



Nelson Marlborough District Health Board

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13 April 2016

NZ Transport Agency
Nelson Southern Link Investigation
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Feedback: NZ Transport Agency Nelson Southern Link Investigation

The NZ Transport Agency (NZTA) has requested feedback from the community to further develop the Programme Business Case for the Nelson Southern Link Investigation. Specifically, feedback has been requested in relation to the two identified problems regarding congestion along the city's two arterial routes and accessibility for pedestrians and cyclists on Rocks Road.

The Nelson Marlborough District Health Board Public Health Service (NMDHB-PHS) previously completed a significant amount of work in relation to the health issues associated with arterial road options in Nelson, and in December 2010 produced a Health Impact Assessment (HIA) on the roading options under consideration at that time. This was part of the Nelson Arterial Road Study (NATS).

That HIA is relevant to the current investigation as it looked at the health impacts of proposals similar to Approach A (making the most of the existing network), Approach B (widening existing arterial routes) and Approach C (creating a new arterial route).

All of the options identified in the current investigation have potential health impacts. It is important that these are considered in determining the best option for the community.

Attached is the letter sent to Nelson City Council in February 2011 in response to the Draft Stage Four NATS report which summarised the findings of the HIA.

NMDHB-PHS would welcome further discussion with NZTA around the earlier HIA work and to enable a greater understanding of the health issues related to the various approaches. This would help inform the current work on the Programme Business Case.

The contact person at the NMDHB-PHS is Ed Kiddle, Medical Officer of Health, 03 543 7929 or ed.kiddle@nmhs.govt.nz.

Yours sincerely

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22 February 2011

Mike Schruer
Nelson City Council
PO Box 645
NELSON

Dear Mike,

The stated objective of Arterial Traffic Study is to 'determine the best transport system configuration between Annesbrook and the QEII/ Haven Road roundabouts that will improve the city as a whole"

The Nelson Marlborough District Health Board (NMDHB) undertook an independent Health Impact Assessment (HIA) of the Nelson Arterial Traffic Study (ATS). The NMDHB is involved in the decision making team meetings, however, has no vote thereby maintaining the independence and integrity of the HIA.

The ATS is being undertaken in four stages:

1. Evaluation of existing arterial traffic routes
2. Selection of best arterial route options
3. Evaluation of best arterial route options
4. Determination of preferred arterial Transport Configuration

NMDHB's original HIA (submitted 18 December 2010) assessed the health impacts of the four options short listed in Stage 2 of the Nelson Arterial Traffic Study. It was originally stated that a further HIA would be undertaken assessing the Health Impacts of the preferred options selected in Stage 3 of the Nelson Arterial Traffic Study and the "do nothing" option.

However, because of the tight timeframe (received on the 7 February and response required by the 14th February 2011), NMDHB is submitting this letter in response to the "Draft Stage 4 Report: Arterial Traffic Study: Determination of Preferred Arterial Transport Configuration" in place of the proposed second HIA. This process has been discussed and agreed to by the Acting District Public Health Manager NMDHB and the Principal Adviser - Transport and Roading, Nelson City Council. This response has been prepared by a working group of NMDHB staff.

Health Impact Assessment Summary

There are substantial health gains to be achieved from changes to the existing transport system. In the initial health impact assessment, the following health determinants were used to assess health impacts: Community Severance, Safety, Economic Impact, Noise, Physical Activity, Access to Health Services and Air Quality. The HIA concluded that each of the roading options would have an overall negative impact on health while Travel Demand Management and Public Transport would have a positive impact on health and reduce health inequalities:

Option	Health Impacts	Health Inequalities	Mitigation or Enhancement
A: Part time Clearways	Negative	Neutral impact	Most impacts can be mitigated
B: Southern Arterial	Negative	Increases inequalities	Not all impacts can be mitigated
H: Tahunanui Drive/ Rocks Road Four Lanes	Negative	Neutral impact	Not all impacts can be mitigated
I: Waimea Rd / Rutherford St Four Lanes	Negative	Neutral impact	Not all impacts can be mitigated
Public Transport/ Travel Demand Management	Positive	Reduces inequalities	Could be enhanced by further investment in active transport

Discussion

As the study concludes there is no significant congestion issue at present or in the foreseeable future, Nelson City Council is able to prioritise other New Zealand Transport Strategy objectives in developing a transport system configuration that best meets the city's needs. In particular, there is the opportunity to achieve Public Health and Access and Mobility improvements through introducing the public transport and travel demand management initiatives identified in the study. These also could have a beneficial impact on existing congestion.

It must be noted that from a Public Health perspective NMDHB cannot support any increase in air and noise pollution, particularly when the need for any of the four roading options is not actually substantiated or supported by the ATS.

NMDHB is concerned that while the draft Stage 4 report clearly states that "there is not a current capacity problem with the existing network and one is unlikely to develop in the next 30 years" (page 1 draft Stage 4 report) it recommends that Option A be adopted as the preferred option and the "Peak Hour clearways be implemented in approximately 20 years time" (page 2 draft Stage 4 report).

Conclusion

Overall the main recommendations in the current draft of the Stage 4 report are favourable from a Public Health perspective. In particular we commend and support the following Stage 4 initiatives:

- Travel Demand Management Measures such as travel plans, car-pooling and changes to the cost and availability of public parking be undertaken immediately. Other measures such as TravelSmart and promotion of alternative modes delayed until the Phase A Public Transport proposals have been implemented.
- Proceed with the construction of a walkway/cycleway around the waterfront, being aware that the construction of such a facility is likely to hinge on obtaining adequate funding.

However, NMDHB believes a greater beneficial impact on health could be achieved by addressing the following actions as a matter of priority:

- Nelson City Council investing immediately in a substantial package of Travel Demand Management initiatives with a main priority being school transport.
- Reviewing the need for Public Transport implementation before 10 years, as car usage may change and the number of older people in the region is projected to grow very rapidly.

Thank you for this opportunity for NMDHB to be involved in the Arterial Traffic Study. We look forward to future opportunities where our two organisations can work together.

Yours sincerely

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Cc: Andrew James