

OPEN

MINUTE ITEM

ATTACHMENTS

**Ordinary meeting of the
Infrastructure Committee**

Te Kōmiti Hanganga

**Thursday 25 February 2021
Commencing at 9.00a.m.
Council Chamber**

Civic House

110 Trafalgar Street, Nelson

TABLE OF CONTENTS

PAGE

4.1 Nelsust - Giving priority to cyclists on St Vincent Street

A. A2583666 Nelsust speaking notes and tabled images

3

4.2 Laurie Christian - Kawai Street Innovative Street Interventions	
A. A2578587 - Kawai Street Development Survey	7
4.3 Nelson Residents Association – Sue Gardner - Trafalgar Street Bike Stand	
A. A2582507 - NRA Trafalgar Street Bike Stand questions	29
4.5 Bicycle Nelson Bays - Bevan Woodward - the new bike storage stands	
A. A2582702 - Bicycle Nelson Bays - Bevan Woodward PowerPoint presentation	30
B. A2584280 - Guide - Urban Mobility and Transport Shift	38
6 Chairperson's Report	
A. A2581944 - Infrastructure Committee Chairperson's Report 25 February 2021	62

Kate Malcolm - Nelsust - Public Forum
Infrastructure Committee - 25 February 2021

St Vincent Street Cycleway

I'm here on behalf of Nelsust and cyclists generally – and for myself. I came to Nelson nearly ten years ago; by then in Wellington I'd given up biking because it no longer felt safe. The minute I discovered the Railway Reserve and its extension St Vincent St, which was at that time getting its separated cycleway, I fell in love with my bike again. Since then I've biked that route almost every day. It's not my most direct route from home into town, it's by far the most pleasant one – and it feels safe. Thank you for enabling that.

The wind flow is not your doing but it happens to blow directly up or down that street. This, added to the slight gradient, can give us an exhilarating ride. Not so exhilarating is the need or the requirement for us to give way at the five minor side streets where turning traffic, turning into or out of those side roads, has been given priority over straight ahead bikes. Now's the time to give all straight ahead traffic, including bikes and pedestrians, the right of way at these side streets.

The **five minor side streets** where we want cyclists and pedestrians to have the right of way are - Totara St, Northesk St, Beccles Lane, Parere St and Natalie St, all marked in blue on this aerial view. Here we want **raised priority crossings** similar to those on the minor side roads across the Railway Reserve in Stoke. The crossings can be placed slightly into the side street, if necessary, to give space for waiting cars.

Pedalling up St Vincent is particularly problematic as we have to swivel our heads 190 degrees to see if a car is approaching from behind about to turn into our line of travel. The car drivers can see us but we can't see them and yet we have to give way. On the new Tahunanui cycleway you've recognised this difficulty and asked traffic turning off the main road to give way to cyclists. We want to see this sign along our stretch also – fifteen of them, in all - "Turning traffic give way to cyclists".

You have been recently making useful improvements along our route, for example the better access between the Railway Reserve and Nelson Intermediate and the better link with the Maitai River cycleway. Thank you for those useful links. Creating **raised priority crossings** for cyclists and pedestrians at the **five side streets** is the next logical step. Now that the cycleway is working well it's the right time to make these incremental improvements. In the end we want to see a smooth flow of traffic, cars and bikes, along this direct route into town. I'm sure that was what you had in mind when creating the cycleway. This safe way for bikes gives freedom to people from every segment of society – you see children and seniors as well as commuters, disabled as well as fit, tourists as well as locals, all on the move, all energised by that ride, that you have enabled. It's been a success that just needs tweaking.

Nelsust warmly welcomes the big bike stands going up in town - not an incremental change but one that will be fully justified once it's full of bikes. The **five raised priority crossings** we're asking for today will help to fill those spaces.

A2583666

Item 4.1: Nelsust - Giving priority to cyclists on St Vincent Street: Attachment 1

Kate Malcolm - Nelsust - Public Forum
Infrastructure Committee - 25 February 2021



A2583666

Item 4.1: Nelsust - Giving priority to cyclists on St Vincent Street: Attachment 1

Kate Malcolm - Nelsust - Public Forum
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Infrastructure Committee - 25 February 2021



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Item 4.2: Laurie Christian - Kawai Street Innovative Street Interventions:
Attachment 1

Laurie Christian - Street Development Survey
Public Forum - Infrastructure Committee - 25 February 2021

Street Development Survey

This survey is benign conducted to get peoples views on the recent street development of Kawai street south, Tukuka street and Tipahi street.

This survey will be carried out in six separate parts to determine wether a person agrees or disagrees to a part of the survey or the whole survey.

The six parts of this survey are

- 1) The 4 stop signs at the intersections
- 2) The painted lines and bollards at the intersections
- 3) The planter boxes and picnic tables coming out to the middle of the street
- 4) The removal of street parking
- 5) The speed humps marked as pedestrian crossings
- 6) Are the speed humps necessary

Any person under the age of 18 cannot ^{take} part of this survey

Item 4.2: Laurie Christian - Kawai Street Innovative Street Interventions:
Attachment 1

Laurie Christian - Street Development Survey
Public Forum Infrastructure Committee - 25 February 2021
Date 1-2-2021

(1) Do you agree or disagree to having 4 stop signs

Name	Address	Agree	Disagree	Signature
John Scott	199 Kawai St		✓	J Scott
Stephen Perrin	201 Kawai St		✓	S201
Nita Hippelie	203 Kawai St Sth	✓		Nita
Amanda Sears	205 Kawai St South		✓	A Sears
Jimmy Claudio	208 Kawai St	✓	✓	Jimmy
Tracey Rott Collins	209 Kawai St Sth	✓		Tracey
Stuart Cole	211 Kawai St South		✓	Stuart
Brenda Lee Cole	211 Kawai St South		✓	B. Cole
Ken Gehlert	213 Kawai St	✓		Ken
Kristal	215 Kawai St	✓	✓	Kristal
Mel Barker	217 Kawai St	✓		Mel
Scott Barker	" "		✓	Scott
Harold Sanders	219 Kawai St	✓		Harold
Paula Topica	219B Kawai St		✓	Paula
PUNCHIN HEAL	218 Kawai St	✓		Punchin
Alan Sutton	202 Kawai St		✓	Alan
Telly	198 Kawai St	✓		Telly
Crainana Howat	198a Kawai St	✓	✓	Crainana
Peter Howat	45 Tukua St	✓		Peter
Andrea Howat	198a Kawai St South		✓	Andrea
Katrina Marshall	196a Kawai St		✓	Katrina
Clayton Lawrence	194a Kawai St		✓	Clayton
Robert Harrison	194 Kawai St		✓	Robert
Thomas Maddock	191 Kawai Street		✓	Thomas
Amber Leigh Vosper	191 Kawai Street Sth		✓	Amber
LYN TAKQUAK	226 Kawai St Nelson		✓	Lyn
Janice Lang	228 Kawai St	✓		Janice
Chris Stevenson	" "		✓	Chris
Junior Atchew	230 Kawai Street Sth		✓	Junior
Desmond Banks	232 Kawai St Sth		✓	Desmond
Phaedun Takimara	232 Kawai St		✓	Phaedun
Linia Takimara	232 Kawai Street South		✓	Linia
Laana Charlett	21232 Kawai Street Sth	✓	✓	Laana
Antonia Rangi	238 Kawai St		✓	Antonia
Steph Rangi	238 Kawai St		✓	Steph
Skully Rangi	238 Kawai St		✓	Skully
Cindy Henry	238 Kawai St		✓	Cindy
Kade Heke	238 Kawai St		✓	Kade
Shelley Lill	238 Kawai St	✓	✓	Shelley
Tim Scudlark	247 Kawai St Sth 2		✓	Tim

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Item 4.2: Laurie Christian - Kawai Street Innovative Street Interventions:
Attachment 1

Laurie Christian - Street Development Survey
Public Forum - Infrastructure Committee - 25 February 2021

Date 8-2-2021

Kawai St, Tipahi

(1) Do you agree or disagree to having 4 stop signs

Name	Address	Agree	Disagree	Signature
E.J. Roughton	197a Kawai St.		✓	E. Roughton
Peter Vestley	212 Kawai St		✓	Peter Vestley
Connie Vestley	212 Kawai St		✓	Connie Vestley
Francis	275a Kawai St	✓		Francis
J. Westgate	1/227 Kawai St	✓		J. Westgate
SHANE BERAN	1177a	✓		SHANE BERAN
Ruth McMillan	231 Kawai St		✓	Ruth McMillan
C. Williams	235 Kawai St	✓		C. Williams
D. RICHARDS	235 Kawai St		✓	D. Richards
L. Creech	237 Kawai St		✓	L. Creech
K. Hargreaves	241 Kawai St		✓	K. Hargreaves
M. Lee	241 Kawai St		✓	M. Lee
M. O'Malley	243 Kawai St		✓	M. O'Malley
C. Dunne	243 Kawai St		✓	C. Dunne
H. Northover	154 Tipahi St	✓		H. Northover
T. Lalor	154 Tipahi St		✓	T. Lalor
A. Corry	152a Tipahi St		✓	A. Corry
Sharon Gill	149 Tipahi St		✓	Sharon Gill
Brendy Beckett	149 Tipahi St		✓	Brendy Beckett
Dylan Small	149 Tipahi St		✓	Dylan Small
Danielle Small	149 Tipahi St		✓	Danielle Small
Gordon Smith	151 Tipahi St		✓	Gordon Smith
Christina Cox	2/28 Tukuka St		✓	Christina Cox
John Mills	18 Tukuka Street		✓	John Mills
Van Adair	12 Tukuka St	✓		Van Adair
Shantelle Morris	4 Tukuka St		✓	Shantelle Morris
Deek Lines	2/2 Tukuka St		✓	Deek Lines
A. Nade	23 Tukuka St		✓	A. Nade
S. Moore	27 Tukuka St		✓	S. Moore
C. Barrett	159 Kawai St		✓	C. Barrett
Daryl Scott	36 Tukuka St		✓	Daryl Scott
Adrian Brown	2/34 Tukuka St	✓		Adrian Brown
Deborah Brown	143 Tipahi St		✓	Deborah Brown
Anabelle Reeves	135 Tipahi St	✓		Anabelle Reeves
Zandesh	1/133 Tipahi St	✓		Zandesh
Esperanza	2/131 Tipahi St		✓	Esperanza
F. O'Connell	1/171 Tipahi St		✓	F. O'Connell
S. R. HALL	1/171 Tipahi St		✓	S. R. Hall

Item 4.2: Laurie Christian - Kawai Street Innovative Street Interventions:
Attachment 1

Laurie Christian - Street Development Survey
Public Forum - Infrastructure Committee - 25 February 2021

Date 10-2-2021

(1) Do you agree or disagree to having 4 stop signs

Name	Address	Agree	Disagree	Signature
Orin Ze	129/3 Tipahi Street		✓	Orin
Blank	127 Tipahi St		✓	Blank
Charlene Tiorbol	2/125 TIPAH ST.	✓		Charlene
Ang Pearson	2/121 Tipahi St		✓	Ang
James McInnis	119 Tipahi Street	✓		James
Bradley Hurd	117 Tipahi Street		✓	Bradley
Lari Welsh	117 Tipahi Street		✓	Lari
Loree Kothouse	115 Tipahi Street	✓		Loree
Suzanne Donnelly	136 Tipahi St		✓	Suzanne
Mark Waerea	134 Tipahi St	✓		Mark Waerea
Khum Pyakund	132 Tipahi St		✓	Khum
Bhim Pyakund	132 Tipahi St	✓		Bhim
Vika Lata	128 Tipahi St.		✓	Vika
Rosette Webb	126 Tipahi St		✓	Rosette
Mikina Webb	126 Tipahi St		✓	Mikina
Ethel Curtis	124 Tipahi St		✓	Ethel
Margaret	123 Tipahi St		✓	Margaret
Paul	116 Tipahi St		✓	Paul
Mike Self	206 Kauri St	✓		Mike Self
Clare Self	206 Kauri St	✓		Clare Self

Item 4.2: Laurie Christian - Kawai Street Innovative Street Interventions:
Attachment 1

Laurie Christian - Street Development Survey
Public Forum - Infrastructure Committee - 25 February 2021

Date 7-2-2021

(2) The painted lines and bollards at the intersections

Name	Address	Agree	Disagree	Signature
John Scott	199 Kawai St		✓	J Scott
STPatti	201 Kawai St	✓		STPatti
Nita Hippiche	203 Kawai St	✓		Nita Hippiche
Amanda Sears	21205 Kawai St South	✓		Amanda Sears
Janey Clarke	208 Kawai St	✓	✓	Janey Clarke
Tracey Rolfe Collins	209 Kawai St St	✓		Tracey Rolfe Collins
Shawn Cole	211 Kawai St South	✓		Shawn Cole
Brenda Lee Cole	211 Kawai St South	✓		Brenda Lee Cole
Kat Debbie	213 Kawai St South	✓		Kat Debbie
Kristen Nihon	215 Kawai St South	✓		Kristen Nihon
Mel Burke	217 Kawai St South	✓		Mel Burke
Scott Barker	" "	✓		Scott Barker
Nigel Sanders	219 Kawai St	✓		Nigel Sanders
Paula Topia	219B Kawai St	✓		Paula Topia
DUNCAN HEAR	218 Kawai St South	✓		DUNCAN HEAR
Adam Sallon	202 Kawai St	✓		Adam Sallon
Telby	188 Kawai St South	✓		Telby
Graham Howat	198 Kawai St	✓		Graham Howat
Peter Howat	45 Tuhuka St	✓		Peter Howat
Andrea Howat	198 Kawai St	✓		Andrea Howat
Kathryn Marshall	196 Kawai St	✓		Kathryn Marshall
Glenys Lawrence	194 Kawai St	✓		Glenys Lawrence
Amber Vosper	191 Kawai St	✓		Amber Vosper
Thomas Maddock	191 Kawai St	✓		Thomas Maddock
Kyle FARGUHAN	226 Kawai St North	✓		Kyle FARGUHAN
Tamara Louna	228 Kawai Street	✓		Tamara Louna
Chrys Stevenson	"	✓		Chrys Stevenson
Junior Heflin	230 Kawai St St	✓		Junior Heflin
Desmond Renda	232 Kawai St St	✓		Desmond Renda
Phaedra Tokimaru	232 Kawai St	✓		Phaedra Tokimaru
Tina Tokimaru	232 Kawai Street South	✓		Tina Tokimaru
Loanaa Charles	21232 Kawai St St	✓		Loanaa Charles
at Rang	238 Kawai St	✓		at Rang
Kade Heke	3/238 Kawai St	✓		Kade Heke
Shelley Lill	238 Kawai St	✓		Shelley Lill
Tan Scallan	242 Kawai	✓		Tan Scallan

Item 4.2: Laurie Christian - Kawai Street Innovative Street Interventions:
Attachment 1

Laurie Christian - Street Development Survey
Public Forum - Infrastructure Committee - 25 February 2021

Date 8-2-2021

(2) The painted lines and bollards at the intersections

Name	Address	Agree	Disagree	Signature
E.J. Roughton	197a Kawai St.		✓	E. Roughton
Francis	225a Kawai St	✓		Francis
J. Westgate	1/227 KAWAI ST	✓		J. Westgate
S. Hance	1/229 KAWAI	✓		S. Hance
R. McMillan	231 Kawai St Sth		✓	R. McMillan
C. Williams	235 Kawai St	✓		C. Williams
A. Ricketts	237a KAWAI ST		✓	A. Ricketts
I. Greenfield	231c Kawai St		✓	I. Greenfield
K. Hargreaves	241 Kawai St		✓	K. Hargreaves
M. Hargreaves	241 Kawai St		✓	M. Hargreaves
M. O'Malley	243 KAWAI	✓	✓	M. O'Malley
H. Hargreaves	154 Tipahi St		✓	H. Hargreaves
T. Hargreaves	154 Tipahi St		✓	T. Hargreaves
N. Cozzes	152a Tipahi St		✓	N. Cozzes
M. Call	149 Tipahi St		✓	M. Call
R. Beckert	149 Tipahi St		✓	R. Beckert
D. Small	149 Tipahi St		✓	D. Small
D. Small	149 Tipahi St		✓	D. Small
C. Smith	151 Tipahi St		✓	C. Smith
J. Mills	18 Tukuka St		✓	J. Mills
K. Hargreaves	12 Tukuka St	✓		K. Hargreaves
Shantelle Morris	4 Tukuka St		✓	Shantelle Morris
Derek Rines	2/2 Tukuka St		✓	Derek Rines
D. Wade	23 Tukuka St		✓	D. Wade
D. Moore	27 Tukuka St		✓	D. Moore
C. Barrett	159 Tukuka St		✓	C. Barrett
D. Scott	36 Tukuka St		✓	D. Scott
A. Barton	2/34 Tukuka St	✓		A. Barton
D. Bartlett	143 Tipahi St		✓	D. Bartlett
Annabelle Reeves	135 Tipahi St	✓		Annabelle Reeves
Sandesh	1/333 Tipahi St	✓		Sandesh
Loretta	2/131 Tipahi St		✓	Loretta
T. Robb	1/111		✓	T. Robb

Laurie Christian - Street Development Survey
Public Forum - Infrastructure Committee - 25 February 2021
Date 10-2-2021

Name . Address . Agree . Disagree . Signature

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Item 4.2: Laurie Christian - Kawai Street Innovative Street Interventions:
Attachment 1

Laurie Christian - Street Development Survey
Public Forum - Infrastructure Committee - 25 February 2021

Date 7-2-2021

(3) The planter boxes and picnic tables coming out to the middle of the street

Name	Address	Agree	Disagree	Signature
John Scott	149 Kawai St	✓		J Scott
B Z Perin	201 Kawai St	✓		B Perin
Nita Hippolite	203 Kawai St Stth	✓		Nita Hippolite
Amanda Boers	21205 Kawai St South	✓	✓	Amanda Boers
Jonny Claridge	208 Kawai St	✓		Jonny Claridge
Trave Rolfe-Collins	209 Kawai St Stth	✓		Trave Rolfe-Collins
Stuart Cole	211 Kawai St South	✓		S.Cole
Blair Cole	211 Kawai St South	✓		B. Cole
Kai Gelpi	213 Kawai St South	✓		Kai Gelpi
Kyrol Nithig	215 Kawai St	✓		Kyrol Nithig
Mel Barker	217 Kawai St	✓		Mel Barker
Scott Barker		✓		Scott Barker
Nigel Sand	21219 Kawai St	✓		Nigel Sand
Paula Topis	219B Kawai St	✓		Paula Topis
DUNN HEAL	218 KAWAI ST	✓		DUNN HEAL
Edna Sutton	202 Kawai St	✓		Edna Sutton
Telly	198 Kawai St	✓		Telly
Graham Howat	198a Kawai St	✓		Graham Howat
Peter Howat	45 Takahua St	✓		Peter Howat
Andrea Howat	198A Kawai St	✓		Andrea Howat
Katrina Marshall	196A Kawai St	✓		Katrina Marshall
Glenys Kaweneke	194A Kawai St	✓		Glenys Kaweneke
Karen Williams	194 KAWAI	✓		Karen Williams
Amber Vasey	1/191 Kawai St	✓		Amber Vasey
Thomas Meddick	191 Kawai St	✓		Thomas Meddick
Nina Fawcett	226 Kawai St	✓		Nina Fawcett
Tamara Kama	228 Kawai Street	✓		Tamara Kama
Anna Stevenson	"	✓		Anna Stevenson
Junior Astolo	230 Kawai St sth	✓		Junior Astolo
Desmond Forster	232 Kawai St sth	✓		Desmond Forster
Frederick Takumanga	237 Kawai Street south	✓		Frederick Takumanga
Tina Takumanga	232 Kawai Street south	✓		Tina Takumanga
Leana Charles	21237 Kawai St South	✓		Leana Charles
Stacy Skell	238 Kawai St	✓		Stacy Skell
Andy Kang	238 Kawai St	✓		Andy Kang
Rachel Heke	3/238 Kawai St	✓		Rachel Heke
Stella Lill	238 Kawai St	✓		Stella Lill
Tom Scudlery	242 Kawai St	✓		Tom Scudlery

Item 4.2: Laurie Christian - Kawai Street Innovative Street Interventions:
Attachment 1

Laurie Christian - Street Development Survey
Public Forum - Infrastructure Committee - 25 February 2021

Date 8-7-2021

(3) The planter boxes and picnic tables coming out to the middle of the street

Name	Address	Agree	Disagree	Signature
E. J. Roughton	197a Kawai St.		✓	E. Roughton
Pete Westley	212 Kawai St		✓	Pete Westley
Carnie Westley	212 Kawai St		✓	Carnie Westley
Frith	225a Kawai St		✓	Frith
J. WESTGATE	1/227 KAWAI ST	✓	✗	J. Westgate
S Hare	177a KAWAI	✓		S Hare
R. McMillan	231 Kawai St Sth		✓	R. McMillan
C. Williams	235 Kawai St		✓	C. Williams
D. RICHARDS	237a KAWAI ST		✓	D. Richards
C. Greenfield	237c Kawai St		✓	C. Greenfield
K. Hargreaves	241 "		✓	K. Hargreaves
M. O'Malley	243 Kawai St	✓		M. O'Malley
W. O'Malley	243 Kawai St		✓	W. O'Malley
H. Nothover	154 Tipahi		✓	H. Nothover
T. Whanaka	154 Tipahi St	✓		T. Whanaka
N. Cozens	152b Tipahi St		✓	N. Cozens
M. O'Malley	149 Tipahi St		✓	M. O'Malley
B. R. Riddell	" " "		✓	B. R. Riddell
Dylan Small	149 Tipahi St		✓	Dylan Small
Danielle Small	149 Tipahi St		✓	Danielle Small
Cordon Smith	151 Tipahi St		✓	Cordon Smith
Christine Lee	42a Tukuka		✓	Christine Lee
Jane Mills	18 Tukuka St		✓	Jane Mills
R. A. A. A.	12 Tukuka		✓	R. A. A. A.
Shantelle Norris	4 Tukuka St		✓	Shantelle Norris
Derek Rives	22 Tukuka St		✓	Derek Rives
Deanne Wade	23 Tukuka St		✓	Deanne Wade
Sonia Moore	22 Tukuka St		✓	Sonia Moore
C. J. Barrett	136a Kawai St		✓	C. J. Barrett
Daniel Judd	136 Tukuka		✓	Daniel Judd
H. Barton	2/34 Tukuka St		✓	H. Barton
Deborah Bartlett	143 Tipahi St		✓	Deborah Bartlett
Sanderson	1/33 Tipahi St		✓	Sanderson
Lacetha	2/131 Tipahi St		✓	Lacetha
S. R. O. B. B.	1/11 "		✓	S. R. O. B. B.

Item 4.2: Laurie Christian - Kawai Street Innovative Street Interventions:
Attachment 1

Laurie Christian - Street Development Survey
Public Forum - Infrastructure Committee - 25 February 2021
Date 10-2-2021

(3) The planter boxes and picnic tables coming out to the middle of the street

Name	Address	Agree	Disagree	Signature
Chris	129 1/3 Tipahi St		✓	Chris
Tony Clark	125 Tipahi St		✓	Tony Clark
Charlene Timp	2/125 TIPAH ST		✓	Charlene
De Pearson	2/121 T. pah St		✓	De Pearson
Tom Marks	119 Tipahi Street		✓	Tom Marks
Bradley Hand	117 Tipahi Street		✓	Bradley Hand
Carle Wicks	117 Tipahi Street		✓	Carle Wicks
Over Kothari	115 Tipahi St		✓	Over Kothari
Suz Donnelly	136 Tipahi St		✓	Suz Donnelly
Suz (A bus	shelter would be much better)		✓	Suz Donnelly
Khum Pankurel	132 Tipahi St		✓	Khum Pankurel
Vibha Lata	128 " "		✓	Vibha Lata
Rosette Kibbe	126 Tipahi St		✓	Rosette Kibbe
Michael Wadsworth	126 TIPAH ST		✓	Michael Wadsworth
Ethan Curtis	124 Tipahi St		✓	Ethan Curtis
Mary Toke	122 Tipahi St		✓	Mary Toke
Paul Allen	116 Tipahi St		✓	Paul Allen
Mike Scott	206 Kauri St.	✓		Mike Scott
Clare Swift	206 Kauri St.	✓		Clare Swift

Item 4.2: Laurie Christian - Kawai Street Innovative Street Interventions:
Attachment 1

Laurie Christian - Street Development Survey
Public Forum - Infrastructure Committee - 25 February 2021

Date 7-2-2021

The removal of street parking

47

Name	Address	Agree	Disagree	Signature
John Scott	199 Kawai St	✓		J Scott
Pat Burt	201 Kawai St	✓		Pat Burt
Nita Appleton	203 KAWAI ST STH	✓		Nita Appleton
Amanda Sears	2/205 Kawai St South	✓		Amanda Sears
Jonny Claridge	205 Kawai St	✓		Jonny Claridge
Tracie Kolte-Collins	209 Kawai St Sth	✓		Tracie Kolte-Collins
Shawn Cole	211 Kawai St South	✓		Shawn Cole
Brenda Lee Cole	211 Kawai St South	✓		B. Cole
Kat Gubb	213 Kawai St South	✓		Kat Gubb
Kyral Wiking	215 Kawai St	✓		Kyral Wiking
Mel Barker	217 Kawai St	✓		Mel Barker
Scott Barker	" "	✓		Scott Barker
Narg Samuels	219 Kawai St	✓		Narg Samuels
Paula Topoi	219B Kawai St	✓		Paula Topoi
Dunthal	218 KAWAI ST.	✓		Dunthal
Adam Sutton	202 Kawai St	✓		Adam Sutton
John	198 Kawai St. South	✓		John
Graham Howat	198a Kawai St	✓		Graham Howat
Peter Howat	45 TUKUKA ST	✓		Peter Howat
Andrea Howat	198A Kawai St	✓		Andrea Howat
Katrina Marshall	196 A Kawai St	✓		Katrina Marshall
Paula Lawrence	194A Kawai St.	✓		Paula Lawrence
John Lawrence	194 Kawai St.	✓		John Lawrence
Amber Voss	191a1 Kawai St	✓		Amber Voss
Thomas Maddock	191 Kawai St	✓		Thomas Maddock
Lyle Farguhar	226 C Kawai St	✓		Lyle Farguhar
Tanya Lundy	228 Kawai Street	✓		Tanya Lundy
Chris Stevenson	"	✓		Chris Stevenson
John Atchison	2230 Kawai St Sth	✓		John Atchison
Desmond Parata	232 Kawai St STH	✓		Desmond Parata
Preedun Takimanga	232 Kawai St South	✓		Preedun Takimanga
Timia Takimanga	232 Kawai Street South	✓		Timia Takimanga
Emma Chait	21232 Kawai St South	✓		Emma Chait
Cindy Skully	238 Kawai St	✓		Cindy Skully
Brooke	238 Wai St	✓		Brooke
Kade Ake	3/238 Kawai St	✓		Kade Ake
Shelley Lill	238A Kawai St	✓		Shelley Lill
Tom Speeder	247 Kawai	✓		Tom Speeder

Item 4.2: Laurie Christian - Kawai Street Innovative Street Interventions:
Attachment 1

Laurie Christian - Street Development Survey
Public Forum - Infrastructure Committee - 25 February 2021

Date 8-2-2021

The removal of street parking

47

Name	Address	Agree	Disagree	Signature
E.J. Roughton	197a Kawai St.		✓	E. Roughton
Peter Wilson	212 Kawai St	✓		P. Wilson
Lance Valley	212 Kawai St		✓	L. Valley
P. J. J.	275A Kawai St		✓	P. J. J.
J. Westgate	1/227 KAWAI ST	✓		J. Westgate
SHANE	1/229 WAWAP	✓		SHANE
R. McMillan	231 Kawai St Stn		✓	R. McMillan
G. Williams	235 Kawai St		✓	G. Williams
D. R. R.	237A KAWAI ST		✓	D. R. R.
C. Greenfield	237C Kawai St		✓	C. Greenfield
K. Hargreaves	241 "		✓	K. Hargreaves
M. Lee	241 Kawai St		✓	M. Lee
M. O'Malley	243 Kawai St		✓	M. O'Malley
CHRYN	"		✓	CHRYN
H. B. H.	154 Tipahi St		✓	H. B. H.
T. V.	154A Tipahi St		✓	T. V.
N. Cozette	152A TIPAHU ST		✓	N. Cozette
JOHN CUI	149 TIPAHU ST		✓	JOHN CUI
R. R.	"		✓	R. R.
Dylan Small	149 Tipahi St		✓	Dylan Small
Christelle Small	149 Tipahi St		✓	Christelle Small
Carolyn Smith	151 Tipahi St		✓	Carolyn Smith
Charles Cox	2/28 Tukuka St		✓	Charles Cox
Angie Mills	18 Tukuka St		✓	Angie Mills
John Andrew	12 Tukuka St		✓	John Andrew
Shantelle Norris	4 Tukuka St		✓	Shantelle Norris
Deek Lines	2/2 Tukuka St		✓	Deek Lines
Deanne Wade	53 Tukuka St		✓	Deanne Wade
Sonia Moore	27 Tukuka St		✓	Sonia Moore
Arthur R.	159 Kawai Street		✓	Arthur R.
David S.	36 Tukuka St		✓	David S.
A. Barton	2/24 TUKUKA ST	✓		A. Barton
Deborah Bartlett	143 Tipahi St		✓	Deborah Bartlett
Sandesh	2/132 Tipahi St		✓	Sandesh
Loretta	2/131 Tipahi St		✓	Loretta
S. ROBB	"		✓	S. ROBB

Laurie Christian - Street Development Survey
Public Forum - Infrastructure Committee - 25 February 2021

(4)

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Item 4.2: Laurie Christian - Kawai Street Innovative Street Interventions:
Attachment 1

Laurie Christian - Street Development Survey
Public Forum - Infrastructure Committee - 25 February 2021

date 7-2-2021

(5) The speed humps marked as pedestrian crossings

Name	Address	Agree	Disagree	Signature
John Scott	199 Kawai St	✓		J Scott
P. I. Perin	201 Kawai St	✓		P. I. Perin
Nita Hippelke	203 Kawai St Sth	✓		Nita Hippelke
Amanda Seers	2105 Kawai St South		✓	A Seers
Donny Claridge	208 Kawai St	✓		Donny Claridge
Sheryl Cole	211 Kawai St South		✓	S. Cole
Brenda Lee Cole	211 Kawai St South		✓	B. Cole
Kat Gibson	213 Kawai St South		✓	K Gibson
Kristal Wither	215 Kawai St South	✓		Kristal Wither
Neil Barker	217 Kawai St	✓		N Barker
Scott Barker	"	✓		S Barker
Nigel Sanders	219 Kawai St		✓	N Sanders
Paula Topica	219B Kawai St	✓		P. Topica
Bruno Hal	218 Kawai St	✓		B. Hal
Adam Sutton	202 Kawai St		✓	A Sutton
Telly	198 Kawai St		✓	Telly
Graham Howat	198a Kawai St	✓		G. Howat
Peter Howat	45 TUKUKA ST	✓		P. Howat
Andrea Howat	198A Kawai St		✓	A. Howat
Keliana Marshall	196A Kawai St		✓	K. Marshall
G. Lawrence	194A Kawai St		✓	G. Lawrence
Donna Hammond	194 Kawai St		✓	D. Hammond
Amber Vosper	1/191 Kawai St		✓	A. Vosper
Thomas Maddock	1/191 Kawai St		✓	T. Maddock
Glynis Asquith	226C Kawai St		✓	G. Asquith
Karen Lang	228 Kawai Street	✓		K. Lang
Chris Stevenson	"	✓		C. Stevenson
Junior Mota	230 Kawai St Sth		✓	J. Mota
Desmond Branta	232 Kawai St Sth		✓	D. Branta
Preedam Tahinacua	232 Kawai Street South		✓	P. Tahinacua
Tina Tahinacua	232 Kawai Street South		✓	T. Tahinacua
Leana Challa	2/232 Kawai St South	✓		L. Challa
Staph Skelly	238 Kawai		✓	S. Skelly
Antonio Rung	238 Kawai		✓	A. Rung
Cindy Kane	238 Kawai St		✓	C. Kane
Kade Heke	3/238 Kawai St		✓	K. Heke
Shelley Lill	238A Kawai St		✓	S. Lill
Tam Scudler	242 Kawai St		✓	T. Scudler

Item 4.2: Laurie Christian - Kawai Street Innovative Street Interventions:
Attachment 1

Laurie Christian - Street Development Survey
Public Forum - Infrastructure Committee - 25 February 2021

Date 8-2-2021

151 The speed humps marked as pedestrian crossings

Name	Address	Agree	Disagree	Signature
E.J. Roughton	197a Kawai	✓		E. Roughton
Phong	225A Fawcett St	✓		Phong
J. WESTGATE	1/277 KAWAI ST	✓		JW
SHANE	177 KAWAI ST	✓		SB
R. McMillan	231 Kawai St Sth	✓		RM
C. Williams	235 Kawai St	✓		clw
D. Kierkegaard	237A KAWAI ST		✓	D. Kierkegaard
L. Greenfield	237 KAWAI ST		✓	L. Greenfield
K. Haggard	241 Kawai St		✓	K. Haggard
M. Cochrane	241 Kawai St		✓	M. Cochrane
M. O'Malley	243 Kawai St	✓		m. o'malley
H. Northover	154 Tipahi St		✓	H. Northover
T. Vaharika	154A Tipahi St		✓	T. Vaharika
N. Cozors	152A TIPAHU ST		✓	N. Cozors
MONA COVIL	149 TIPAHU ST		✓	MONA COVIL
Barry Beckett	" " "		✓	B. Beckett
Dylan Smill	149 tipahi st		✓	D. Smill
Danielle Smill	149 tipahi st		✓	D. Smill
Gordon Smith	151 Tipahi St		✓	G. Smith
Koh Hing	12 Tukuka St	✓		K. Hing
Shantelle Morris	12 Tukuka St		✓	S. Morris
Denise Jones	2/1 Tukuka St		✓	D. Jones
Debbie Wade	23 Tukuka		✓	D. Wade
Sonia Moore	27 Tipahi St		✓	S. Moore
Catherine	139 Kawai Street		✓	C. Moore
Daniel Scott	36 Tukuka St		✓	D. Scott
Archie Brown	34 Tukuka St	✓		A. Brown
Deborah Brown	143 Tipahi St		✓	D. Brown
Annabelle Keen	135 Tipahi Street	✓		A. Keen
Sandesh	1/233 Tipahi St		✓	S. Keen
Carole	2/131 Tipahi St		✓	C. Keen
S. ROBB	1/11 " "		✓	S. Keen

Item 4.2: Laurie Christian - Kawai Street Innovative Street Interventions:
Attachment 1

Laurie Christian - Street Development Survey
Public Forum - Infrastructure Committee - 25 February 2021
Date 10-1-2021

(5) The speed humps marked as pedestrian crossings

[illegible]

Shape. Nelson. Govt. 12 - Kowarist feedback.

Item 4.2: Laurie Christian - Kawai Street Innovative Street Interventions:
Attachment 1

Laurie Christian - Street Development Survey
Public Forum - Infrastructure Committee - 25 February 2021
Date 7-2-2021

Are the speed humps necessary

67

Name	Address	Agree	Disagree	Signature
John Scott	199 Kawai St	✓		J Scott
B. Perri	201 Kawai St	✓		B Perri
Nita Hippel	203 Kawai St StH	✓		Nita Hippel
Amanda Sees	2/205 Kawai St South		✓	Amanda Sees (Yes, to the one outside kindly)
Jenny Claxton	209 Kawai St	✓		Jenny Claxton
Tracie Rolfe Collins	209 Kawai St StH	✓		Tracie Rolfe Collins
Stuart Cole	211 Kawai St South	✓		Stuart Cole
Brenda Cole	211 Kawai St South	✓		B. Cole
Kat Gebbie	213 Kawai St South	✓		Kat Gebbie
Iku Shuf	215 Kawai St South	✓		Iku Shuf
Mel Barker	217 Kawai St	✓		Mel Barker
Scott Barker	"	✓		Scott Barker
Paula Santos	219 Kawai St	✓		Paula Santos
Paula Topia	219B Kawai St	✓		Paula Topia
Dan Hall	219 Kawai St	✓		Dan Hall
Ashley Sutton	207 Kawai St	✓		Ashley Sutton
Telby	198 Kawai St	✓		Telby
Gillian Howat	198A Kawai St	✓		Gillian Howat
Peter Howat	45 Tukukua St	✓		P. Howat
Andrea Howat	198A Kawai St	✓		Andrea Howat
Kathryn Marshall	196A Kawai St	✓		KM
John Lawrence	194A Kawai St	✓		John Lawrence
J. Hammond	194 Kawai St	✓		J. Hammond
Archer Vassari	1191 Kawai St	✓	Only some	Archer Vassari
Thomas Macdonald	1191 Kawai St	✓	Only some	Thomas Macdonald
L. FAQUINHA	220 Kawai St	✓		L. FAQUINHA
Tania Langa	228 Kawai Street	✓		Tania Langa
Chris Stevenson	"	✓		Chris Stevenson
Junior Astolu	220 Kawai St StH	✓		Junior Astolu
Desmond Parata	232 Kawai St StH	✓		Desmond Parata
Meredith Talimacua	232 Kawai Street South	✓	x	Meredith Talimacua
Mia Talimacua	232 Kawai Street South	✓		Mia Talimacua
Leana Chalith	21232 Kawai St South	✓		Leana Chalith
Gina Wood	238 Kawai St	✓	x	Gina Wood
Adonis Rangi	238 Kawai St	✓		Adonis Rangi
Cindy Rangi	238 Kawai St	✓		Cindy Rangi
Kade Heke	3/238 Kawai St	✓		KH
Shelley Lill	238 Kawai St	✓		SL
Tan Scott	242 Kawai Street	✓		Tan Scott

Great for slowing down traffic

Item 4.2: Laurie Christian - Kawai Street Innovative Street Interventions:
Attachment 1

Laurie Christian - Street Development Survey
Public Forum - Infrastructure Committee - 25 February 2021

Date 8-2-2021

Are the speed humps necessary

67

Name	Address	Agree	Disagree	Signature
E.J. Roughton	197a Kawai	✓		E. Roughton
Rennie Kibbey	212 Kawai St	✓		R. Kibbey
Francy	225H	✓		Francy
SHANE	1/279 Kawai	✓		SHANE
R. McMillan	231 Kawai St St	✓		R. McMillan
C. Williams	235 Kawai St	✓		C. Williams
A. Roughton	237 Kawai St		✓	A. Roughton
L. Greenfield	237c Kawai St		✓	L. Greenfield
K. Hargreaves	241 Kawai St	✓		K. Hargreaves
W. Wade	241 Kawai St		✓	W. Wade
M. O'Malley	243 Kawai St	✓		M. O'Malley
H. Norrish	154 Tipahi St	✓		H. Norrish
T. Wainwright	154 Tipahi St	✓		T. Wainwright
N. Cozart	152A Tipahi St	✓		N. Cozart
J. Wainwright	149 Tipahi St		✓	J. Wainwright
B. B. B. B.	"		✓	B. B. B. B.
Dylan Small	149 Tipahi St		✓	D. Small
Danielle Small	149 Tipahi St		✓	D. Small
Gordon Smith	151 Tipahi St	✓		G. Smith
K. K. K.	12 Tukuka St	✓		K. K. K.
Shantelle Morris	4 Tukuka St	✓		Shantelle Morris
Deek Kines	1/2 Tukuka		✓	Deek Kines
Deanne Wade	28 Tukuka	✓		Deanne Wade
Benia Moore	27 Tukuka		✓	Benia Moore
Catherine Barnett	189 Kawai Street		✓	Catherine Barnett
Daniel Sale	36 Tukuka St	✓		Daniel Sale
A. Barton	2134 Tukuka St	✓		A. Barton
D. B. B.	143 Tipahi St	✓		D. B. B.
Amberlee Reeves	135 Tipahi Street	✓		Amberlee Reeves
Samuel Smith	1/133 Tipahi St	✓		Samuel Smith
Coretta	1/131 Tipahi St	not all - where they are placed		Coretta
Graham	6 ...	✓		Graham

Laurie Christian - Street Development Survey
Public Forum - Infrastructure Committee - 25 February 2021

(6)

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Item 4.2: Laurie Christian - Kawai Street Innovative Street Interventions: Attachment 1

Laurie Christian - Street Development Survey
Public Forum - Infrastructure Committee - 25 February 2021

Kawai street Tukuka street and Tipahi street Survey results

1) The 4 stop signs at the intersections

98 residences took part in this part of the survey 27 agreed to having the stop signs and 71 disagreed to having the stop signs

2) The painted lines and bollards at the intersections

88 residence took part in this survey 19 agreed to having the lines and bollards at the intersections and 69 disagreed to having the lines and bollards at the intersections

3) The planter boxes and picnic tables coming out to the middle of the street

92 residence took part in this survey 14 agreed to having the planter boxes and picnic tables and 78 disagreed to having the planter boxes and picnic tables

4) The removal of street parking

90 residence took part in this survey 13 agreed to the removal of street parking and 77 disagreed to the removal of the street parking

5) The speed humps marked as pedestrian crossing

87 residence took part in this survey 29 agreed to having the speed humps marked as pedestrian crossing and 58 disagreed to having the speed humps marked as pedestrian crossing

6) Are the speed humps necessary

91 residence took part in this survey 71 agreed the speed humps are necessary and 20 disagreed the speed humps were not necessary

As can be seen by this survey over 80 % of the residence in these streets have disagreed to the streets development design

The coordinator of this survey
Laurie Christian

A2578587

Item 4.2: Laurie Christian - Kawai Street Innovative Street Interventions: Attachment 1

Laurie Christian - Street Development Survey
Public Forum - Infrastructure Committee - 25 February 2021

Some suggestions on improving the street development of Kawai street south Tukuka street and Tipahi street

1) The 4 stop signs at the 2 intersection

The 4 stop signs at both intersection are causing a lot of confusion with drivers. So if 2 of the stop signs were removed from both intersection and replaced with 4 judder bars at both intersections they would still slow down traffic, but allow drivers that are at the intersections with no stop signs the right away to proceed through the intersection without having to stop.

2) The painted lines and bollards 2 intersections

The bollards at their centre point, are at least 2.6 metres out from the kerb and this forcing traffic turning left to cross the centre line. And if they were removed and the judder bars put in place, the judder bars would stop traffic from speeding around the corner and let the traffic keep to the correct side of the road.

3) The planter boxes and picnic tables coming out to the middle of the road

The planter boxes coming out to the middle of the road is dangerous as it is forcing traffic onto the wrong side of the road, and there are no warning signs or arrows to warn drivers there is a change to the road. They should be removed and judder bars put in, and once again they are going to slow traffic down and let drivers keep to the right side of the road.

4) Removal of street parking

If the planter boxes and speed humps were removed and judder bars put in this would allow for more street parking.

5) The speed humps marked as pedestrian crossing

The speed humps marked as pedestrian crossings are not legal pedestrian crossings, a legal pedestrian crossing is a zebra crossing so the speed humps should be removed and replaced with legal pedestrian crossings. The speed hump by the kindergarten should be a zebra crossing and have a judder bar on each side of the crossing, as they would make it much safer for the children to use the crossing.

Some of the speed humps are used late at night for drivers to do wheelies on them, so having judder bars would stop this.

6) Are the speed humps necessary

A2578587

Item 4.2: Laurie Christian - Kawai Street Innovative Street Interventions:
Attachment 1

Laurie Christian - Street Development Survey
Public Forum - Infrastructure Committee - 25 February 2021

Yes they are but judder bars would be a better way of slowing traffic down, and there needs to be more installed.

I hope some of these suggestion may help improve the street development and make our streets more friendly and much safer to use

Laurie Christian

A2578587

Item 4.3: Nelson Residents Association – Sue Gardner - Trafalgar Street Bike Stand: Attachment 1

Sue Gardener's notes

Infrastructure Committee Public Forum 4.3 Nelson Residents Association questions

NCC Infrastructure Committee Council Chamber Floor 2A Civic House 9.20 am

Preamble

Attending on behalf of Nelson Residents Association : Sue Gardener, Kerry Neal, and Gaire Thompson.

The NRA is here to talk about the placement of the bike stand in the position outside the NCC building at the beginning of the CBD. We are not anti bikestands, just questioning the positioning and cost.

Questions

1. Why was the site outside the NCC building chosen? The CEO told us there were 17 sites investigated. We have identified viable 3 alternative sites: Wakatu carpark, New Street Carpark and the roadside entrance to Millers Acre carpark.
2. Last week's Nelson Leeder ran two articles on page 2 and page 3. One was the NCC promoting a new \$44million library complex on the Haliarx Trafalgar Street corner and page 3 talking about rising sea levels. Why are these projects being mooted when there are conflicting issues? If we believe the article on page 3 then the bike stands may be under water before their use by date.
3. How many other options were seriously investigated? Was the fact that the current bike stands on both corners of Trafalgar Street are poorly patronised considered to be an issue?
4. Was there a tender process for building the bike stands or is Scott Construction a preferred supplier to NCC?
5. Is there a time limit for parking bikes in the cbd or are bikes allowed in these parks without a time limit. Eg there is a time limit per parking space for cars, should there not be a time limit for cycles as well? Is there any charge mooted for parking bikes to compensate for loss of parking revenue?
6. Who maintains the structures? What is the projected annual related expenses?
7. Why this site when it is Trafalgar Street and the beginning of the CBD, limits traffic flow, and removes carparking. ?
8. Are these bike stands earmarked for council staff?
9. Was Health and Safety an issue for fire and/or emergency vehicle access to the NCC in the event of an emergency?
10. Is the new bike stand in Montgomery Square monitored for patronage? How was the decision to erect two bike stands made?

A2582507

Bicycle Nelson Bays - Public Forum
Infrastructure Committee - 25 February 2021



Bike racks & Mode shift

Presentation by Bevan Woodward, Co-convenor, BNB
bevan@betterworldnz.com

Good demand from people cycling...



A2582702

Fit for purpose?..



A2582702

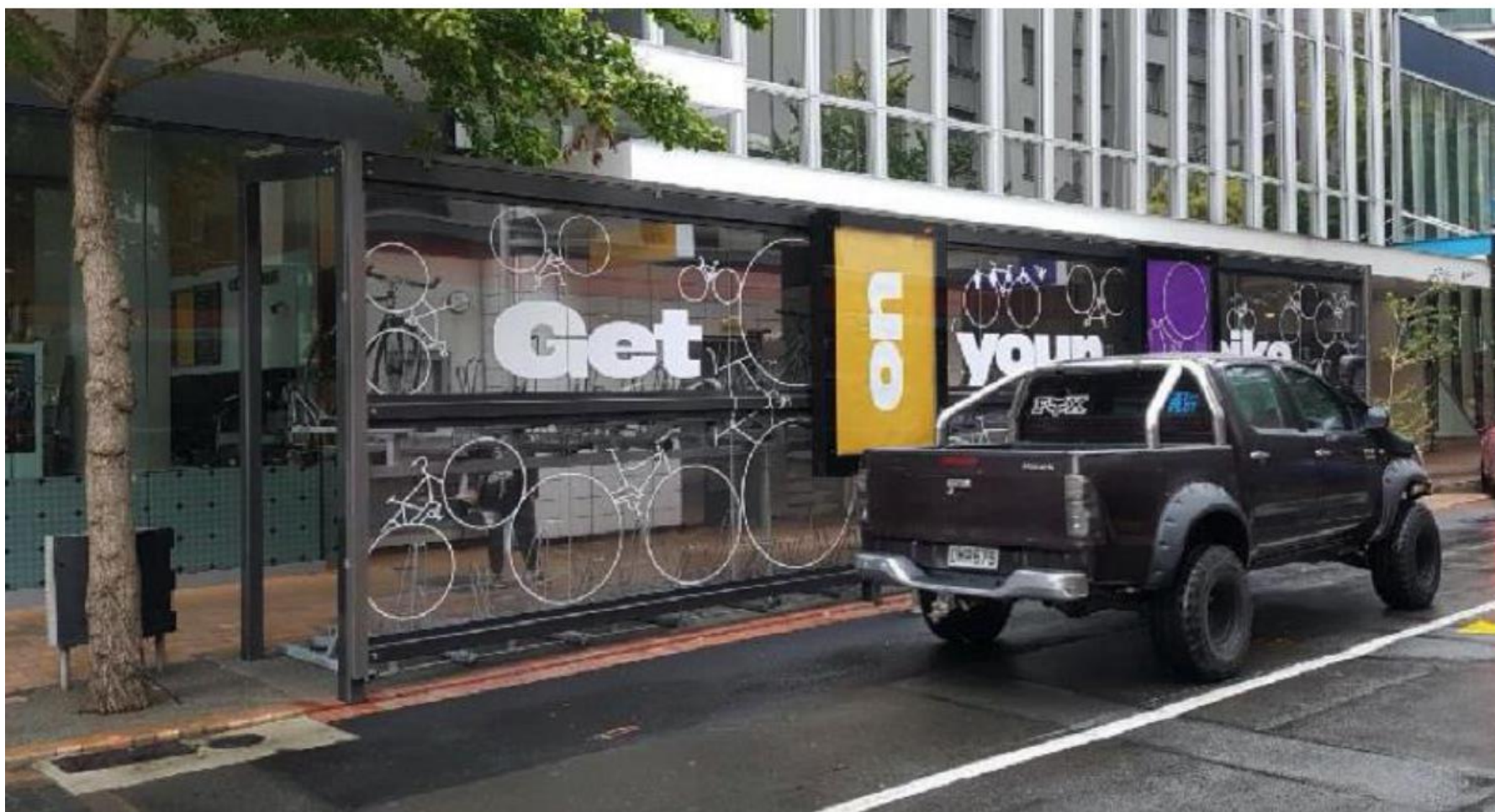
We commend Council...



A2582702



Mode shift will be worth it...



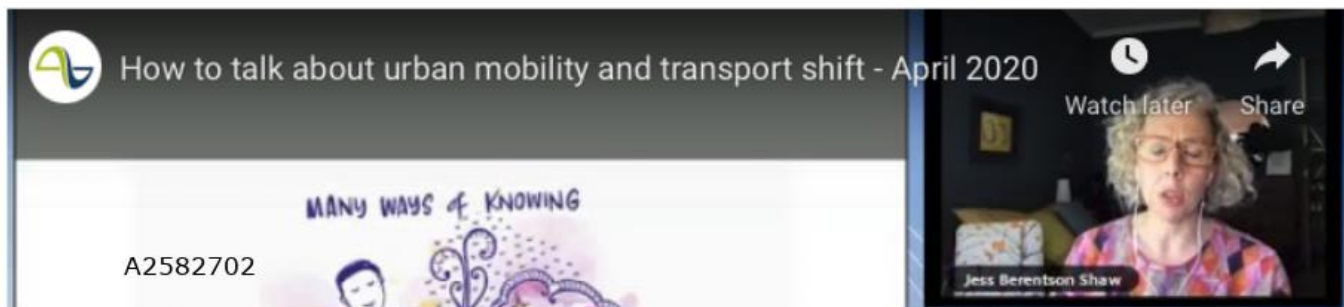
A2582702



This webinar provides a theoretically driven, evidence-led framework so we can understand how to:

- improve people's understanding, based on best evidence, of why a shift in transport modalities away from cars and towards active and public transport is needed
- help people designing and leading the shift to have better conversations with the public
- motivate people to act in support of these shifts.

Webinar



Key points from the Guide:

- This work can be challenging
- Focus on the silent majority (rather than the vocal minority)
- Talk to the deeper values to which mode shift aligns
- Reframe the thinking; eg:
 - *Nelson's mobility culture enhances access, sustainability & economic vitality*
 - *Public and active transport are the smart investments for our Smart Little City*



How to Talk About **Urban Mobility and Transport Shift** *A Short Guide*



Version 1.0 March 2020
www.theworkshop.org.nz

Written by Dr Jess Berentson-Shaw,
Dr Rebecca Gray, Marianne Elliott



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About this guide

This guide is designed for technical experts, communicators and advocates working to deliver urban mobility solutions that grow the share of travel by public transport, walking and cycling.¹ Its purpose is to help us use more effective strategies to:

- improve people's understanding, based on best evidence, of why a shift in transport modalities away from cars and towards active and public transport is needed
- help people designing and leading the shift to have better conversations with the public
- motivate people to act in support of these shifts.

Why is it hard to get logic and evidence at the heart of people's understanding?

Shifting New Zealanders away from car use as the transport default in cities and into public and active transport has proven to be challenging work over recent years. Even where we've seen raised levels of public concern about issues relating to transport in urban environments, we haven't always seen a matching increase in support for the types of policies and structural changes that evidence shows support the mode shift.

It is assumed that, in explaining the changing population's need, the technical details or the evidence, people will develop a deeper understanding of the issues and make decisions in the context of this new information.

¹ This guide is based on a literature review conducted by The Workshop on behalf of Waka Kotahi NZ Transport Agency. The Workshop & Gray, R. (2020). *Talking about transport modality shift: A literature review*. Wellington: The Workshop.

Such strategies are based on the information deficit model of information assimilation: people will support a solution when they are filled up with sufficient detail and facts. Unfortunately, this strategy has been shown by scientists to be ineffective for building deeper understandings of complex issues, especially when working with the wider public. This is because the way in which people assimilate and respond to information is complex.

Both our in-built cognitive processes and our information environment influence how shallow or deep our thinking is about complex issues such as urban transport.



- ➔ Daniel Kahneman coined the term “thinking fast” to explain the many mental shortcuts we use to reduce the work of assessing the vast amount of information we are exposed to. These mental shortcuts:
 - » work to protect our existing beliefs and knowledge
 - » encourage us to grasp the concrete (what we see, touch, smell and hear) and shy away from the abstract (unseen systems and structures, that impact our day-to-day lives).



- ➔ At the same time, the digital age has brought new, faster and more targeted ways for us to be exposed to unproductive and shallow explanations about complex systems issues.
- ➔ If people have shallow beliefs about issues and their fast-thinking defaults to protect them, while shying away from complexity, it makes it hard to have a productive public conversations about systemic change.
- ➔ As experts on transport, we also play our part:
 - » We assume the information deficit model to be accurate and miss the opportunity to use sophisticated strategies of information transfer that deepen how people think.
 - » We may focus on telling compelling personal stories. However, such stories can also fail to engage people in more productive deeper understandings.

Fast thinking, an unhelpful information environment and unsophisticated strategies for relaying information can surface and reinforce understandings of complex issues that are too shallow and don't align with best evidence for collective wellbeing.

What does this mean for building public support for public and active transport?

- ➔ This makes it hard to build support for effective solutions that require systems change.
- ➔ However, shared public understandings (called cultural models) are not monolithic.
- ➔ Alongside dominant shallow understandings of complex issues, other more nuanced but recessive understandings also exist.
- ➔ Both dominant shallow and recessive deeper understandings show up in our public narratives and discourse.



It is possible to rebalance these narratives and hence improve people's understanding

- ➔ Over time, through strategic communication by technical experts, communicators and advocates across a field of practice, recessive narratives that support more helpful evidence-based understandings can be surfaced and become more dominant in the public narrative.
- ➔ Research shows if narratives change in this way, over time, the public's understanding and appetite for new solutions can also change.

Moving from individual behaviour to supportive systems and structures

As part of building healthy communities and creating a stable climate, public and active transport needs to become the default way of moving people around urban environments. This requires:

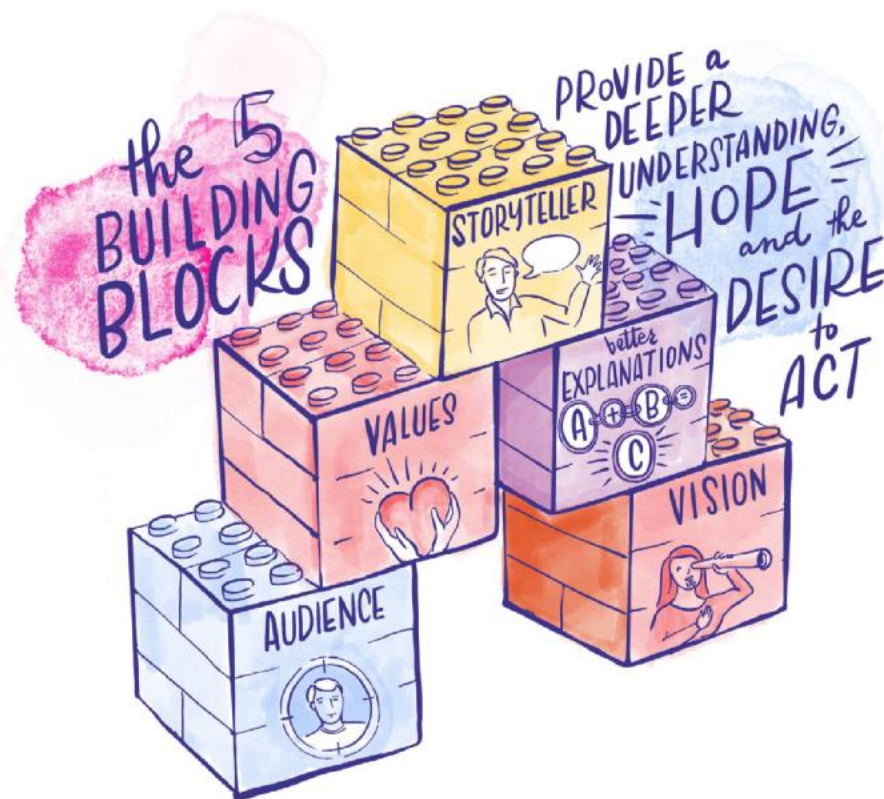
- significant changes to our existing urban transport systems and structures
- moving people's understandings (and associated narratives) away from individual behaviour as the cause and solution (e.g. people choosing to ride bikes or drive cars)
- lifting people's gaze to understand how existing transport systems and structures impact different people and the planet and why we need to change them.



The five building blocks of strategic communication help us do this work.

The five building blocks of strategic communication

At The Workshop, we have developed a framework to communicate in ways that help experts, communicators and advocates put evidence – whether that be from science, mātauranga Māori or lived experience – at the heart of decision making. We call this the five building blocks of strategic communication. The building blocks are based on research from multiple disciplines. We use these building blocks to frame our findings and provide practical advice.



Block 1

Knowing your audience: who should you communicate with?

Generally speaking, there are three main groups of people to consider:

- people who are already persuaded (the base)
- people who are opposed and unlikely to be persuaded
- people who don't have a fixed view or who have mixed and sometimes competing views on transport modes and mode shifts (the persuadables).
This tends to be the majority of people.



Principles on knowing your audience

- Focus on finding effective ways to communicate with persuadable people.
- Avoid using your time and resources on the firmly opposed. Focusing on those who are firmly opposed lends itself to myth busting and negating their arguments. This amplifies shallow explanations (see pillars 2 and 4 for more information).
- Test your communications first on people who are persuadable as well as your base.
- Don't only test your communication on the base. They are already persuaded and will usually agree with and share any message – even ones that embed shallow thinking.
- Don't measure the effectiveness of your communications by how the firmly opposed respond. Don't be afraid of messages that are unpopular with people who are fixed in their opposing views.
- Effective strategic communications will activate your base and convince people who are open to persuasion.

Block 2

Lead with a concrete vision for a better world



Transport mode shift requires people to support significant changes to an embedded transport culture in New Zealand. People's thinking tends to default to the status quo (normalcy bias). As such, contentious debates about small changes to operational detail has become a constant issue for transport.

Leading your communications with a clear picture of the better world creates an invitation for people to positively consider the evidence and the wider changes needed to support mode shift. Starting with a vision makes it easier to work into the detailed action to achieve that vision. To give people hope that achieving such a vision is possible, detailing the pathway to get there and agents who can make it happen are critical.

Key findings and principles

→ Sell the cake, not the ingredients.

- » Build a vision of a mobility culture. What does that look and feel like for people's day-to-day lives, people's ability to move about, the environment without needing cars? Make it concrete and believable.



- » Lead visions with environmental and people-centred outcomes, not economic outcomes.
- » Envision the entire city. Do not talk about transport policy in isolation. Include town planning, housing, social spaces, health and other services.
- » Avoid leading with technological solutions (e.g. e-scooters) – these become distracting or exclusionary.

Item 4.5: Bicycle Nelson Bays - Bevan Woodward - the new bike storage stands: Attachment 2

→ Be inclusive of all people and their needs.

- » Envision a society in which mobility systems helps all people participate without needing to rely on cars. Create inclusive visions in partnership with those most negatively impacted by the current system. This is likely to improve engagement also.

→ Work in partnership and in relationship with mana whenua.

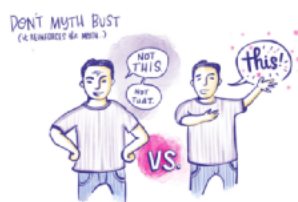
- » Build a vision for urban environments that embraces a positive Treaty relationship.

→ Show credible human-driven pathways to achieving the vision.

- » Name/identify the steps to achieve the vision. These may be smaller local-level changes such as a new cycle infrastructure, a new pedestrian crossing, lower speeds.
- » Put people in the picture. You can increase people's sense of control and agency if you clearly identify the people who can act to achieve the vision, e.g. people in our local government, the local community.
- » Name who created the problem or is preventing a solution to the car-centric system we have. People lack understanding of how problems came about. They default to either individual choice or thinking it is natural.

→ Provide social proof.

- » Use prototypes and experiments (e.g. car-free spaces and days) to help people glimpse an alternative system. Ensure these prototypes deliver benefits to those the system currently disadvantages.



Avoid	Replace with
Leading with technological or policy fixes or economic outcomes.	Leading with a concrete realistic vision for what a new mobility culture feels like in people's everyday lives and for the environment.
Developing the vision with only one type of audience.	Creating inclusive visions in partnership with those most negatively impacted by the current system.
Making unclear visions without clear pathways and steps to success.	Naming the concrete smaller steps to achieve the vision, e.g. how a parking change now can help achieve the longer-term vision of urban mobility.
Focusing on the lack of action that has occurred.	Providing social proof, e.g. prototypes where changes have already happened. Make people realise what they have already achieved.
Leaving out people and agents of change.	Showing the credible pathway to the vision by putting people in the picture.
Myth busting or negating someone else's story.	Staying focused on your vision.

Special topic: Engaging and consulting for an inclusive vision of urban mobility

➔ Use consultation to develop inclusive and wide-ranging visions where people move easily around a city using public and active transport.

- » Involve communities to understand their needs and priorities for the future as opposed to immediate concerns (e.g. population growth, not current parking concerns).
- » Avoid building consultation around arguments already heard.
- » Avoid over-consulting, where the public cannot usefully contribute or where they are only being asked for superficial feedback.

➔ Most gains in consultation come from concentrating on the benefits of alternative transport modes. Most people will choose public or active transport over a car when infrastructures supporting active mobility are available.

- » Help people see the bigger picture, e.g. reducing pollution from roads.
- » Show what has already been achieved.
- » Avoid leading with cost discussions – it defaults people into small technological and technocratic fixes or arguments about cost.
- » Avoid individual choice – it surfaces moralistic ideas about who drives cars and who doesn't.
- » Avoid 'fill them up' approaches to the provision of information, with the goal of making people change their behaviour.



➔ Focus on building a vision with environment first, followed by people and community, followed by work and economy to ensure people think about collective wellbeing first.

- » Avoid starting with imagined real-life constraints – help people think not only "What if?" but also "Why not?"

➔ Use collaborative dialogue techniques and deliberation to develop visions where power dynamics and conflicts are expected and designed for.

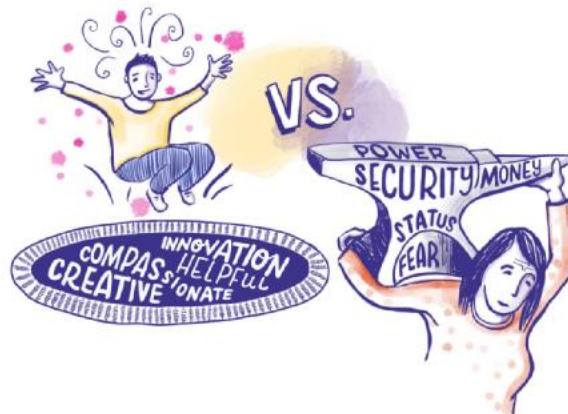
Block 3

Connecting with what matters to people: values that motivate

Values are what matters most to us in life. They are at the heart of human motivations. Values are why we come to believe certain things about urban transport (“cars are the most efficient means of transport”) and what solutions are needed (“more roads”).

People often talk about engaging with people’s values to better communicate. However, people hold a very wide range of values, and often communicators misinterpret what values most people hold most dear. Our perceptions about what most people value most highly are often incorrect due to our dominant cultural narratives and discourse that surface values relating to wealth, success or protecting our in-groups.

Researchers show that what really matters most to most people is taking care of each other and the planet, discovery, creativity and reaching our own goals (also known as intrinsic and collective values). These are also the values that are most likely to motivate people to support improving our systems to achieve planetary and population-wide wellbeing.



Researchers suggestions for strategic communication

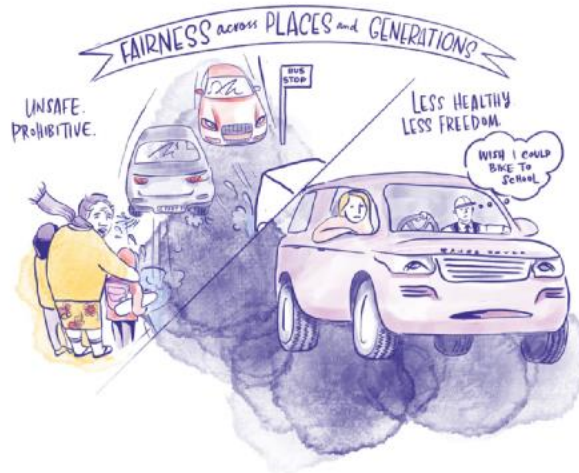
- » We move away from using individualistic values to motivate people to find solutions to inclusive urban travel, climate instability and road safety.
- » We avoid appealing solely to economic values like cost-effectiveness or value to the economy.
- » We focus on shared intrinsic values like protecting the environment and reaching our own goals to encourage people to act collectively as citizens.
- » We appeal to people’s shared sense of community to inspire action.
- » We avoid appealing solely to fear and guilt (e.g. walk to prevent poor health, car drivers are the problem).
- » We explore different intrinsic values for different audiences.

Some values for public and active transport mode shift

- ➔ **Fairness across places and generations/opportunity for all:** Leading with this value emphasises the importance of giving everyone access to transport to foster positive human health and climate stability.

What does this sound like?

"No matter where we live or what our situation, all people – the elderly, disabled people, young people – should be able to move easily around our city in ways that build our health and take care of the planet."



- ➔ **Freedom and independence:** Previously associated with car use, consider using these values to describe the provision of active or public transport options to meet our needs. Be careful to frame infrastructure support as part of the story, and avoid surfacing individual choice/behaviour change.

What does this sound like?

"We all have different lives and different needs – getting children to school, people getting to work on time, elderly people getting around their community. Good public transport, protected cycleways and walking paths can help us all move about our city independently and have fun on the way!"



- **Harmony with the environment:** Dominant frames place the environment as subservient to people. Be intentional about framing people as living within an environment that must be taken care of to take care of us.

What does this sound like?

"We can continue to enjoy our lives in harmony with our planet if we can all access less polluting ways to move around our cities."

Values drawn from climate change research to consider

- **Protection:** e.g. "It's important that we protect people and places from harm. Concern for the welfare of others and preserving our habitats are the hallmarks of a protective approach."
- **Responsible management:** e.g. "It's important that we take responsible steps to manage the issues facing our environment. Open-mindedness and long-term planning are the hallmarks of responsible management."
- **Interconnection:** e.g. "Our fate is intertwined with the fate of the planet. What happens to the climate reflects and affects our health – it's one interactive system."
- **Innovation:** e.g. "We have the capacity to solve difficult problems through innovation and ingenuity. We have a history of being resourceful, clever and thoughtful to solve problems and generate new ideas."

Researchers have also found that appealing to scientific authority is not helpful.

Values to avoid

- **Using economic values:** The cost of systems change is big. Leading with economic arguments pushes people into thinking about what is being spent on alternative transport systems rather than seeing these systems as an overall investment in urban experience improvement. Cost-effectiveness and economic progress values encourage smaller, technocratic, managerial innovations in transport.
- **Using identity/sense of belonging values:** Be particularly wary of invoking in-group/out-group values, e.g. by promoting the virtues of "cyclist identity" or "people who choose to cycle" over other people's behaviours and lifestyle options. Leading with "car culture" as the problem may also surface such in-group/out-group thinking.
- **Using safety or security values:** These values were used to help build a car-centric culture, e.g. cars to help people escape dangerous urban environments and live in suburban safety.

Avoid	Replace with
Making why we should mode shift because of cost/economics, safety or personal choices or individual behaviours.	Fairness for all people who want to travel, freedom and independence for all people, living in harmony with the environment.

Block 4 Provide better explanatory pathways

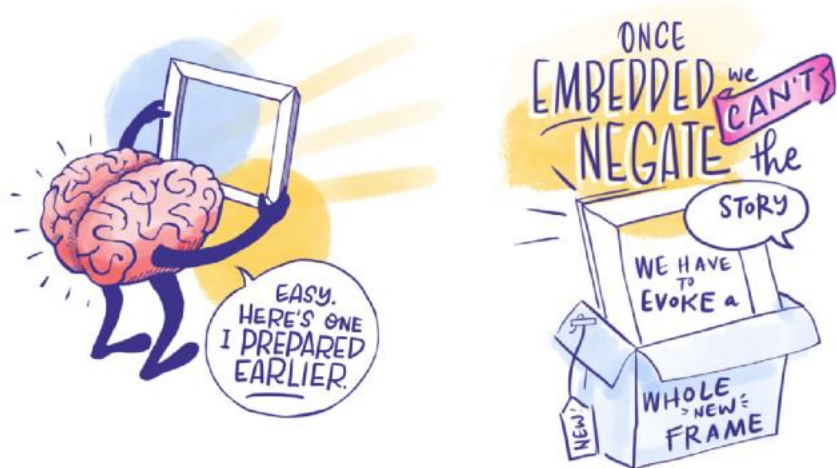
To surface better understandings for people about transport issues, we also need to provide better explanations, including pathways from problem through to solution. A good explanation in strategic communication works with people's fast-thinking brains and is an invitation for people to slow their thinking down.

The language we use, the frames we draw upon, the metaphors we choose and the causal chains we present are critical in giving people better explanations about transport. Our better explanations need to:

- » use effective simplifying models
- » avoid repackaging unhelpful, dominant understandings
- » show cause, effect and solution clearly, not just describe the problem.

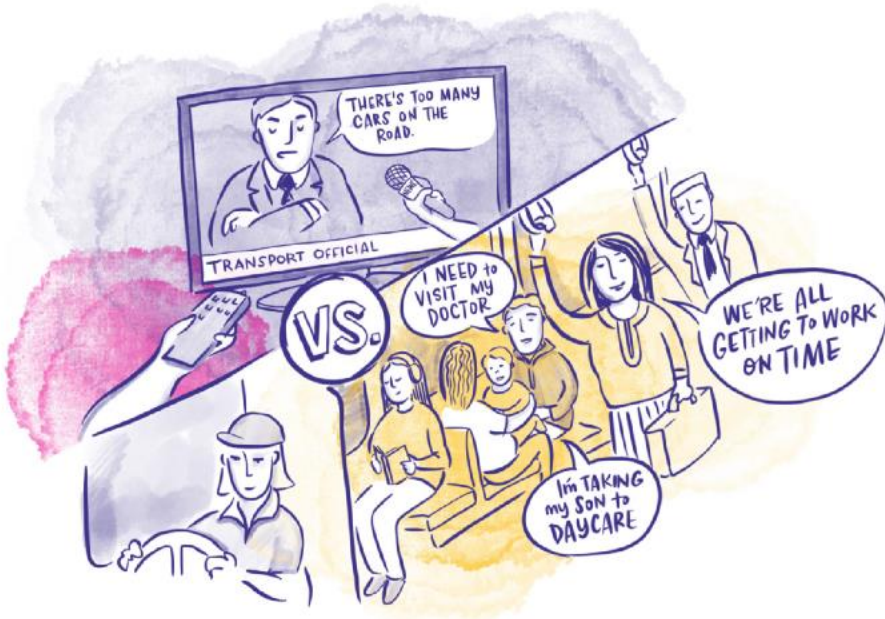
Frames

Frames are pre-packaged explanations or stories about how the world works. They are part of our fast-thinking brains, are employed unconsciously and are often shared across a culture. Frames may be more or less helpful in relation to surfacing better understandings. We cannot avoid frames or negate or myth bust unhelpful ones, but we can replace them with better ones.



Item 4.5: Bicycle Nelson Bays - Bevan Woodward - the new bike storage stands:
Attachment 2

Unhelpful	Reframe
Negating or myth busting frames. This reinforces the explanation in the minds of some persuadable people.	With tested helpful frames.
Too many cars (the problem).	Too much inequity, only some people can move easily around a city. We need all people to have their transport needs meet.



Transport as a source of economic growth.	Public and active transport infrastructure as an investment in the common good/delivering equity.
Transport systems – moving more vehicles on roads.	Everyday mobility culture moving people around cities, enabling the optimal daily mobility solutions for individuals and the environment.
Smart technology. Emphasis on technological fixes can distract the underlying causes of the environmental or transport system problems.	Protecting the environment.
Transport as a component of a sustainable attractive city. This frames mode shift as a luxury consumer good that is nice to have.	Public and active transport infrastructure as an investment in the common good/delivering equity.

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Item 4.5: Bicycle Nelson Bays - Bevan Woodward - the new bike storage stands: Attachment 2

Consumer choices, e.g. choose to ride/walk/take a bus. Tells a story about individuals as consumers choosing different transport modes. Leads to moralising different modes, not the delivery of better structures for all citizens. Can worsen inequities.

Infrastructure to make the city itself more eco-friendly and easier to navigate without needing a car.



Meeting demand. Focuses thinking on what those people who can pay are willing to pay rather than what people need (and, in some cases, may not currently be able to afford).

Accessibility gains, e.g. meeting the needs of all people (children, older people, those with disabilities, people who currently have to drive) to move around and access the city.

The word 'sustainability'. Surfaces moralistic ideas about transport choices, leads people to focus on technological and behavioural solutions.

Define 'sustainable' in explicit concrete terms about systems change or choose another frame.

Prosperity/growth.

Mobility as a health issue. Benefits of walking and active transport. Effects of congestion and air pollution.



Transport in isolation.

Town planning, housing, social spaces, health and other services that contribute to equitable access to wellbeing and efficient use of transport resources.

Metaphors

Metaphors are a simplifying explanation that can help people quickly grasp a better, deeper explanation. A metaphor takes something we understand on a practical everyday level and connects it to the abstract or complex to make sense.

- ➔ Avoid untested and unhelpful metaphors where possible or consider what explanations they might surface.
- ➔ Images often contain metaphors – test images before use.

Helpful metaphors for transport and climate change

- » Reprogramming – current transport problems are a result of people’s design, and moving people can therefore be approached with a new mindset and an ambitious redesign.
- » Mass transit/light rail as the backbone of public transport and urban development.
- » Heat-trapping blanket of CO₂ simplifying model, e.g. “when we burn fossil fuels for energy, the carbon dioxide that is released builds up in our atmosphere and acts like a blanket that traps heat around the world, disrupting our climate”.
- » Regular versus rampant CO₂, e.g. “regular levels of CO₂ are created by normal life processes but rampant levels of CO₂ are produced when we burn fossil fuels for energy – we need to reduce rampant CO₂, it’s out of control”.



Avoid	Replace with
Untested metaphors.	Productive tested metaphors or those that surface better explanations.

Causal stories: using facts

Causal stories help us provide better explanations and frame facts. Facts themselves are not the story. They are a character in the story you want to tell about what the problem is, who it affects and how, the need to act, who made it happen and who can change it and how.



General principles about building causal stories

→ **Sell the cake, not the ingredients.**

- » Start with vision or values.
- » Avoid leading with facts on transport – this doesn't surface better explanations.
- » Don't lead with the technical or policy details of how to get there.



→ **Ensure that the facts used serve a productive purpose, i.e. to help explain impacts that don't align with people's vision and point to structural solutions.**

→ **Employ explanatory chains.**

- » Identify the cause of the problem upfront.
- » Provide general conceptual accounts of the indirect and direct impacts.
- » End with broad repercussions.
- » Clearly identify agents when explaining the cause and effects.

What do causal stories look like for transport mode shift, using children's wellbeing as an example?

- ➔ **Sell the cake:** Start with a vision for a mobility culture that moves all children in ways that are positive for their health and the planet.

What does this sound like?

"No matter where they live in a city, kids need to be able to move about freely in fun and healthy ways. To get on a bike, take a bus, walk, or scooter to school, their friends' place, or sports practice across town. A city that is great for everyone to live in and good for kids' health, is one with lots of public transport and is easy to navigate without a car."

- ➔ **Identify the cause of the current problem:**

What does this sound like?

"We have a transport system focused on moving cars, not people."

- ➔ **Explain the reasons behind this default, naming agents:** Explain political and industry influences that have set current systems in place.

What does this sound like?

"People in car industries have helped build a belief that cars are the best way to travel, and our policy makers and planners have focused on moving cars rather than providing everyone, including children and people with limited mobility, with what they need to move best around cities."

- ➔ **Mechanisms and impacts:** Discuss both who has been advantaged and who has been disadvantaged by car-centric policies and how. Use a few simple facts to make these points.

What does this sound like?

"This means children who live in better-off suburbs with parents who have the time and resources to drive them in a car can get to where they need to go. Children whose parents have less money and time need to use other ways like walking to move around, but the infrastructure to help them do this does not exist."

- ➔ **Broad repercussions for society:** Using one or two facts, discuss the impact on health, wellbeing, accessibility, equity and the environment.

What does this sound like?

"The effect of the way people have designed our urban environments is that children from low-income areas are hurt and killed by people driving vehicles more frequently than children from better-off suburbs, while children from better-off neighbourhoods have no independent and healthy way of moving about. Regardless of where they live, all children should be able to travel around independently in ways that build their health and wellbeing."

- ➔ **Solutions:** Provide facts about the needed mobility changes. Describe better health, cost-effectiveness and reduced carbon emissions within a physical and cultural story of active and public transport.

Item 4.5: Bicycle Nelson Bays - Bevan Woodward - the new bike storage stands: Attachment 2

What does this sound like?

"We need people in local governments and transport to move away from a focus on moving cars. Instead, they can invest in the physical infrastructure to ensure all children can travel independently and in ways that build their health. Over the long term, they can build a thriving inclusive city in which all children, no matter where they live or who their parents are, can get to where they need to go."

➔ **Name agents:**

- » In the case of mode shift and urban planning, including car-reduced planning, there may be people in specific industries opposing efforts to shift the focus towards public and active transport. Naming these behaviours is important.
- » Focus on the unhelpful or harmful behaviour of agents instead of labelling agents as "bad people". Make it clear that the agent could make different choices to solve the problem.

Other ideas for causal chains: mental/physical health effects, impacts on people with limited mobility, people getting to work.

Avoid	Replace with
Describing the problem with lots of facts about how cars hurts people.	Explanatory chains that start with cause, lead people through effects and end with solutions.
Passive sentences, e.g. "car culture is harming people".	Name human agents, e.g. "people in the car industry are putting barriers in the way of achieving healthier ways to move people".
Labelling politicians or institutions as corrupt, evil or dispositionally broken.	Naming the problematic behaviour and/or naming the new behaviour required.

Block 5

Storytellers

The messengers who convey messages also matter. Research on messengers and trust is complex, but findings suggest we should use:

- a wide range of messengers
- messengers who are well qualified to comment on the context of the message
- unexpected messengers who may align with persuadable people's values
- intergenerational messengers, e.g. young people or children talking to their parents and grandparents.

Perceived expertise matters more than actual expertise.



Building strategic communications on transport using the five blocks

Use this framework to construct your communications:

→ **Step 1 / Articulate an inclusive vision, a better future (the what and the who).**

Be specific and concrete.

What does this sound like?

"X can be a city where getting on a bike is an easy, quick and fun way to move about and do all the everyday tasks, like doing the shopping, getting to work, taking children to school. Where people with accessibility needs have the same freedom to move about as everyone else. Where the ways we move people, whether on foot, bike, bus or train, contribute to our health and clean air."

→ **Step 2 / Identify helpful intrinsic values (the why).**

Identify the helpful values that will motivate people to understand the need for mode shift, e.g. the value of equity or fairness across places.

What does this sound like?

"No matter where we live in a city or what our circumstances are, all people should be able to move easily around our city and get to where we need to go in ways that build our health and take care of the planet."

→ **Step 3 / Provide better explanatory pathways (the who, the how and the where).**



You may decide to select a specific frame, e.g. mobility as a health issue – lay out the initial factor that contributes to why we have not reached our current vision (urban planning and transport policies that make driving a car the easiest way to get around), the impacts on different people (physical inactivity, high rates of injuries in children, air pollution), who is responsible for changing it (policy makers need to focus on helping people move around cities in ways that prioritise environmental health and physical health of people).

Present solutions: Attribute better outcomes based on evidence of the cause.

What does this sound like?

"Policy makers need to focus on moving people in ways that positively contribute to their health. This means designing our streets to make cycling and walking and public transport easy and accessible for all people. A mass transit system can be the backbone of this better, more healthy way of moving people."

→ **Step 4 / Present action/resolution (the what now?).**

Giving people an action is important once you have motivated them with a vision and solution. This needs to be in proportion to the size of the problem you have described. Be specific, depending on what action you decide you want people to make.

What does this sound like?

"Politicians need to recognise the opportunity we have right now to build a mass transit system that will take us into the future. Ask your local councillor to support this policy." or "We have an opportunity to make our local streets more healthy right now. Let the car industry body know lower speed limits matter to you."

General checklist for communications

Avoid	Replace with
Block 1. Audience	
<ul style="list-style-type: none"> » Focusing on the opposition and their story. » Only testing with your base. 	<ul style="list-style-type: none"> » Focus on developing messages for the persuadables.
Block 2. Vision	
<ul style="list-style-type: none"> » Leading with facts, policies or problems. » Myth busting and negating others' story. » Being vague and abstract in your vision. 	<ul style="list-style-type: none"> » Lead with a positive vision (your story). » Sell the cake, not the ingredients. » Make the steps and human agency visible and concrete.
Block 3. Connecting with values that motivate	
<ul style="list-style-type: none"> » Leading with cost, safety, achievement values. 	<ul style="list-style-type: none"> » Engage people on their most helpful intrinsic values: benevolence, universalism, self-direction.
Block 4. Build explanatory pathways	
<ul style="list-style-type: none"> » Using frames of too many cars, economic growth, consumer/individual choice, smart technology, meeting demand, 'sustainability'. 	<ul style="list-style-type: none"> » Use frames of fairness across places, a common good, protecting the environment, everyday mobility culture moving people around cities, public health.
<ul style="list-style-type: none"> » Negating unhelpful frames. » Myth busting incorrect facts and stories. » Using passive language. » Villainising people. » Leading with facts or using single facts that don't frame a systems problem and solution. 	<ul style="list-style-type: none"> » Use better explanatory pathways. » Tell your story, don't rubbish theirs – choose an effective frame. » Name agents. » Name the problematic behaviour and/or the new behaviour required. » Build causal chains.
Block 5. Storytellers	
<ul style="list-style-type: none"> » Choosing expected or untested messengers. 	<ul style="list-style-type: none"> » Use a range of values-aligned messengers.

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Item 6: Chairperson's Report



Infrastructure Committee

25 February 2021

REPORT R22674

Chairperson's Report

1. Chair's Foreword

- 1.1 This Chairperson's report provides information about our water supply system and an initiative that I support and bring to the Committee for its support.

2. Recommendation

That the Infrastructure Committee

- 1. Receives the report Chairperson's Report (R22674); and***
- 2. Notes the current testing and monitoring of Nelson City Council water supply; and***
- 3. Approves the installation of a Progress Pride design on the central Trafalgar Street raised courtesy crossing as a permanent feature.***

3. Discussion

Water testing and monitoring

- 3.1 The recent incident in Dunedin regarding elevated lead levels has raised questions regarding the state of the local drinking water supply.
- 3.2 Our annual testing includes testing for around 288 individual chemicals – tested at various locations within our system - the Water Treatment Plant (Clearwater tank), Maitai south branch, Maitai dam, Roding dam and water treatment recycling lagoons.
- 3.3 With respect to testing for lead, our reticulation is tested every three months, with the latest level recorded at 0.00128 g/m³. The NZ drinking water standard for lead (Maximum Allowable Value (MAV)) is 0.01g/m³.
- 3.4 We also test for lead (and several other parameters) in our raw water supply and at the WTP. These tested levels are <0.00011 g/m³.
- 3.5 Recent news articles about a lot of NZ's water supplies being contaminated with nitrates. Our latest results show that the nitrates in

Item 6: Chairperson's Report

our water are well below MAV limits (0.062 g/m^3 compared to an MAV limit of 50 g/m^3).

- 3.6 We are also looking at a project that will see us putting all our test results on the NCC web site for easy public access, but that is not at fruition yet.
- 3.7 We can be assured that our drinking water supply is safe and that there is an extensive monitoring and testing regime in place to ensure that it remains so.

Pride Crossing

- 3.8 Councillor O'Neill-Stevens has proposed a pride crossing in Nelson (similar to an example in Auckland in Karangahape Road). I think this is a splendid idea.



- 3.9 LGBTQ+ Pride represents a series of celebrations that occur around the world to acknowledge the LGBTQ+ community. In Aotearoa Pride is celebrated at different times, with Auckland holding its Pride Festival in February, while Wellington and Christchurch celebrate Pride in March, the month in which the Homosexual Law Reform Bill was first introduced to Parliament by Dame Fran Wilde in 1985.
- 3.10 On Karangahape Road, Auckland Transport has installed a crossing using the 'Progress Pride' flag design to coincide with their Pride Festival, while other cities, including Wellington, Palmerston North and New Plymouth, have Pride flag crossings.
- 3.11 The Progress Pride flag is a redesign of the more traditional rainbow Pride flag by designer Daniel Quasar to include a chevron of black, brown, light blue, pink, and white stripes to represent people of colour, trans individuals, those living with HIV/AIDS and those who have been lost.
- 3.12 To celebrate and acknowledge Nelson's diverse LGBTQ+ community, it is proposed a similar design to that of Auckland's Karangahape Road be installed on the raised crossing on central Trafalgar Street by Bank Lane

Item 6: Chairperson's Report

to coincide with other Pride celebration events in March, including the flying of the Pride flag on Civic House.

- 3.13 The cost is estimated to be between \$5,000 and \$9,000.
- 3.14 This initiative has support from the City Centre Development team (CCDT) and the Nelson Youth Council.
- 3.15 Funding will be sourced from a combination from the CCDT, Transport team and Youth Council.
- 3.16 The Transport team is supportive provided this is not undertaken on a formal pedestrian crossing. The raised crossing is not formal pedestrian crossing.
- 3.17 I note that once this paint goes down it will be permanent and will require ongoing replenishment to ensure that the colours remain vibrant. This maintenance will need to be undertaken as-and-when required and will be funded from future operational budgets.
- 3.18 I am hopeful that you will give your support to this.

Author: Brian McGurk, Chairperson