

Nelson Southern Link Investigation

Programme Business Case Public Engagement Summary Report



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Executive Summary

The New Zealand Transport Agency undertook a public engagement exercise between March 23rd and April 24th in 2016. The purpose of engaging with the public was to seek feedback about the significance of two transport problems identified in the Strategic Case, on three approaches identified by the Transport Agency to solve these problems, and any other approaches or additional ideas the public may like us to consider.

Options from the Rocks Road Walk / Cycle Facility Options Update Report that looked to address problem 2 were incorporated into the feedback material presented to the public because the two transport projects are informed by one another.

Seven public information sessions of approximately three hours each were held where the public could come and ask members of the project team questions.

The public were notified of the engagement exercise prior to the start date of the 23 March 2016 and throughout the engagement period via newspaper advertisements, radio adverts, the project website (which is accessed from the Transport Agency's website) and posters around Nelson city.

A feedback booklet was produced which provided information about why the Transport Agency was consulting, a timeline associated with the Programme Business Case (PBC) phase, information on how future growth affects the transport network, a description of the approaches to solve Problem 1, options associated with solving Problem 2, a table identifying options within each approach that could help work towards solving the two problems, a weblink address to access supporting information, the feedback booklet and form plus supporting documents, and a separate form providing a description of example options that could be included in an approach if a different one was chosen by the submitter. There was also the opportunity in the feedback form to add or remove options to / from the three approaches or present an alternative approach.

All documents (including supporting documents) were available in hard copy and could be viewed at the public libraries in Nelson, Tahunanui and Richmond and at the locations of the public information sessions

Feedback could be given via the feedback form, which could be submitted into a drop box provided at each library, via an internet based survey, by handing in the feedback form at one of the public information sessions, by posting using a freepost address, or via the project e-mail account.

Prior to the start of the public engagement, the Transport Agency presented the feedback booklet to Nelson City Councillors on the 22nd of March 2016 and updated Council on the process about to commence.

Feedback was received from individuals, stakeholders, organisations, societies and interest groups. A total of 2114 responses were received during the engagement period. People were asked to provide feedback to a number of questions but some choose only to answer a few. The main findings were:

- Of the 2056 responses received in answer to the question about the significance of the problem of congestion, 16.1% said it was not significant, 15.3% said it was somewhat significant, 14.3% said it was moderately significant and 54.4% said it was very significant.
- Of the 1985 responses received in answer to the question about the layout, look and feel of Rocks Road being a deterrent for walking and cycling, 64.0% said that it was a deterrent and 36.0% it wasn't.

- Of the 2010 responses received in answer to the question about a preferred approach to solve the problems, 24.0% preferred Approach A, 10.5% preferred Approach B, 61.4% preferred Approach C and 4.1% preferred Approach D.
- The majority of respondents who chose Approach D had a preference for Rocks Road options 3 and 4 to be part of Approaches B and C or to include widening of walking and cycling infrastructure within Approach A.
- Of the comments received by respondents, the most often mentioned was “just do something”. This comment was in relation to both problems.

A separate telephone survey was undertaken of five-hundred randomly selected people (four-hundred in Nelson and one-hundred in Tasman). The questions asked were consistent to the questions asked in the feedback form.

With regard to a preferred approach, 17% favoured Approach A, 34% favoured Approach B and 46% favoured Approach C.

1.0 Background to Public Engagement

The Nelson Southern Link Investigation (NSLI) is part of the Government's Accelerated Regional Rooding Package for state highway projects. The investigation is looking at how best to address existing and future transport issues on the arterial networks between the Annesbrook Drive and Haven Road roundabouts.

The Nelson Southern Link Investigation commenced in January 2015. The activities undertaken in the first six months involved:

- Completion of the Strategic Case;
- The building and running of a transportation model to enable traffic projections of the do-minimum transport network up to 2033;
- A review of the previous work undertaken during the North Nelson to Brightwater Corridor Study and the Nelson Arterial Traffic Study;
- A risk assessment and gap analysis of the previous work correlated to the present day;
- Workshops in December 2015, involved key organisations whose views were sought on the problems and benefits identified in the Strategic Case (Workshop 1) and the identification of Investment Objectives and their targets plus identification of Options to help solve the problems, achieve the benefits and meet the objectives (Workshop 2).

From January through to March 2016, work was undertaken to prepare for the public engagement exercise. This involved the determination of approaches to engage on, the filtering of options (from Workshop 2) to remove duplicates plus grouping similar options into one option.

Options from a separate study¹ that looked to address problem 2 were incorporated into the feedback material presented to the public because the two transport projects are informed by one another.

The purpose of consulting with the public was to help the Transport Agency finalise the PBC and, in particular, assist the Transport Agency in identifying a preferred approach to help address Nelson's arterial transport problems.

Feedback on the three proposed approaches to address the two identified problems on Nelson's arterial routes (congestion and accessibility) was sought. Additionally, feedback was sought on the significance of the problems identified and the four options associated with the improved provision of walking and cycling facilities on Rocks Road.

Once a preferred approach has been confirmed, there will be further opportunities to give feedback if the NSLI proceeds to the next stage.

¹ SH6 Rocks Road Walk / Cycle Facility options Update Report, March 2016.

2.0 Material Provided to the Public

The following material was made available to the public in hard copy throughout the length of the public engagement from the 23rd of March to the 24th of April:

- The feedback booklet, which contained the feedback form and the options descriptions list (Copy provided in Appendix A and B);
- Traffic Modelling report “*Nelson Southern Link Investigation Future Forecasting Report*” dated March 2016;
- Draft of the Programme Business Case Report “*Nelson Southern Link Investigation Programme Business Case – Draft for Public Engagement*” dated March 2016;
- “*SH6 Rocks Road Walk / Cycle Facility Options Update Report*” dated March 2016’
- The Strategic Case “*Nelson Southern Link Investigation (SH6 Annesbrook Roundabout to SH6 Haven Rd Roundabout) Strategic Case*” dated October 2015.

The above material was made available to the public at the following locations:

- Richmond Library (Richmond CBD);
- Elma Turner Library (Nelson CBD);
- Nightingale Library (Tahunanui);
- The public information sessions (see Section 5.1 below).

Additionally, the above material was available to view via the Transport Agency’s project website www.nzta.govt.nz/nelson-southern-link throughout the engagement period. This website also provided links to documents related to previous investigations, current information or other websites as follows:

- The North Nelson to Brightwater Corridor Management Study 2008;
- The Nelson Arterial Traffic Study 2011;
- Rocks Road Walking and Cycling Project – ongoing;
- Community Engagement Summary Report for Rocks Road Walking and Cycling Investigation 2014; and
- Bluetooth Traffic Data covering Q4 2014 through to the end of Q4 2015.

A project specific email address was also set up, which people could subscribe to for updates during the engagement period. This email address was also available for people to provide feedback.

3.0 Notifications to Advise Public of Engagement

The public were notified about the Investigation and the dates for engagement and feedback period by the following methods (including dates):

3.1 Media releases by the Transport Agency

- Have your say on how to keep Nelson moving – 17 March (pre-engagement warm up);
- Views sought on three potential approaches for Nelson’s arterial network – 23 March (engagement opens);
- Further opportunities to shape the transport future – 7 April;
- Ideas on how to improve Nelson’s road network welcomed – 15 April (one week left);
- Engagement closed, more than 2,000 responses received – 28 April.

3.2 Website updates

- Published 23 March – engagement opens;
- Published around 7 April – three new public information sessions added;
- Published 26 April – engagement closed, content updated.

3.3 Advertising

<p>Newspaper advertisements: March 23rd until April 21st.</p>	<p>Advertisements were spread across the four free community papers (Nelson and Waimea Weeklies, and the Nelson and Tasman Leaders) and the main daily paper (Nelson Mail), including three front page ads in the Nelson Mail.</p> <p>Ad 1: Weds 23rd March, Nelson Mail,; Thursday 24th March, Nelson and Richmond Leaders; Tuesday 29th March, Nelson Weekly; Wednesday 30th March, Waimea Weekly.</p> <p>Ad 2: Thursday 31st March. Nelson Mail, front page banner</p> <p>Ad 3: Thursday 31st March, Nelson and Richmond Leaders, 20 x 3</p>
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	<p>Ad 4: Thursday 7 April, Nelson Mail, front page banner</p> <p>Ad 5: Tuesday 12th April, Nelson Weekly, 10 x 3 Wednesday 13th April, Waimea Weekly, 10 x 3 Thursday 14th April, Nelson and Richmond Leaders, 10 x 3</p> <p>Ad 6: Thursday 14 April, Nelson Mail, front page banner</p> <p>Ad 7: Tuesday 19th April, Nelson Weekly, 10 x 3 Wednesday 20th April, Waimea Weekly, 10 x 3 Thursday 21st April, Nelson and Richmond Leaders, 10 x 3</p>
Radio advertisements: March 31 st until April 23 rd .	Advertisements are spread across More FM/The Breeze and Radio Live in Nelson. Through this time scripts were changed 8 times to correspond with the public information sessions and the closing of the public engagement.
Public poster placement: March 28 th until April 22 nd .	Posters sized A4, A3 and A1 are placed throughout the Nelson CBD in cafes, libraries, public notice boards and the advertising poles, changing the posters every Monday of the four weeks with updated messages/public information sessions.

4.0 Public Information

In addition to the material available for the public to view (as noted in Section 2 above), a telephone help line and the project specific email address were manned throughout the engagement period to enable the public to seek help and ask questions of the project team.

4.1 Public Information Sessions

A total of seven public information sessions were undertaken. These sessions provided the public with the opportunity to ask members of the project team questions about the NSLI and Rocks Road walk / cycle facility. Some attendees filled in the feedback form and/or provided written responses at these locations.

The sessions were held at the following locations along with the approximate numbers of attendees:

- Stoke Community Hall, Stoke. Friday 1 April 9.30am – 12.30pm, 41 attendees;
- Elma Turner Library, Nelson CBD. Friday 1 April 3.00pm – 6.00pm, 42 attendees;
- Elma Turner Library, Nelson CBD. Saturday 2 April 10.30am – 1.30pm, 54 attendees;
- Richmond Library, Richmond. Saturday 9 April 10.00am – 1.00pm, 35 attendees;
- Tahunanui Conference Centre, Tahunanui. Wednesday 13 April 4.00pm – 7.00pm, 24 attendees;
- Hampden Street School, Nelson South. Thursday 14 April 4.00pm – 7.00pm, 16 attendees;
- Victory Community Centre. Monday 18 April 5.30pm to 8.30pm, 41 attendees.

5.0 Feedback Received

5.1 Methods to Provide Feedback

In addition to providing feedback at the public information sessions, the public could provide feedback through the following methods:

- In hard copy format into a drop box located at the public libraries in Nelson, Tahunanui and Richmond;
- In hard copy format to a PO Box address;
- Via the project email address;
- Via an internet Survey Monkey accessible through the project website address.

The most common form of feedback was provided via the internet survey with 66% of responses being received through that medium.

5.2 Total Number of Responses Received

The total number of responses received was 2114. A breakdown of the submission methods is provided in Table 1

Number of Responses	Method
658	Hard copy feedback form
59	Email response (feedback form not used)
1397	Internet survey
2114	TOTAL

Table 1 – Total Number of Responses

5.3 Feedback Received on the Questions Asked

The answers to the questions asked are provided in the following sub-sections. The total number of answers may not match the total number of responses, which is due to a respondent not answering a specific question.

5.3.1 Significance Question About Congestion

Question 1 on the feedback form asked people to respond to “How significant do you think the problem of congestion is on the two arterials?” The responses are provided in Table 2.

QUESTION 1				
Not Significant	Somewhat Significant	Moderately Significant	Very Significant	Total
330	314	294	1118	2056
16.1%	15.3%	14.3%	54.4%	

Table 2 – Responses to Question 1

5.3.2 Layout of Rocks Road for Walking and Cycling

Question 2 on the feedback form asked people to respond to “Does the layout and the look and feel of Rocks Road stop you from walking and cycling along it?” The responses are provided in Table 3.

QUESTION 2		
Yes	No	Total
1270	715	1985
64.0%	36.0%	

Table 3 – Responses to Question 2

5.3.3 Preference Question About Approaches

Question 3 on the feedback form asked people to respond to “Which of the proposed approaches do you prefer and why?” The responses are provided in Table 4.

QUESTION 3				
A	B	C	D	Total
483	211	1234	82	2010
24.0%	10.5%	61.4%	4.1%	

Table 4 – Responses to Question 3

5.3.4 Question About Approach D

Question 4 on the feedback form asked people to provide options if they chose Approach D in question 3. The majority of respondents who chose Approach D (82 in total) had a preference for Rocks Road options 3 and 4 to be part of Approaches B and C or to include widening of walking and cycling infrastructure on Rocks Road within Approach A.

5.4 Comments in Response to Question 5

Question 5 asked “Is there anything else you want us to know to develop a preferred approach”. The comments that were repeated most often have been summarised in Table 5 below. The comment that occurred most is in bold font.

Better public transport would help.
Rocks Road environment is unpleasant and unsafe for cyclists, walkers, residents and businesses. Divert trucks.
Rocks Road - reduce speed so confident cyclists use car lane and give space to wider shared path.
Park and Ride bus system
Build the Southern Link
Just do something
Pedestrian overbridge at college and remove pedestrian crossing
Implement clearways
Heritage concerns along Rocks Road
No logging trucks on Rocks Road
No new road in Victory
Reduce number of single occupancy vehicles on the road.
Rising sea levels must be considered
The size of trucks must be considered
More school buses

Table 5 – Summarised Main Comments From Respondents to Question 5

5.5 Other Statistics About Respondents

Standard survey questions were asked related to the particulars of respondents, for statistical purposes and general interest.

5.5.1 Name provided

1533 respondents provided their name on the written feedback form and via the internet survey.

5.5.2 Age Group

A total of 1795 respondents provided their age group. Table 6 below shows the age profile of respondents.

Age Group						
20-30	31-40	41-50	51-60	61-70	71+	Total
97	215	341	424	429	289	1795
5.4%	12.0%	19.0%	23.6%	23.9%	16.1%	

Table 6 – Age Profile of Respondents who Answered Question

5.5.3 Suburb

When respondents provided the suburb they lived in, this was recorded and is summarised in Table 7. The suburbs inside the study area are named in Appendix C:

Approach A		Approach B		Approach C		Approach D	
inside	outside	inside	outside	inside	outside	inside	outside
198	140	85	65	415	619	34	35
12.4%	8.8%	5.3%	4.1%	26.1%	38.9%	2.1%	2.2%

Table 7 – Chosen Approach Correlated to Study Area and Suburbs

5.5.4 Travel to Work at Peak Times

A total of 1980 respondents provided information about how they travel to and from Nelson in the morning and evening peak periods or whether they travel at that time. This has been shown in Table 8 below. Individual respondents who travel during the morning and evening peak periods often travel by different modes.

TRAVEL TO WORK DURING PEAK PERIODS				
Vehicle	Cycle	Foot	Bus	Do not travel
1231	432	224	93	418
51.3%	18.0%	9.3%	3.9%	17.4%

Table 8 – Mode of Travel During Peak Periods

5.5.5 Other Responses

A small number of responses received were outside the scope of the engagement at this point. These have been noted for inclusion in subsequent phases.

6.0 Responses from Organisations

Responses were received on behalf of stakeholders, organisations, societies and interest groups. Some provided a total number of members and/or a number of people within that organisation / group that provided feedback, whilst others did not.

These responses were counted as one submission as there was no supporting documentation to show that individuals within the organisation / interest group had agreed to the submission.

The stakeholders, organisations, societies and / or interest groups that provided responses were:

- Nelson Walkers Unite;
- Heritage NZ – Advising the Transport Agency of heritage items on Rocks Road;
- Rutherford Street / Waimea Road Business & Residents Association;
- Tasman District Council Regional Transport Committee;
- Tahunanui Business Association;
- Nelson Tasman Chamber of Commerce;
- Port Nelson;
- Automobile Association;
- Bicycle Nelson Bays;
- Progress Nelson Tasman;
- Nelsust Incorporated;
- Tahunanui school
- Nelson Intermediate School
- Nelson Tasman Kindergartens Association
- Victory Primary School Board of Trustees
- Victory Community Centre
- The Boathouse Community Trust
- Nelson Heritage Advisory Group
- The Waterfront Association
- Nelson City Business Groups
- Greypower

7.0 Summary

Responses were received from individuals, stakeholders, organisations, societies and interest groups. A total of 2114 responses were received during the engagement period. The main findings were:

Of the 2056 responses received in answer to the questions about the significance of the problem of congestion, 16.1% said it was not significant, 15.3% said it was somewhat significant, 14.3% said it was moderately significant and 54.4% said it was very significant.

Of the 1985 responses received in answer to the question about the layout, look and feel of Rocks Road being a deterrent for walking and cycling, 64.0% said that it was a deterrent and 36.0% said it wasn't.

Of the 2010 responses received in answer to the question about a preferred approach to solve the problems, 24.0% preferred Approach A, 10.5% preferred Approach B, 61.4% preferred Approach C and 4.1% preferred Approach D.

The majority of respondents who chose Approach D had a preference for Rocks Road options 3 and 4 to be part of Approaches B and C or to include widening of walking and cycling infrastructure on Rocks Road within Approach A.

Of the comments received by respondents, the most often mentioned was “just do something”. This comment was in relation to both problems.

8.0 Telephone Survey

A separate telephone survey was undertaken of five-hundred randomly selected people (four-hundred in Nelson and one-hundred in Tasman). The questions asked were consistent to the questions asked in the feedback form.

Overall, there was high awareness of the government's proposals to improve Nelson's transport networks. Around three quarters (75%) of Nelson residents are aware of these proposals; while 62% of Tasman residents are aware of such proposals.

However, there was a lack of awareness of the government's plans to address the existing and future transport issues on the road network between Annesbrook Drive and Haven Road roundabouts; only half (48%) of Tasman residents are aware of these plans while 62% of Nelson residents state they are aware of these plans. Following this, nine in ten (90%) of Tasman residents and two thirds (67%) of Nelson residents claim not to have seen the community engagement brochure around these plans.

Residents agreed that the problem around congestion between Annesbrook Drive and Haven Road roundabouts was significant. Around six in ten residents of both Nelson (63%) and the Tasman region (64%) rated travel delays on this section of the network a significant problem (4 or 5). Generally, there is support for changes to this road network across the region; 64% of the region's residents support changes to the network while 16% oppose any changes.

Having examined some of the benefits and concerns of the proposed approaches, the majority of the region's residents (46%) preferred approach C (building a new route). This was driven primarily by Nelson residents (48%) followed by Tasman residents (44%). This was in-line with Nelson residents' initial thoughts on first hearing the approaches. Tasman residents were more likely to be swayed from approach B to approach C once they had heard the benefits and concerns around each of the approaches.

Approach A was the least favoured; opposition seems to be explained by the statement “It is not practical as there is not enough road width to cope with introducing pedestrian access, cycling tracks or increased public transport links” – 52% of the region's residents agreed with this statement, increasing to 55% of Nelson residents agreeing with this. Around a quarter (26%) of the region's residents disagreed with this statement.

There was much less of a concern around the walking and cycling infrastructure on Rocks Road; relatively few residents claim walking or cycling is their main mode of transport, and in keeping with the finding that the road layout along Rocks Road does not stop them from utilising this road using these modes of transport; it is unsurprising that fewer residents rate poor infrastructure for cyclists or walkers along Rocks Road as a significant problem. Around three in ten (31%) of residents are neutral on this statement while around half believe that it is a significant problem (49% of Nelson residents and 53% of Tasman residents).

Appendix A – Feedback Booklet



Improving the arterial network between Annesbrook Drive and Haven Road roundabouts

Why are we asking for your feedback?

Community engagement is an important part of our work to improve Nelson’s transport network. We now want to hear from you as we further develop the Programme Business Case (PBC).

The Nelson Southern Link Investigation (NSLI) is part of the Government’s Accelerated Regional Roding Package for state highway projects. The investigation is looking at how best to address existing and future transport issues on the arterial networks between the Annesbrook Drive and Haven Road roundabouts.

Your contribution will help us finalise the PBC and, in particular, allow us to identify a preferred approach to help address Nelson’s arterial transport problems.

As part of our work to further develop and finalise the PBC, we want your feedback on the three proposed approaches to address the two identified problems on Nelson’s arterial routes – congestion and accessibility.

Congestion causes travel delays for motorists on the city’s two arterial routes, and the poor infrastructure on Rocks Road limits accessibility for pedestrians and cyclists, making these travel options less attractive.

At this stage, the three potential approaches identified to address the problems are:

- Making the most of the existing network
- Widening the existing arterial routes
- Creating a new arterial route (such as, a Nelson Southern Link-type route).

These proposed approaches are outlined in further detail from page four.

As part of our engagement we are also giving you an update on the Rocks Road Walking and Cycling Investigation and asking for your feedback on which option(s) you feel may work best with the approaches proposed for the NSLI. It is important that decisions on these two projects are informed by one another. More information about the Walking and Cycling Investigation is available on page five.

Please note that once a preferred approach has been confirmed, there will be further opportunities to give your feedback if the NSLI proceeds to the next stage. This could happen later this year, depending on the outcomes of the PBC.

How to give feedback

There are a number of ways you can give us your feedback once you have read the information in this booklet and any supporting information (see the list on page six). You can:

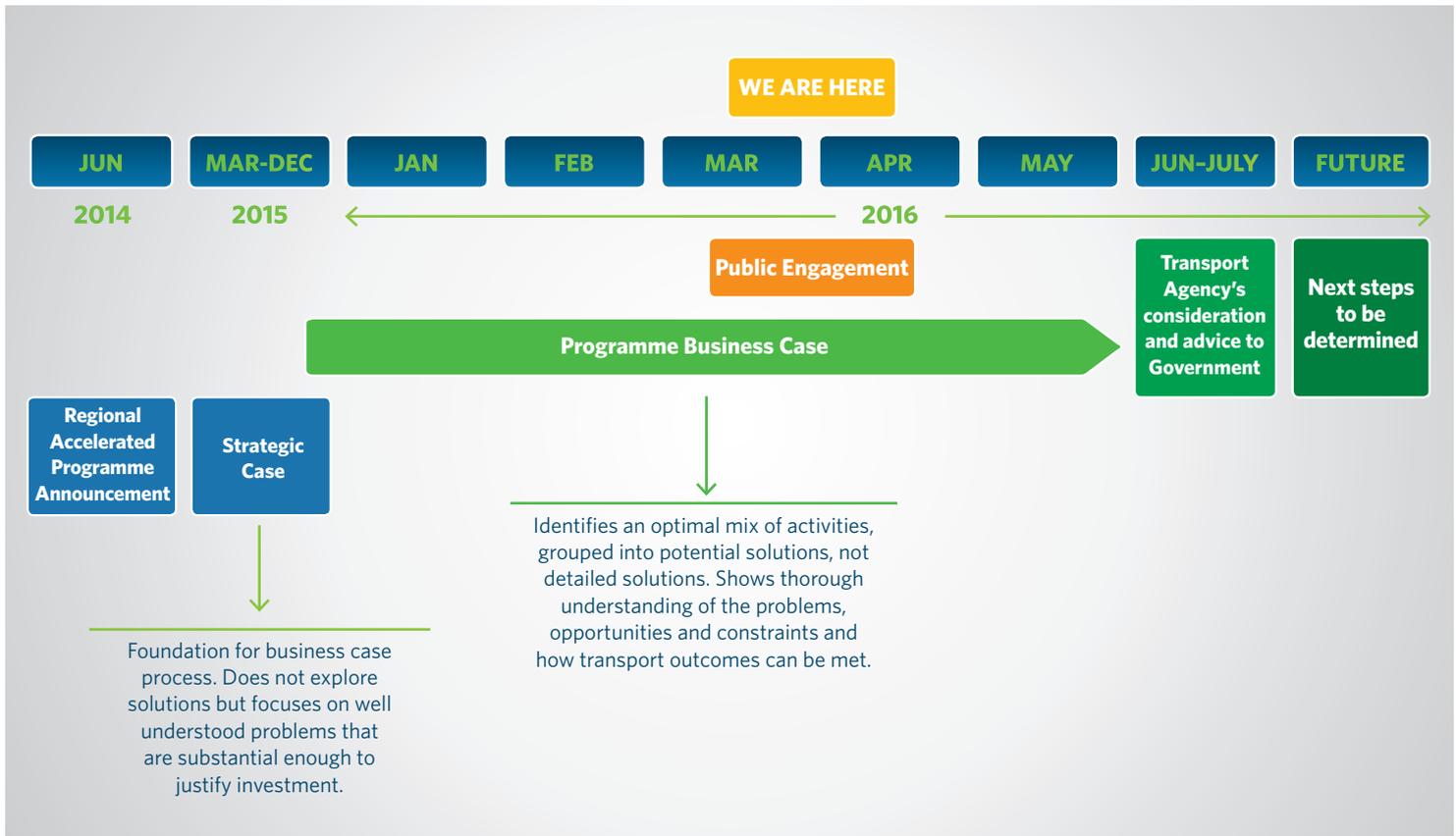
- Attend one of our public information sessions in Stoke, Richmond or Nelson at the beginning of April (details on feedback form at the back of this booklet).
- Fill in the feedback form at the back of this booklet and mail it back to us freepost.
- Fill out our online feedback form on the project website.
- Email us your comments.
- Call us on our freephone number.

Our full contact details are on the back page.

We will summarise your feedback into a report that we will make publicly available later in the year.

FEEDBACK DEADLINE: SUNDAY APRIL 24

Programme Business Case development



Since we completed the Strategic Case for the NSLI in November last year, we have done further work. Feedback has allowed us to update the transport problems, consider the benefits we want to achieve by addressing these problems and identify specific investment objectives. These are outlined separately below.

Problems

1. The form and function of Nelson's two arterial corridors results in congestion and delays, and
2. Substandard infrastructure on Rocks Road, which is part of the Coastal Path, is constraining growth in walking and cycling activities.

Benefits

- Reduced journey times.
- Improved safety for walking and cycling modes of travel.
- Improved tourism, active transport and recreational activities on Rocks Road.

Future investment objectives

1. **Decrease peak hour travel times.**
Target: "Travel times on the two arterials are no worse than 2015 for the next 40 years."
2. **Improve peak hour available capacity to move people and goods.**
Target: "The volume to available capacity ratio on the two arterials will be better than 80% for the years into the future."
3. **Decrease walking and cycling crashes.**
Target: "Achieve a continuous decline in death and serious injury walking and cycling crashes."
4. **Increase walking and cycling numbers on Rocks Road.**
Target: "Double current daily walking and cycling numbers within five years after implementing an option; thereafter the growth rate in walking and cycling numbers is greater than elsewhere in Nelson."

The above investment objectives will be used to help assess and determine the PBC's recommended approach.

How growth affects transport

Nelson’s population is expected to grow. This means the transport network in and around the city will be affected.

With data collected to date, we know that congestion is causing travel time delays during the peak period on the two arterials. We also know that walking and cycling growth on Rocks Road is lower than expected.

In the future, depending on the level of transport growth that Nelson experiences, travel delays are likely to get worse. Walking and cycling along Rocks Road could also become less attractive if we don’t resolve the transport problems on the city’s two main arterial routes.

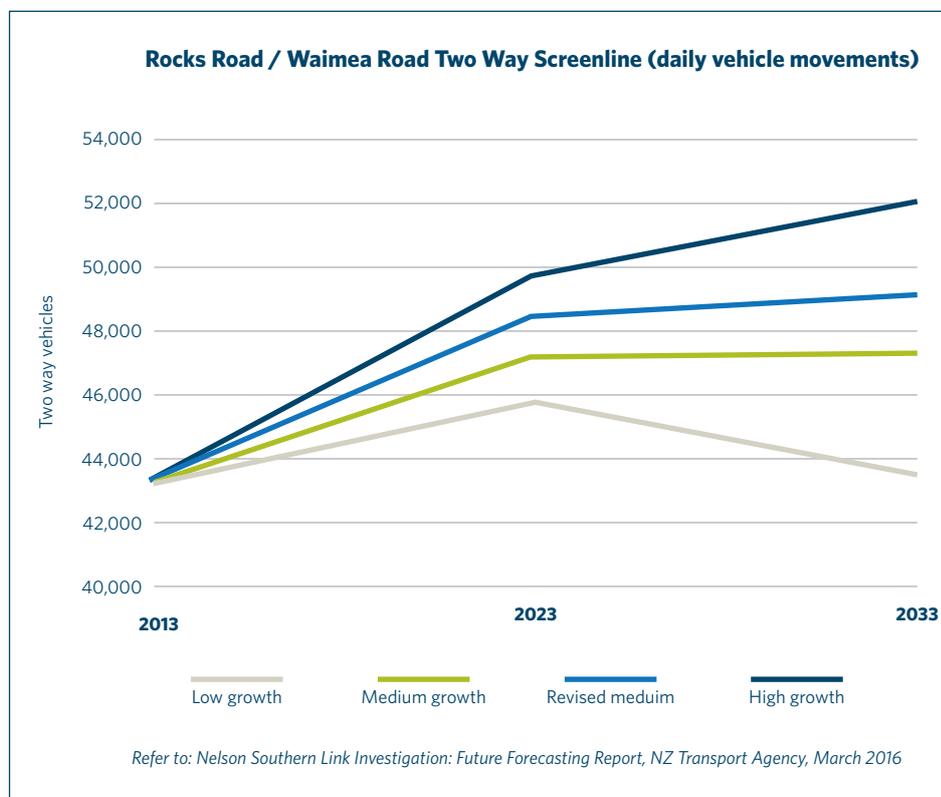
The NSLI will help us plan for future transport growth now, including when something should be done based on the speed of expected growth.

The table opposite sets out the likely transport growth scenarios. Historically, we have planned for the medium growth scenario(s).

There are a number of factors that could affect these scenarios, which will be considered during the development of the PBC. These are:

- Factors affecting demand, eg. changes in land use, job numbers increase at a faster rate than currently envisaged.
- Factors that affect supply, eg. road space availability, Richmond becomes a significant regional hub.
- Factors that affect the cost of travel, eg. higher travel costs to individuals, cheaper travel costs to individuals through vehicle technology changes.

Traffic volumes are uncertain depending on growth scenario



Programme Business Case 'Approaches'

We have identified three possible approaches for addressing the key problems outlined on page two. Now is your opportunity to share your views with us. You are integral to finalising the PBC and informing the selection of a preferred approach.

Below is a summary of the three different approaches we could take to address the problems. Consider these alongside some of the key benefits and challenges we've also outlined below.

Also, is there a fourth approach you would like to propose? If so, let us know in your feedback.

You may wish to reference the Draft Programme Business Case for Public Engagement Report and the PBC Options Descriptions Handout.

Approach A

Making the most of the existing network

This approach focuses on improving the existing road network (and making the most of the current walking and cycling network), increasing bus services (public transport), and decreasing or limiting the volume of private travel during peak periods (travel demand management) by imposing restrictions without needing to widen or build new routes.

Rocks Road would be widened to provide a shared path on the seaward side of the existing highway and possibly remove parking. The seawall would also be significantly widened.

Approach B

Widening the existing arterial routes

This approach focuses on options that would widen the existing arterial roads by at least one lane. It would also include walking and cycling, public transport, network optimisation and travel demand management activities that complement widening the arterial roads.

This approach would include safety improvements to Rocks Road to improve walking and cycling along it.

Approach C

Creating a new arterial route

The focus of this approach is building of a new route that connects the Annesbrook Drive Roundabout to the Haven Road Roundabout, such as but not limited to a Southern Link-type route. It would also include walking and cycling, public transport, network optimisation and travel demand management activities that complement the establishment of a new route.

This approach would include safety improvements and reduced traffic lane widths to provide extra cycling and footpath space on Rocks Road. No seawall widening would be required.

Benefits of the Approach

Could reduce private vehicle travel during the peak periods.

Provides for current and future capacity improvements, potentially via increased public transport services.

Likely to address future transport growth.

Provides opportunity to keep on-street parking.

Likely to address future transport growth.

Provides opportunity to keep on-street parking.

Could improve the environment in and around the existing arterials making it more attractive for residents and visitors.

Challenges of the Approach

To be completely effective, this approach would require parking restrictions and / or parking charges in and around the Central Business District to discourage peak period private vehicle travel.

We would also need to consider if there was enough road width to implement the options in this approach.

This approach is likely to affect the local environment (natural and buildings) along, in and around the two arterials.

We would also need to consider where the road would be widened and what implications this may have for access onto the existing arterials.

This approach is likely to affect the local environment (natural and buildings) along, in and around the new route.

We would also need to consider how the new route interacts and connects to existing roads and the local environment.

Rocks Road Walking and Cycling Investigation options

We have been further developing the walking and cycling options for the Rocks Road Walking and Cycling Investigation Project. You can read more information on this work in the SH6 Rocks Road Walk / Cycle Facility Options Update Report. In particular, we are now interested in your feedback on the following four options and how they might fit with the proposed approaches for the NSLI.

1

Minor Improvements. This option includes committed improvements identified by the NZ Transport Agency and Nelson City Council, such as resurfacing work to the road and footpath. It also involves incremental improvements to existing on-road facilities and the footpath. There is no widening of the seabed, the existing footpath, or cycle facilities. **\$4.9 Million**

2

Safety enhancements with reduced lane widths. This includes the improvements outlined in Option 1 above, and creates additional cycle and footpath width through narrowing the traffic lanes to 3m. **Please note, this option can only be pursued if the state highway is relocated (i.e. Rocks Road becomes a local road).** **\$8.2 Million**

3

On-road cycle lanes in both directions, shared path and reduced parking. This option involves widening the on-road cycle lanes in both directions and creating a 2.9m shared walking and cycling path on the seaward side. Parking between Victoria Road and Richardson Street would be removed. There would be significant seawall widening. **\$21.3 Million**

4

On-road cycle lanes and shared path. This option involves widening on-road cycle lanes in both directions and creating a 2.9m shared walking and cycling path on the seaward side as in Option 3 above. Parking between Victoria Road and Richardson Street would be kept. This will require significant seawall widening. **\$25.1 Million**



Proposed Programme Business Case 'Options'

This table outlines how the NSLI approaches and Rocks Road Walking and Cycling Options relate to each other. Combined, they aim to address the two identified transport problems on the arterial network and achieve our investment objectives.

The option numbers (as identified in the brackets below) are there for reference against the full PBC Options Description Handout. This handout explains all the relevant options identified to date for the NSLI in further detail.

Approach and its primary focus	Approach A Making the most of the existing network	Approach B Widening the existing arterial routes	Approach C Creating a new arterial route	Approach D What is your approach?
Problem 1: Improve arterial travel time and increase available capacity	Intersection capacity improvements (Option 31) Place restrictions on parking in and around the CBD (Options 6 / 7) Provide additional Public Transport services (Option 27) Retain Southern Link-type route as a future limited access transport corridor (Option 48)	Widen existing arterials for clearways (Option 33), with the option to expand them to provide a permanent extra traffic lane (Option 1)	A new two lane arterial route such as the Southern Link-type route (Options 5 / 47)	Refer to the "PBC Option Descriptions" handout for a list of options compiled
Problem 2: Improve walking and cycling	Rocks Road - Option 3 or 4	Rocks Road - Option 1	Rocks Road - Option 2	

Useful supporting documents to help your submission

Available to read on our website, at the Nelson Public Libraries, the Richmond Library and the four public information sessions.

- Nelson Southern Link Investigation (SH6 Annesbrook Roundabout to SH6 Haven Rd Roundabout), Strategic Case, October 2015
- Nelson Southern Link Investigation: Future Forecasting Report, NZ Transport Agency, March 2016
- SH6 Rocks Road Walk / Cycle Facility Options Update Report, March 2016
- The Draft Programme Business Case for Public Engagement Report, March 2016
- PBC Options Descriptions Handout

Available on our website only

www.nzta.govt.nz/projects/nelson-southern-link

- Bluetooth Data provided by Araflow Ltd
- North Nelson to Brightwater Strategic Study, April 2008

Available on the Nelson City Council website:

- Arterial Traffic Study, June 2011
- Rocks Rd walking and cycling background, 2014



Feedback form

Please fill out this form, fold it, and return it to us via the post or the feedback submission box at the Nelson Public Libraries or Richmond Library by Sunday April 24, 2016.

If you would like to submit responses with additional sheets, please be sure to attach them and send in an envelope.

You can also provide your feedback online at www.nzta.govt.nz/nelson-southern-link. Thank you for your valuable input.

Q1: How significant do you think the problem of congestion is on the two arterials?

- Not significant
- Somewhat significant
- Moderately significant
- Very significant

COMMENT:

Q2: Does the layout and the look and feel of Rocks Road stop you from walking or cycling along it? YES NO

COMMENT:

Q3: Which of the proposed approaches on page 6 do you prefer most and why? A B C D

If none, what combination approach do you think would work and why?

Q4: If you propose a different approach (to address the problems and to achieve the investment objectives), what options would you include?

Refer to the PBC Options Descriptions Handout for guidance.

Q5: Is there anything else you want us to know to develop a preferred approach?

Please tell us a bit about yourself *(this section is helpful to us, but is not compulsory)*

1. Name:

2. Age group: 20-30 31-40 41-50 51-60 61-70 71+

3. Suburb:

4. How do you travel to and from Nelson City in the peak morning and evening hours? Vehicle Cycle On foot Bus.

5. I do not travel to and from Nelson City in the morning or evening hours.

Your feedback is public information

Please note that the NZ Transport Agency may publish any information that you feedback, or provide it to a third party, and you may be individually identified as the submitter.

Therefore, please indicate clearly:

- If your comments are commercially sensitive, or for any other reason should not be disclosed.
- Any reason(s) why you should not be identified as the submitter of the feedback.



Public information sessions

Friday April 1. Stoke Community Hall, Stoke. 9.30am – 12.30pm.

Friday April 1. Elma Turner Library, Stoke, Nelson CBD. 3.00pm – 6.00pm.

Saturday April 2. Elma Turner Library, Nelson CBD. 10.30am – 1.30pm.

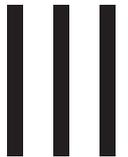
Saturday April 9. Richmond Library, Richmond. 10.00am – 1.00pm.



For more information on the project and to read answers to frequently asked questions, visit the project website at www.nzta.govt.nz/nelson-southern-link or phone **0508 NSL INFO / 0508 675 4636** or email nelson-southern-link@nzta.govt.nz

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NSLI
PO Box 1041
NELSON 7040

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FOLD AND TAPE OPEN SIDES LEAVING SPACE FOR A LETTER OPENER / NO GLUE OR STAPLES PLEASE

Appendix B – Options Descriptions

Option Descriptions for the Programme Business Case

Providing feedback on the Nelson Southern Link Programme Business Case phase?

Please refer to the option reference numbers below when reviewing Approaches A, B and C; and when answering question FOUR on the feedback form.

Option Ref No.	Title	Further Description
Network Optimisation, Travel Demand Management, Walking and Cycling		
4	Removal of restrictions (eg parking, loading zones, kerb build-outs etc) on the existing two arterials	Assumes that the required space for an additional lane for road traffic can be created.
6	Impose restrictions on the arterials to reduce the volume of traffic	Requires legislation and local authority bylaws to ban/constrain particular types of vehicles, eg HCVs.
7	Impose parking restrictions at peak periods to encourage higher vehicle occupancy rates	Looks to limit the number of long term parking spaces available and impose a maximum duration for parking across a wider area around the CBD
8	Use advertising campaigns to persuade people to reduce the number of journeys or change their travel mode to public transport or walking or cycling	
9	Change land use to encourage less travel by private vehicle	Nelson City Council to change District Plan to enable densification of CBD and surrounding areas over and above current situation
10	More shared pathways and better connections on the two arterials	The provision of new shared paths in and around the CBD by removing parking and other restrictions to create the required width and ensuring seamless connectivity
11	Work at better integration of travel modes - walking/cycling/PT/+ private vehicles on the arterials	At particular points along the arterials, where interaction between different modes occurs (eg at bus stops or where cycle lanes end, parking areas or at traffic lights), implement physical works to provide dedicated space for all users.
12	Ring road system (3 Laning)	This roading system is to facilitate circular travel utilising an additional lane on both arterials to create a total of 3 lanes in-bound and 3 lanes outbound as a one-way system. This option is the same as for Options 1 or 4 in terms of providing an additional lane through widening or utilising the existing road corridors - also refer to those options.
14	Network operating plan	Encompasses the organisation of the existing roads into a system of managed roads (eg one-way system) to facilitate movement of traffic around the entire network focusing on the CBD area.
15	Close side road accesses (or reduce) to left in left out only on the arterials	Restricts right turn movements to a select number of side roads where it is possible to access those side roads via the surrounding local roads.
16	Pedestrian overpasses Tahunanui/Waimea Road to address barriers to east / west travel for walking and cycling and reduce road travel delays from peds lights and crossings	At traffic signal-controlled intersections, construct overpasses to enable pedestrians /cyclists to not have to wait at the lights to cross.
18	Inland Port/Barge	Involves the provision of a log loading facility on Rabbit Island, the provision of barges to take logs to and from the port, the provision of new roading infrastructure to State Highway standards from SH60 to the loading facility, the banning of logging trucks on SH6 from Annesbrook roundabout to the existing port entrance.
19	Congestion charge	Involves charging road users (excluding Public Transport) that use the two arterials assuming enabling legislation is passed.
20	Park and Ride	Involves the provision of parking facilities south of Annesbrook roundabout and the provision of public transport (buses) to enable commuters to access the CBD and vice versa.
21	Port at Motueka	The status quo plus a port facility at Motueka similar to Nelson port
22	Better cycle storage areas in city / and showers	Provide cycle storage facilities and showers at locations throughout the CBD
23	Electric vehicle subsidy/charging ports	Provide a subsidy to encourage a shift away from fossil fuel method of propulsion to electric vehicles and provide charging points at parking spaces.
24	Port operations - hours of operation	Change the hours that Port Nelson operates to facilitate the movement of freight at non-peak times.
25	Adjust retailing hours 1000-1800	Change the hours that retailers within the CBD are open to shift shopping traffic to non-peak times.
26	Change school start and finish times	Change the hours that schools are open to shift traffic to non-peak times.
31	Upgrading key intersections on the arterials to facilitate through movement	Install traffic lights at key intersections and give priority to through traffic.
32	Upgrading key intersections on the arterials to facilitate accessibility onto the arterials	Install traffic lights at key intersections and give priority to side road traffic.
33	Peak hour clearways to create a total of 3 lanes in-bound to Nelson in the morning and 3 lanes out-bound in the evening on the two arterials.	Removal of restrictions (eg parking, loading zones, kerb build-outs etc) on the existing two arterials which is assumed to create the required space for an additional lane for road traffic.
40	One way morning and afternoon flow. Waimea, SH6, St Vincent, Vanguard as options	This option uses the existing arterials and two local roads as one way roads (2 lanes in-bound, 2 lanes out-bound).

Option Descriptions for the Programme Business Case

Providing feedback on the Nelson Southern Link Programme Business Case phase?

Please refer to the option reference numbers below when reviewing Approaches A, B and C; and when answering question FOUR on the feedback form.

Option Ref No.	Title	Further Description
Network Optimisation, Travel Demand Management, Walking and Cycling		
41	Increase carrying capacity of trucks	Introduce legislation to allow heavier loads (heavier than HPMV) to be carried through the provision of larger HCVs on the State Highway
42	Close side road accesses (or reduce) to left in left out	This option is a repeat of Option 15
43	Prioritise cycle traffic (separate traffic lights)	At existing traffic signalled controlled intersections, install separate lanterns to enable cyclists to move before other traffic - similar to bus priority signals
46	Wider sidewalks - mobility scooters/skate boards on the two arterials	Widening sidewalks occurs by removing parking and other restrictions along the arterials which is assumed to create the required space.
Widening Arterials		
1	Widening of the existing road infrastructure on the two main arterials by a minimum of one lane for road traffic	Widen SH6 and Waimea Road to create an extra lane to provide a total of 3 lanes in each direction. The existing form that provides for parking, footpaths, cycle lanes etc on both roads is re-established for the widened roads.
3	Widening of the existing road infrastructure on the two main arterials by a minimum of one lane for buses only to utilise additional space	The existing form that provides for parking, footpaths, cycle lanes etc on both roads is re-established for the widened roads.
44	Priority lanes (Public Transport and freight and HOV) through the provision of an additional lane	Widen SH6 to create an extra lane for priority traffic. Assume SH6 is widened towards the west. The existing form that provides for parking, footpaths, cycle lanes etc on both roads is re-established for the widened roads.
45	Complete separation of cyclist and pedestrians	Separation occurs by creating additional space along the arterials. Similar to option 1 but less widening width is required.
New Routes		
5	New arterial road (limited access)	This route is commonly known as Southern Link that runs from the SH6 Haven Road roundabout to the SH6 Annesbrook roundabout utilising Haven Road, St Vincent Street, the old railway reserve and Whakatu Drive. It is assumed to be a single lane in each direction, with parking on both sides of St Vincent Street, with the cycleway transferring to Vanguard Street. Access onto the route from side roads is limited.
5a	New arterial road	This route is commonly known as Southern Link that runs from the SH6 Haven Road roundabout to the SH6 Annesbrook roundabout utilising Haven Road, St Vincent Street, the old railway reserve and Whakatu Drive. It is assumed to be a single lane in each direction, with parking on both sides of St Vincent Street, with the cycleway transferring to Vanguard Street. Access onto the route is unrestricted.
13	Tunnel option - Annesbrook to Port	Provide a tunnel from Annesbrook Roundabout to the port.
17	Tunnel option - Annesbrook to Emano	Utilises tunnel portals near Annesbrook roundabout and the end of Emano Street with the road either sidling the western hillside to St Vincent Street or utilising properties on one side of Emano Street. St Vincent Street is changed as per "New arterial route" (Option 5)
47	Dedicated transit/freight route on old rail reserve	As per Option 5 but for freight and/or High Occupancy Vehicles only.
Public Transport (Buses)		
27	Additional bus services - user paid	More services to other locations - fare paid by user
28	Additional bus services - subsidised	More services to other locations - fare free or partially subsidised
48	Dedicated busway on old rail reserve	The provision of extra bus services from outside the study area utilising the old railway reserve and St Vincent Street to access CBD using the route as per Option 5.
Rocks Road Options		
35	Rocks Rd Option1 -Minor Improvements	This option includes committed improvements identified by the Transport Agency and NCC, such as resurfacing work to the road and footpath. It also involves incremental improvements to existing on-road facilities and the footpath. There is no widening of the seabed, the existing footpath, or cycle facilities. \$4.9 Million
36	Rocks Rd Option 2 -Safety enhancements with reduced lane widths. (If the state highway is relocated)	This includes the improvements outlined in Option 1 above, and creates additional cycle and footpath width through narrowing the traffic lanes to 3m. Please note, this option can only be pursued if the state highway is relocated (i.e. Rocks Rd becomes a local road). \$8.2 Million
37	Rocks Rd Option 3 On-road cycle lanes in both directions, shared path and reduced parking	This option involves widened the on-road cycle lanes in both directions and creating a 2.9m shared walking and cycling path on the seaward side. Parking between Victoria Road and Richardson Street would be removed. There would be significant seawall widening. \$21.3 Million
38	Rocks Rd Option 4 On-road cycle lanes and shared path	This option involves widening on-road cycle lanes in both directions and creating a 2.9m shared walking and cycling path on the seaward side as in Option 3 above. Parking between Victoria Road and Richardson Street would be kept. This will require significant seawall widening. \$25.1 Million

Appendix C – Suburbs Inside the Study Area

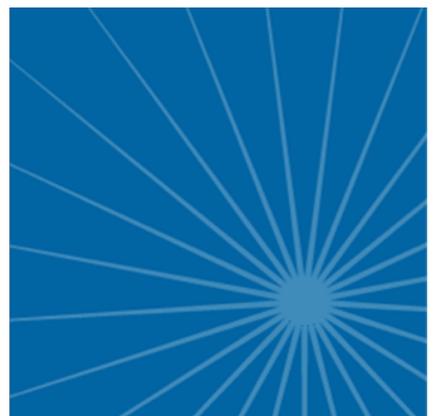
- Annesbrook;
- Beachville;
- Bishopdale;
- Britannia Heights;
- The Brook;
- Enner Glynn;
- Hanby Park;
- Moana;
- Nelson East;
- Nelson Central;
- Nelson South;
- Port Nelson;
- Stepneyville;
- Washington Valley.
- Tahunanui;
- Tahunanui Heights;
- Tasman Heights;
- Toi Toi;
- Wakatu;
- Washington Valley;
- The Wood.

Appendix D – Telephone Survey

NZTA

Nelson & Tasman Quantitative Research – Improving The Road Network

April 2016



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1. Executive Summary

Overall, there was high awareness of the government's proposals to improve Nelson's transport networks. Around three quarters (75%) of Nelson residents are aware of these proposals; while 62% of Tasman residents are aware of such proposals.

However, there was a lack of awareness of the government's plans to address the existing and future transport issues on the road network between Annesbrook Drive and Haven Road roundabouts; only half (48%) of Tasman residents are aware of these plans while 62% of Nelson residents state they are aware of these plans. Following this, nine in ten (90%) of Tasman residents and two thirds (67%) of Nelson residents claim not to have seen the community engagement brochure around these plans.

Residents agreed that the problem around congestion between Annesbrook Drive and Haven Road roundabouts was significant. Around six in ten residents of both Nelson (63%) and the Tasman region (64%) rated travel delays on this section of the network a significant problem (4 or 5). Generally, there is support for changes to this road network across the region; 64% of the region's residents support changes to the network while 16% oppose any changes.

Having examined some of the benefits and concerns of the proposed approaches, the majority of the region's residents (46%) preferred approach C (building a new route). This was driven primarily by Nelson residents (48%) followed by Tasman residents (44%). This was in-line with Nelson residents' initial thoughts on first hearing the approaches. Tasman residents were more likely to be swayed from approach B to approach C once they had heard the benefits and concerns around each of the approaches.

Approach A was the least favoured; opposition seems to be explained by the statement "It is not practical as there is not enough road width to cope with introducing pedestrian access, cycling tracks or increased public transport links" – 52% of the region's residents agreed with this statement, increasing to 55% of Nelson residents agreeing with this. Around a quarter (26%) of the region's residents disagreed with this statement.

There was much less of a concern around the walking and cycling infrastructure on Rocks Road; relatively few residents claim walking or cycling is their main mode of transport, and in keeping with the finding that the road layout along Rocks Road does not stop them from utilising this road using these modes of transport; it is unsurprising that fewer residents rate poor infrastructure for cyclists or walkers along Rocks Road as a significant problem. Around three in ten (31%) of residents are neutral on this statement while around half believe that it is a significant problem (49% of Nelson residents and 53% of Tasman residents).

2. Background

The New Zealand Transport Agency (NZTA) are looking at potential improvements to the arterial network between Annesbrook Drive and Haven Road roundabouts in Nelson.

NZTA are currently conducting community engagement. This research was designed to give an accurate measure of sentiment towards the proposed improvements.

This report details the findings of a telephone survey conducted from the 19th to the 23rd of April 2016. The New Zealand Transport Agency is interested in the views of those living in the Nelson and Tasman regions. Due to the level of potential impact on Nelson residents the sampling regime was designed in such a way so that 400 Nelson residents and 100 Tasman residents were surveyed.

The margin of error for a 50% figure at the 95% confidence level for a sample size of 500 is plus or minus 4.4%. The Nelson sub-sample of n=400 has a margin of error of 4.9% while the Tasman sub-sample of n=100 has a margin of error of 9.8%.

All fieldwork was conducted using the Quancept survey system which is a leading Computer Assisted Telephone Interviewing system. It is known for its power and flexibility, as well as the ease of use for supervisors and interviewers. It works in conjunction with a fully customizable sample management system, as well as a predictive dialer.

3. Methodology

3.1 Sampling regime

The table below shows how the sampling regime was designed to ensure representativeness within each region:

SAMPLING REGIME		
<i>Showing the number of respondents by interlocking quotas of age, sex and region</i>		
	Nelson	Tasman
	%	%
Base: n=	400	100
Male 18-44	77	17
Female 18-44	83	19
Male 45+	111	31
Female 45+	129	33

Sampling regime computed from 2013 Census data

The true population split between Nelson and Tasman is 50:50, therefore the 'All' figure has been weighted accordingly (from 80:20 to 50:50). The following table shows the total number of people aged 18 or over living in Nelson/ Tasman:

2013 CENSUS		
<i>18+ Population numbers:</i>		
	Nelson	Tasman
	%	%
TOTAL	35,907	35,718
Male 18-44	6,936	6,129
Female 18-44	7,473	6,624
Male 45+	9,996	11,181
Female 45+	11,502	11,784

Source: 2013 Census

3.2 Sample make-up

The sample make-up table shows the unweighted vs. weighted data.

SAMPLE MAKE UP		
	Unweighted %	Weighted %
Region*		
[Intentional over-sample of Nelson residents and under-sample Tasman]		
Nelson	80	50
Tasman	20	50
Sex		
Male	47	48
Female	53	52
Age group		
18-29	7	14
30-44	16	24
45-59	32	30
60+	45	32
Household income		
\$20,000 or less	5	4
\$20,001-30,000	11	8
\$30,001-40,000	9	10
\$40,001-50,000	8	7
\$50,001-70,000	13	14
\$70,001-100,000	19	23
\$100,000-150,000	15	14
More than \$150,000	6	6
Income was nil/or made a loss	-	-
Refused	14	14
Home ownership		
I am renting and looking to buy	4	9
I am renting and not looking to buy	7	10
I own my home freehold	51	42
I own my home with a mortgage	32	30
I live at home with parents	2	3
Other	3	5
Unsure	-	-
Refused	1	1
Number of years living in Nelson/ Tasman		
Less than 1 year	1	1
1 up to 2 years	3	4
2 up to 5 years	6	7
5 up to 10 years	9	11
10 up to 15 years	11	9
15 years or more	69	67
Unsure	1	1

Base: n=500

4. Findings

Nelson is seen as a 'positive' city by local residents (83% rate it a 1 or 2 where 1 is very positive) and by Tasman residents (67% rate it a 1 or a 2).

<i>How would you rate Nelson as a city on a 1-5 scale where 1 means very positive and 5 means very negative?</i>			
	All %	Nelson %	Tasman %
Base: n=	500	400	100
1 – Very positive	38	49	26
2	37	34	41
TOTAL 1 + 2	75	83	67
3	16	12	21
4	7	4	11
5 – Very negative	1	1	-
TOTAL 4 + 5	8	5	11
Unsure	1	-	1

Base: All respondents

Unsurprisingly, the main mode of transport within the region is by private or company car (87%). Residents of Nelson itself are proportionately more likely to cycle (5%) or walk (6%), however, the majority of Nelson residents are car users (81%).

<i>What mode of transport do you generally use?</i>			
	All %	Nelson %	Tasman %
Base: n=	500	400	100
Private vehicle / company car	87	81	94
Bicycle	4	5	2
Walk	3	6	-
Work vehicle / vehicle required for work	2	2	2
Motorbike / scooter	2	2	1
Bus	2	4	1
Other	-	-	-

Base: All respondents

Walking or Cycling around Rocks Road is quite common with 53% of Nelson residents (and 23% of Tasman residents) saying that they use this road for these purposes. The majority (73%) indicate that the layout of Rocks Road does not stop them walking or cycling along it.

4.1 Awareness of proposed network changes

Around three quarters (75%) of Nelson residents are aware of the government's proposals to improve Nelson's transport networks; while 62% of Tasman residents are aware of such proposals.

<i>Are you aware the government is currently looking at how best to improve Nelson's transport network?</i>			
	All %	Nelson %	Tasman %
Base: n=	500	400	100
Yes	70	75	62
No/ Unsure	30	25	38

Base: All respondents

There is less awareness around the government's plans to address the existing and future transport issues on the road network between Annesbrook Drive and Haven Road roundabouts; only half (48%) of Tasman residents are aware of these plans while 62% of Nelson residents state they are aware of these plans.

<i>Are you aware the government is currently looking at how best to address existing and future transport issues on the road network between the Annesbrook Drive and Haven Road roundabouts?</i>			
	All %	Nelson %	Tasman %
Base: n=	500	400	100
Yes	55	62	48
No/ Unsure	45	38	52

Base: All respondents

The community engagement brochure outlining the three approaches to the network changes appears to have not reached the majority of residents. Nine in ten (90%) of Tasman residents and two thirds (67%) of Nelson residents claim not to have seen this.

<i>Have you seen the community engagement brochure outlining the three approaches?</i>			
	All %	Nelson %	Tasman %
Base: n=	500	400	100
Yes	22	33	10
No/ Unsure	78	67	90

Base: All respondents

4.2 Nelson city congestion

Respondents were asked to describe how significant a problem they believed the congestion was between Annesbrook Drive and Haven Road roundabouts. The majority agreed that the problem was significant with around six in ten residents of both Nelson (63%) and the Tasman region (64%) rating travel delays on this section of the network a significant problem (4 or 5).

There are times when congestion causes travel delays on the roads between Annesbrook Drive and Haven Road Roundabouts – mostly on Rocks Road and Waimea Road. How significant do you think this problem is on a 1-5 scale where 1 means not at all significant and 5 means very significant?

	All %	Nelson %	Tasman %
Base: n=	500	400	100
1 – Not at all significant	6	5	5
2	10	11	11
TOTAL 1 + 2	16	16	16
3	19	21	18
4	28	28	28
5 – Very significant	36	35	36
TOTAL 4 + 5	64	63	64
Unsure	1	-	2

Base: All respondents

In line with the relatively few residents who claim walking or cycling is their main mode of transport, and in keeping with the finding that the road layout along Rocks Road does not stop them from utilising this road using these modes of transport; it is unsurprising that fewer residents rate poor infrastructure for cyclists or walkers along Rocks Road as a significant problem. Around three in ten (31%) residents are neutral on this statement while around half believe that it is a significant problem (49% of Nelson residents and 53% of Tasman residents).

Poor infrastructure on Rocks Road is sometimes said to limit accessibility for pedestrians, and cyclists. How significant do you think this problem is on a 1-5 scale where 1 means not at all significant and 5 means very significant?

	All %	Nelson %	Tasman %
Base: n=	500	400	100
1 – Not at all significant	6	8	4
2	11	12	9
TOTAL 1 + 2	17	20	13
3	31	29	32
4	26	25	29
5 – Very significant	24	24	24
TOTAL 4 + 5	50	49	53
Unsure	2	2	2

Base: All respondents

4.3 Support for network changes

There are currently three potential approaches for improving the road network between the Annesbrook Drive and Haven Road roundabouts. These are:

- Approach A – Improving the existing network: does not involve major works – this approach will improve the existing road networks, making the most of the current walking and cycling network, increasing bus services, and decreasing or limiting the volume of private travel during peak periods by imposing restrictions without needing to widen or build new routes.
- Approach B – widening the existing routes: this approach would widen the existing roads between the Annesbrook Drive and Haven Road roundabouts by at least one lane. It would also include walking and cycling, public transport, network optimisation and travel demand management activities that complement widening the arterial roads.
- Approach C – building a new route: a new route that connects the Annesbrook Drive Roundabout to the Haven Road Roundabout. This approach would also include walking and cycling, public transport, network optimisation and travel demand management activities to support the new route.

Residents were asked to rate their support of a series of proposed changes for the road network between Annesbrook Drive and Haven Road using a scale of 1 – 5 where 1 means “strongly support” and 5 means “strongly oppose”.

Do you generally support or oppose changes to the road network between the Annesbrook Drive and Haven Road roundabouts including Rocks Road and Waimea Road – on a 1-5 scale where 1 means strongly support and 5 means strongly oppose?

	All %	Nelson %	Tasman %
Base: n=	277	246	48
1 – Strongly support	43	43	43
2	20	18	19
TOTAL 1 + 2	63	61	62
3	16	20	14
4	8	8	8
5 – Strongly oppose	8	6	10
TOTAL 4 + 5	16	14	18
Unsure	5	5	6

Base: Those aware that the government is currently looking at how best to address existing and future transport issues on the road network between the Annesbrook Drive and Haven Road roundabouts

Note: Due to weighting the sub-samples for Nelson/ Tasman will not match the All figure

Generally, there is support for changes to this road network across the region; 63% of the region’s residents support changes to the network while 16% oppose any changes. Opposition is higher amongst Tasman residents (18% vs 14% of Nelson residents) although this is not a statistically significant finding.

One in five (20%) Nelson residents rate themselves as neutral to changes.

The main reason for supporting the changes is to reduce congestion (50%) while opposition arguments are that the changes may affect the community (25%) and that improvements should be made to public transport options rather than new roads (23%).

<i>Why do you support the changes?</i>			
	All	Nelson	Tasman
	%	%	%
Base: n=	174	150	30
Need to reduce congestion	50	49	51
It is necessary/ Current infrastructure does not fit needs of the city	18	19	17
Need to keep up with population growth	12	11	12
Need to have more cycle paths and pedestrian paths	8	6	7
Changes will make Nelson a more liveable city	7	9	6
Trucks and heavy vehicles should not be on Rocks Road	6	10	-
There has been enough discussion, now need to do something about it	5	2	11
Changes need to be made as soon as possible	4	2	6
Current road network is dangerous for cyclists and pedestrians	4	7	-
Need better access to the city and the port	3	2	3
Rocks Road should be protected for its scenic views/ Tourist attraction	3	6	-
Changes will help businesses in Nelson	2	1	3
Unsure	2	3	-
Other	1	1	3

Base: Those who support changes to the road network

Note: Due to weighting the sub-samples for Nelson/ Tasman will not match the All figure

Note: Multiple response question

<i>Why do you oppose the changes?</i>			
	All %	Nelson %	Tasman %
Base: n=	45	34	9
Affect it may have on the community	25	19	32
Improve public transport options instead of building new roads	23	8	40
Not necessary/ Do not want it to change	19	39	-
More cycle ways and pedestrian friendly paths	16	2	28
Should build a new road/ Alternative road	13	16	9
Traffic mainly due to school traffic	11	4	16
Changes may destroy the view of the bay	11	11	12
Huge cost to Nelson	8	6	11
Consider tunnel option	6	2	14
Land is unstable	6	2	12
Should widen roads instead of building new roads	4	8	-
Generally oppose the change	4	9	-
Not happy with changes made previously (Traffic lights)	2	4	-
Unsure	1	2	-

Base: Those who oppose changes to the road network

Note: Due to weighting the sub-samples for Nelson/ Tasman will not match the All figure

Note: Multiple response question

Having been read the three approaches, residents were asked which approach they preferred.

<i>Which approach do you currently prefer?</i>			
	All %	Nelson %	Tasman %
Base: n=	500	400	100
Approach A - which doesn't involve major works	20	20	21
Approach B - which would widen existing roads	36	32	41
Approach C - which would involve building a new route	41	46	36
Other/ None	2	1	1
Depends/ Unsure	1	1	1

Base: All respondents

Tasman residents (41%) marginally preferred approach B (widening the existing roads) while just under half (46%) of Nelson residents preferred approach C (building a new route).

Initially, the strongest opposition across the region was for approach A (which doesn't involve major works) where 44% of residents were opposed to this approach. Support for this approach seems to have been derived from the fact that it is a cost effective option (30%) and less disruptive (29%). Around a quarter (23%) approve of the improvements to public transport.

<i>Why do you like Approach A?</i>			
	All	Nelson	Tasman
	%	%	%
Base: n=	101	82	21
Cost effective option	30	13	48
Least disruptive option	29	34	24
Improvements to public transport	23	26	21
Minimises the environmental impact/ Environmentally sustainable	15	19	14
Efficient use of current network	9	12	8
Better cycle ways and pedestrian paths	8	7	8
General positive comment - best option, I like this option etc.	6	4	11
Not a big enough problem to justify option B or C	5	9	-
Restrictions during certain times will reduce congestion	4	8	-
Dislike other options	3	5	-
Will encourage carpooling/ Attitude change to driving	2	3	-
Do not want to change Rocks Road	2	5	-
Unsure	4	5	5

Base: Those who prefer Approach 'A'

Note: Due to weighting the sub-samples for Nelson/ Tasman will not match the All figure

Note: Multiple response question

Looking at the verbatim comments around why an approach was preferred; approach B was considered a cost effective option by 14% of regional residents while the reduction in congestion was commented on by 15% of Nelson residents and 9% of Tasman residents. Tasman residents were more likely to comment that this was a good compromise (18% vs 5% of Nelson residents).

<i>Why do you like Approach B?</i>			
	All %	Nelson %	Tasman %
Base: n=	180	126	41
General positive comment - best option, I like this option etc.	28	29	30
Cost effective option	14	15	13
Will reduce congestion	12	15	9
This option is a good compromise	11	5	18
Using infrastructure/network that is already there	10	9	7
Will give cyclists and pedestrians more space and better paths	10	11	8
Not as disruptive as building a new road	9	6	9
Low impact on community	8	17	1
Do not need a new road	6	11	1
Dislike other options	6	11	5
Will not take too long to complete	4	6	3
Improvements to public transport	1	2	-
Will be safer for everyone on the roads	1	3	-
Lowest impact on the environment	1	-	2
Unsure	1	3	-

Base: Those who prefer Approach 'B'

Note: Due to weighting the sub-samples for Nelson/ Tasman will not match the All figure

Note: Multiple response question

Verbatim comments in support of approach C indicate that this approach was favoured because of the reduction in congestion (25%) this option will lead to.

Nelson residents were more likely to mention that this approach would protect the Rocks road views and allow recreational development in this area (20% vs 9% of Tasman residents) and that it provides an alternative route or another road in and out of Nelson (20% vs 12% of Tasman residents). Tasman residents were more likely to mention that it would take heavy vehicles off of Rocks road.

<i>Why do you like Approach C?</i>			
	All %	Nelson %	Tasman %
Base: n=	205	183	36
Reduces congestion	25	27	22
General positive comment - best option, I like this option etc.	19	13	26
Protects Rocks Road views/Opportunity to develop Rocks Road for recreation	17	20	9
Provides an alternative route/Another road in and out of Nelson city	17	20	12
Move heavy vehicles off Rocks Road	13	11	16
Other options are patch fixes that will not last/ Temporary fixes	11	10	13
Opportunity to create new cycle ways and pedestrian paths	7	8	6
Dislike other options	7	6	7
It is necessary	6	9	3
Long term solution	5	6	3
Provides an alternative option during storms or slips	3	6	-
Will keep up with population growth	3	3	2
Using Railway Reserve	2	2	3
Keep cyclists and pedestrians safe	2	3	-
Improve public transport	1	1	-
Provides a direct route	1	2	-
There is land available for the new route	1	1	-
Unsure	2	2	3

Base: Those who prefer Approach 'C'

4.4 Statement testing

To provide a more balanced view of the approaches available to improving the network, residents were given a set of statements to respond to in respect to each of the three approaches. The residents were asked to use a scale of 1-5 where 1 means “strongly agree” and 5 means “strongly disagree”.

4.4.1 Approach A

Thinking about Approach A which doesn't involve major works. On a 1 to 5 scale where 1 means strongly agree and 5 means strongly disagree please Tell me if you agree or disagree with the following statements. That..

	All %	Nelson %	Tasman %
Base: n=	500	400	100
It is not practical as there is not enough road width to cope with introducing pedestrian access, cycling tracks or increased public transport links	52	55	47
It will be negative as it requires parking restrictions and charges to discourage private vehicle travel during peak periods	43	46	35
It will provide for future needs by increasing public transport services	40	44	38
It will work as it reduces private vehicle travel during peak periods	30	29	29

Base: All respondents

The initial opposition reflected for approach A seems to be explained by the statement “It is not practical as there is not enough road width to cope with introducing pedestrian access, cycling tracks or increased public transport links” – 52% of the region’s residents agreed with this statement, increasing to 55% of Nelson residents agreeing with this. Around a quarter (26%) of the region’s residents disagreed with this statement.

Nelson residents were also more likely to agree with the statement “[approach A] will be negative as it requires parking restrictions and charges to discourage private vehicle travel during peak periods” (46% vs 35% of Tasman residents).

There was less support for the “positive” statements for approach A: Nelson residents were more likely to agree with “It will provide for future needs by increasing public transport services” (44% vs 38% of Tasman residents) and just three in ten (30%) across the region agreed with the statement “It will work as it reduces private vehicle travel during peak periods”. Overall, half (51%) of the region’s residents disagreed with this statement.

4.4.2 Approach B

Thinking about Approach B which involves widening the existing roads. On a 1 to 5 scale where 1 means strongly agree and 5 means strongly disagree please tell me if you agree or disagree with the following statements: That..

	All %	Nelson %	Tasman %
Base: n=	500	400	100
It will work as it will address future transport growth	48	47	49
Widening the existing roads, could have negative implications for access onto those roads	47	47	45
It may affect the local environment negatively along, in and around the two main routes between Annesbrook Drive and Haven Road roundabouts	45	50	38
It will provide an opportunity to keep on-street parking	42	40	42

Base: All respondents

Initially around two fifths of Tasman residents (41%) claimed to prefer approach B while only 32% of Nelson residents preferred this option.

Just under half of the region's residents agree that "[approach b] will work as it will address future transport growth" (48%), however, a third (33%) of the region's residents disagree with this same statement.

Just under half (47%) of the region's residents agree with the statement "widening the existing roads, could have negative implications for access onto those roads" and "it may affect the local environment negatively along, in and around the two main routes between Annesbrook Drive and Haven Road roundabouts" (45%) increasing to half (50%) of Nelson residents agreeing with this statement.

Around two fifths of the region's residents (42%) agree that "[approach B] will provide an opportunity to keep on-street parking".

4.4.3 Approach C

Thinking about Approach C which involves building a new route. On a 1 to 5 scale where 1 means strongly agree and 5 means strongly disagree please tell me if you agree or disagree with the following statements. That..

	All %	Nelson %	Tasman %
Base: n=	500	400	100
It will work as it will address future transport growth	71	67	73
It will provide an opportunity to keep on-street parking	66	62	67
It may provide an opportunity to improve the environment in and around the existing routes between Annesbrook Drive and Haven Road roundabouts making it more attractive	57	56	54
It may affect the local environment negatively along, in and around the new route	45	50	40
A new route could have negative implications for access onto existing roads and to the local environment	35	44	28

Base: All respondents

The initial support for approach C, was driven particularly from Nelson Residents (46%), however, Tasman residents are more likely to agree with the positive statements around this approach.

Overall, the region's residents agree with the statements:

- "It will work as it will address future transport growth" (71%), with more Tasman residents agreeing with this statement (73% vs 67% of Nelson residents).
- "It will provide an opportunity to keep on-street parking" (66%), again with more Tasman residents agreeing with this statement (67% vs 62% of Nelson residents).
- "It may provide an opportunity to improve the environment in and around the existing routes between Annesbrook Drive and Haven Road roundabouts making it more attractive" (57%).

There was less agreement with the more negative statements for approach C;

- Forty-five percent of the region's residents agreed that "it may affect the local environment negatively along, in and around the new route" (increasing to 50% of Nelson Residents agreeing with this statement)
- Just over a third (35%), increasing to 44% of Nelson residents agreeing "a new route could have negative implications for access onto existing roads and to the local environment". Fewer Tasman residents agreed with this statement (28%).

4.5 Preferred approach

Having balanced the approaches with the benefits and concerns, residents were asked which of the approaches they preferred overall. The majority of the region's residents (46%) preferred approach C (building a new route). This was driven primarily by Nelson residents (48%) followed by Tasman residents (44%).

<i>Now after hearing these benefits and concerns - which Approach do you currently prefer:</i>			
	All %	Nelson %	Tasman %
Base: n=	500	400	100
Approach A – which doesn't involve major works	17	19	14
Approach B – which would widen existing roads	34	31	38
Approach C – which would involve building a new route	46	48	44
Other/ None	1	1	1
Depends/ Unsure	2	1	3

Base: All respondents

The least favoured approach remained approach A (not involving major works) which was favoured by fewer than one fifth (17%) of the region's residents, while a third (34%) stated that they preferred approach B (widening existing roads).

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