traffic on SH6 between Annesbrook and Haven Road roundabouts. The additional capacity provided is for general traffic to use on a 24/7 basis.

This option also includes making Rocks Road more resilient to climate change. A 5m walking and cycling facility would be separated from the traffic by landscaping and parking.

The specialists told us that this package provides extra traffic capacity to support regional growth by providing additional lanes along the existing state highway corridor. It would reduce the traffic pressure along Waimea Road and there would be more reliable journey times into the city.

On the other hand, it would be more difficult to cross Rocks Road and access the waterfront and key destinations along Tahunanui Drive. There would be negative impacts for people living along the route as it would make property access more difficult. There would also be more property frontage impacts than for the priority lanes package. From a heritage point of view this option has significant impacts, including impact on a number of listed features such as the Rocks Road chain fence, seawall and buildings. This package would create parking issues in the city and would make it more challenging to make Nelson more liveable and environmentally sustainable and able to reduce dependency on single-occupant vehicles.

See the feedback questions to give us your views on this package

COST:
\$500-540M,
 excludes the short-term package



Inland Route Package

This long-term package looks at using the old railway alignment and St Vincent Street corridor (prior Nelson-Southern link corridor) to cater for the predicted long-term increase in transport demand. It builds on the short-term package of improvements and includes a new road which could be configured in a number of ways (e.g. it could be the State Highway taking all the traffic including freight or it could become a route for priority vehicles such as buses and vehicles with multiple occupants).

This package also includes improving the existing connection between St Vincent Street and the city centre. If the new route became a route for all traffic, the current SH6 between Annesbrook and Haven Road roundabouts would be re-designated a local arterial route. The new road would come with facilities such as pedestrian crossings, features to reduce noise such as smooth surfaces and noise

walls, and safe speed zones. The existing cycle facility would be maintained. If the long-term decision was for this route to become a state highway taking general traffic, there would also have to be consideration of additional safety measures such as creating a slow speed urban village section between the Victory Community Centre and Northesk Street or undergrounding a portion of St Vincent Street under the Toi Toi intersection.

The specialists told us that this package helps Nelson because it provides extra traffic capacity to support our growing region and that it is less susceptible to the impact of climate change than the coastal options. It also gives flexibility for the future as we could use the new route for just priority vehicles. Because the Inland Route would cater for long-term transport demand, it would be likely that the widening of Rocks Road to provide for a 5m space for walking and

cycling could occur earlier under this scenario. This would make Rocks Road more resilient to climate change but would also impact on the seawall and heritage chain fence. The specialists also told us that this package has to address negative impacts similar to those raised in response to the previous Nelson-Southern Links proposal, including air quality impacts that could be challenging to mitigate. If the decision was to allow all traffic to travel this route, it would also create parking issues in the city and make it more challenging to make Nelson more liveable and environmentally sustainable and able to reduce dependency on single-occupant vehicles.

COST:
\$190-220M
 excludes the short-term package

A cut and cover underpass at the Toi Toi and St Vincent Street intersection would add an extra \$30 to \$40M.



See the feedback questions to give us your views on this package

Previous investigations

Our team has looked at Nelson transport investigations over the past two decades.

The most recent of these is also the most informative. During mid-2015 work started on ways to better connect Nelson's town centre with the south. This phase of work was completed in June 2017 and it recommended:

- A range of interim measures that encouraged more travel choice and improved traffic flow on SH6 (Rocks Road) and Waimea Road. This included enhanced public transport; encouragement of walking and cycling; speed management; land-use controls; and parking restrictions.
- Development of a new arterial route.
- Further consideration of walking and cycling improvements to Rocks Road.

You will recognise many of these components in the packages that we are asking you to provide feedback on.

What's changed since 2017?

Waka Kotahi is now working in partnership with NCC to take a broader look at Nelson's transport system under current transport policy*. Together, we are also considering future growth, climate change and land-use intensification, as set out in the Nelson-Tasman Future Development Strategy. It's important to keep Nelson moving as it grows, reduce the CO₂ emissions and address the threat to infrastructure from sea-level rise. NCC has also been working on its priorities around infrastructure, environment, city centre vibrancy and how to make the most of our world class waterfront.

We also have better information about how climate change will affect our infrastructure. This means we can better estimate costs for facilities near the coast such as a Rocks Road walking and cycling facility. We can make better investment decisions about the Rocks Road Walking and Cycling facility once we know our long-term plan.

How to get involved

You can:

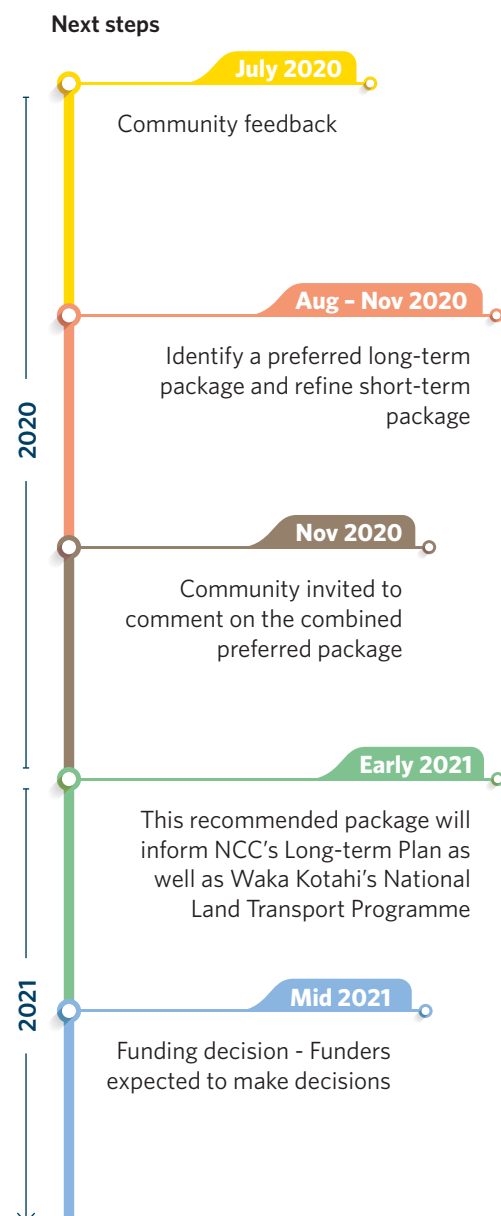
- Answer our feedback questions which begin on page 11.
- Give us feedback via our online form and map www.nzta.govt.nz/projects/nelson-future-access-project
- Ring and speak to us or leave a message and we will phone you back.

Project team contact details:

Phone number: 03 984 8354

Email address: nelsonfutureaccess@nzta.govt.nz

PROJECT TIMELINE:



*You can read more about the Government Policy Statement on Land Transport on the Transport Agency's website: www.nzta.govt.nz/planning-and-investment/national-land-transport-programme/government-policy-statement-on-land-transport/

NELSON FUTURE ACCESS PROJECT FEEDBACK FORM

Use this form to tell us what you think about the Nelson Future Access Project. We'd like feedback by 5pm, Friday 24 July. Submit the form to us via the council office or return to: Waka Kotahi - NZ Transport Agency, FREEPOST AUTHORITY: 258522, PO Box 594, Nelson 7040 or email nelsonfutureaccess@nzta.govt.nz

Ngā korero muna - Important privacy information: All personal information that you provide via this feedback form will be held and protected by the Waka Kotahi NZ Transport Agency in accordance with our privacy statement (available on our website) and with the Privacy Act 1993.

CONTACT DETAILS

Full Name

Email address

Where do you live?

Where do you work?

Are you giving feedback on behalf of a group or organisation?

- Yes - I am the official spokesperson
- No - these are my own personal views

If yes, name of group or organisation:

.....

Would you like to subscribe to receive updates on this project by email?

- Yes
- No

How do you travel to and from Nelson City Centre in the peak morning and evening hours?

- Private Vehicle
- Work/Trade Vehicle
- Bus
- Cycle
- On foot
- Other
- I avoid peak hour travel
- I don't need to travel to the city, during peak times

OPTIONAL

What gender do you identify as?

- Male
- Female
- Gender diverse

Which of the following best describes the age group you belong to?

- 14 years or under
- 15-24 years
- 25-34 years
- 35-44 years
- 45-54 years
- 55-64 years
- 65-74 years
- 75 years or over

What ethnicity/ethnicities do you identify with?

- NZ European
- Māori
- Samoan
- Tongan
- Chinese
- Indian
- Other

Q1 Which long-term transport package is likely to be the most successful in enabling the vision for Nelson of 'Nelson is the Smart Little City. It is a vibrant place - where we are deeply connected with, and committed to, our natural, social and cultural environment. Clever business and innovation help us thrive. We enjoy living fulfilled lives in smart, sustainable communities'?

- Priority Lanes Package
- Coastal Corridor Widening Package
- Inland Route Package

Q2 What package do you think will help you change the way you choose to travel?

- Priority Lanes Package
- Coastal Corridor Widening Package
- Inland Route Package

Why do you think that?

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Q3 Which package best responds to sea-level rise?

- Priority Lanes Package
- Coastal Corridor Widening Package
- Inland Route Package

Q4: Which package best responds to reducing carbon emissions?

- Priority Lanes Package
- Coastal Corridor Widening Package
- Inland Route Package

Do you have any additional comments about your choices?

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THINKING ABOUT WALKING AND CYCLING...

Q5 Which long-term package is likely to be the most successful in getting more people to walk and cycle between Annesbrook and the city centre?

- Priority Lanes Package
- Coastal Corridor Widening Package
- Inland Route Package

Why do you think that?

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Q6 Do you prefer cycle paths separated from road traffic or on-road cycle lanes?

- Separated cycle paths
- On-road cycle lanes

Q7 If you are a cyclist, what type of cyclist are you? Tick all that apply:

- I'm a confident cyclist
- I'm a nervous cyclist
- I only like riding on a protected or dedicated cycle-lane
- I commute by bike
- I ride my bike for recreation and fun
- I cycle with my family

Do you have any additional comments about walking or cycling?

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SOME QUESTIONS ABOUT PARKING...

Q8 What is more important to you, providing space to park or providing space for walking and cycling?

- Space for parking
- Space for walking and cycling

Do you have any additional comments about parking?

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NOW THINKING ABOUT THE PACKAGES...

Q9 If an extra lane was created, who should have priority? Please rank in order of preference

- All traffic
- Only buses and freight
- Buses, freight and cars carrying more people

Do you have any additional comments about extra lanes?

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Q10 Which long-term package is likely to be the most successful in getting more people to use public transport?

- Priority Lanes Package
- Coastal Corridor Widening Package
- Inland Route Package

Q11 Rank the packages that you think are best in general at solving Nelson's transport issues from 1 being the best to 4 as your least favourite.

- Priority Lanes Package
- Coastal Corridor Widening Package
- Inland Route Package
- Short-term measures only

Do you have any additional comments about the long-term packages we've suggested?

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Q12 If you could create your own long-term package to support Nelson's future transport network, what options would you include?

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Q13 The packages can provide for a number of new crossing points across arterial and collector routes to make it easier for people walking and cycling. Do you support the installation of more crossing points, which could lead to longer journey times on the two main arterials?

- Yes (more crossing points)
- No (shorter journey times)

Many of you will have experienced working from home during the COVID-19 response or experienced other changes that affected your daily routine. Do you think that COVID-19 will have an enduring impact on your working or travel patterns?

- Yes
- No

In what way?

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.....

What else do you think has changed, relating to transport?

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Thank you very much for providing your feedback.

We would welcome any other feedback you may have in relation to the short-term and long-term packages being investigated (including any other options or initiatives that would improve Nelson's transportation system).

Your feedback will be analysed and will be used to help us identify the best long-term package for Nelson and this will also help us refine the short-term package of improvements. We will then come back to seek your feedback on the recommended combined package before finalising it and seeking funding.

Keep up-to-date with the project on our website:

www.nzta.govt.nz/projects/nelson-future-access-project

Fold Here 1

FreePost Authority 258522



Waka Kotahi – NZ Transport Agency
PO Box 594
Nelson 7040
ATTENTION: RHYS PALMER

Fold Here 2

Tear Here

Nelson Future Access Project Engagement Report



Beachside Conference & Function Centre Community Session, 16 July 2020

September 2020

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Engagement Highlights

FEEDBACK SUMMARY:

11545 Total online visits

4154 Unique online users

1427 Social PinPoint comments

1314 Survey responses (online)

502 Survey responses (paper)

40 Email feedback

345* Attendees at events

*approximate

1. PURPOSE OF THIS REPORT

This report describes the process Waka Kotahi NZ Transport Agency (Waka Kotahi) and our partner Nelson City Council used to engage with the community on the short-listed corridor options for the Nelson Future Access Project, and the feedback and findings on the short-listed options. The engagement period ran from 25 June to 27 July 2020.

2. BACKGROUND

2.1 Project overview

The concept of improving access through Nelson has a long history, and over the past 30 years there have been many suggestions for improving travel in Nelson.

All this past work has provided a valuable basis for the current investigation, which will help develop transport proposals to provide for Nelson's current and future transport needs. The specific project area is bounded by SH6 to the north and east, Rutherford Road/Waimea Road to the south and extending as far south as the Annesbrook Drive roundabout. However, there is a far bigger area of influence for this project, extending beyond Richmond to the south and west, and Atawhai to the north.

The project objectives are to:

- Make it easier for people and freight to move around and through Nelson
- Provide more choices for people to get to where they want to around Nelson
- Improve the quality of the urban environment for people
- Provide a safer transport system that people feel safer using
- Make the transport system more resilient.

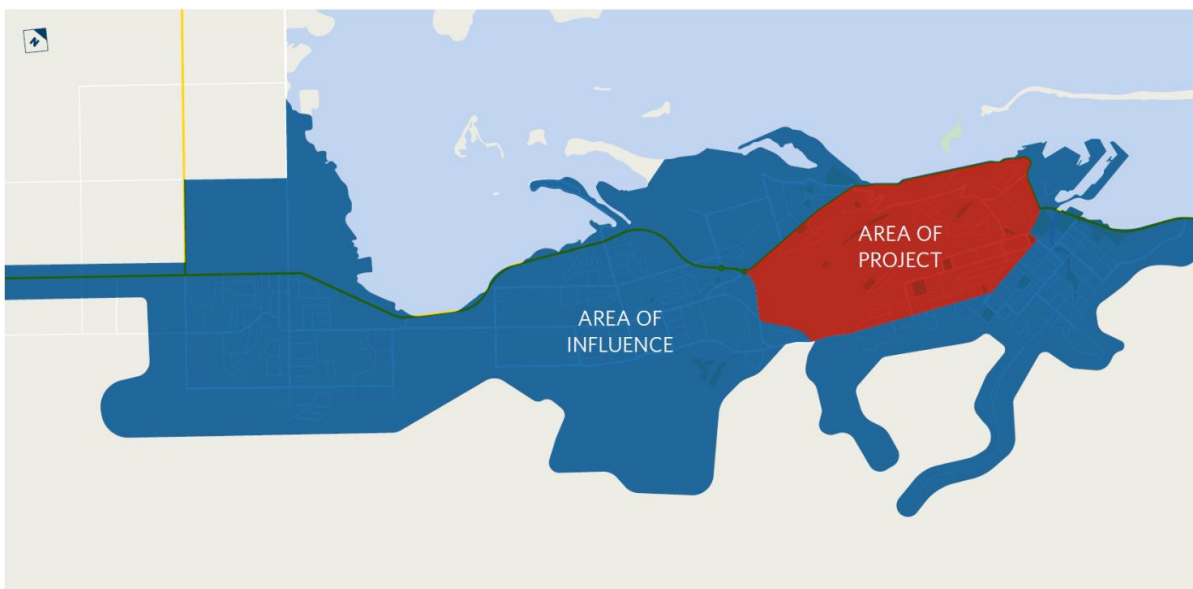


Figure 1: The Project Area

For more about the project, including background on previous investigations, the feedback brochure with survey form, and an extensive list of Frequently Asked Questions, please view information on the Waka Kotahi website:

www.nzta.govt.nz/projects/nelson-future-access-project

3. ENGAGEMENT OVERVIEW

3.1 Engagement Approach

Ensuring that a robust engagement approach was undertaken, and that broad community engagement was achieved, Waka Kotahi in partnership with Nelson City Council:

- Sought feedback of materials and engagement approaches through the Project Reference Group (described below) and approval from the Project Governance Group which includes representation from Nelson City Council
- Promoted the community information sessions through multiple channels, including district wide household advertising through the Nelson City Council, Our Nelson newsletters, paid advertising in local print and social media, posters at both local council service centres and Nelson City Council's three libraries
- Held 4 community information sessions
- Held 1 minority community group specific sessions with professional interpreters
- Used a series of display boards at each of the community sessions with information to explain the project and the options being consulted on for each of the corridors
- Provided relevant information on the project website as well as through the Nelson City Council, Shape Nelson site
- Held fortnightly library drop-in sessions by appointment
- Asked for feedback through printed materials using plain English, including brochure forms, an online feedback form and interactive map (Social Pinpoint), email, phone, individual meetings with the project lead, and notes collected during the community information sessions.

4. WHO WE ENGAGED WITH

We engaged with the following groups:

- The Project Reference Group (see more details below)
- Local iwi
- Local communities, including:
 - Households from the Nelson and Tasman region
 - Interest groups
 - Local Business groups
 - Minority community groups in the Victory area.

4.1 Project Reference Group

The Project Reference Group (PRG) is made up of representatives from a wide range of organisations and groups including our partners Nelson City Council and mana whenua. The PRG provides input into the decision-making process for the investigation phase of the Nelson Future Access Project.

PRG members were encouraged to spread the word about the engagement phase via their organisations and networks.

Groups invited to be represented on the PRG:

- Iwi
- Business groups
- Statutory organisations
- Community groups
- Primary industry
- Road transport providers
- Emergency services
- Road user groups including active and public transport interest groups.

5. ENGAGEMENT ACTIVITIES

5.1 Overview

The community engagement activities included project posters advertising the project and promoting the community information sessions. The project posters were complemented with project brochures that community members could take away. The online information was hosted on the project website, this also promoted the Social Pinpoint engagement platform. Social Pinpoint allowed individuals to identify areas of interest within the project area and provide comment or feedback.

Community information sessions were also held along with individual meetings with the project manager on request and specific minority community group engagement support with interpreters.

5.2 Static Information

The project provided posters about the project and promoted the community information sessions and brochures at four static locations, Nelson City Council Service Centre, Tasman District Council Service Centre, Nelson City Library, Tahunanui Library and Stoke Library. These posters were on display for the duration of the community engagement period.

Brochures were restocked as required. The two main locations that required brochure restocking regularly was the Nelson City Council Service Centre and the Nelson City Library. Approximately 1,200 brochures were used during the consultation.

5.3 Website

The project webpage on the Waka Kotahi website provided promotional material regarding the stakeholder engagement as well as links to encourage people to complete the online survey and to add comment via Social Pinpoint.

The Nelson City Council, and Shape Nelson provided information on the community engagement and the community information sessions. Links to the online survey and Social Pinpoint were also provided.

The Tasman District Council provided links to the project website through the council's main website page.

5.4 Online Engagement Platform (Social Pinpoint)

Social Pinpoint provided an online platform that allowed community views to be captured through a cloud-based approach. This allowed people to provide feedback as well as allowing the project team to see the feedback simultaneously. Participants could also view other people's comments, like/dislike these comments and contribute their own thoughts – starting discussion and debate. One of the main features of the Social PinPoint tool is the ability for participants to comment directly on to a map that shows the project area and the proposed options – comment categories were:

- Like
- Dislike
- Make a comment
- Ideas and suggestions.

The Social Pinpoint platform also hosted the online survey, the same questions as per the brochure.

To note, the project team manually added post-it comments received as part of the community information sessions to the Social Pinpoint map.

5.5 Social Media

Social media was used to promote the engagement period, explain how to get involved and promote the community information sessions. The main social media platform used was Facebook through the Waka Kotahi South Island Facebook page. Seven posts were made during the engagement period. Several were boosted to provide further reach and the council and others shared the posts.

Waka Kotahi NZ Transport Agency - South Island
26 June · 🌐

Nelson residents are being asked to help plan a vibrant future for their city. Three long-term transport packages are being presented side-by-side, and the community will have four weeks to help decide which package or combination of packages work best. Make sure you have your say: <https://www.nzta.govt.nz/projects/nelson-future-access-project>

Waka Kotahi NZ Transport Agency - South Island
21 July at 11:33 · 🌐

Nelson residents: this week is your last chance to have your say on three long-term transport options for Nelson. Tell us what you think: <https://www.nzta.govt.nz/projects/nelson-future-access-project/>

Waka Kotahi NZ Transport Agency - South Island
Government organisation
Learn More

👍👎👉 28 40 comments 26 shares

👍👎👉 11 2 comments 19 shares

Figure 2: Facebook posts

5.6 Media and newspaper advertising

Advertisements promoting the engagement period, inviting the community to get involved and informing local people about the open days were published in:

- Nelson Mail
- Nelson Leader
- Nelson Weekly
- Waimea Weekly

NELSON FUTURE ACCESS PROJECT

Nelson residents have an opportunity to help plan a vibrant city by having a say in their future transport network.

We have come up with three long-term packages of improvements and want your help to decide which package or combination of packages will work best for Nelson and the surrounding region.

For more information go to:
www.nzta.govt.nz/projects/nelson-future-access-project

Meet the project team and find out more at our drop-in sessions

Saturday 11 July, 8am to 1pm
Nelson Market, Montgomery Square, Nelson

Wednesday 15 July, drop in anytime between 3pm and 7pm
Victory Community Centre, Totara Street, Nelson

Thursday 16 July, drop in anytime between 3pm and 7pm
Beachside Conference and Events Centre at the Tahunanui Beach Holiday Park, 70 Beach Road, Tahunanui

WAKA KOTAHI
NZ TRANSPORT AGENCY

Nelson City Council
te kaunihera o whakatū

New Zealand Government

Figure 3: Example print advert

5.7 Community information sessions

Three community information sessions were initially planned for, with two further information sessions added in response to community demand. At the community information sessions, we provided static posters displaying the three long term packages as well as supporting aerial maps of the package alignments that people could provide feedback on by using post-it notes (these were entered into the Social PinPoint platform after the event).

Project team members were available at each information session to listen to community feedback and discuss the options being presented. Project brochures and project information cards were distributed, and community members were encouraged to provide feedback online. Electronic devices were provided at each information session, these were connected to Social Pinpoint, allowing participants to add comment or complete the survey while at the information session.

The following table shows the community information sessions, location and number of community members that attended.

WHERE	WHEN	WHO
Nelson Market	Saturday 11 July 2020	Approx. 140 people
Victory Community Centre	Wednesday 15 July 2020	Approx. 53 people
Beachside Conference & Function Centre	Thursday 16 July 2020	Approx. 92 people
Greenmeadows Community Centre	Tuesday 21 July 2020	Approx. 25 people
Victory Multicultural Community	Wednesday, 22 July 2020	Approx. 35 people



Figure 4: Nelson Market



Figure 5: Victory Community Centre



Figure 6: Tahunanui Beachside Conference & Function Centre

6. FEEDBACK SOUGHT

This section outlines how the project sought feedback from the community on the Nelson Future Access options and the responses received.

The engagement was focused on encouraging people to provide feedback on the three long-term packages as well as providing any other suggestions that related to the project study area (see Figure 8).

Feedback was received in the following ways:

- Brochure questionnaire completed and submitted either via post or directly during one of the community information sessions
- Written submissions via email or letter
- Online survey
- Phone or phone messages feedback
- Social Pinpoint map comments.

The engagement period originally ran from 25 June to 24 July but was extended to 27 July 2020 due to the high interest in the community.

The total feedback comprised of:

Total Feedback by Type	#
Social Pinpoint	1428
Online Surveys	1314
Brochure Survey	502
Emails / Letters	40
Phone	10
Total	3294

The following graphic shows the visits and comments activity on Social Pinpoint during the community engagement period.

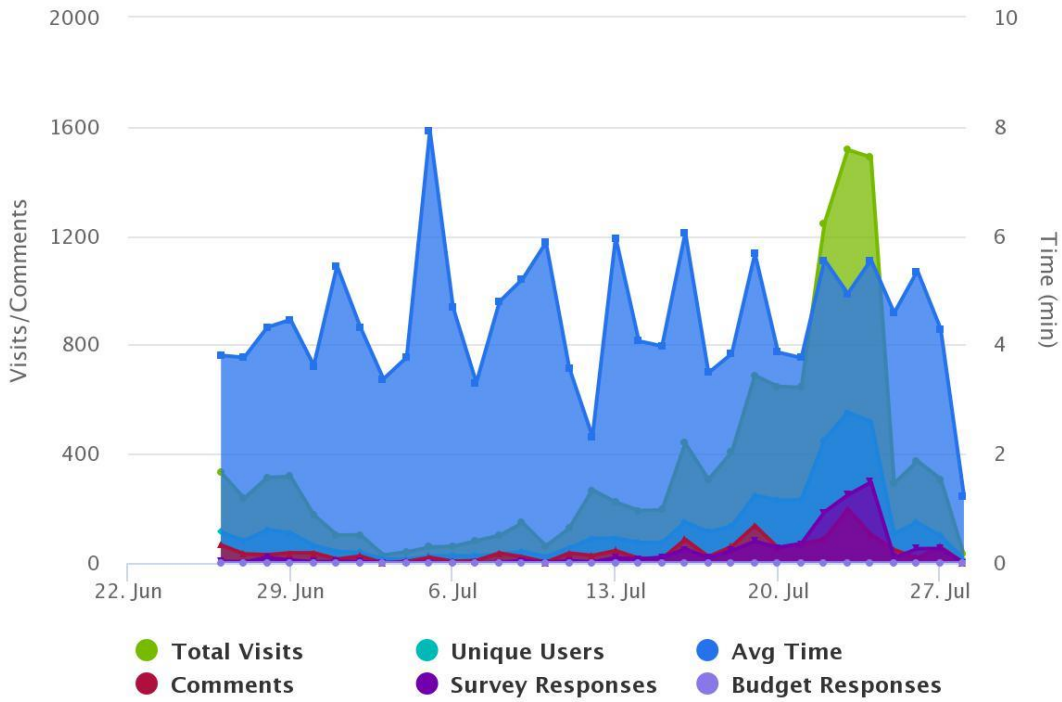


Figure 7: Social PinPoint activity

7. PRESENTATION OF THE FEEDBACK

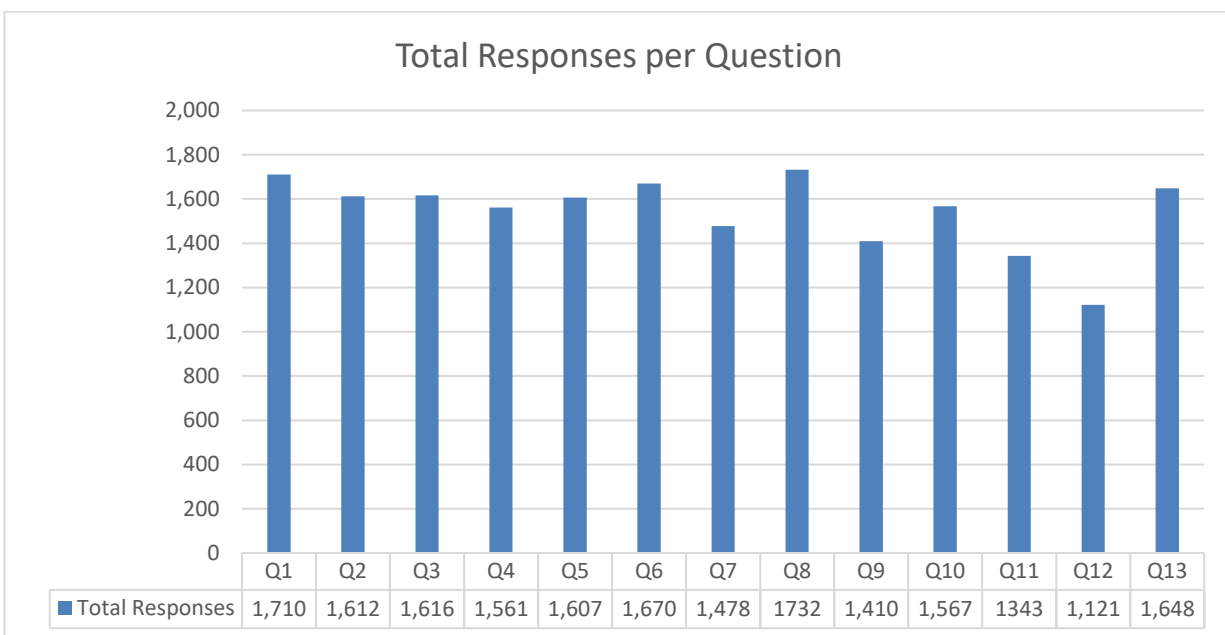
The following presentation is separated into two separate sections due to the type of feedback received, this includes feedback from the online and brochure survey collated and feedback from the Social Pinpoint platform, emails and other feedback such as letters.

7.1 Survey Feedback

The following provides feedback received via the online or brochure questionnaire. The questions on the online platform and in the brochure were identical.

7.2 Total Responses

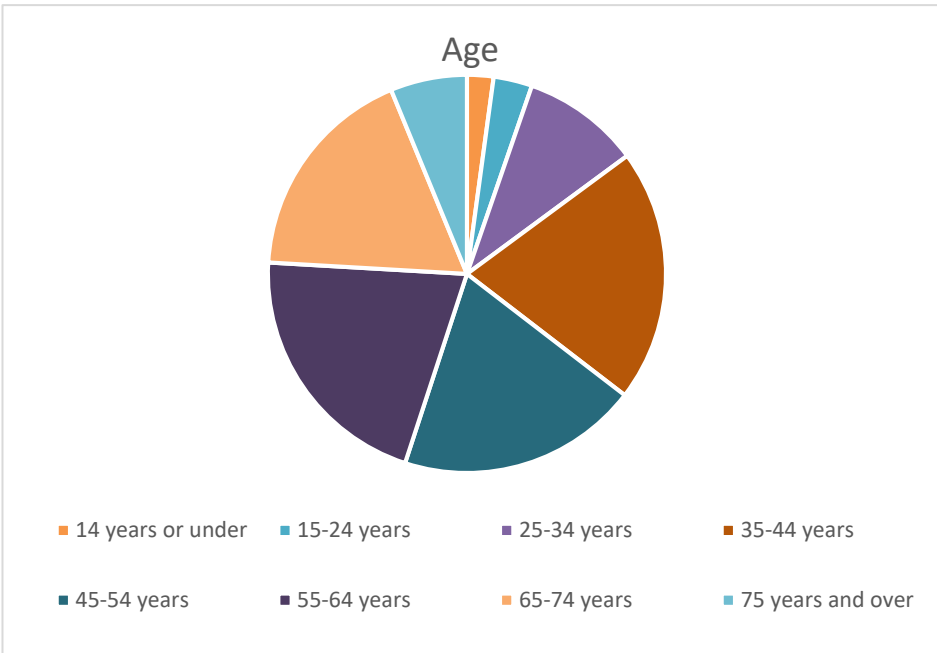
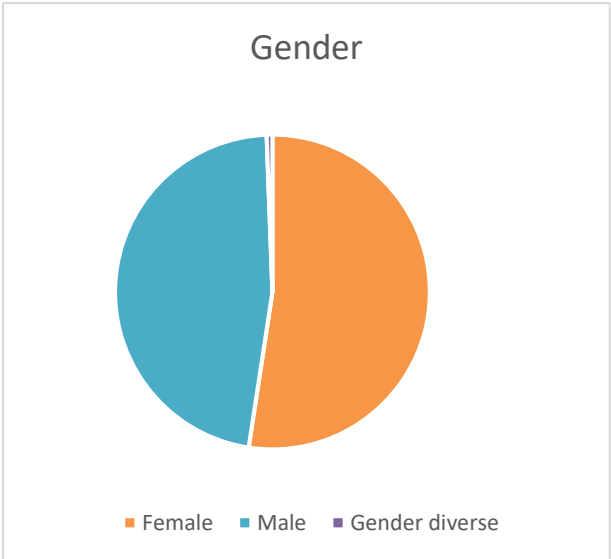
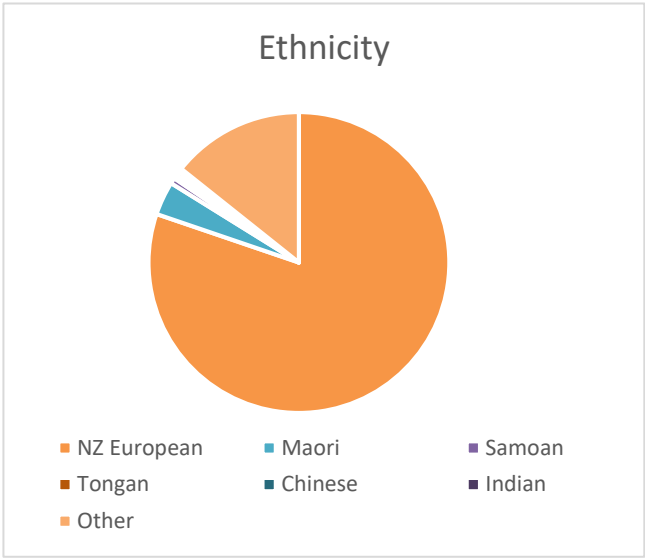
In total 1,816 people responded to the survey regarding the Nelson Future Access Project. 1,314 responded online and 502 people responded to the paper survey. The responses by question is presented in the table below.



7.3 Demographic Profile

There was close to an even response from genders with 52% female and 47% male and 1% declaring themselves gender diverse. 35 to 74-year olds accounted for 80% of the total response age with each of the four decades having around 20% of the share. People under the age of 35 accounted for 15%, with people over the age of 75 accounting for the remaining 6%. NZ Europeans accounted for 80% of the responses while 'other' accounted for 14% and Māori for 4%. The remaining 2% was accounted for by Samoans, Tongans, Chinese and Indians.

The gender split is similar to the gender split that was recorded in the 2013 census. The 2013 census recorded that 89% of Nelson residents are of NZ European decent and 9% are Māori.



7.4 Context



Figure 8: Project Map showing the long-term packages

The community was asked to provide feedback on three long-term transport options.

Priority Lanes Package

Adding lanes to SH6/Rocks Road and Waimea/Rutherford (peak period clearways) for priority traffic.

Coastal Corridor Widening Package

Widening the coastal State Highway corridor (provides two lanes in each direction) for general traffic.

Inland Route Package

Building a new Inland Route – with or without priority traffic.

It is predicted that one or a combination of the packages will be required between 2030 and 2035.

There is further information about the three packages on the Waka Kotahi website:

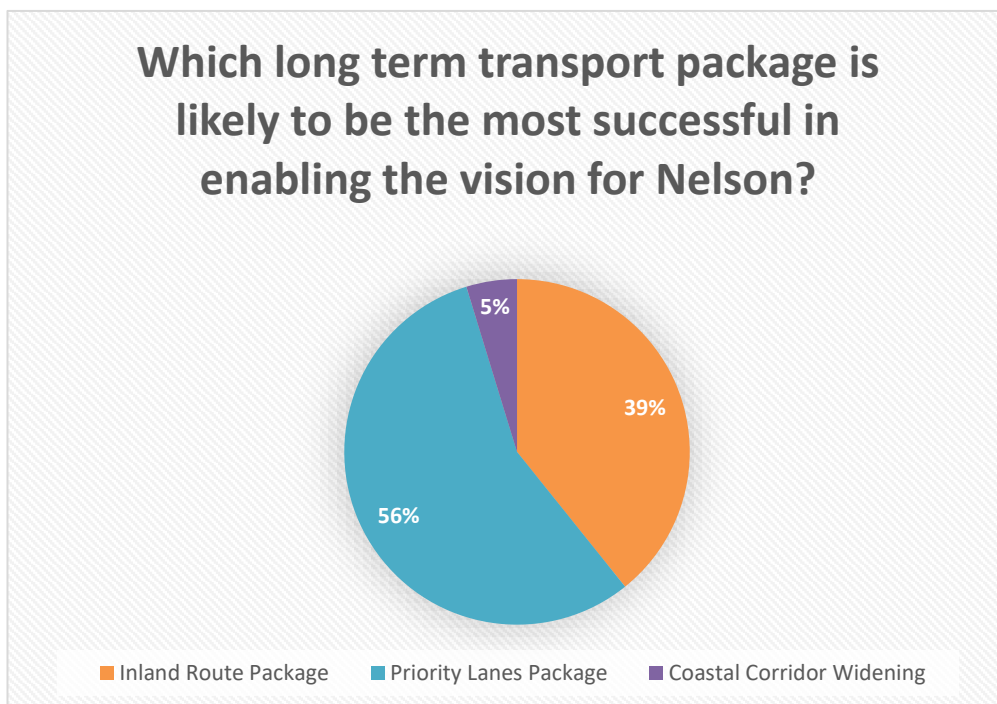
www.nzta.govt.nz/projects/nelson-future-access-project/

7.5 Feedback per question

Question 1

From the 1,816 people that responded to the survey 1,710 responded to question 1:

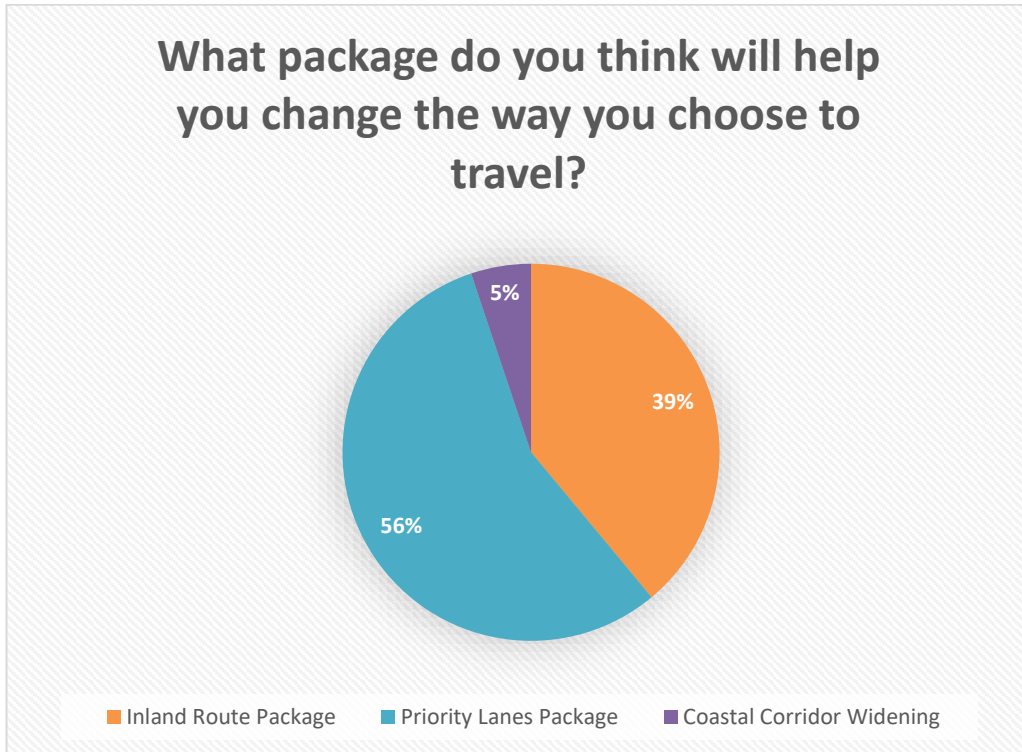
Which long term transport package is likely to be the most successful in enabling the vision for Nelson of ‘Nelson is the smart little city. It is a vibrant place – where we are deeply connected with, and committed to, our natural, social and cultural environment. Clever business and innovation help it thrive. We enjoy living fulfilled lives in smart, sustainable communities’?



Question 2

What package do you think will help you change the way you choose to travel?

From the 1,816 people that responded to the survey 1,612 responded to question 2 and 1282 gave free response feedback.



Examples of free response answers to question 2.

Priority lanes Package:

- *"It is the only solution to attempt to reduce vehicles on the road by changing the habits of users. All other solutions enable more capacity to vehicles where 75% of single user vehicles is the main problem."*

Inland Route Package:

- *"I think it will cut down on traffic jams and flow better. Allow emergency services better and faster access to the hospital and travelling at speed to an emergency."*

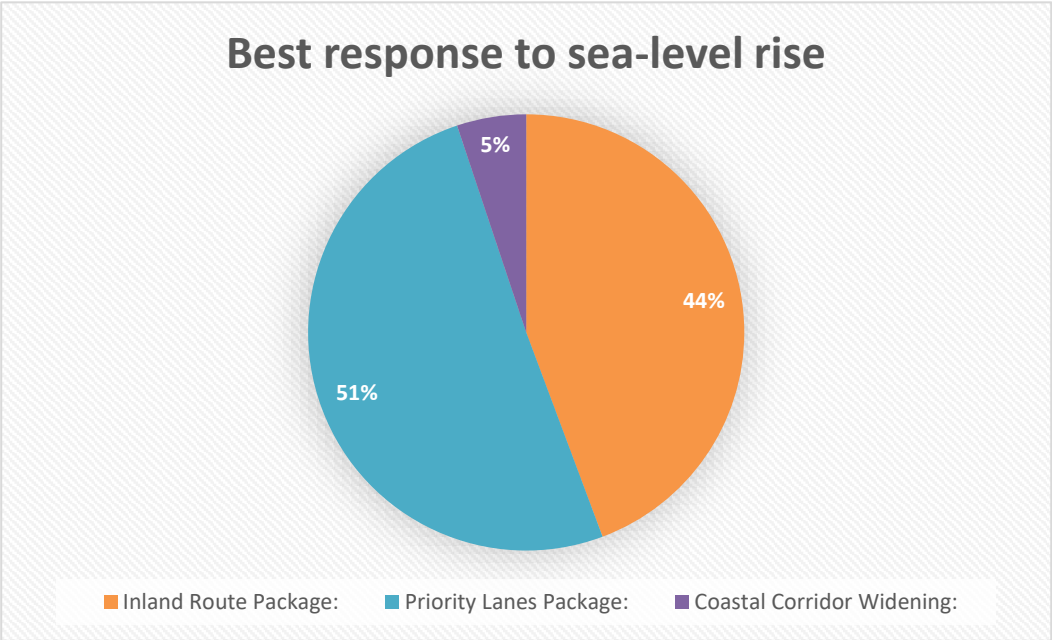
Coastal Corridor Widening:

- *"To travel along the waterfront is such a beautiful scenic route to make it more accessible to all users, vehicles, cyclists, pedestrians we should enhance and celebrate this with clever design."*

Question 3

Which package best responds to sea-level rise?

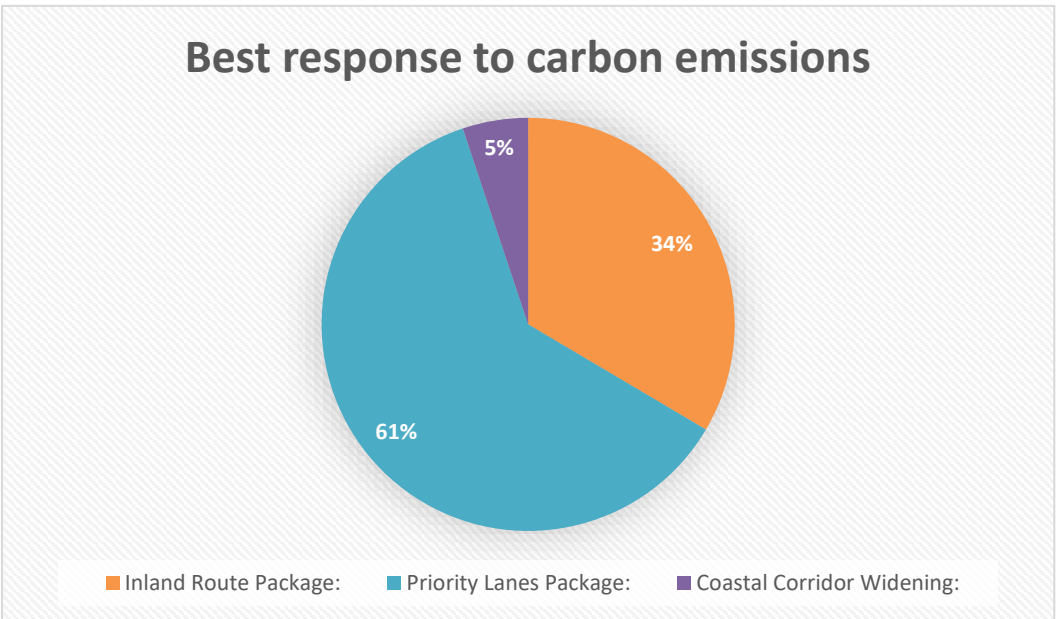
From the 1,816 people that responded to the survey 1,616 responded to question 3.



Question 4

Which package best responds to reducing carbon emissions?

From the 1,816 people that responded to the survey 1,561 responded to question 4 and 922 gave free response feedback.



Examples of free response answers to question 4.

Priority lanes package:

- *"I think priority lanes have got a lot of potential. In California, electric vehicle only lanes were key to getting electric cars into mainstream use."*

Inland route package:

- *"Inland means vehicles will be on the road for shorter time as less holdups/congestion."*

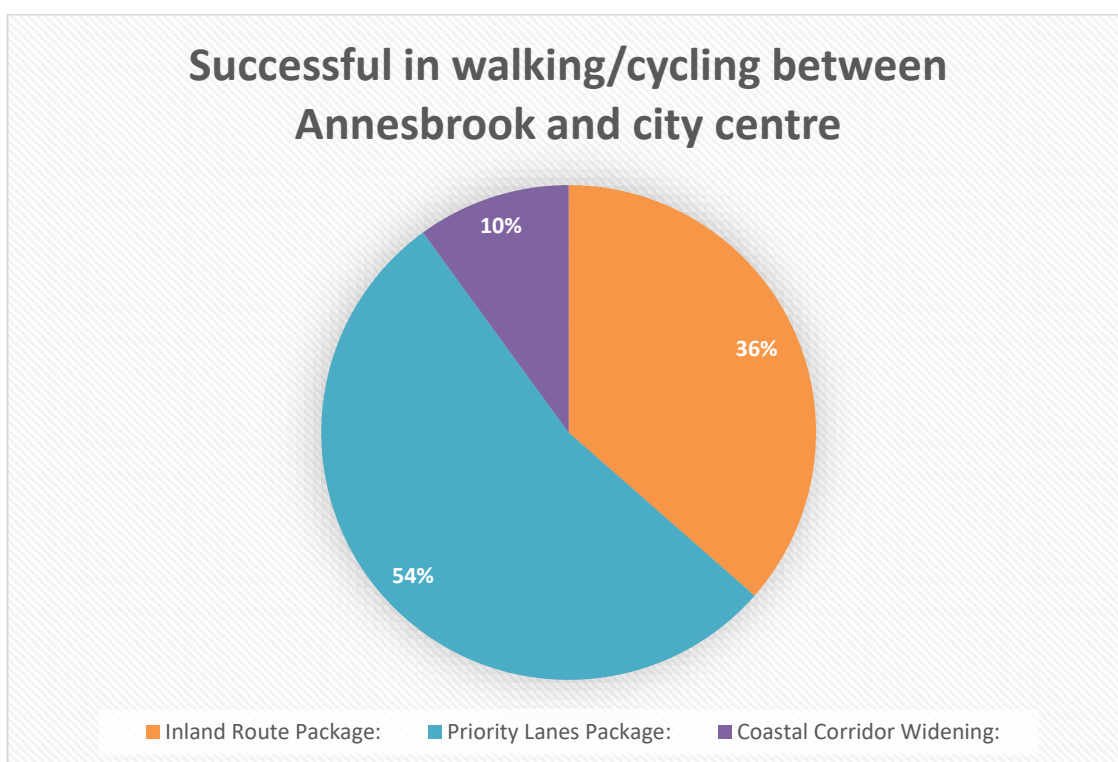
Coastal Corridor Widening:

- *"Carbon emissions will dissipate easier around the coastal road."*

Question 5

Which long term package is likely to be the most successful in getting more people to walk and cycle between Annesbrook and the city centre?

From the 1,816 people that responded to the survey 1,607 responded to question 5 and 1,231 gave free response feedback.



Examples of free response answers to question 5.

Priority lanes package:

- *“This option keeps the reserve and the coastal highway open to foot and bicycle traffic.”*

Inland route package:

- *“The coastal road becomes a safer road with only local traffic. At present the mix of cycle lanes on the road & shared footpath seems confusing to cyclists, seen frequently by their use of any area that is car free, including footpaths not designated as cycle lanes.”*

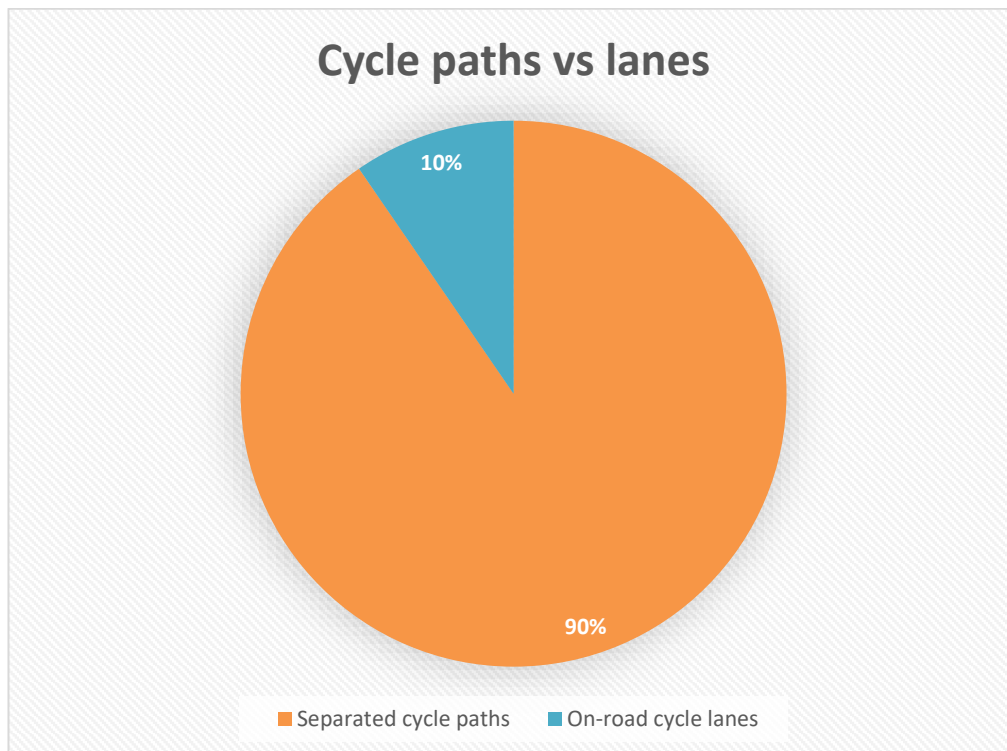
Coastal Corridor Widening:

- *“If we work on reserving the coastline, which is a huge part of our city that many people utilize and treasure, we can continue to keep our city connected to nature. People would want to use this road more often.”*

Question 6

Do you prefer cycle paths separated from road traffic or on-road cycle lanes?

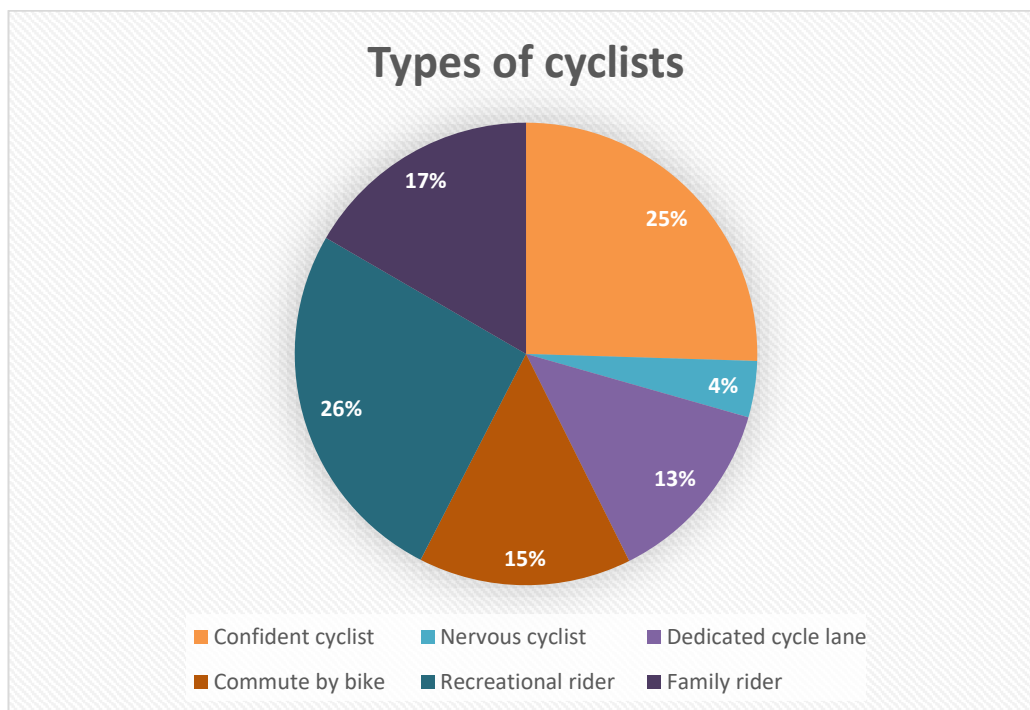
From the 1,816 people that responded to the survey 1,670 responded to question 6.



Question 7

If you are a cyclist, what type of cyclist are you? Tick all that apply:

From the 1,816 people that responded to the survey there was a total of 3,457 boxes ticked for question 7 and 659 people gave free response feedback.



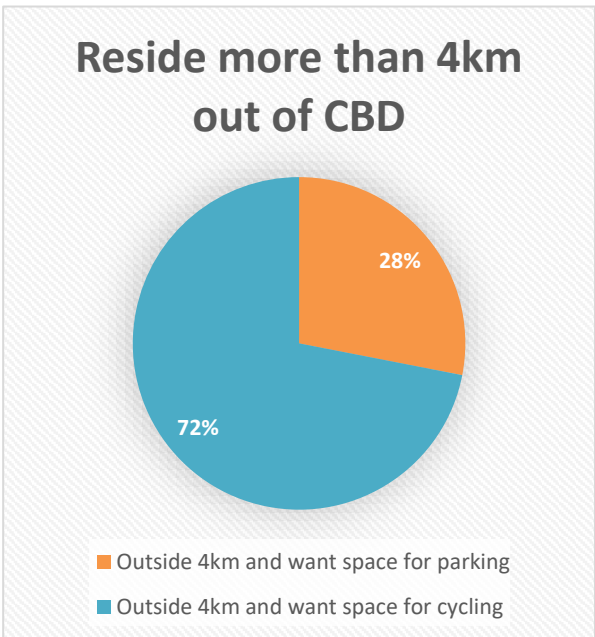
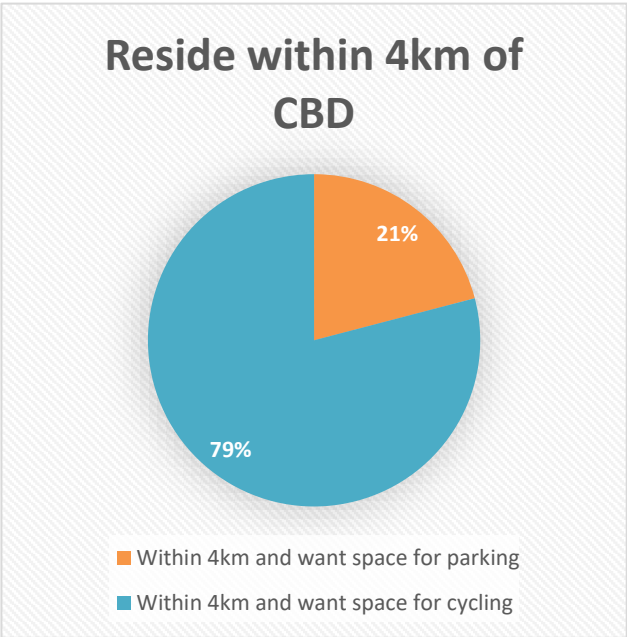
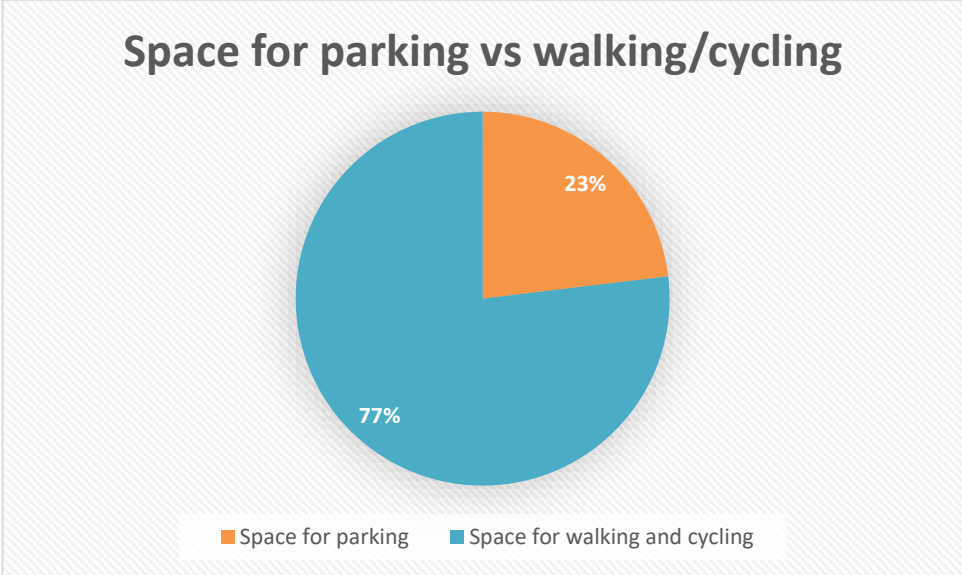
A selection of free response answers to the question: Do you have any additional comments about walking or cycling?

- *"When I am cycling with my kids to kindergarten or school, I prefer to have cycle lanes, or I cycle on the footpath for the safety of the kids. "*
- *"Improving bike paths and safer cycling needs to go hand in hand with providing more opportunities for bike parking, redesigning crossings so it is clear to drivers that cyclists also get right of way. Clearly indicated cycle paths if on-road by making the seal another colour.*
- *"Protected cycle-lanes make safety sense and the experience appealing and enjoyable for those who are nervous. 20km zones are ok for shared use. They also have significant health benefits."*

Question 8

What is more important to you, providing space to park or providing space for walking and cycling?

From the 1,818 people that responded to the survey 1,732 responded to question 8 and 853 gave free response feedback. 1,172 of the respondents lived within 4km of Nelson CBD, 550 respondents were outside the CBD and the remaining people didn't supply a location of residence.



Examples of free response answers to the question: Do you have any additional comments about parking?

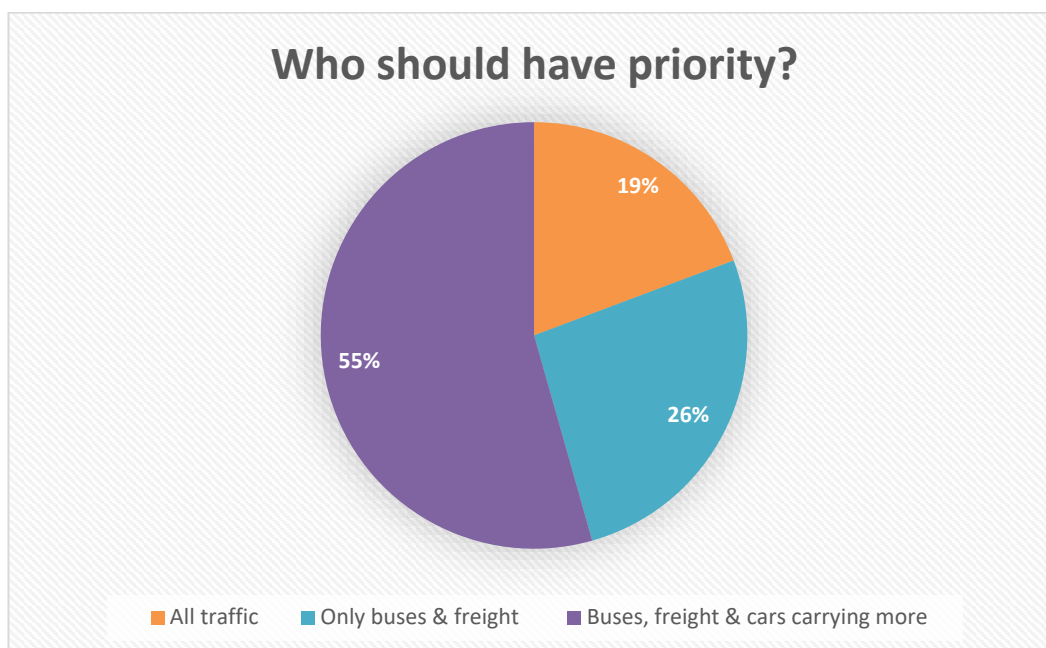
- *“There needs to be parking available for residents and cafes/restaurant, and also for the older community to access viewing areas.”*
- *“We have sufficient parking places, especially now that we have new parking meters. Keeping rotation of parking spaces is important- as per current charging plan.”*
- *“Now that I'm driving heaps with my toddler, of course I also appreciate good parking. However, this is a chicken and egg situation. If there were better opportunities for cycling, I wouldn't need parking. I certainly would like to see less cars in Nelson's city centre so would definitely give priority to giving more space to cycling and walking over parking.”*

Question 9

If an extra lane was created, who should have priority? Please rank in order of preference.

The options were 'All traffic'; 'Only buses and freight'; 'Buses'; 'Freight and cars carrying more people'.

From the 1,816 people that responded to the survey, 715 gave free response feedback. The pie graph below shows the percentage of people that ranked each category as their favourite/top.



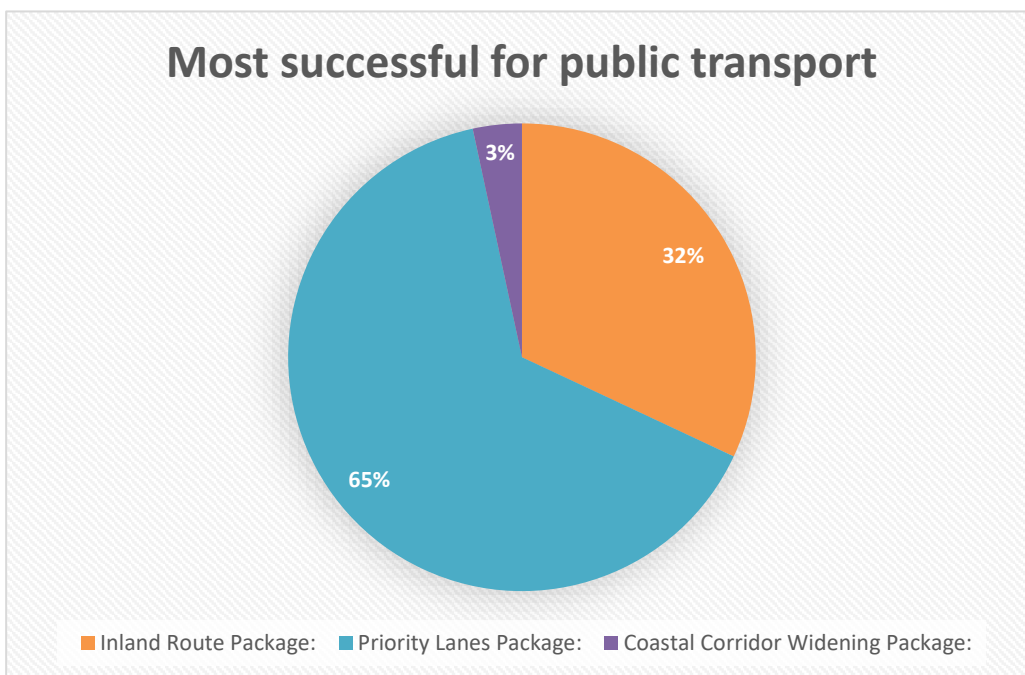
A selection of free response answers to the question: Do you have any additional comments about extra lanes. Buses, freight and cars carrying more?

- *“I really like the idea that there is flexibility with these lanes and trials should be held to see what use works best, splitting up freight and multi-passenger cars sounds Worthy of trialling.”*
- *“Buses need to be out of the traffic to make them more attractive. Cars with more people will be hard to police.”*
- *“Somewhere there would have to be a merge point. Proven difficult areas for Nelson drivers, slowing traffic flow and contributing to many accidents. Unless it's 2 laned all the way into town and then separated, not merged, it's not going to help. How are the priority lanes policed?”*

Question 10

Which long-term package is likely to be the most successful in getting people to use public transport?

From the 1,816 people that responded to the survey 1,567 responded to question 10.



Question 11

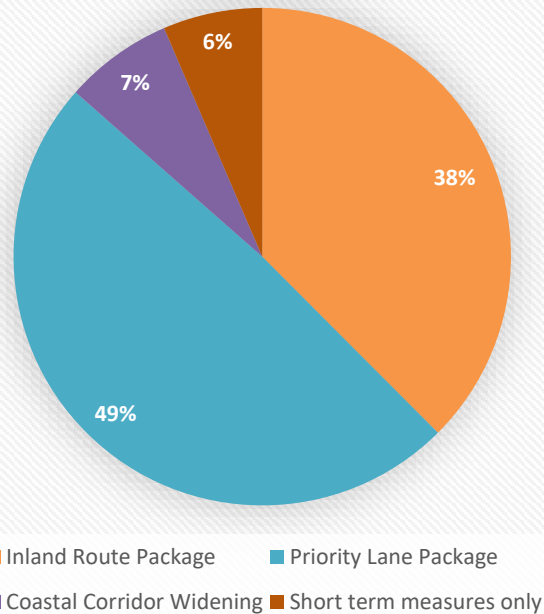
Rank the packages that you think are best in general at solving Nelson’s transport issues from 1 being the best to 4 as your least favourite.

The options were ‘Priority Lane Package’; ‘Coastal Corridor Widening’; ‘Inland Route Package’; and ‘Short Term Measures Only’.

From the 1,816 people that responded to the survey 816 gave free response feedback.

The pie graph below shows the percentage of people that ranked each category as their favourite.

Best at solving Nelson's transport issues



A selection of free response answers to the question: Do you have any additional comments about the long-term packages we've suggested?

Priority lane package:

- *"I think that if you create the priority lanes package in addition to reduced cost park-and-ride buses and good regular buses along with retaining and improving the railway reserve as safe cycling lane we would have more people cycling, using public transport and using multiple occupancy vehicles to get to city".*

Inland route package:

- *"The inland route is the best option in my opinion for the following reasons; making use of land which was used for transport in earlier days (rail), shortest route, air quality will be addressed with plenty of planting and deflecting concrete panels for sound, keeping Rocks Road which was not designed for the amount of current traffic, making our public safer on Rocks Road."*

Coastal corridor widening:

- *"I think that whatever is created on the waterfront will look amazing and have extreme thought go into for obvious reasons. I just can't fathom a road through schools, homes and a community, so for that reason I'm 100% for the widening of the waterfront."*

Short-term measures:

- *"Enhancing the cycling and walking on rocks road would be a priority, encouraging multiple people per car is a priority, noise and air pollution are a big concern for Rocks Road or South Nelson if more vehicles are travelling, public transport and cycling seem much more sustainable, central Nelson should be pedestrian and cycling as much as possible."*

Question 12

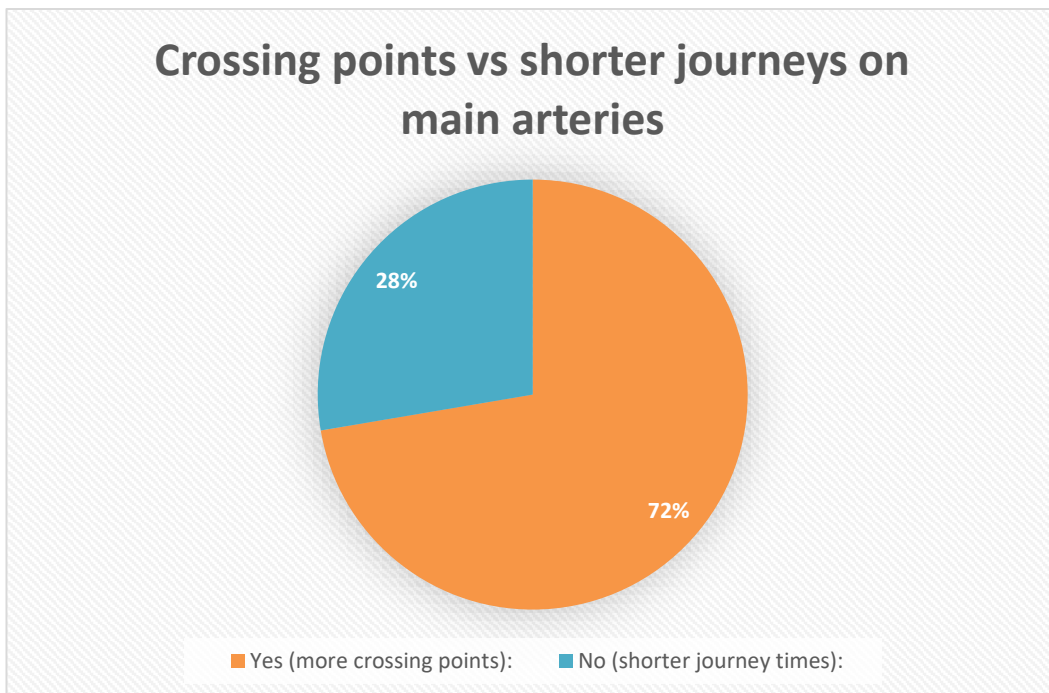
If you could create your own long-term package to support Nelson's future transport network, what options would you include? This was a free response question that was answered by 1,121 people out of the 1,816 that took the survey. A selection of responses are listed below:

- *"Better bus services that ran longer and to more out lying places, not just down the main road. Example, the airport, Hill St Richmond, Brightwater, Wakefield, Appleby, Mapua to Motueka."*
- *"A 'Park and Ride' scheme. Create a parking area in Richmond where people can park their car and then catch public transport into Nelson. It would provide stops along the way, e.g. hospital, Tahuna, schools, etc."*
- *"The only way I think other priority lanes is a tunnel thru the hill. The coastal route isn't stable, the inland route takes away our main safe route for walking and cycling to town - will disrupt all of Nelson south with noise and pollution, still for a bottle neck round school. And it's a narrow piece of land. Put pedestrian and cyclist over passes rather than lights on the main roads"*
- *"Expand the pedestrian only areas of the CBD and only allow disabled parking close to shops. Keep car parking to the outskirts, improve bus services and subsidise as cheaper than building and maintaining new roads. Subsidise e-bike and other electric modes of transport."*

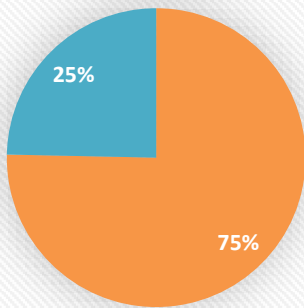
Question 13

The packages can provide for a number of new crossing points across arterial and collector routes to make it easier for people walking and cycling. Do you support the installation of more crossing points, which could lead to longer journey times on the two main arteries?

This was a yes or no response that 1,648 people responded to out of 1,816. 1066 of the respondents lived within 4km of Nelson CBD, 513 respondents were outside the CBD and the remaining people didn't supply a location of residence.

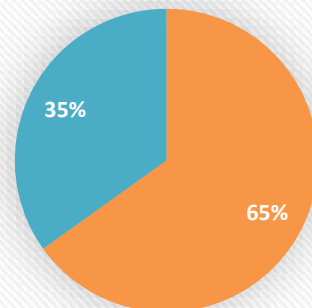


Reside within 4km of CBD



- Within 4km and want more crossing points
- Within 4km and want shorter journey times

Reside more than 4km out of CBD

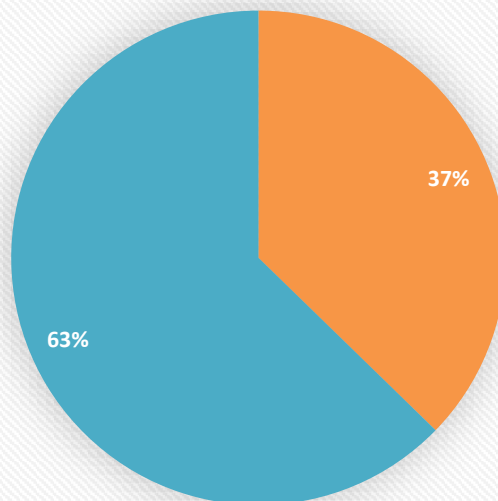


- Outside 4km and want more crossing points
- Outside 4km and want shorter journey times

Extra COVID question

Many of you will have experienced working from home during the COVID-19 response or experienced other changes that affected your daily routine. Do you think that COVID-19 will have an enduring impact on your working or travel patterns? 1,663 people out of 1,816 responded to this question.

Will COVID affect daily travel patterns



- Yes
- No

7.6 Social Pinpoint comments

The Social Pinpoint digital platform gave people a chance to make suggestions or explain what they liked/disliked about any of the three long-term proposals. This feedback was given on an interactive map. The comments on the Social Pinpoint map correlated with the feedback provided in the survey.

In total 1,468 comments were made. A proportion of these comments were made during the community information sessions and then placed onto the site.

The Social Pinpoint comments and discussion can still be viewed and are stored here: <https://nzta.mysocialpinpoint.com/nelson-future-access#/>

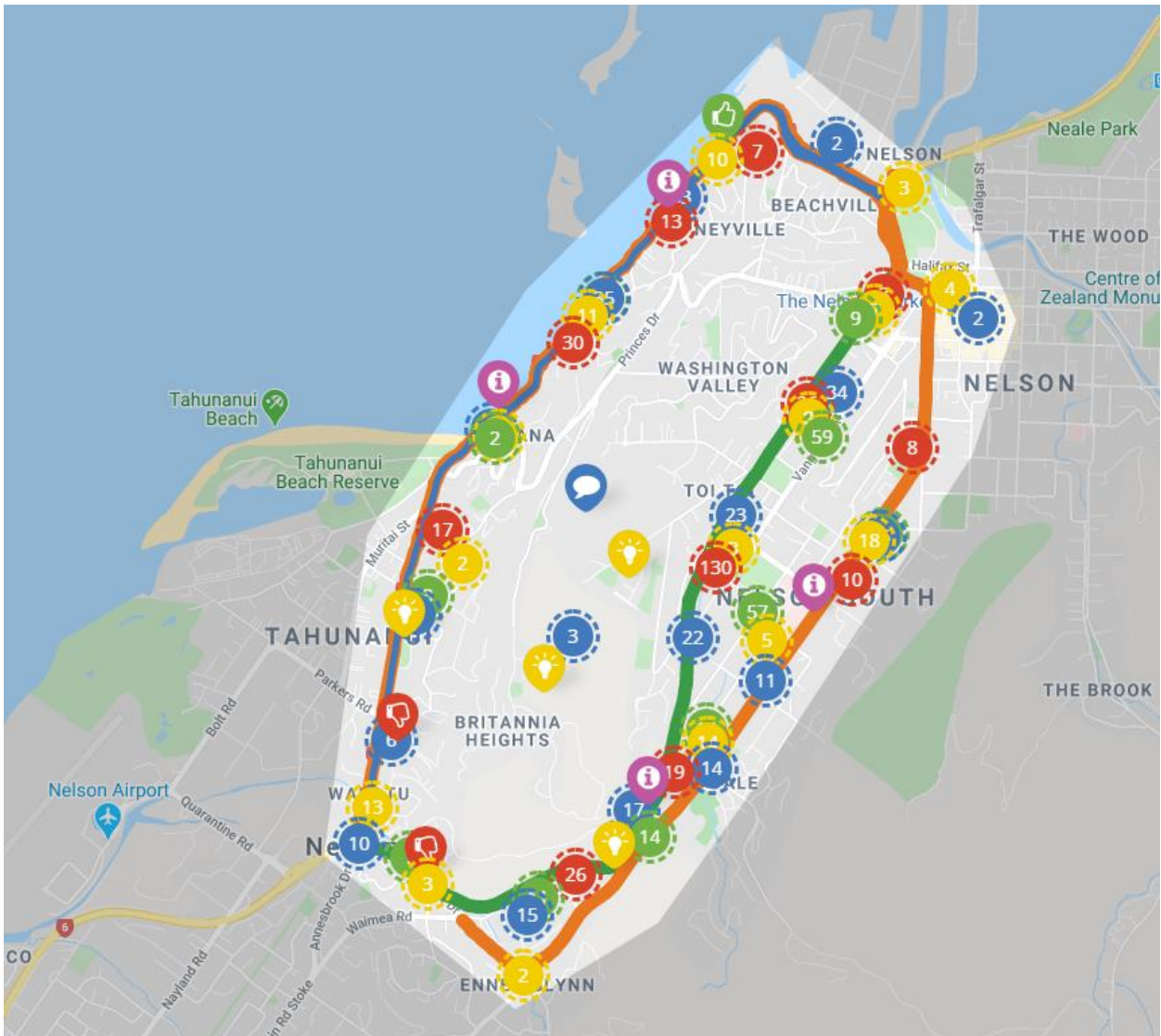


Figure 9: Social PinPoint map comments

This image shows the locations and amount of people that made a comment within each area. The green circles represent likes, the red dislikes, the blue general comments, the yellow ideas/suggestions, and the purple was information on the options presented.

The following summarises the type of comments made about each package.

Inland Route Package

People whose main concern is getting heavy traffic away from Rocks Road, creating more road capacity or strategic road capacity into Nelson, support this package as this is how they see congestion being improved.

Others do not support this package because they do not want the community severance issues they believe would result from a road running through the middle of the Victory community. Many of these people wanted the Railway Reserve retained and also disagree with this package because they do not believe adding another road will ease congestion, and would instead promote the use of more cars.

Other concerns respondents raised about this package were how the cycleway would fit next to a busy road; how pollution would be addressed; and proximity of schools to the proposed road.

Priority Lanes Package

People whose main concern is removing cars from the road and promoting public transport, cycling and walking supported this package. A lot of people suggested park and ride options to support the priority lanes.

Others do not support this package because they don't believe public transport is feasible for many Nelson residents. They did not believe that this would fix the congestion issue that Nelson has.

Other concerns respondents raised about this package were the ability for pedestrians to cross Waimea Road; access to homes along Waimea Road; and safety implications of a cycleway passing so many driveways.

Coastal Widening Corridor Package

People whose main concern is to keep freight out of town, and who want the most direct access from the port to the Annesbrook Dr roundabout and then on out of Nelson, support this package.

Others do not support this package because they would like to see Rocks Road become a place to walk and cycle safely without a lot of traffic.

Other concerns respondents raised about this package were climate related, because they said the road is susceptible to cyclones and bad weather; and that this package could make Rocks Road less desirable for walkers and cyclists if it was a 4-lane.

Another way to consider feedback themes is to group them in terms of what is important to people. The table below shows some of the important themes that people commented on:

THEMES	COUNT
Active and equitable modes	189
Cohesion	99
Air quality	89
Connectivity	86
Sustainability and Environment	71
Process	62
Noise and vibration	40
Natural environment	37

8. CONCLUSION

Waka Kotahi and Nelson City Council received a significant amount of input from the community and would like to thank everyone for their feedback.

Although there was a diverse range of views, most people were interested in seeing benefits of the Priority Lanes Package or Inland Route Package advanced.

There was strong support, especially from those who filled in the survey, for the Priority Lanes Package as the package that enables the vision for Nelson. It was also the preferred way to change future travel behaviours; respond to climate change and get people used to active modes. People supporting this option thought it catered better for different types of transport including active modes such as walking and cycling, and provided flexibility in terms of how it could be configured. Many also supported the retention of the current Railway Reserve as a community asset.

Those advancing the benefits of the Inland Route package greatly valued Rocks Road and the waterfront. They wanted to see less heavy traffic on this route, with priority given to people, especially in terms of retaining good access and connectivity to the waterfront. Respondents who supported an inland route cited better traffic flow, reduced congestion, better safety on Rocks Road and having a more resilient route.

9. NEXT STEPS

This feedback, summarised here and in its entirety, will assist the project team and specialists further consider the views of the community when progressing the project to the next stage.

The project team will work to identify a preferred long-term package and a refined short-term package. Later in 2020, the community will be invited to comment on the combined preferred package. Funding will only be sought once a single draft proposal is decided. If funding is forthcoming, it will likely be through a mix of local and central government funding.

Nelson Future Access Project

Waka Kotahi NZ Transport Agency is working with Nelson City Council (NCC) and local iwi to develop a package of improvements to address transport issues in Nelson over the next 30 years.

Last year we asked you for your feedback on long-term options for Nelson. This time we want to know what you think about shorter-term improvements.

What you will find out from this brochure

On the inside pages of this brochure we outline short-to-medium term improvements for the Nelson transport network. Please pay close attention to the maps and to the information on how you can provide your feedback.

On the two back pages of this brochure we explain the Priority Lanes package, which has emerged as the best long-term transport solution for Nelson and follows extensive community consultation held last year.



nzta.govt.nz/nfa

ROCKS ROAD

Improving Rocks Road for walking and cycling has long been of importance to the community.

We are proposing a 5m-wide walking and cycling path, which would be separated from traffic along Rocks Road. To make the corridor more resilient to climate change we would expect the existing seawall to be replaced at the same time - within 10 years if funding became available.

Visit our webpage and interactive feedback form to find out more information about the Rocks Road proposal, including information about crossing points, access to the foreshore, parking and options for what the seawall might look like.

Visit: www.nzta.govt.nz/nfa

What will the Nelson Future Access Project achieve?

Better journeys for all

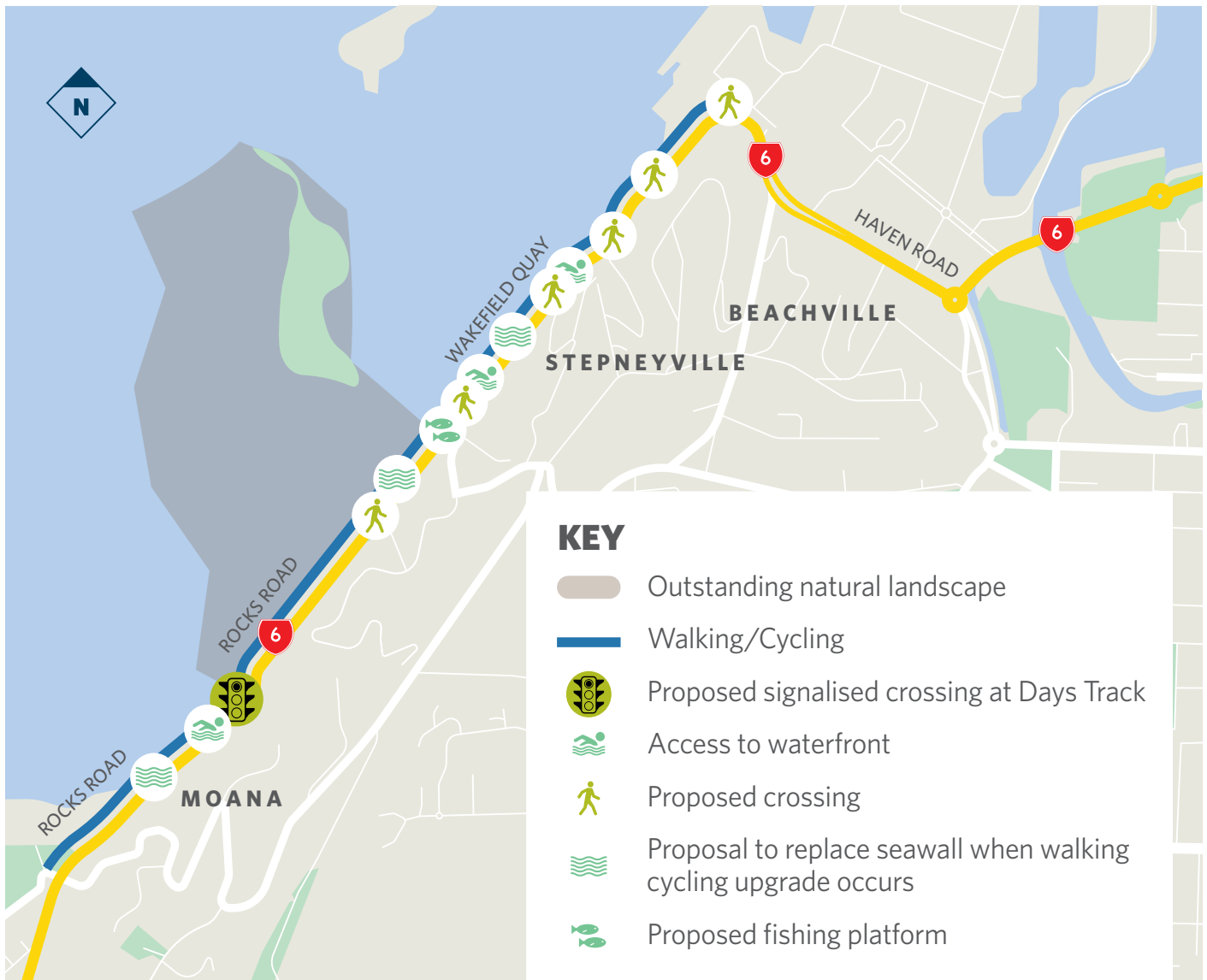
The proposal will encourage more people to walk, cycle, take buses and share a ride, meaning that traffic flow will be better managed and journey times will be maintained or improved even as Nelson grows.

Safer streets

The proposal improves safety across the Nelson transport network by proposing intersection improvements, safe crossing points, lower speeds and traffic calming on selected roads.

Resilience

The proposal is resilient. It takes into account current climate change forecasts and is designed to be fit for purpose for at least the next 30 years.



SHORT TERM AND OTHER IMPROVEMENTS

In this phase of community engagement, we are asking for your feedback on the short-term package of improvements for the Nelson transport network, especially improvements we think should occur in the next three years. The improvements listed on this page take account of changes in housing density and are designed to work in tandem with transport-related improvements proposed by Council including improvements to bus services.

You can pick one of three ways to provide your feedback on the suggestions shown on this map:

- Visit our project webpage (www.nzta.govt.nz/nfa) and go to our interactive feedback form where you can explore detail about the proposal and see what other people are saying.
- Attend a drop-in session. We will have questionnaires available.
- Send us an email: nelsonfutureaccess@nzta.govt.nz

See over for drop-in session times



Improvements proposed to be put forward for funding in the next three years are listed below.

- To provide safer walking and cycling, a new section of cycle path between the Motueka St-Tipahi Street intersection and Hampden Street -Waimea Road intersection. The route includes a new signalised intersection at Motueka Street and Tipahi Street to connect key places such as schools and the hospital. This would connect to a cycle route being developed as part of the Council's Innovating Streets trial and would combine to form the Victory to Waimea cycling route.
- A new safer cycle path on Washington Road between St. Vincent Street and Mt Vernon Place to align with a proposed council upgrade of water infrastructure.
- Safety improvements such as traffic calming measures to discourage people from taking short-cuts (rat-running) along Washington Road and Tipahi Street.
- A safer signalised intersection for pedestrians at Parkers Road and Tahunanui Drive combined with Maire Street. This would also make it safer and easier for vehicles to turn out of the commercial area, meaning more predictable travel times for drivers.
- To reduce rat-running in residential streets and to improve traffic flow along State Highway 6 (SH6), a reinstatement of the short (southbound) afternoon peak-hour clearway at the intersection of Bisley Avenue and Rocks Road. Outside of the afternoon peak period, parking would be allowed.
- Area wide speed review of neighbourhood streets to make them safer and more attractive to walk and cycle around.
- A new safe crossing point on Muritai Street near the intersection with Tahunanui Drive.
- A safer signalised intersection at Franklyn Street and Waimea Road to make it safer to turn right into Waimea Road and to also provide safe crossing for pedestrians.

We recommend you visit our project webpage at www.nzta.govt.nz/nfa and click on our interactive feedback form to see what else is proposed in the 4 to 10 year period and beyond. You can also attend one of our drop-in sessions – see over for details.



DROP-IN SESSIONS:

- May 20 at Morrison Square anytime between 4.30pm and 7.30pm
- May 22 at the Nelson Market anytime between 8am and 1pm
- May 24 at the Trafalgar Centre anytime between 3.30pm and 6.30pm

Deadline for feedback: 13th June 2021

Background and thank you

In July 2020, we asked for your feedback on potential long-term transport options for Nelson and presented three possibilities: Priority Lanes Package, Coastal Corridor Widening Package, and Inland Route Package. Waka Kotahi and Nelson City Council received significant input from the community.

Thank you for your feedback. We recorded 11,545 visits to our online feedback platform and around 345 people attended our community information sessions.

Priority Lanes

We are recommending a refined version of the priority lanes package as the best long-term transport solution for Nelson.

The package integrates well with proposed improvements to bus services designed to increase patronage*. Among the many benefits of having priority lanes, is the way they can be adapted to changing transport demand and technology.

* Nelson-Tasman Regional Public Transport Plan 2021-31

A recommendation to retain land

The Nelson Future Access Project has considered the future best use of the former railway reserve and adjacent land owned by Council and the Crown, which would have been used if the Inland Route was selected as the long-term option. We still recommend retaining the existing land holdings for walking and cycling and to mitigate the potential risk of a future catastrophic natural event (e.g. major earthquake). Another reason for retaining the land is if there is a significant change in forecasts such as climate forecasts predicting even greater sea level rise.

Why we think a refined version of priority lanes will work best

Not only did Priority Lanes score best overall against assessment criteria, the feedback we received from the community showed considerable support for the Priority Lanes Option (56%) as the option likely to be the most successful in enabling the vision for Nelson.

Importantly, the Priority Lanes option also sits comfortably with the Government's Policy Statement on Land Transport and Council's objectives in their Regional Land Transport Plan.

Further investigations between July last year and March/April this year also showed us that we could refine the priority lanes option to substantially lessen the impact on both the Rocks Road and Waimea Road corridors and still achieve most of our stated outcomes. The modifications also take account of the proposal from Nelson City Council to designate the rocks adjacent to Rocks Road as a cluster of outstanding natural features. In addition, we were also able to reduce the impact on Rutherford Street.



Priority Lanes

The map on this page shows improvements we recommend take place in the next 10 to 15 years as bus services increase in frequency and patronage increases. The map shows the extent of northbound and southbound priority lanes, which would be available for buses and possibly vehicles with more than one passenger. The lanes would provide for better traffic flow into and out of central Nelson. Over time, as demand changes, the hours of operation and the vehicle mix allowed to use the priority lanes could be easily modified.

In those areas where priority lanes are shown, parking would still be available during off peak. Traffic signals would be co-ordinated to allow for flowing traffic. For safety reasons, there would be no vehicle access into or out of the main road from Tukuka Street, Wellington Street, Rutherford Street (south), Ulster Street and Rawhiti Street. People using Beatson Road (north), Chings Road, Tuckett Place and Rui Street would have left in and left out access only.



For more information on the priority lanes proposal please visit www.nzta.govt.nz/nfa

Nelson Future Access Project

Engagement report on:
Short-term and other improvements package
Rocks Road walking and cycling path



Morrison Square Community Session, 20 May 2021

August 2021



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Engagement Highlights

FEEDBACK SUMMARY:

1659 Unique online users

1182 Social Pinpoint comments

424 Questionnaire responses (online)

73 Questionnaire responses (paper) including Chamberlain Street and Maire Street questionnaires

118 Email/letter submissions

258* Attendees at drop-in events

*approximate

1. PURPOSE OF THIS REPORT

This report describes the feedback received during a second phase of community engagement on the Nelson Future Access project. The project is an investigation of a future-proofed transport system, which considers the needs of all people who travel within Nelson.

The engagement period originally ran from 13 May to 13 June 2021; however, following requests from residents and community leaders, the deadline was extended to 18 June 2021.

2. BACKGROUND

2.1 Project overview

The concept of improving access through Nelson has a long history, and over the past 30 years there have been many suggestions for improving travel in Nelson.

This work has provided a valuable basis for the current investigation, including feedback we received last year about long-term options for Nelson. We presented three possibilities: Priority Lanes Package, Coastal Corridor Widening Package and Inland Route Package. Based on technical analysis and community feedback, we recommend a refined version of the Priority Lanes Package as the best long-term transport solution for Nelson.

The feedback we asked for during the engagement period for this report focused on improvements that can be made to the Nelson transport network before the Priority Lanes Package is needed. This included shorter-term improvements such as walking and cycling paths, safe crossing points near busy intersections, parking controls and traffic calming to enhance neighbourhoods and improve safety, as well as the walking and cycling proposal for Rocks Road.

The project objectives are to:

- Make it easier for people and freight to move around and through Nelson
- Provide more choices for people to get to where they want to around Nelson
- Improve the quality of the urban environment for people
- Provide a safer transport system that people feel safer using
- Make the transport system more resilient.

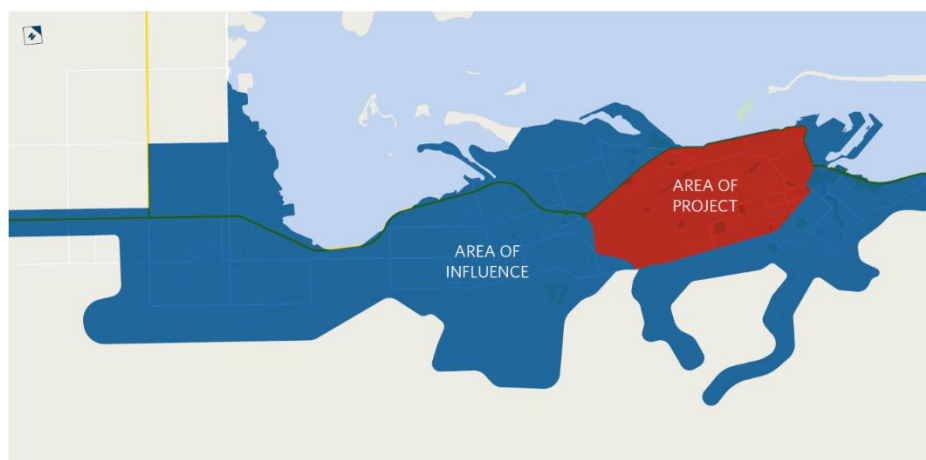


Figure 1: Project area

3. ENGAGEMENT APPROACH

To ensure that our engagement process was robust and provided everyone in the community the opportunity to participate, Waka Kotahi did the following:

- Sought feedback on the materials and engagement approach from Nelson City Council.
- Promoted the community information sessions through multiple channels, including community e-newsletters, Waka Kotahi website, distribution of information through the Project Reference Group (PRG)*, including distribution of project brochure and through paid advertising in local print and social media.
- Conducted two letterbox drops: the first to those residents and businesses adjacent to proposals planned in the next three years; and the second to Chamberlain and Maire Street residents specifically about the proposal to turn Chamberlain Street into two cul-de-sacs to prevent it being used as a short-cut route.
- Worked with Nelson City Council to make brochures available at the council’s customer service centre and at libraries.
- Held three community information sessions.
- Held one community group session with professional interpreters for communities with English as a second language.
- Used a series of display boards at each of the community sessions with information to explain the project and the improvement options being consulted on.
- Provided relevant information on the project website as well as through the Nelson City Council, Shape Nelson site.
- Reached out to key stakeholders with the offer of individual meetings with the project lead. Notes were collected during kanohi ki te kanohi (face to face) meetings.
- Asked for feedback through printed materials including a questionnaire, an online questionnaire and interactive map (Social Pinpoint), email and verbally at the various face to face events.

**The PRG is made up of representatives from a wide range of organisations and groups including our iwi partners and Nelson City Council. The PRG have previously provided input into the decision-making process for the Nelson Future Access Project and helped us to distribute our engagement materials for both rounds of engagement.*

4. WHO WE ENGAGED WITH

We engaged with the following groups:

- Local iwi
- Local communities, including:
 - Residents
 - Interest groups
 - Local business groups, business owners and commercial property owners
 - Youth representatives
 - Principals of local schools.

5. ENGAGEMENT ACTIVITIES

5.1 Questionnaires and digital feedback platform

The digital feedback platform, Social Pinpoint, provided an online platform where community views could be captured through a cloud-based approach. This allowed people to provide feedback as well as allowing the project team to see the feedback simultaneously. Participants could also view other peoples’ comments and contribute their own thoughts – starting

discussion and debate. A feature of the Social Pinpoint tool is that participants can comment directly on to a map that shows the project area and the proposed options. Questions were also used to encourage feedback on specific proposals.

The Social Pinpoint questions were replicated as closely as possible in a printed questionnaire provided at the community information sessions and at the council's customer service centre. Printed questionnaires were also available on request and able to be mailed (freepost) or scanned and returned via email.

The project team manually added post-it comments received as part of the community information sessions to the Social Pinpoint map.

5.2 Advertising

Social media was used to promote the engagement period, explain how to get involved and promote the community information sessions. The main social media platform used was Facebook through the Waka Kotahi South Island Facebook page. The initial post was promoted (boosted) to people in the Nelson area.

Advertisements were placed in the *Nelson Weekly* and *Nelson Leader* promoting the engagement period, inviting the community to get involved and informing local people about the open days. A news release was sent out by the team and stories promoting the engagement phase were published in key newspapers.

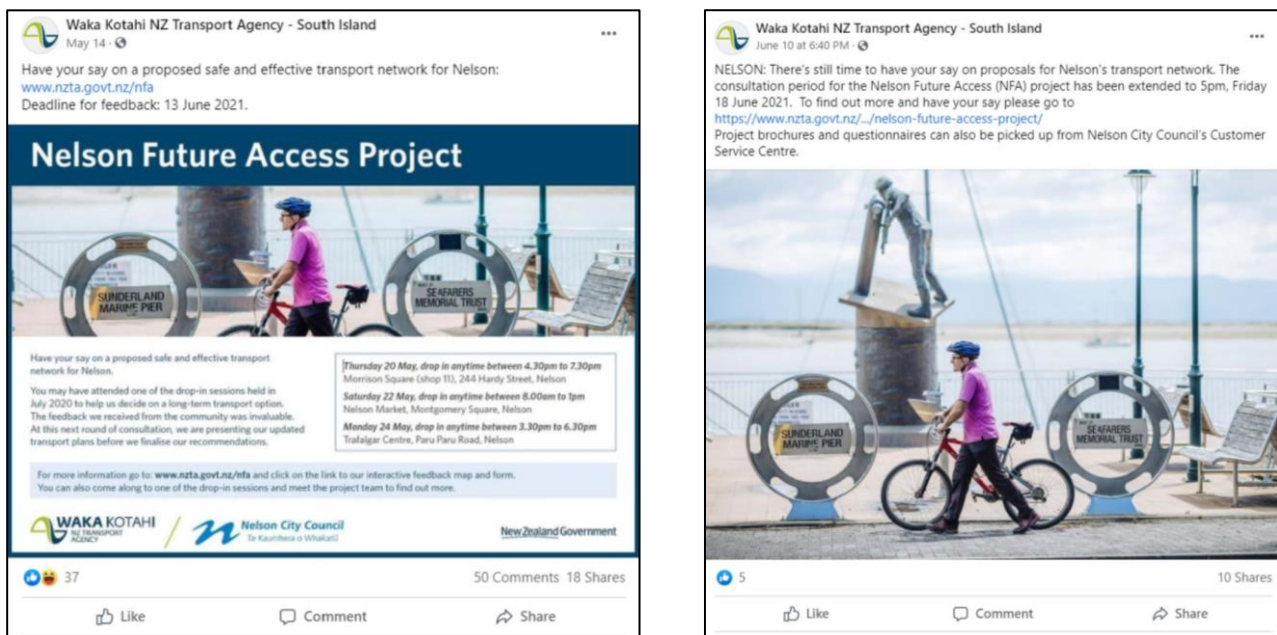


Figure 2: Facebook posts

5.6 Community information sessions

Four community information sessions were planned, including three drop-in sessions and one using interpreters for those with English as a second language. The community information sessions had three posters displaying the Rocks Road proposal and Short-term

and other improvements package, as well as the Priority Lanes Package (the recommended option from previous engagement) that people could provide feedback on by using post-it notes (these were entered into Social Pinpoint after the event).

Project team members were available at each information session to listen to community feedback and discuss the options being presented. Project brochures and questionnaires were distributed, and community members were encouraged to provide feedback online. Electronic devices (i-Pads) were provided at the first three information sessions. These were connected to Social Pinpoint for participants to learn how to access the platform, add comments or complete the online questions while at the information session.

Community information session	Date	Who attended
Morrison Square	Thursday 20 May 2021	Approx. 40 people
Nelson Market	Saturday 22 May 2021	Approx. 170 people
Trafalgar Centre	Monday, 24 May 2021	Approx. 38 people
Session with interpreters – Victory Primary School	Wednesday, 26 May 2021	Approx. 10 people



Figure 4: Morrison Square



Figure 5: Nelson Market



Figure 6: Trafalgar Centre



Figure 7: Session with interpreters

Note on Tahunanui community.

Waka Kotahi acknowledges the considerable efforts of the Tahunanui Community to publicise the community engagement process. We also acknowledge the concerns voiced by this community with aspects of the preferred package, particularly the Priority Lanes for Tahunanui Drive (SH6) and the evening peak reinstatement of the second southbound lane at the intersection of Bisley Avenue and Rocks Road. The Tahunanui Community Hub and Tahunanui Business & Citizens Association organised a meeting on Tuesday 8th June, which Waka Kotahi was unable to attend but provided a requested written statement. On June 10, Waka Kotahi staff attended a drop-in event being organised by the Hub the next day and appreciate the opportunity that was afforded by organisers to attend and answer questions. Organisers estimate over 350 people attended these two events.

6. FEEDBACK ON SPECIFIC QUESTIONS

6.1 Short-term and other improvements package

Tipahi, Franklyn, Kawai and Hampden Streets cycle path

This was explained as a cycle path between the Motueka Street – Tipahi Street intersection and the Hampden Street – Waimea Road intersection. Respondents had a choice between a separated facility or shared path on Tipahi, Franklyn and Kawai and three possible designs for Hampden, being a separated path for cyclists and pedestrians, a shared path for cyclists and pedestrians or a shared zone for cars and cyclists with pedestrian paths either side.

We had 82 responses. A majority of people expressed a preference for a separated path over a shared path. Some people said they didn't want either option.

Hampden: We had 36 responses. Most people preferred a separated path for cyclists and pedestrians over either a shared path or a shared zone for cars and cyclists.

“Greater safety by separating vehicles, cyclists, and pedestrians.”

“A separated path will encourage more people to cycle.”

“We cannot afford to lose parking. Leave as is. Neither.”

Washington Road cycle path

This was explained as a cycle path between St Vincent Street and Mt Vernon Place, with reduced speed (40km/h) and construction to align with a proposed upgrade to water infrastructure. We showed configurations for how different sections would look and asked if there was anything we had missed before refining the design.

We received 37 responses. Most people were supportive and offered further suggestions or ideas. Of those who expressed concern, some did not agree with a reduction in speed and others objected to the loss of parking.

“Buffer zones are important to protect cyclists + pedestrians.”

“You have missed that the residents of this street use the car parking, also that some people who work in town day-park in lower Washington Road. I regularly commute on this road, sometimes several times a day and see minimal use by cyclists. I will see one cyclist every

few commutes. There is nowhere near enough demand to remotely justify the expense... stop modifying our streets in the vain hope someone will start cycling, to the huge detriment of the current driving public."

"Looks good overall. Feel free to remove some more parking spaces to make the cycleway wider."

"A cycle path for Washington Rd is much needed. Reducing the speed to 40km is also an excellent plan. BUT..we need the cycle lane/path to continue up to Princes Drive and over. The most dangerous part of this road is the narrow section from Mt Vernon Place going up the hill to the princes Drive intersection. Cars often try to overtake me here and there is so little room. There is already a separate foot path and steps going up the hill – a cycle path could be added to this. The path should then be extended down the other side to the junction with Richardson St, which is also narrow."

Signalised intersections

We invited people to comment on eight proposed signalised intersections.

- 1. Parkers road, Tahunanui Drive and Maire Street (0-3yrs)*
- 2. Franklyn Street Waimea Road (0-3yrs)*
- 3. Motueka Street and Tipahi Street (0-3yrs)*
- 4. Vanguard Street / Haven Road / Rutherford Street (4-10yrs)*
- 5. Washington Road and St. Vincent Street (replacing roundabout) (4-10yrs)*
- 6. Toi Toi Street and Vanguard Street (4-10yrs)*
- 7. St. Vincent Street and Toi Toi Street (replacing roundabout) (4-10yrs)*
- 8. Gracefield Street and Annesbrook Drive (10-30yrs)*

These proposed signalised intersections attracted considerable attention, particularly the proposal to signalise Parkers Road, Tahunanui Drive and Maire Street.

Close to 200 people commented on the Parkers/Tahunanui/Maire intersection. For the other intersections, we received less than half of this number of responses. Although opinion was mixed for all the locations, there was significant support for the idea of signalising Parkers Road, Tahunanui Drive and Maire Street. There was also good support for signalising Franklyn Street and Waimea Road. Fewer people commented on the Motueka and Tipahi Streets proposal but there was still support for signals.

Some people commented on all the proposed locations to say that too many signals were being proposed in total.

Some people requested roundabouts instead of traffic lights, while someone felt that from a pedestrian's point of view, roundabouts were dangerous. A couple of people thought the traffic lights would increase carbon emissions.

Of those that were opposed to more traffic lights, a common theme was disappointment with the overall plan and its connection with the long-term Priority Lanes proposal.

Of those people who supported the proposed signalised intersections, most thought they would make crossing busy roads safer.

"There seems to be a huge number of additional traffic lights – some quite closely located which I think risks inadvertently creating bottlenecks."

"I disagree with the installation of traffic lights, particularly in the Tahunanui area. This will negatively impact on the businesses in the area and diminish the quality of life of the residents."

“Traffic lights at parkers Rd, Tahunanui Rd & Maire St is excellent idea. Difficult streets to exit.”

“Build them now! I have two young kids and it is almost impossible to cross Vanguard St with cars trying to wizz into any little gap at the intersections.”

Traffic calming

We asked people what traffic calming solutions they wanted to see on 10 roads. For two roads, Washington Road and Tipahi Street, we indicated a preference for some type of traffic calming to occur within three years. For the rest, we indicated that traffic calming was likely to be needed within a 4-10 year period.

Name	Number of responses
Washington Road	53
Tipahi Street	39
Kawai Street	32
Princes Drive	56
Maire Street	56
Chamberlain Street	105
Tosswill Road	71
Stansell Avenue	63
Bisley Avenue	76
Moana Avenue	68

See below boxed information below to understand the greater response for Chamberlain Street.

The questions on traffic calming attracted a lot of attention, mostly from local residents, with many choosing to comment on more than one road. Opinion was reasonably polarised, with people either highly in favour of traffic calming devices or completely opposed. Of those in favour of traffic calming, speed bumps and lower speeds were popular to improve safety. A few people thought cameras would help. People also thought calming devices were needed sooner. Of those opposed, many thought rat-running could be solved by revisiting the Southern Link proposal and others didn't agree there was a problem, or objected because journeys would be lengthened.

Example of comments supporting traffic calming:

“Need to slow down the commuter traffic by speed bumps and cross walks. Currently cars travel too fast and go over the centre lines.”

“More convex round mirrors on corners (it's really hard to see if cars are coming around the corners. No parking allowed on some corners that are too narrow, parked cars on these

streets make it harder for cars moving through. More speed bumps: cars zoom around these streets, and do not stick to the 40km limit. Maybe bringing the limit down to 30km could at least bring them down to 40km.”

“We cannot wait 4-10 years for traffic calming on Chamberlain St. We need it NOW.”

Example of comments against traffic calming devices:

“Not needed.”

“I walk and drive Tahunanui hill areas frequently and don’t find it a problem.”

“Leave our streets alone. Currently they are busy for 2 commute periods each weekday. Any changes will only prolong all journeys and extend the rush and create congestion. Those complaining just have to realise the Bisley SH6 lights have created a rat run so they will have to live with it from now on. Road narrows islands, chicanes and buildouts create dangerous obstacles for cars to hit and do not slow anyone. Speed humps slow people briefly at one spot and are annoying and almost pointless.”

Note on Chamberlain Street:

A few days into the engagement period, the team responded to requests that Chamberlain Street residents needed greater visibility about an option to divide the street into two cul-de-sacs to prevent non-residents using it as a short cut. This was seen as an option that could take place in combination with the proposal to install traffic lights as the lights allow easier exiting onto Tahunanui Drive. Working with council, the project was able to drop a short questionnaire into local letterboxes. Thirty-seven of these were returned, with most respondents indicating that they were opposed to the cul-de-sac proposal. However, many said they would welcome other traffic calming devices such as speed humps.

Cycle facilities

We had information to explain that cycle facilities would be proposed for the city centre and asking what other facilities should also be available.

Thirty-one people either answered this question or joined a discussion on the topic. Mostly people were positive about the idea of bike stands dotted about town, with suggestions about lower speeds, more clearly marked bike lanes, wider footpaths on the sunny side of the street. A few people thought the current storage facilities were enough.

Area-wide speed review

We had information recommending an area wide review of speeds on neighbourhood streets to make them safer and more attractive to walk and cycle around.

Forty-seven people provided comment on this proposal with 30 indicating support.

Crossing facilities

Among the short-term improvements were three new crossing facilities for pedestrians on Waimea Road (between Van Diemen and Rutherford Streets), on Whakatu Drive (near Beatson road/Waimea Road roundabout) and on Muritai Street (near Tahunanui Drive).

In total, we received 140 comments to our questions on these three crossings. Opinion was divided with about a third of respondents in favour of one or more crossings and about a third against one or all of the crossings. The remainder of respondents tended to be objecting to the overall package of improvements or objecting to something else, such as the long-term Priority Lanes package. There were about double the number of responses for the Muritai Street crossing compared to responses for the other crossings.

“Muritai Street is a absolute mess from the addition of the cycle way. Needs removing.”

“There would be no need to put these in if you had any intention to actually deal with traffic...but you don’t...”

Of those who expressed support for the Muritai crossing proposal, many thought it would improve safety for the community.

“Muritai St needs another crossing. Since the “upgrades” to the cycle way, the road has become dangerous for all users.”

“Muritai St is very heavily used, not easy to cross for older people.”

People who commented on the Waimea pedestrian crossing were mostly positive.

“Needed. Often see school kids making risky crossings here at peak.”

Comments on the proposed Whakatu Drive pedestrian crossing were mixed.

“This needs to be an underpass... not surface.”

“Whakatu – no as too close to busy roundabout.”

Southbound lane reinstatement (south of Bisley Ave on Tahunanui Drive)

Information on Tahunanui Drive explained that we propose reinstating the second southbound lane at the intersection with Bisley Avenue and enforcing peak period clearways. The aim was to discourage people from taking short cuts through residential streets by allowing traffic to flow more efficiently during the afternoon peak.

This proposal received significant attention with 77 people providing feedback directly in response to an invitation to join a discussion on Social Pinpoint or via a hard-copy question. In addition, many people who sent in emails or letters commented on this proposal. A vast majority of people opposed the idea for numerous reasons including:

- It was dangerous previously
- It would reduce access to essential healthcare services for the Tahunanui Community
- It would reduce parking
- It would be bad for adjacent small businesses

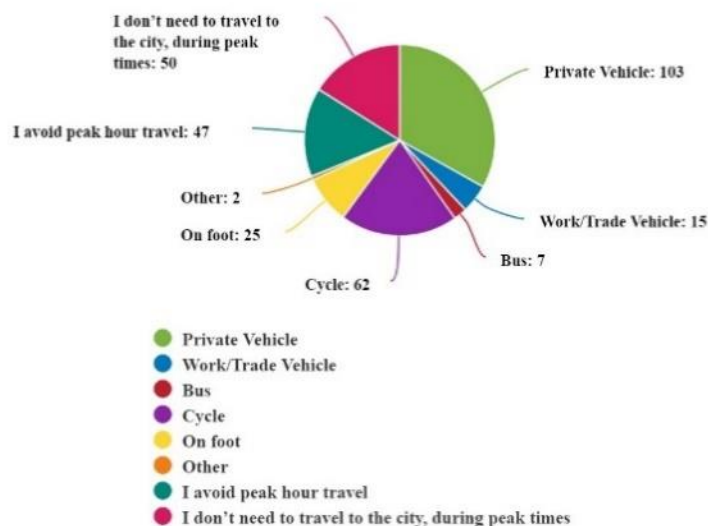
“NO, the previous southbound priority lane was very dangerous for cyclists travelling south of the lights where the lanes merged. You could hear the cars in the outside lane speeding up behind the bike to merge with the traffic on the inside lane. The driver's focus was not on the bike but on their wing mirror to merge with cars on their right.”

A minority of people thought the proposal had merit and believed that parking should be curtailed to enable more vehicles to pass through the busy intersection.

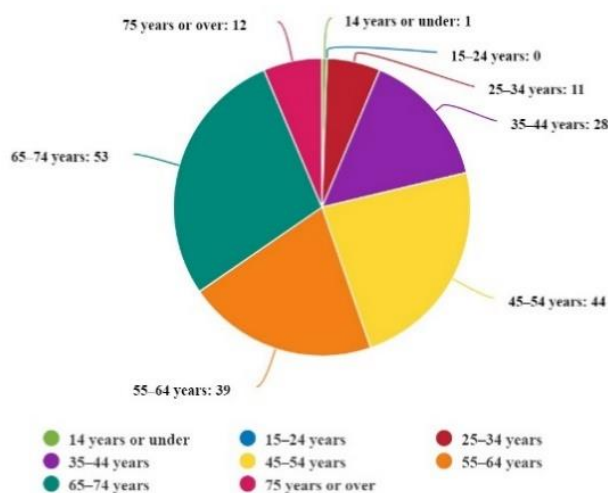
Demographic questions

On Social Pinpoint we had several additional demographic questions, which people could choose to answer. Below are the results.

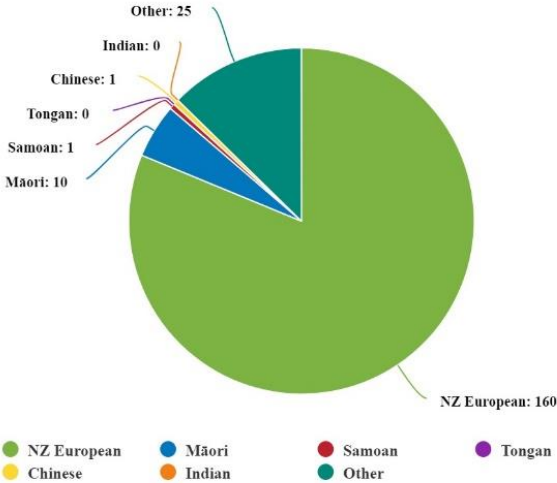
How do you travel to and from Nelson City Centre in the peak morning and evening hours?



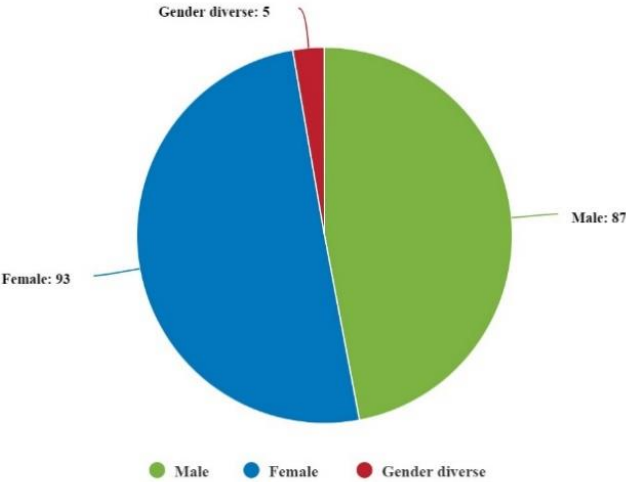
Which of the following best describes the age group you belong to?



What ethnicity/ethnicities do you identify with?



What gender do you identify as?



6.2 Rocks Road walking and cycling proposal

State Highway crossings

We asked people whether we had identified the correct places to cross SH6 (Wakefield Quay/Anchor Shipping, Wakefield Quay/Quay Building, Nelson Yacht Club, Wakefield Quay/Victoria Road, Richardson Street, Basin Reserve).

We received 43 responses. Opinion was mixed. Some people commented on only one crossing point to say it was correctly located, while others agreed with all of them. Alternatively, there were people who thought too many crossing points were proposed and some thought that a few of the crossing points were dangerous.

“Yes, it is virtually impossible to cross Wakefield Quay and Rocks Road and this proposal can only assist.”

“No more pedestrian crossings needed.”

“Not if it slows too much traffic.”

“Having a crossing by the Yacht Club will likely make turning right into the carpark even more difficult than it already is. I agree crossings are needed, the Basin Reserve is a good spot.”

Access to the waterfront

This question sought information about access to the waterfront, specifically what people thought about locations at Days Track, Richardson Street and near the Boat Shed.

There were 46 responses to this question. (Note: some people commented on just one of the access points while others commented on two or all three.)

- 33 gave an opinion in total about the Days Track access point
- 23 gave an opinion about the Richardson Street access point
- 25 gave an opinion about an access point near the boat shed

Most respondents were in favour of these three access points. A handful of respondents wanted more access points. A representative of sea swimming group asked that provision is made for access to the sea at all tide levels.

Some people were concerned the access points would impede traffic flow.

“Yes, many people swim off the rock wall here (Days Track) and there needs to be a safe place to cross.”

“There are a few mini beaches along rocks road, could we make a second beach spot for when the tide is out? Much like the small beach on oriental parade in Wellington. A half-way to the beach, mini beach.”

“Not if it means stopping the traffic.”

Fishing platform

This question asked whether our marker on the digital feedback platform (north of the natural landscape area) was the right location to move the platform to, and if not where it should be.

Twenty-four people answered this question. Most people didn't agree with the new location with most wanting the platform to stay where it is. A handful of people thought the new position was ok.

“...it is in the right place now.”

“As long as big enough and effective like what we have now.”

Signalised crossing at Days Track

On our Social Pinpoint digital platform, we had information showing where a signalised crossing was proposed which would make it easier and safer to cross SH6, and we invited people to discuss this. We replicated this with information and a question in the printed questionnaire.

Twenty-nine people joined a discussion about this topic on social pinpoint and 24 people provided their thoughts on a printed questionnaire. Many agreed that a signalised crossing was needed and others were concerned it would slow traffic further. While opinion was divided on a signalised crossing, there was general support for a pedestrian refuge.

“Can we have safer crossing in place at Days Track earlier/sooner. Ped. Refuge.”

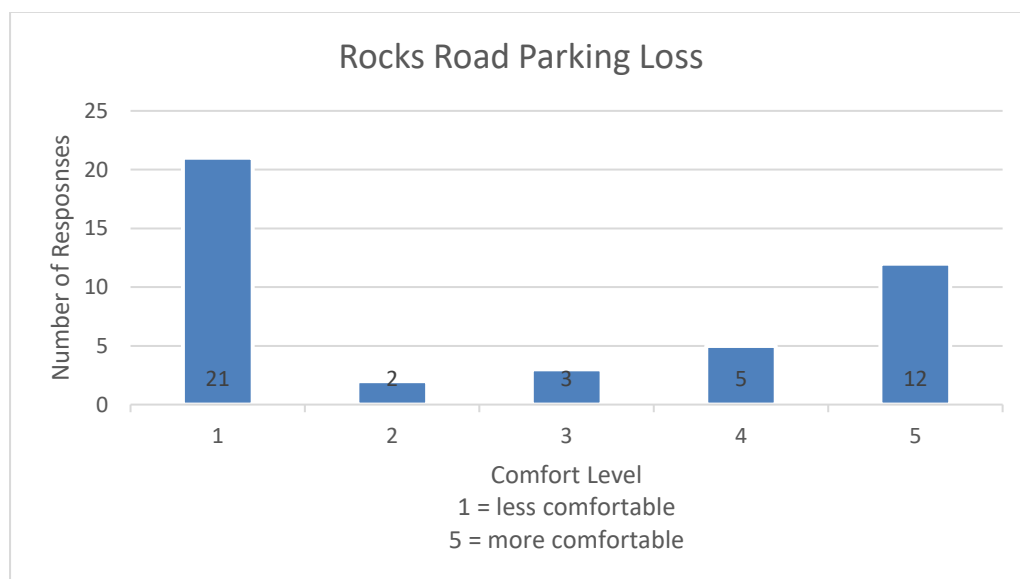
“Pedestrian signals at Days Track would create more truck emissions stop/start.”

Parking reductions

We had information on our Social Pinpoint digital platform explaining that the proposal to build a walking and cycling path along Rocks Road would mean a reduction in parking in some areas, including replacing angled parking with parallel parking. We explained there was also an opportunity to increase parking at the southern end of Rocks Road.

Views on parking were mixed. Some people were comfortable with reduced on-road parking and others concerned for businesses and the Yacht Club. Some thought the reduction in parking could be partially offset by looking to see if lesser-used buildings and their grounds could be modified or replaced to allow parking.

The graph (over page) shows the responses of people who answered this question.



Vertical sea wall versus rock embankment

This question asked people for their thoughts on the vertical concrete wall versus the rock embankment (revetment)

There were 60 responses to this question.

Of these, more than a third of respondents did not make a clear choice. Of the remaining responses, a majority preferred a rock embankment (revetment) over a vertical concrete wall.

“Do not build a high sea wall so people are unable to see the view – it is a beauty spot and should be protected.”

“I think the rock embankment would look much nicer and be much easier to repair.”

“I support whichever option will have the lowest ecological impact.”

“I think that this is a decision that needs to be based on the best engineering decision.”

Rocks Road – have we missed anything?

We asked people whether there was anything we had missed with regard to our Rocks Road walking and cycling path proposal.

We received 51 responses to this question. Many people used this question to generally express their support for a 5m walking and cycling path separated from traffic or to express frustration that the inland route was no longer proposed. Others suggested modifications, such as reusing the existing sea wall in some areas, using a pedestrian island at Days Track instead of signals and to not compromise on the width of the shared use path. A number of people talked about the need to protect the scenic views and aesthetic value of the corridor.

“Do not over-engineer or spend millions to achieve very little.”

“Can’t wait for this to be done, it will be so much safer. Also am really looking forward to being able to cycle off road all the way from town to the beach – soon please!”

“Get rid of the trucks and we won’t need it.”

“The long term goal should be to remove the heavy traffic/light trucks as a minimum from this beautiful piece of road. That should be your focus. I suggest you do nothing until an alternative access road is built. “

“Cycleway/walking path along Rocks Road can’t come soon enough. On so many counts - safety, encouraging use and appreciation of our fantastic harbour and shoreline, encouraging non-petrochemical transport etc. this should be a priority. It does need to be supported by several crossing points, decluttering the road with better public transport/priority lanes, thought given to parking and enhancing use of present cafes, yacht club/boathouse etc.”

7. FEEDBACK THEMES

The Social Pinpoint platform gave people a chance to make suggestions, answer questions or join a discussion about many of the proposals. In total, 1,182 comments were captured online. A proportion of those comments were transferred from information left on post-it notes at the community information sessions. The Social Pinpoint comments and discussions can still be viewed here: <https://nzta.mysocialpinpoint.com/nfap-proposals>.



Figure 11: Social Pinpoint map comments (in brown)

In addition to the information recorded online, we received detailed emails, letters, and some phone calls. We also held drop-in sessions and met with iwi and stakeholders. The following summarises the main themes that emerged when looking across all the feedback:

Overall themes arising from feedback on the Short-term and other improvements package:

- Broad support for enhanced walking and cycling safety and connectivity;
- Support for improved bus services;
- Support for proposed cycleway safety improvements on Washington Road;
- Support for Parkers Road intersection upgrade;
- More support for separated pedestrian and cycling facilities as opposed to shared paths;
- Divided opinion about a cul-de-sac for Chamberlain Street;
- Divided opinion on other traffic calming measures for those streets identified as potentially benefitting from such measures;
- Southbound lane reinstatement is not wanted by the Tahunanui community;
- Concern about safe access to medical facilities in Tahunanui;
- Support for lower speeds;
- Support to review the supply, demand, cost and time restrictions of CBD parking as an essential part of encouraging walking, cycling, ride sharing and use of public transport.

Overall themes arising from feedback on the Rocks Road walking and cycling proposal:

- Support for Rocks Road shared path, but concern about loss of natural environment and beach access for all abilities;

- Support for bringing forward the Rocks Road proposal;
- Support for lower speeds on Rocks Road;
- Concern about the removal of parking spaces.

Overall themes arising from the decision to nominate Priority Lanes as the long-term solution for Nelson:

- Priority Lanes are not wanted by the Tahunanui community;
- Concern about loss of parking in Tahunanui;
- Concern about the closure to general traffic of Tukuka St;
- Concern over number of traffic lights being introduced;
- Concern about access to Tahunanui and Waimea businesses and community services (e.g., medical facilities school, church, bakery);
- Roundabouts desired to allow traffic to flow.



Figure 12: Word cloud based on Social Pin Point Comments

8. FEEDBACK FROM IWI, ORGANISATIONS AND BUSINESSES

8.1 Iwi

The Nelson Future Access project has been in discussion with iwi throughout the project. For this phase of community engagement, the project lead wrote to the eight iwi of Te Taihu to notify of the intention to go public with the preferred long-term option and to seek feedback on the improvements that might be made before the long-term option was required. A hui was subsequently organised with representatives from two iwi in the first week of the engagement period (20th May). Feedback included:

- Consider working with the Port in relation to coastal processes, ecological and benthic (at depth near sea floor) assessments.
- Consider secure bike parking and other facilities in central locations and within planning rules for commercial premises to encourage people to choose different ways to travel.
- Clearly articulate that the programme is adaptive and will be modified over time based on the outcomes of a monitoring programme.
- Change name/narrative of Rocks Road walk cycle facility to ‘Boulevard’ or similar. Boulevard provides a more accurate description and sets expectations of the

slower more shared space that would better support the activities that will be enabled from the facility.

- It was highlighted that the two representatives were not able to speak on behalf of all eight iwi in Te Taihū. Notes and feedback from the session was subsequently shared more widely highlighting the Rocks Road component of the Preferred Proposal as it was felt it would be of more interest than the other components of the Preferred Proposal.

8.2 Organisations and businesses

We heard from numerous community organisations, businesses and commercial property owners including Port Nelson, Nelson Marlborough District Health Board, Nelson Youth Council, the Department of Conservation, and Heritage NZ.

While feedback from the community and organisations was similar in many respects, some organisations thought the timeframe for the proposed works was too long and the intersection and cycle connections needed earlier attention. Public transport improvements were generally supported.

“...these intersections should be addressed first. Particularly the Waimea Road/ The Ridgeway and the Waimea Road/Market Road intersections. We note that the upgrade of these two intersections is not programmed to take place until 10 to 15 years’ time. We urge that these be brought forward and included in the short-term programme of work.”

“Given the priority lanes are at least a decade away; urgently undertake improvements to Waimea Road and along SH6... to improve safety and access for all road users, in particular the most vulnerable users being pedestrians and cyclists, to support mode shift;...”

There was considerable interest and concern expressed by Tahunanui businesses over the implementation of clearways and loss of parking. There were also discussions around the impact on safety, community, economy and environment and loss of amenity to Tahunanui community and Rocks Road, and how the priority lanes will not improve accessibility or safety in the community. Many voiced their concern about safe access for all to the Tahunanui Pharmacy and Medical Centre, as well as access for emergency vehicles. There was good support however, for installing traffic lights at Parkers Road.

“In summary we are not opposed to improving safety, we are very much in favour of the opposite. Improved crossings, slowing down the driving speed in the ‘Village’ are ideas we are in support of. We are opposed to the area outside the Pharmacy becoming potentially an area where drivers speed up in readiness to cut past traffic in the central lane. This was the issue in 2013 and the reason why it was removed.”

“I am opposed to the establishment of 4 lanes of traffic through Tahunanui and I object to the re-establishment of a clearway outside the Pharmacy and Medical Centre. This has been tried before, and it did not work, it was dangerous and was removed as a result. Four lanes of traffic with no median strip or shoulders would make it extremely difficult for the passage of emergency services.”

“The Priority Lane (Clearways) proposal will have a dramatically negative effect on my business, our village community, our iconic waterfront and the whole of Tahunanui Drive.”

There was support for the Rocks Road walking and cycling proposal, and cycling facilities generally. Some Rocks Road businesses were apprehensive about the removal of parking spaces and what that would mean for delivery vehicles.

“What is the plan for delivery vehicles? What provisions have been made for parking for the disabled?”

"I definitely feel that the waterfront needs to be safe and inviting for walkers and cyclists – should that not be the case, we would be one of the few cities/towns in the developed world that has prevented its citizens from accessing a resource that gives pleasure, health and transport options that are planet friendly. Waterfronts attract locals, domestic tourists and international ones too (Covid-19 permitting)."

"In general, I would like to say that, as someone who has cycled the streets of Nelson regularly for more than 20 years, one of the easiest ways to make cycling safer and more pleasant would be to reduce speed limits. My submission is that speed limits over all of Nelson's urban streets should be no more than 40 km/h. On narrower streets or streets with no footpath the speed limit should be 30 km/h."

9. NEXT STEPS

The feedback received has been considered by the project team together with results from further technical analysis. We expect to finalise the investigation and present the business case to Nelson City Council and the Waka Kotahi Board towards the end of the year.

A brief summary of the business case, its conclusions and recommendations will be developed for Council and made available to the community at this time.

While private details from this engagement (such as names and emails) will be held by Waka Kotahi, most feedback will be shared with the Council to assist it and Waka Kotahi to further develop approved plans and to assist with pre-implementation work as funding becomes available.

If the business case is endorsed, funding for next stages will have to be applied for and approved, including design and resource consenting stages. Many of the medium and long-term elements that end up in the final proposal will also need to be brought back to the community as part of their further development.

For more about the project:

<https://www.nzta.govt.nz/projects/nelson-future-access-project>