

# **OPEN**

# **MINUTE ITEM**

# **ATTACHMENTS**

**Ordinary meeting of the  
Nelson City Council**

***Te Kaunihera o Whakatū***

**Thursday 28 October 2021  
Commencing at 9.00a.m.  
Council Chamber**

**Civic House**

**110 Trafalgar Street, Nelson**

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Item 4.2: Tāhunanui Business and Citizens Association Incorporated - Waka Kotahi Proposals for Tāhunanui Drive and the Effects of those Proposals: Attachment 1

Paul Matheson and Jacinta Stevenson  
Public Forum, Council, 28 October 2021

**TAHUNANUI BUSINESS & CITIZENS ASSOCIATION INCORPORATED**

**NOTES OF MEETING WITH WAKA KOTAHI NZTA  
29 JUNE 2021**

Government can invest wherever it likes through the NZ upgrade programme.

The 10 year forecast is for a decrease in new road funding.

NZTA however are keeping the option of a new road as that "is the prudent thing to do"

**Waka Kotahi NZTA:** Submissions are really important and are an important part of consultation. One of the things that has been raised from time to time is about the alternative route and the answer to that is "not in the foreseeable future". NZTA are retaining it as an option if there was a need for a change as that is the prudent thing to do. In the 10 year forecast the funding structure is set to decrease for new roading.

**TBCA Statement:** The NZTA Amended Statement of Intent 2018-22 that "The transport system is experiencing increasingly frequent and severe unplanned disruptions due to a combination of climate change, increasing traffic volumes and incidents such as crashes. **Some aging infrastructure** was not designed to manage current demand and is becoming less robust"

**TBCA Question:** Do you consider that these roads are currently in very good condition to be taking the amount of freight and transport that they currently do?

**Waka Kotahi NZTA:** They are fit for purpose for the traffic they have.

**TBCA Question:** And with the increasing demand that you are saying in your documentation, they are okay for that as well? - 23 percent increases

**Waka Kotahi NZTA:** We need to look at... in this region to encourage active modes, to encourage alternative modes and public transport... we need to see is a system that will work for everyone long term and that includes freight, tourism, people who need to make journeys by car, and when we have constrained transport corridors which we do everywhere in the country we need to look at everything we can do to optimise what we have... we need to focus on optimisation and that is how do we use our existing infrastructure well, how we maintain it to be fit for purpose, and how we work with communities to see what alternatives there are.

**TBCA Question:** In the Future Access Plan there was talk about the sea wall being extended.

**Waka Kotahi NZTA:** the proposal in the 8-10 year programme, that it is envisaged rebuilding the seawall further out if they were able to, to enable a five metre corridor for walking and cycling. A 5 metre pathway will go from Tahunanui along to the existing shared pathway at Wakefield Quay. In the section of the Outstanding Natural Landscape, roughly from the Days Track/Magazine Point area through to Richardson Street, our design shows we would have a walkway of 3.8 metres wide, so it wouldn't have that full 5 metres in that section because it doesn't have so much use in that area.

The principal cycle corridor starting at Annesbrook came (through Stoke) along the Railway Reserve, down Parkers Road and Muritai Street to the Beach Reserve and he envisaged that corridor would connect up to the 5 metre corridor along Rocks Road with a better connection from Tahunanui than at present. It would not be as direct as using Tahunanui Drive by cyclists.

A2771891

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NZTA are under no illusions that Rocks Road being a coastal marine area and all of those challenges around the heritage values and the consenting phase presents challenges so while they can have a view of how it might look now, after working with all of the parties who might have key values and key concerns about that corridor, that design can change and evolve so to put something out now will probably be changed.

**TBCA Question:** Could you address the issue of clearways please in front of the Medical Centre and the Pharmacy – what is the situation there?

**Waka Kotahi NZTA:** There are two proposals:

A longer term proposal, 10-15 years, which is looking at continuous clearways right the way along and a southbound priority lane running roughly from Days Track through to Parkers Road and northbound priority lane running from Parkers Road to just past the existing traffic signals.

In the short term NZTA propose to reinstate the southbound clearway that was originally put in in 2007 with the signals and removed in 2013. So envisaging reinstating that lane more or less a similar length.

**TBCA Question:** Why was it removed? Is it not correct that the primary reason it was removed was safety?

**Waka Kotahi NZTA:** there are a number of reasons why it was removed. ....**Yes.** One of the reasons was the interaction of those vehicles as a result of cars being parked in the zone... which was not being especially well enforced.

**TBCA Questions:**

1. Why when according to your documentation safety is one of the primary factors for consideration....would you want to re-establish something that was proven to be unsafe in a situation where we have even more traffic.
2. Is it true that your modelling suggests that you are able to put 250 odd more cars per hour through the intersection... then where are these additional cars going to go?

**Waka Kotahi NZTA:** You are correct that the modelling shows in the order of **250 to 450** additional vehicles per hour with the reinstatement of that lane.

That will be a combination of potentially three things,

1. reducing the amount of tail back on SH6 which sometimes extends back to the yacht club.
2. If the signals are moving more people (through the intersection) it will make the current rat run through the residential streets less attractive.
3. improve the freight reliability on that route because the freight is on the State Highway

**TBCA Question:** The last time the clearway was put in as you say it was never managed and therefore it became dangerous. How are you going to manage it, because if you don't manage it it is not going to work, that has been proven.

**Waka Kotahi NZTA:** I imagine we will have to have an agreement with Council who have a regulatory ability to manage it.

**Council spokesman:** Correct, there will have to be further discussion in terms of how and who.....we haven't figured out how, haven't discussed yet who would manage that.

**TBCA Question:** Can we ask you what was the outcome of your meeting with the medical group.

**Waka Kotahi NZTA:** We had a really good conversation... what we are required to do is weigh up a

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whole lot of different aspects of roading infrastructure in communities....you are representing the community here, there are the people who travel through and other road users.

**TBCA Question:** Have you engaged with those other people (businesses and residents)... have you personally gone out and engaged with the wider community, and the truck drivers and the like?

**Waka Kotahi NZTA:** The AA, freight companies, all of those organisations have the opportunity to participate and we encourage them to put their views forward to us as well.

**TBCA Question:** When you say they have the opportunity, you haven't actually approached them?

**NO ANSWER**

**TBCA Question:** I don't understand the science around getting the cars through there. A short piece of road but then they have got to come back together. Put 250 more cars on there but they have still got to merge – I don't understand the science.

**Waka Kotahi NZTA:** One of the things here that we still have to acknowledge is there is more traffic everywhere in the Nelson region every year and yes you are still going to get more and what we have seen around the region is more queuing happening as traffic volumes increase but even those relatively short periods of two lanes enable more vehicles to cross through the intersection on each cycle. When there is wider congestion it will obviously impact on how we can optimise those intersections to perform really well and get vehicles through. So basically in a cycle it is about how many cars you can get from this side to this side, it does not change the car loads coming up to that or car loads at the other end which means the back up of more cars going around the roundabout at Annesbrook or the lights that are going to be put in at Maire Street and Parkers Road.

So that is why the overall plan is about changing people's travel choices. This is a constrained traffic corridor, it will always be a constrained corridor so what we have to do is to work out how we optimise it.

**TBCA Question:** Isn't the current corridor through Tāhunanui Drive already operating at its optimum? Isn't it at its peak now and actually (isn't) congestion a quick way of challenging people to find other modes. What is the data that shows the reason for people's travel? Or is it based on assumption that people are going to work?

**Waka Kotahi NZTA:** We have loops within the road that are counting 24/7 traffic movements and they can differentiate between light vehicles and three or four different sizes of trucks. Census data shows 60% of the trips are 5 km or less so that tells us that there are a lot of short trips.

**TBCA Question:** But there has been no sampling to find out the **reason for travel** of those in single occupancy vehicles.?

**Waka Kotahi NZTA : No**

**TBCA Question:** One important issue is that as you come out of those lights it is not straight ahead, you go around a corner and then it is blind, so traffic on the left hand lane has no good visibility. So they come around the corner there, the next thing is... they have got to zip and merge and there is a big logging truck beside them and there is another car behind them and they don't even have that in their visibility until they are actually on it..... that is when the accidents happen. We've had accidents with cars hitting the lamppost on the footpath and if someone had been walking there with a pram,..... bang, gone.

What are you changing to make it safer?

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**Waka Kotahi NZTA:** This is about people's behaviour, people make mistakes when they are driving... there are a lot more merges now so people's merge behaviour will be better, we will have (education) campaigns.

**TBCA Statement:** Where there are cars merging with cars that's one thing, but here it is big trucks merging, they are not single trucks they are double trucks.

**TBCA Statement:** Freight is becoming a bigger and bigger thing with Covid as everyone buys things on-line. It is actually increasing as people are staying home and ordering stuff on-line and it has to be freighted.....the amount of freight on the road will be phenomenal. It will be the end of biking and crossing the road....

**TBCA Statement:** We have a lot of emergency housing and we have limited services here and families need to take (children) to the doctor ... they need a car park and there are not many of those. Crossing the road is a problem..... There aren't enough options for a community that has a state highway running through it.

**TBCA Statement:** All the short trips with kids in my experience, and I have three kids, is taking kids to sports etc, there is no supermarket here, so you have got no choice but get in your car.

**TBCA Statement:** You are going to have to rethink the whole public transport system and the options available. How are the older folk going to move because the new buses that you are proposing are smaller, won't take walking frames and wheelchairs and mobility scooters.... frequency of buses of a smaller size is not necessarily going to help. Buses don't go anywhere near the supermarkets in the city. That's why I think it is really important that you get out of your offices and you get on to the side of the road and you talk to the users of the road.

**Waka Kotahi NZTA:** The overall plan is about saying, let's make systems support mode shift for the people who can mode shift because that means we get a greater optimisation of the network for those who can't shift, like the freight or trades or people that are doing in-home care, all that sort of thing.

**TBCA Statement:** My concern is that safety in our community hasn't been heard

**TBCA Question:** You are asking us for the betterment of the greater wider public who use this road, and I am talking about those who come from Richmond or the Waimea basin, as that is where most of the trucks come from, or elsewhere. You are asking us to put at risk the continuation of our medical centre, of our pharmacy, of Medlab, at the heart of this road is this church and its community use, the people who have built their businesses up, not large some of them, to service the influx of thousands of visitors at Christmas. You are asking us as a community to sacrifice those things for the greater good.

**What's in it for Tāhunanui? Where's the benefits for us?**

**Waka Kotahi NZTA:** Silence..... then

**Waka Kotahi NZTA:** There are tradeoffs, we are not saying there are no tradeoffs for people,.... anything we do do, any changes we do make, will be safe.. We do need our arterial routes to function and to be able to move freight around to keep the port functioning for example, to ensure that people still get to and from their jobs and school.

**TBCA Statement:** You say you have consulted businesses. **You have not.** You have not engaged with the restaurants , the bakery etc. ...Imagine the effects it is going to have on the businesses

**TBCA Statement:** Where are the truckies that park on both sides of the road, to go to Subway and

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McDonalds, going to go if those lanes go in?

**TBCA Statement:** You are talking about optimising – it's optimised now. We believe the congestion will control a number of items you are talking about, if you want to do something, do nothing because that will actually achieve modal shift faster than all your flipping around creating a clearway outside our (health) services... all you have to do is put a few more crossing points in.

(You are concerned about) Rat Running. The Council has put speed controls on the Washington Valley/Princes Drive route. How often is it policed? The speed camera is there once in a blue moon. If you really want to do something about reducing rat running, police it.

You are putting in all these new speed restrictions out in Brightwater and everywhere else, maybe a speed restriction on Tahunanui Drive that is policed is an option, but congestion actually will do what you want to do easily, quicker, and its going to be much safer for us as a community.

What is there in it for Tahunanui? We are happy to share our part of the network for the good of the overall region. We are not saying shut down Tahunanui Drive, we understand it is an important part of the city's network but you are optimised now.

**TBCA Question:** Wouldn't it be more sensible, and be more effective in moving traffic through this corridor, to put four lanes on Whakatu Drive and the Richmond Deviation. There are no businesses or residents or driveways or side streets on that whole stretch. You can move a lot of traffic on that. There are well over a hundred businesses on this stretch of road, facilities for the community, and a large number of residents along here - driveways and accessways the whole way along. Four lanes is just ridiculous. You have got those two big open corridors out there where you could easily put four lanes with much greater effect and less damage to a community.

Spend your money there

**GreyPower President and Resident:** you have made no approach to Grey Power about how our seniors are feeling about this so when are you going to come forward, when are you going to think about people as you keep saying, thinking about people, but there is nothing in this that says you are even considering us.

**St Stephens** - There are no safe regions for pedestrians to cross between the School crossing and (Muritai). The church has a number of activities throughout the week. We have children's activities here, we have tots n tunes, we have chill for mums, we have a drop-in centre, we have got a youth club, all of that puts pedestrian traffic across this road and some of our people are relatively mobility impaired. What is being proposed is going to cut the community in half.

**TBCA Question:** Have you looked at the Census figures for the population on either side of Tahunanui Drive? It is absolutely severed, about 50 percent on either side back in the 2006 Census - it is right through the middle of the community as far as population goes .

**TBCA Statement:** What is being proposed here (four lanes) is just going to slaughter the community. The effect of those priority lanes is going to be awful. Once you get out of Tahuna and on to Rocks Road you have got a problem because you are stuck (with insufficient room for four lanes) It is vital that we keep the services going and accessible. These things are at risk if we start impeding the ability for people to be able to move and enjoy the services. Our position is quite clear, Leave it alone.

We made a submission to Council on the proposed bus system which was going to take the bus off Muritai Street and on to Tahunanui Drive. We said that was a silly thing to do because it was dangerous.

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The more congestion there is, people are going to sit there and say this is not working and use the buses, so I would really appreciate it if you would move on to some other project and leave us alone.

**Tahunanui Resident:** What about having buses from Richmond to Nelson and making them free. They could park at the A&P Showgrounds or somewhere, catch the bus and come in to Nelson.

**TBCA Statement:** In summary, our recommendation to you is, leave the situation as it is while you gain further research on what's happening. A lot of these proposals have been a desktop exercise...now is the time for actually going out to engage with some of the businesses and people that are operating in the area to see how you can work with this community to help with the overall regional movement of people.

There are a lot of assumptions being made that don't necessarily assist the safety of our community, and this community is a vital part of Nelson whether the Council recognises it or not, and a vital part of the economy of the City.

And while you are gathering info we may get a supermarket and that may change the way our community accesses the city, but leave it alone, is what we are suggesting at the present time, because I don't think you have got enough information, and putting back your proposal of establishing four lanes on this section of road is plain dumb.

**Waka Kotahi NZTA:** you asked a qualifying question here, so we received through the engagement process quite a bit of support for the Parkers Road signals in the short term

**Agreed**

**TBCA Question:** – could we add to that the possibility of a reduction in speed to be considered too please. I know you have considered the residential streets to reduce rat running on individual streets and calming, but if speeds on Tahunanui Drive could be lowered, and Rocks Road. That would create congestion as well which would help with modal shift hopefully and I think it has come through very strongly that we would like at least two more safe refuges. But could you please talk to us because I know they take out maybe 7 car parking spaces and there is already restricted car parks

**Waka Kotahi NZTA:** it is a real challenge putting refuges in with carparks and all the accessways.

**TBCA Statement** and that is the real challenge with clearways for us all, turning into our properties. The traffic does slow for those refuges

**Waka Kotahi NZTA** – thank you, it is important for us to hear from you and we have heard through the feedback we have had, and other opportunities as well, and as I said earlier these are difficult decisions to make because we do have to weigh up a wide range of interests including this community and including others as well. So we will be continuing to look at all of those.

You have made a very strong case for the impact you see on your community so we have definitely heard that. We have got a process to go through in terms of finalising the business case. We just need to go through what the next steps are. So the business cases themselves won't be through till the end of the year and they will go through Council and through the Waka Kotahi Board as part of that process so they will be visible so you will see where we get to with all these.

**TBCA Statement:** we are certainly determined on a good outcome for Tahunanui and I know you will respect that

**TBCA Question -** Time frames in the short term for things that affect our community? -



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The Southbound clearway at the Tahunanui intersection  
Parkers Road lights  
Muritai crossing.

**Waka Kotahi NZTA** We need to go through all the feedback before we make any decisions. Parkers Road and the crossing across Muritai, we put both of those 0-3 years so when we finish the business case and on the assumption they stack up for justification, we seek funding. Can't give you any more until we know whether that funding is confirmed.

**Following all the discussion** will you undertake to give some priority consideration to putting pedestrian refuges out here

**Waka Kotahi NZTA:** I have heard that loud and clear and we proposed refuges in another location and in view of what we have heard here and learnt over the last two or three months it looks to be higher priority than the other locations we proposed so we could look at switching some of those around

**TBCA Statement:** What we are saying is. You are talking about optimising. Its already optimised. The congestion will control the speed and the factors you are talking about. If you want to do something to cause modal shift... Do nothing...

Let our community survive and be liveable, and greater safety, all you have got to do is put in a few more crossing points. Police the speed restrictions on the hills and that will sort out the rat runners.

So what we are saying is have a nice day and leave it alone, because we all are absolutely convinced it will fix itself.

Thank you

**TAHUNANUI BUSINESS & CITIZENS ASSOCIATION**  
**INCORPORATED**

**NELSON FUTURE ACCESS PROJECT**  
**Presentation to Mayor and senior staff on 14 October 2021**  
**following our meeting with Waka Kotahi in June 2021**

**The Tāhunanui Business and Citizens Association Incorporated (TBCA)**  
**represents the interests of businesses and residents of the**  
**Tāhunanui Community**

**The Tāhunanui Community strongly objects to the establishment of four lanes on Tāhunanui Drive. Using the terms Priority lanes and Clearways is an attempt to disguise the fact that this is in reality four laning.**

The Nelson Future Access Project (NFAP) proposals are dangerous and totally insensitive to the communities that are presently shouldering the burden of these high volumes of traffic.

The contention that the establishment of four lanes will somehow benefit the Tāhunanui community is disputable. How can Waka Kotahi NZTA have as a part of its “Statement of Intent” that they will create livable communities, “that are healthy, thriving and well connected communities.” when this proposal will not improve access and safety for those living in the Tāhunanui community.

Waka Kotahi NZTA “Statement of Intent” “that people should come first” is in direct contradiction to the objective of this current proposal, which is clearly about meeting the needs of those travelling through the Tāhunanui Community. This is confirmed by Waka Kotahi NZTA’s statement that:

“modelling tells us that approximately 450 more vehicles per hour would be able to travel south through the intersection in the afternoon peak with the reinstatement of the short southbound lane”

TBCA contends this will simply move the congestion to the next intersection or ‘pinch point’ without considering the safety of the Tāhunanui community.

In Waka Kotahi NZTA’s “Statement of Intent” we read their objective is to have a “**people-centric approach**” and “we are working on targeted partnerships to create transport links and services that can improve social, economic and environmental outcomes for communities and businesses”.

TBCA believes that these NFAP proposals would have an extremely negative impact on Nelson’s premier tourist and recreational areas of Tāhunanui Beach and the Waterfront. Tāhunanui is a seaside village and an important recreational asset of the city with large numbers of city and regional dwellers using the beach and sporting facilities all year round. It should also be recognised that Tāhunanui is home to the largest holiday park in the southern hemisphere, with in excess of 3000 visitors staying in the peak period. This means that during the tourism season the numbers using the village facilities swell by several thousand. These visitors contribute considerably to the economy of the city and the regions a whole.

The Tāhunanui Structure Plan, adopted by Nelson City Council 2004, proposed the development of a people- friendly village environment at Tāhunanui - “... *to promote a village heart for Tāhunanui that is*

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*compact, walkable, diverse, accessible” and ...”to improve access to and enhance ... the area through a network of well connected links and spaces”.*

TBCA is mystified by the Waka Kotahi NZTA terminology surrounding these proposals. They are frequently referred to as “**improvements**”. We do not view the provision of 4 lanes as an improvement for our community. The highway currently is at the heart of our community and home to many of the community's major services, especially its health services, dentist, bakery, Community church, bowling club, hairdressers, motels and restaurants. These facilities serve not only the community but the important visitor and tourist market. Accessibility for all these services is already difficult: however the planned introduction of 4 lanes will make access almost impossible and will certainly not make for safer movement of residents and visitors.

Waka Kotahi NZTA in its documentation has identified ‘removal of parking’ as a result of the establishment of clearways as an important factor, and although parking is crucial for the businesses no recognition has been given to the safety and accessibility for people visiting these businesses and services or of the many residents living in that area.

The proposed reinstated southbound clearway would run straight past a number of health practitioners including the Tahunanui Pharmacy, Tahunanui Medical Centre, Tahunanui Physiotherapy Clinic, and Medlab. Safe access to these essential and crucial medical services, is already difficult but would become almost impossible for clients and patients to access safely with four lanes and a clearway in operation. We note that the Tahunanui Pharmacy’s contract with the NMDHB sets out requirements of service, expectations and commitment to the provision of care for their patients. They provide an essential community health service to the Tahunanui population which is a very diverse community, older, vulnerable, and with a lot of social housing - safe access is vital. These proposals would impact greatly on the Pharmacy’s ability to safely provide this service.

In the proposal document Waka Kotahi NZTA gives the following reasons for their proposals -

### *Better journeys for all*

We do not believe that the introduction of priority lanes and clearways on this limited section of highway through Tahunanui would improve traffic flow now or in the future and would be at the expense of this community’s livability, accessibility and safety. These measures will simply move the congestion to the next intersection.

### *Safer streets*

TBCA does not believe that the proposals would improve safety in the Tahunanui community, road closures and restricted access/exit points will not make streets safer. The provision of traffic calming needs to be properly consulted with the residents affected. Consultation involves real listening.

### *Resilience*

“The proposal is resilient” - TBCA questions this assertion. The Rocks Road area of Tahunanui has always been at risk of natural hazards, i.e. there are ample examples of sea inundation during high tides and storm events, rock fall/slips, and the Tahunanui Slump. There are frequent closures of Rocks Road, and in fact over the last few months the road has been closed 5 or 6 times due to weather related events.

Waka Kotahi representatives maintain that the road is “fit for purpose”.

This is in direct conflict with a report by Montgomery Watson dating 2010. On page 13 of this report the writer makes the following comment *“The road was made by informally filling behind the seawall. This*

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*loose fill still exists beneath the present carriageway. The old fill is unlikely to be able to cope with extra weight of increased traffic and will probably need to be removed or altered."*

Further reports on liquefaction in 2013 and 2017 by Tonkin and Taylor, and Dr Mike Johnson, would suggest that Tahunanui Drive is subject to movement because of the area being marine sediment, and the substrata is therefore susceptible to possible slumping and liquefaction.

TBCA also have concerns that the vibrations and noise that the DHB referenced in their submission in 2020, not meeting WHO standards and having impact on Mental Health and general Wellbeing, We find it highly unusual that Waka Kotahi have not addressed this in their current proposal.

A 2004 Environment Court Decision on the impacts of additional roading on the Victory area rejected the proposal for reasons including social severance, the proximity of the route to schools, air quality degradation and a lack of evidence that it would improve safety and efficiency.

TBCA would argue that the reasons given above are what the Tahunanui community lives with now. The Waka Kotahi proposal to increase Tahunanui Drive to four lanes and thereby allow for an increase in the volume of traffic would affect the Tahunanui community even more.

There has been no effort to mitigate these effects on Tahunanui Drive by NCC or Waka Kotahi. The Tahunanui School and community funded an earth bund in an effort to provide a safer environment for the school children.

The current NFAP Report further states that "we could refine the priority lanes option to substantially lessen the impact on both the Rocks Road and Waimea Road corridors". This is a nonsense statement. How can putting four lanes (priority lanes or clearways) of traffic through Tahunanui, where mitigation is impossible, "lessen the impact" on the community. Safety, access, and severance would be much worse.

TBCA supports safer community streets for all of Tahunanui. The proposed introduction of traffic calming measures to prevent "rat running" is in our opinion a red herring. It is being introduced to distract the community's attention away from the dangerous introduction of four lanes and re-establishment of a southbound clearway. We do however totally support the lowering of speed limits on all residential streets in Tahunanui to 30 km/hr and 40 on Tahunanui Drive and along the Waterfront.

In the NFAP proposal there are several statements about encouraging walking, cycling, public transport and sharing a ride. This is commonly referred to as "modal shift". Modal shift from cars to cycling, walking, and buses, will do nothing to lessen the impact of the increasing number of heavy vehicles through Tahunanui and along the Waterfront.

In July 2020 the Road Transport Association of NZ submitted to Waka Kotahi that

"Any option that is introduced should be evidenced-based, not done purely on assumptions, and not based on the belief that this is the best option for everyone."

The current proposal documentation provides no information on the data around types of transport.

There is for instance **no mention of Heavy traffic**. Heavy trucks use this route to the port and as the economy of the region has grown the number of these vehicles has increased. These large vehicles pounding along in a lane immediately adjacent to footpaths would be extremely dangerous for pedestrians, young and old.

The Waka Kotahi NZTA proposals continue to try and squeeze traffic of all forms, be it cyclists, pedestrians, freight, and domestic motorists, onto a road which has already been proven to be incapable of carrying this traffic mix safely.

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The entire Tahunanui intersection is on a curve which means that there is very limited visibility of the many vehicle driveways and crossing points or of the end of the clearway. This leads to the driver travelling into a blind spot, where cars are suddenly having to merge with heavy trucks.

The previous clearway adjacent to the Pharmacy proved extremely dangerous with several near misses and a number of injuries. Why, when safety is a desired outcome, would anyone want to return the previous dangerous clearway?

On a positive note the TBCA have for a number of years advocated for the installation of traffic lights at the Parkers Road/Mairie Street intersection with Annesbrook Drive, however the installation of an additional seven sets of lights will do nothing to improve the congestion, and will impact greatly on the health of residents through additional noise and emissions. We have seen no evidence to support these multiple installations.

The NFAP brochure states “ the Priority Lanes package, .... has emerged as the best long-term transport solution for Nelson and follows extensive community consultation held last year”.

TBCA questions this statement. Covid severely limited the opportunity to fully engage with the Nelson community and especially those most directly affected. The community consultation which relied heavily on online contributions was clearly not extensive enough, particularly for those in the Tahunanui community. Therefore the survey being used by Waka Kotahi to justify this conclusion had a relatively small sample and lacks data on a number of issues. Meetings organised by TBCA/TCH and held in Tahunanui were attended by several hundred people which was greater than any other consultation across the wider Nelson area. There is for instance no information on the reason for travel of single occupancy vehicles, and it is a massive assumption to assume that these vehicles could be reduced in number by modal shift, eg, public transport and cycling, as many may be using their vehicles for essential services.

Another factor that needs to be considered is that the survey on which this proposal is based is not relevant due to the fact that Rutherford Street has been withdrawn following issues of width and the fact that the declaration of an area of Rocks Road has now been gazetted as an Outstanding Natural Landscape, meaning that part of Rocks Road cannot be extended.

### **SUMMARY:**

TBCA notes Waka Kotahi's Statement of Intent to be a people centric approach, to create liveable communities and to provide services that can improve social economic and environmental outcomes for communities and businesses.

TBCA notes the current proposal does not achieve these objectives for the Tahunanui community.

TBCA believes that Waka Kotahi's proposal is in contradiction to its Statement of Intent on several levels. On one hand we have a recorded statement that slowing traffic improves safety and then on another a desire to increase traffic flow by 450 cars per hour through the central Tahunanui intersection.

TBCA vehemently opposes the reestablishment of the clearway lanes and the development of priority lanes through Tahunanui. These four lanes have in the past proven to be unsafe.

TBCA supports the establishment of traffic lights on the Parkers Road Tahunanui Drive intersection. TBCA supports Waka Kotahi's statement that the “prudent thing to do” is to maintain the option of an alternative route to share the load of the increasing transport needs of the future.

## Item 4.2: Tāhunanui Business and Citizens Association Incorporated - Waka Kotahi Proposals for Tāhunanui Drive and the Effects of those Proposals: Attachment 1

TBCA also suggests that optimising the carriage way on Wakatu Drive to two lanes in both directions would be more effective in moving the regional traffic and have no effect on any community.

### **IN CONCLUSION:**

TBCA challenges Waka Kotahi's current proposal as it is clearly in conflict with their Statement of Intent.

"that they will create livable communities, that are healthy, thriving and well connected communities."

Waka Kotahi NZTA current proposal will have a huge impact on the Tāhunanui community.

We understand that Waka kotahi is keen to optimise the roading network and that they believe that creating four lanes will enable the movement of more traffic through Tāhunanui, this directly conflicts with their goals of community safety.

Waka Kotahi has as a goal modal shift and is on record as stating that congestion is a major factor in promoting modal shift.

The current levels of congestion through Tāhunanui controls the speed and the factors that affect safety in our community.

Therefore TBCA has recommended that if Waka Kotahi wants to do something to cause modal shift... we suggest they

Do nothing...

This will let our community survive and be liveable, with greater safety - all Waka Kotahi needs to do, as promised at our community meeting, is to put in a few more crossing points and police the speed restrictions on the hills and our suburban streets to discourage 'rat running' through the community.

Our final recorded statement to Waka kotahi was: "So what we are saying is have a nice day and leave it alone, because we all are absolutely convinced it will fix itself and modal shift will occur."

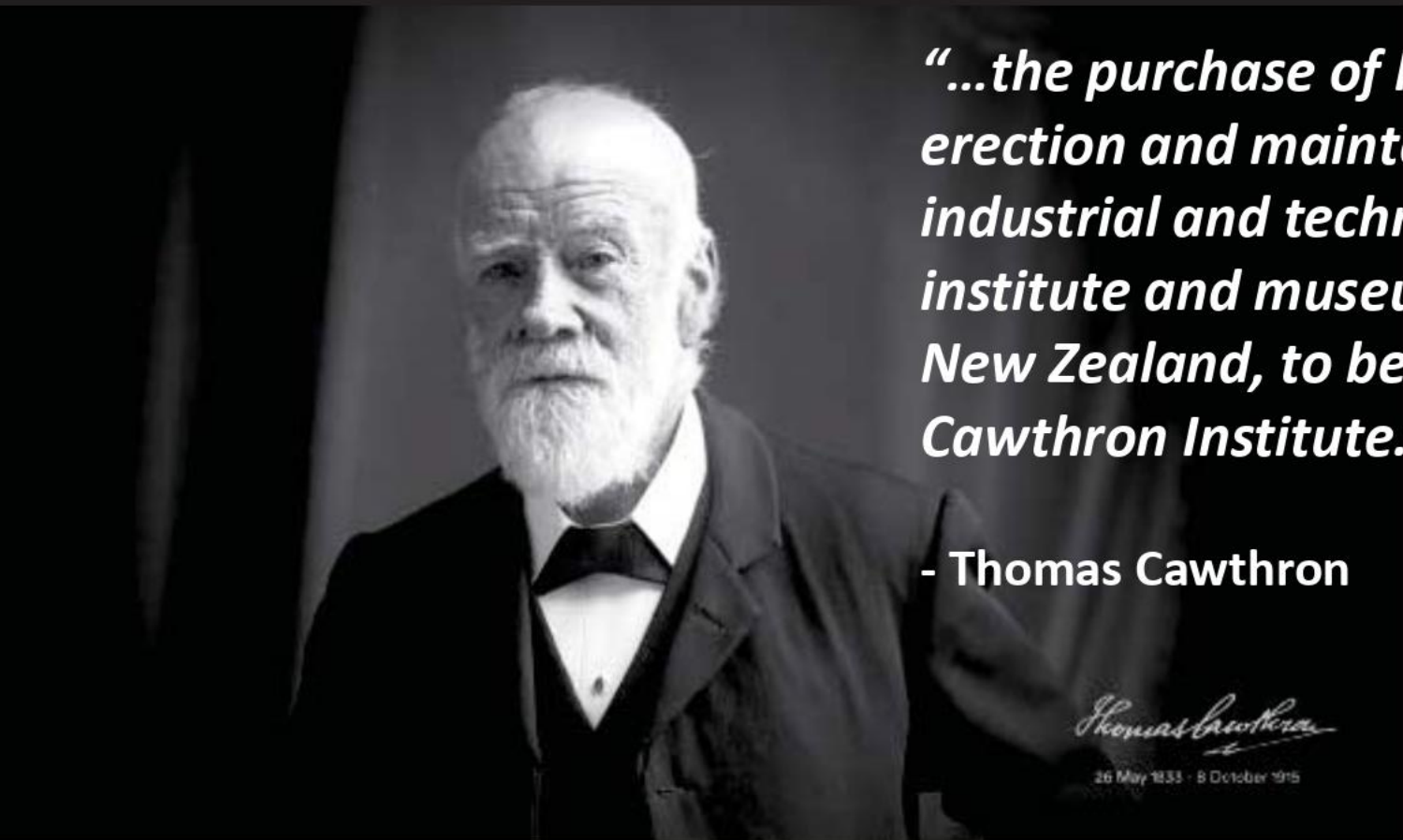
We now need Nelson City Council to listen to us and take action to get Waka Kotahi to amend their plans for Tāhunanui Drive, before allowing the proposal to progress for business case planning.

We believe that any proposals for Tāhunanui Drive should be separated from the overall funding package at this stage while other parts of the proposal are progressed, including the plans for better public transport, cycling and walking particularly in relation to the waterfront.

The process should, in our opinion, be to focus on getting the modal shift by improving public transport, cycling and walking, which may in time, reduce the congestion and reduce the need for additional lanes, and meanwhile allow further research and planning to occur on how to manage the increasing freight traffic.

Paul Matheson QSO JP  
Chair  
Tāhunanui Business and Citizens Association Incorporated  
October 2021





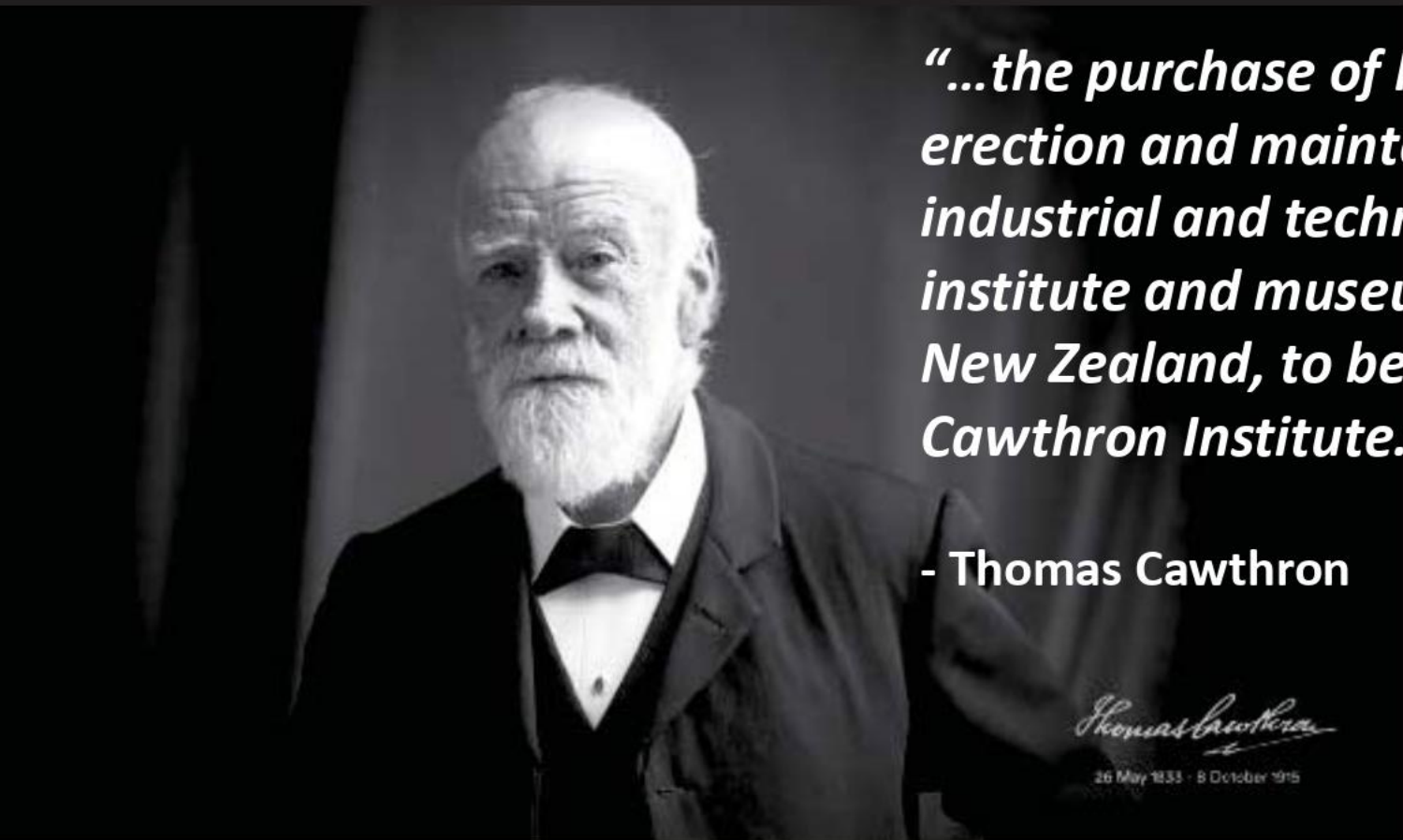
***“...the purchase of land for the erection and maintenance of an industrial and technical school, institute and museum in Nelson, New Zealand, to be called the Cawthron Institute.”***

**- Thomas Cawthron**

*Thomas Cawthron*  
26 May 1833 - 8 October 1915







***“...the purchase of land for the erection and maintenance of an industrial and technical school, institute and museum in Nelson, New Zealand, to be called the Cawthron Institute.”***

**- Thomas Cawthron**

*Thomas Cawthron*  
26 May 1833 - 8 October 1915



*"World-class  
science for a  
better future."*

**- Cawthron  
Purpose**

**Healthy Ecosystems – Prospering Blue Economy – Thriving People & Communities**



# Our areas of research

Council 28Oct2024 - Tabled Document - Cawthron presentation



Growing our seafood sector without environmental compromise



Improving the health of our freshwater ecosystems



Ensuring the safety of our seafood harvest



Improving the health of our ocean



Realising the potential of our bioactive resources

A2774804



Ensuring the  
safety of our  
seafood harvest

Council 28 Oct 2021 - Tabled Document - Cawthron presentation

# Setting international standards for the global seafood industry



A2774804

 CAWTHRON



Council 28Oct2021 - Tabled Document - Cawthron presentation



Realising the potential of our bioactive resources

# Developing a New Zealand algae sector

A2774804

 CAWTHRON



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Improving the health of our freshwater ecosystems

# Finding solutions to complex freshwater management problems

A2774804

 CAWTHRON



Improving  
the health of  
our ocean

# Supporting marine ecosystem management

A2774804

 CAWTHRON





# Inspiring the next generation

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 CAWTHRON

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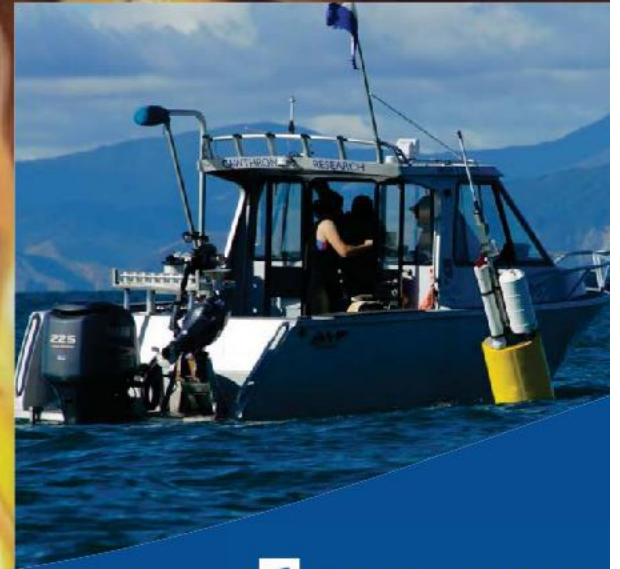
# World-class science for a better future – making it happen

Commercialising results

Partnering with stakeholders

Ensuring relevance

Attracting the best



A2774804

 CAWTHRON







# Cawthron Aquaculture Park

A2774804

 CAWTHRON





Item 9: Cawthron Institute work programme: Attachment 1 – A2774804





Council: 28 October 2021 - Public Document - Waka Kotahi - Nelson Future Access Project

# Nelson Future Access Project

Council Meeting  
Recommended Programme  
28<sup>th</sup> October 2021

**WAKA KOTAHI**  
NZ TRANSPORT  
AGENCY

A2774738

New Zealand Government

Council 28Oct21 Powerpoint - Tabled Document - Waka Kotahi - Nelson Future Access Project

## Why are we here today?

- What does Endorsement mean?
- Strategic Direction for next 30years
- Enable Waka Kotahi Board to consider Business Case

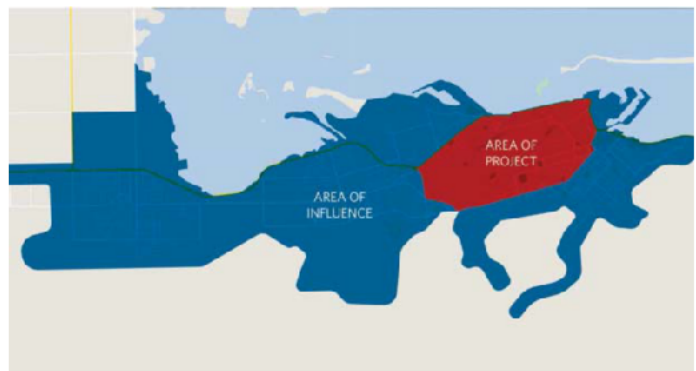


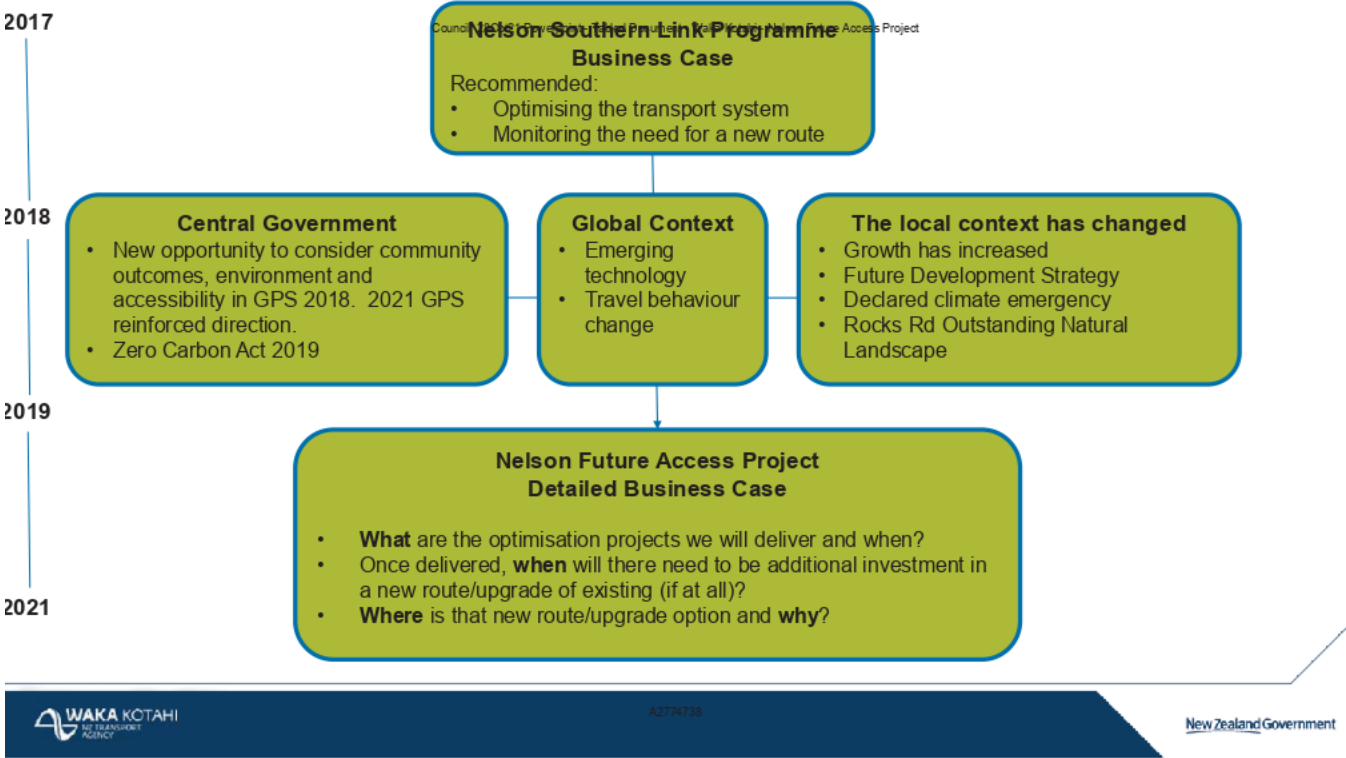
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## Project Area and Focus

In a nutshell, the project will contribute to:

- improving how **people and freight** move around and through Nelson
- making Nelson more **accessible**
- improving the quality of the **urban environment** in the transport corridors
- transport system **safety**
- making the transport system more **resilient**





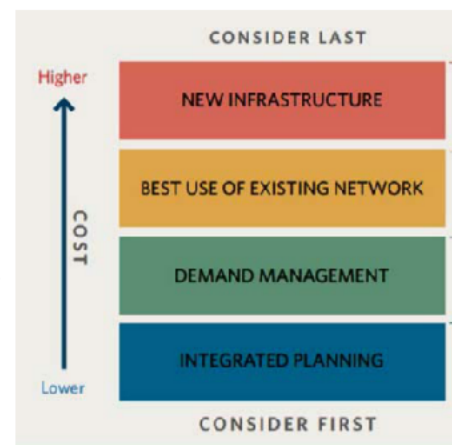
Problems and Evidence



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## The proposal and how we got there

- Looked at all available options – Long List
- Systematic analysis of existing technical evidence
- New evidence – modelling, NOF, PT review
- Comparison of Packages – Short List
- Iwi, Stakeholder, Community input, and feedback
- Preferred Programme (Council endorsed for engagement 13 May 21)
- Iwi, Stakeholder, Community input, and feedback
- Technical and investment refinement
- Recommended Programme



## Public Engagement 2021

### Short Term & Rocks Rd Only

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People had their say by:

- 1,659 unique online users
- 1,182 social pinpoint comments
- 424 survey responses online
- 3 Open Days with 260 attendees
- 118 emails/letters
- 1 bespoke session for English as a second language

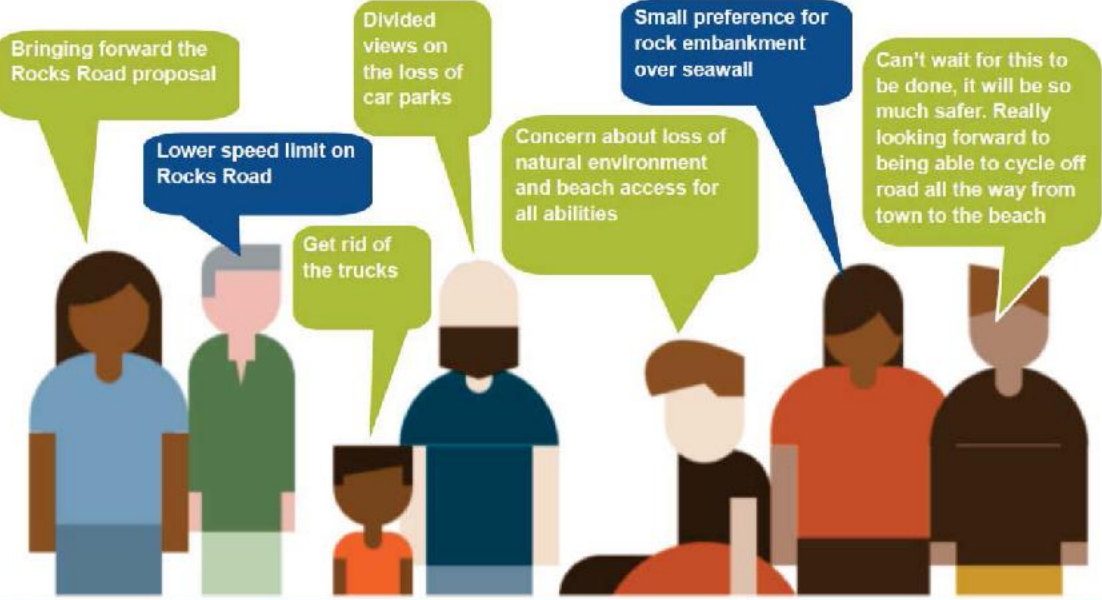


**What the community told us – Short Term**



Council: 28 Oct 21 PowerPoint - Tabled Document - Waka Kotahi - Nelson Future Access Project

# What the community told us – Rocks Road





## What have we changed following Engagement?

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### Short Term

- Review speed on Rocks Road
- Implement permanent southbound lane at Bisley Signals, including safe access to businesses
- Additional pedestrian crossings at Māori Rd and Tāhunanui Dr near St Stephens Church
- Remove Whakatu Dr pedestrian crossing
- Confirmed separated cycle facilities to link Railway Reserve to Waimea Road
- Align programme overtime with development pressures as they are consented
- Bring forward Ridgeway Waimea signals to short term provided potential for developer funding and future proof layout

### Rocks Road

- Include a linkage to recent Tāhunanui network

### Priority Lanes

- Co-ordinate future project development with Parking Strategy





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## Tāhunanui Southbound Lane Reinstatement

- Lane available 24/7
- Safe side access
- Enforcement and education
- Offstreet parking for health services
- Structure Plan



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## Recommended Programme

### Short Term and Other Improvement Package

0-10yrs, some scheduled over an extended period

Area wide

### Rocks Road Walk and Cycle

5.0m walk cycle boulevard

Start 2021/24, Construction within 10years

### Priority Lanes

Waimea and SH6

10-15yrs

Retain Land for Inland Route

#### Nelson Future Access Project Detailed Business Case

**What** are the optimisation projects we will deliver and when?

Once delivered, **when** will there need to be additional investment in a new route/upgrade of existing (if at all)?

**Where** is that new route/upgrade option and **why**?



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# Recommended Programme - Short Term and Other Improvements



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## Recommended Programme - Short Term and Other Improvements



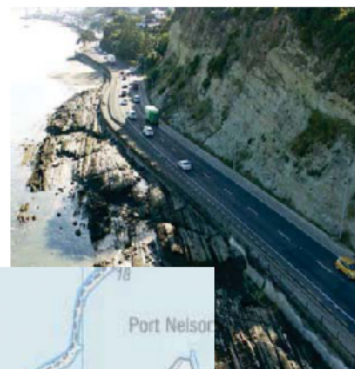
- Focus on mode shift via active and public transport
- Supports implementation of land use policy (FDS) and continued tension on parking price and supply
- Amenity and safety improvement through traffic calming
- Travel demand management strategies
- Scheduled over an extended period (linking movements between key places first)

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## Recommended Programme

### Rocks Road Walk and Cycle

- 5.0m walking and cycling facility
- Enable improved foreshore access
- Constrained through portions of the Outstanding Natural Landscape zone
- High heritage and community values
- SH6 Priority Lane delivered with Rocks Road Walk and Cycle at Southern End
- Consenting and design next phase start 2021/24 subject to NCC support and NLTP funding
- Construction within 10 years



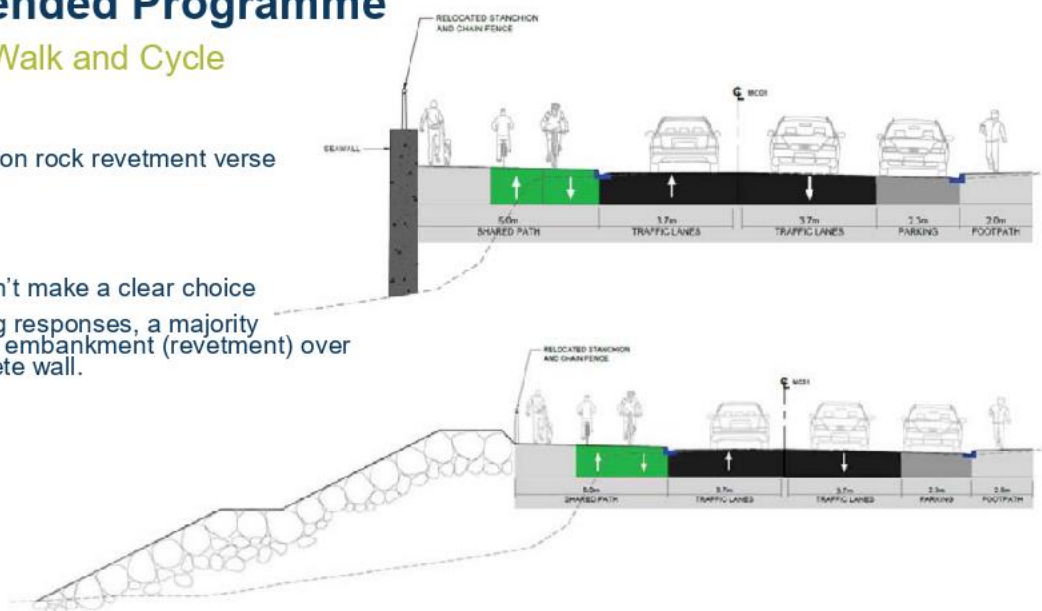
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## Recommended Programme

### Rocks Road Walk and Cycle

Community views on rock revetment verse seawall.

- 60 responses.
- Over a third didn't make a clear choice
- Of the remaining responses, a majority preferred a rock embankment (revetment) over a vertical concrete wall.



# Recommended Long Term Proposal

Refined Priority Lanes (10-15yrs)



## Waimea Road / Rutherford Street corridor

Beatson to Examiner northbound  
Franklyn to Beatson southbound

## State Highway 6

Tahunanui Drive Parkers to Bisley northbound  
Days Track to Parkers Southbound

Available for buses and high priority vehicles  
Retain Land on Inland Route – Long Term Resilience

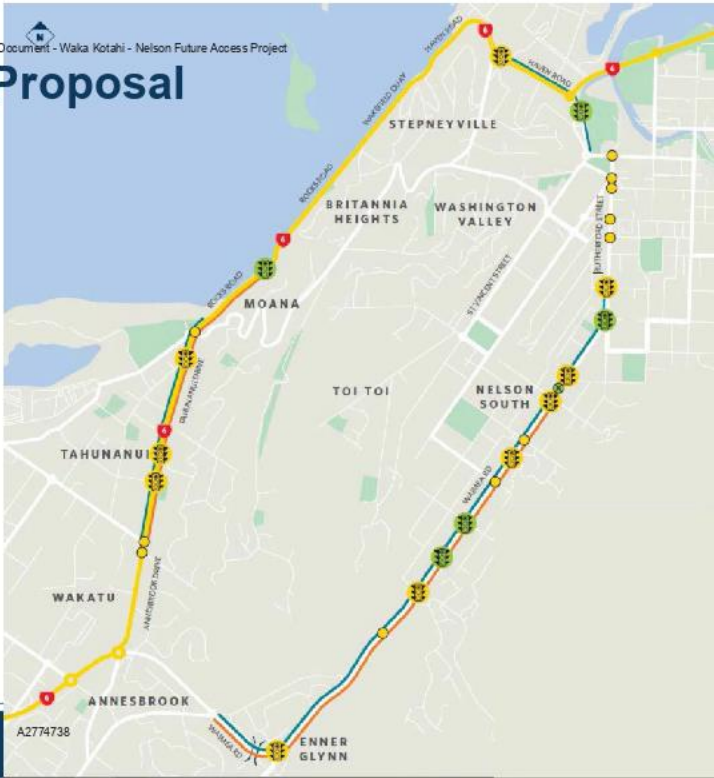


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# Recommended Long Term Proposal

Refined Priority Lanes (10-15yrs)

- KEY**
- North bound priority lanes
  - South bound priority Lanes
  - Current State Highway
  - Proposed signalised intersection
  - Proposed signalised crossing for pedestrians and cyclists
  - Existing signalised intersection or proposed to be signalised ahead of priority lanes
  - Existing pedestrian signals proposed to be removed
  - Proposed new walking and cycling underpass





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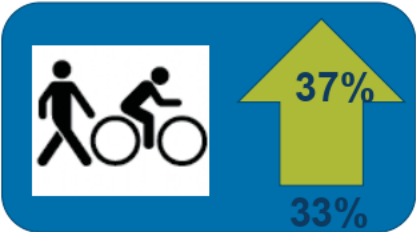
## Recommended Programme

Timeframe	Funding	Project estimate (\$M)	95th percentile estimate (\$M)
Near term 0-3 years (NLTP 2021-24)	NCC Local Road 49% NCC Share	\$11.6	\$14.3
	Local Road 51% Waka Kotahi FAR Share	\$12.1	\$14.9
	State Highway Waka Kotahi 100%	\$4.6	\$5.8
Short term 4-10 years	NCC Local Road 49% NCC Share	\$27.7	\$33.1
	Local Road 51% Waka Kotahi FAR Share	\$28.9	\$33.7
	State Highway Waka Kotahi 100%	\$140.3	\$166.5
Medium-long term 11-30 years	NCC Local Road 49% NCC Share	\$72.5	\$86.3
	Local Road 51% Waka Kotahi FAR Share	\$75.5	\$88.6
	State Highway Waka Kotahi 100%	\$53.1	\$67.0
Total		\$425.7	\$509.8

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# Recommended Programme

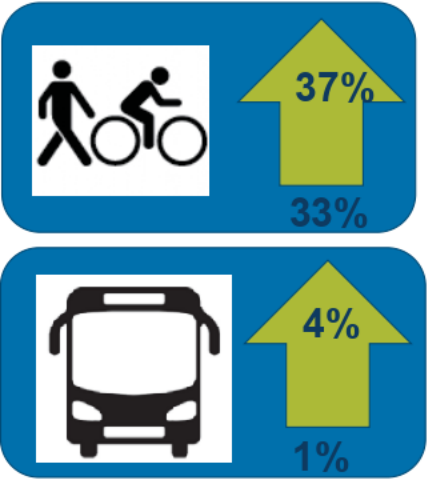
## Programme Outcomes @ 2048



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# Recommended Programme

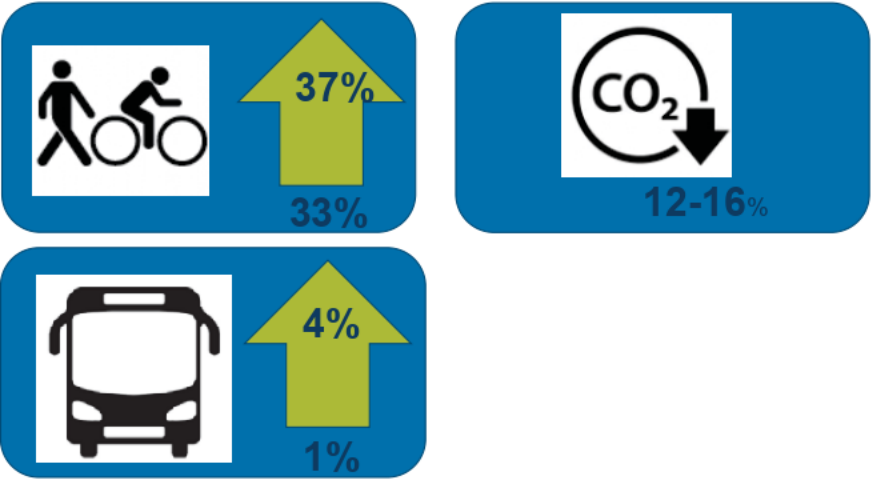
## Programme Outcomes @ 2048



Council 28Oct21 Powerpoint - Tabled Document - Waka Kotahi - Nelson Future Access Project

## Recommended Programme

### Programme Outcomes @ 2048

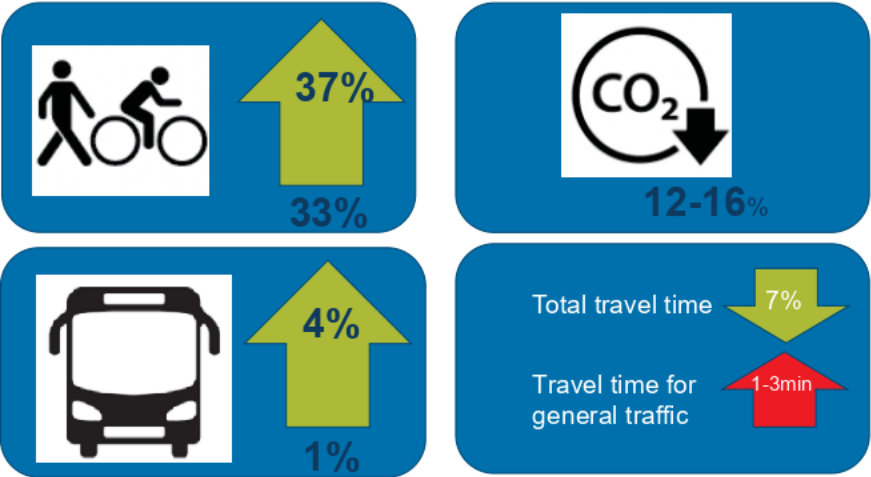




Council: 28Oct21 Powerpoint - Tabled Document - Waka Kotahi - Nelson Future Access Project

## Recommended Programme

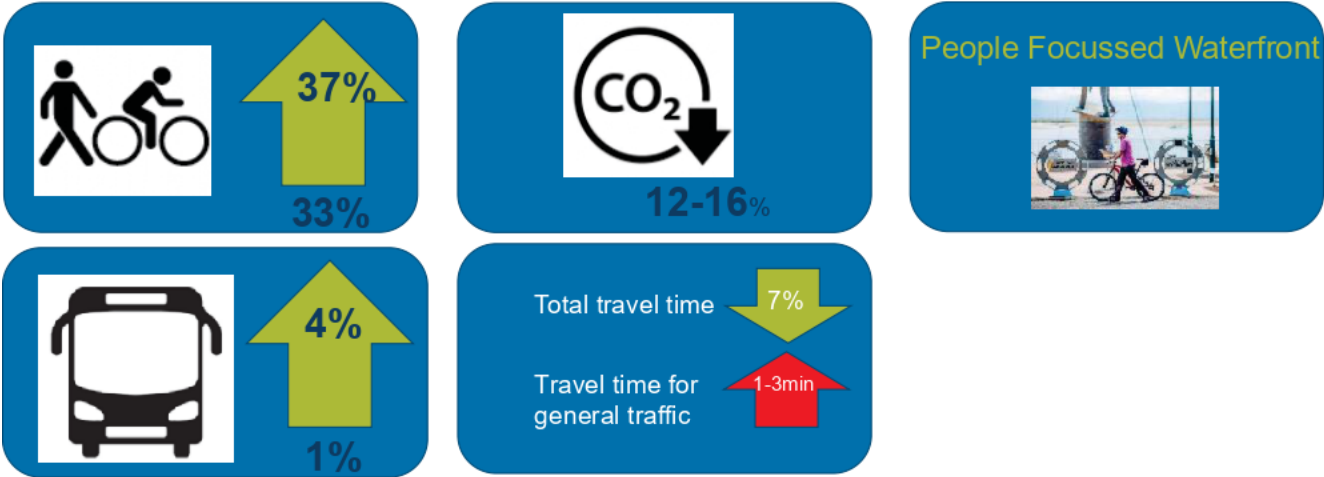
### Programme Outcomes @ 2048



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## Recommended Programme

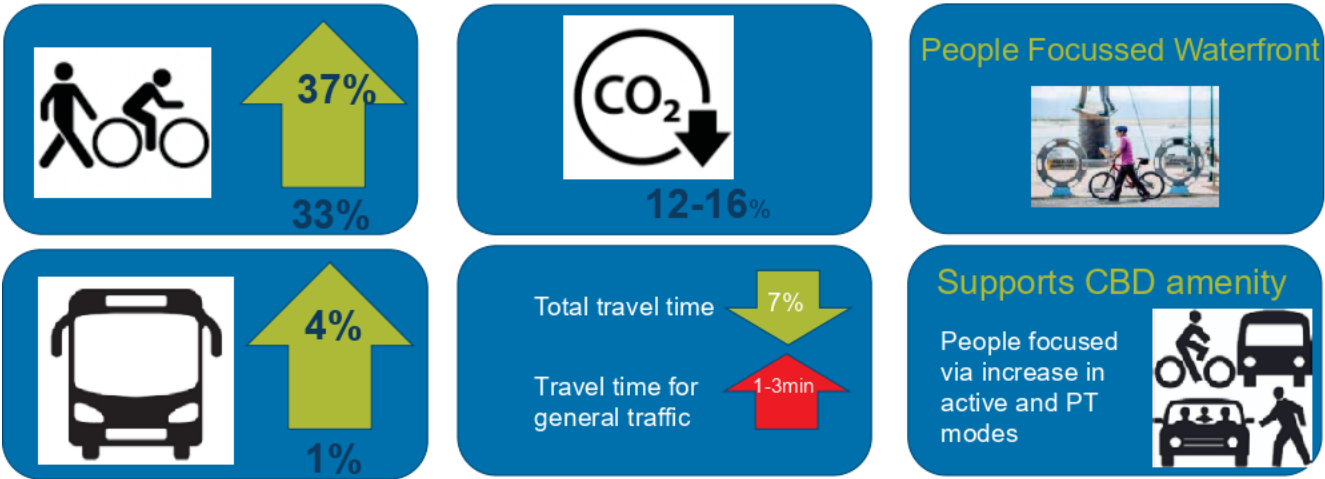
### Programme Outcomes @ 2048



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# Recommended Programme

## Programme Outcomes @ 2048

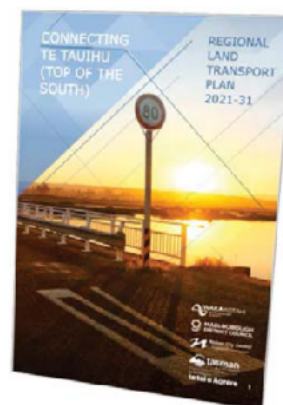


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## Synergies

### Richmond Programme Business Case

- Shared vision of a safe and connected region that is liveable, accessible, and sustainable (RLTP)
- PBCs aims aligned with RLTP and Nelson Future Access
  - improving safety for everyone,
  - increasing the availability of attractive walking and cycling paths and public transport options
  - focusing on reliable journeys to support regional economic development
- Co-ordinated for integrated benefits across Nelson Richmond urban area



### Hospital Redevelopment

Opportunity to integrate Franklyn/Waimea signals & active mode corridor



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## Funding

### 2021-24 NLTP

- Completion this Business Case in 2021
- Support public transport service improvements
- Minor allocations for low costs low risk activities
- Endorsement of the Business Case is the next step to enable a funding application to be made
- Funding to progress design consenting and construction is contingent on an endorsed business case

### Opportunities

- 24-27 NLTP
- Kāinga Ora Accelerated Housing Fund
- Green Fund

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Next Steps

