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# 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

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## 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.

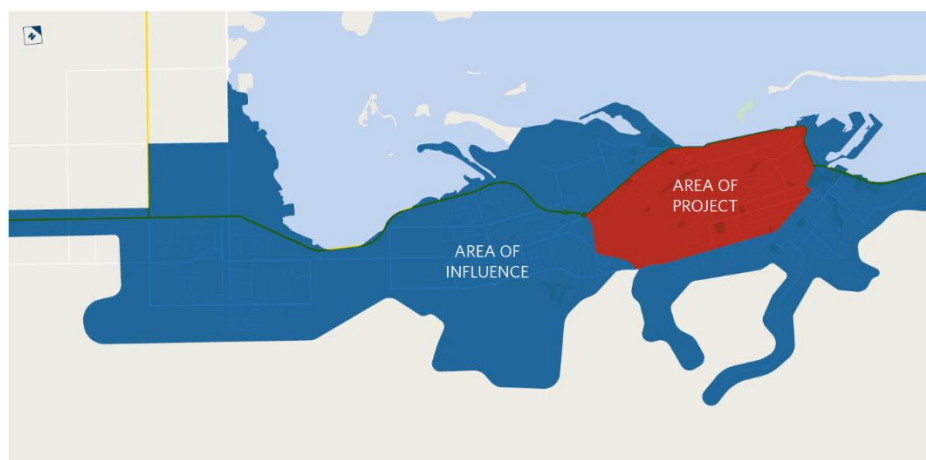


Figure 1: Project area

## 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.

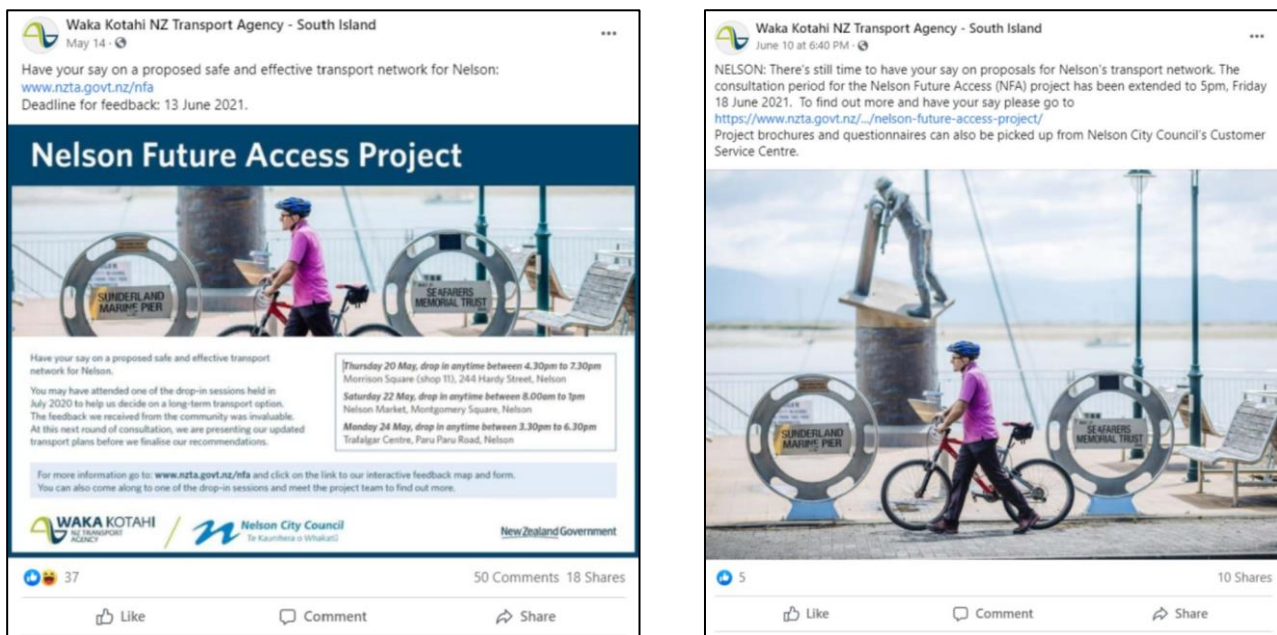


Figure 2: Facebook posts

## 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 8<sup>th</sup> 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

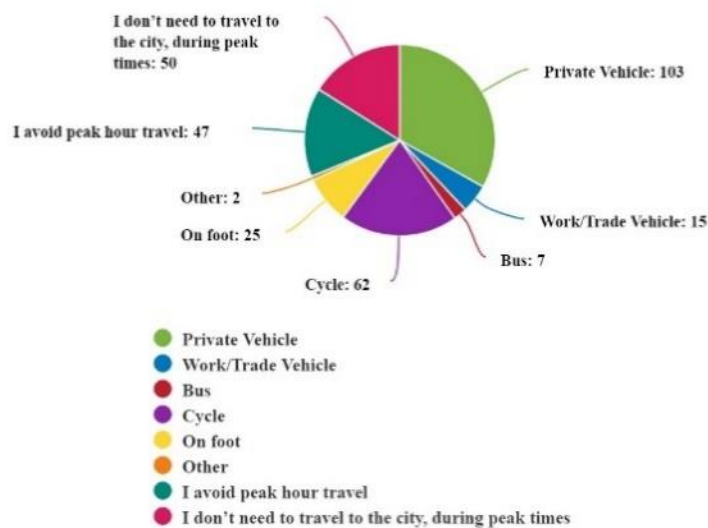
*“NO, the previous southbound priority lane was very dangerous for cyclists travelling south of the lights where the lanes merged. You could hear the cars in the outside lane speeding up behind the bike to merge with the traffic on the inside lane. The driver's focus was not on the bike but on their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

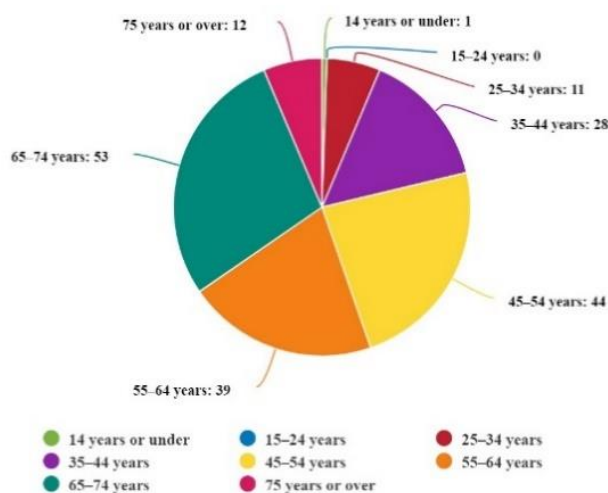
## Demographic questions

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

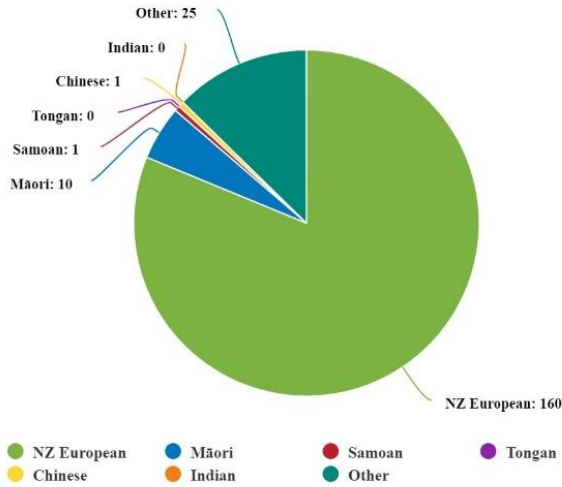
How do you travel to and from Nelson City Centre in the peak morning and evening hours?



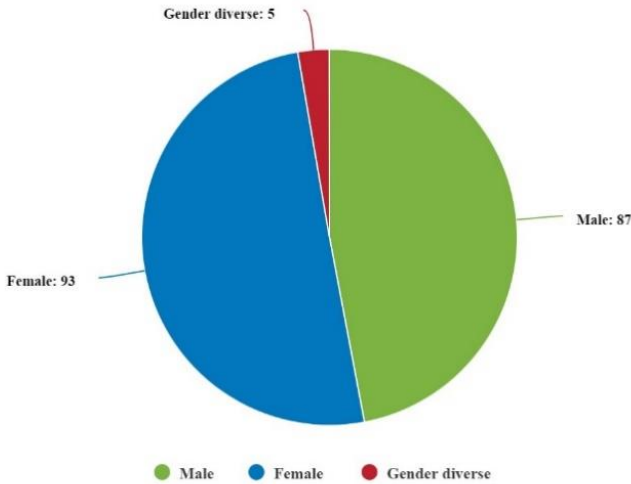
Which of the following best describes the age group you belong to?



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.”*

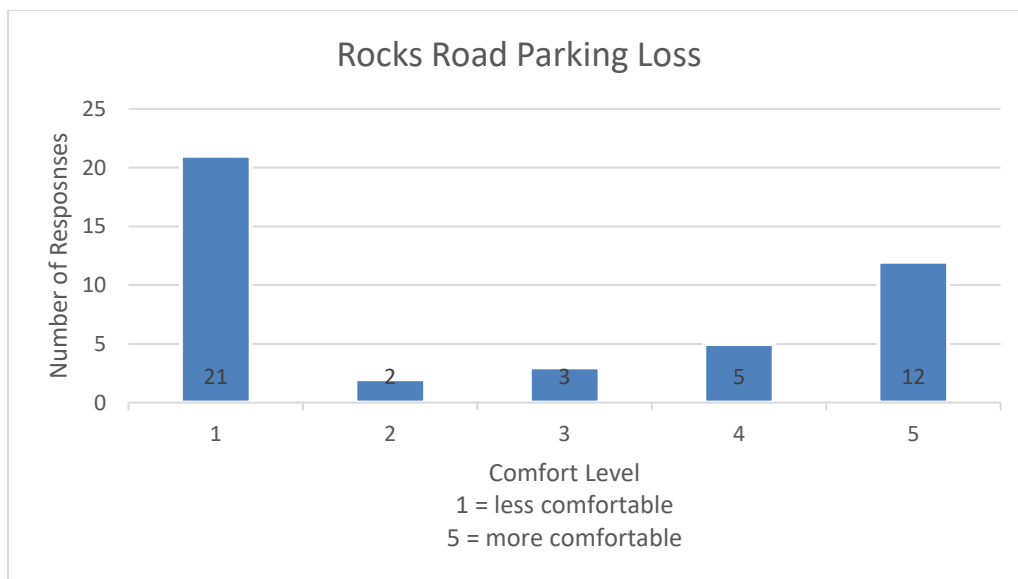
*“Pedestrian signals at Days Track would create more truck emissions stop/start.”*

## 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!”*

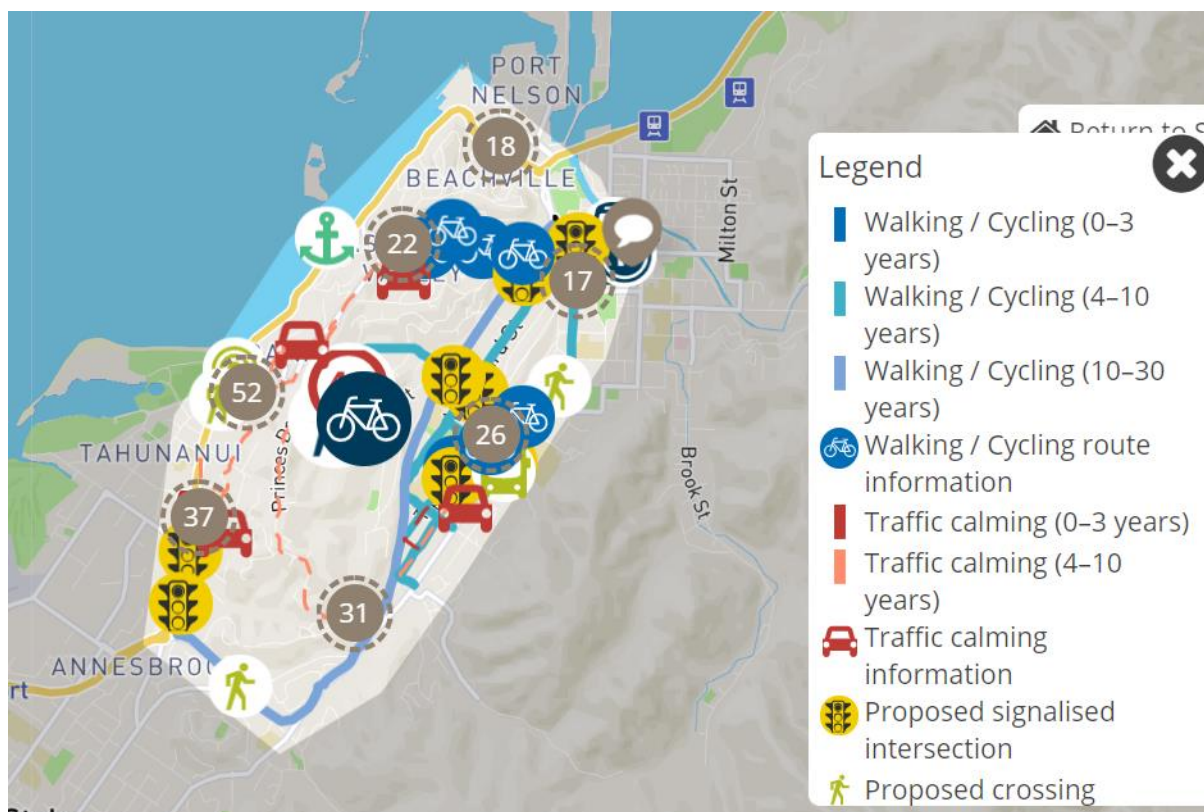
*“Get rid of the trucks and we won’t need it.”*

*“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;



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>