

# **Nelson City Council Nelson Regional Land Transport Plan (NRLTP) 2018**

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## Submitter details

1. Nelson Marlborough Health (Nelson Marlborough District Health Board) (NMH) is a key organisation involved in the health and wellbeing of the people within Te Tau Ihu o Te Waka a Maui. NMH appreciates the opportunity to comment from a public health perspective on the Nelson Regional Land Transport Plan (NRLTP) 2018.
2. NMH makes this submission in recognition of its responsibilities to improve, promote and protect the health of people and communities under the New Zealand Public Health and Disability Act 2000 and the Health Act 1956.
3. This submission sets out particular matters of interest and concern to NMH, particularly in relation to promoting cycling, walking and public transport.

## General Comments

4. NMH notes that a detailed business case will be developed for the Nelson Southern Link and that this business case will include further public engagement and formal consultation. NMH staff are interested in attending target community engagement sessions.

In 2010, NMH completed a Health Impact Assessment (HIA) on the four options in the original Nelson Arterial Road Study<sup>1</sup> and encourages Nelson City Council (NCC) to include the HIA findings relating to health impacts of the different options into the detailed business case. All of the options identified to date have potential health impacts. It is important that these are considered, alongside the findings in the 2010 Social Impact Assessment, in determining the best option for the community.

5. NMH is strongly supportive of the “sustainable” approach that NCC has taken to its transport network in regards to increasing walking, cycling and passenger transport travel choices (page 29). There are numerous benefits in promoting active transport. Increased numbers of walkers and cyclists can stimulate economic activity, promote accessibility and community cohesion, reduce

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<sup>1</sup> <http://nelson.govt.nz/assets/Our-council/Downloads/Plans-strategies-policies/ATS-health-impact-assessment-stage-3.pdf> Option A (Part time clearways) will have an overall negative impact on health but the impacts will be low. There is scope for mitigating some of the negative impacts on health. Option B (Southern Arterial) will have an overall negative impact on health. Additional noise, social severance and air pollution will have a moderate negative health impact on the Victory Community. While some impacts can be reduced it will not be feasible to mitigate all of the health impacts. Option H SH6 Four Laning: This option will have an overall negative impact on health. Its impact on social severance will be major and the impact on rates and access to services will be moderate. It will not be feasible to mitigate all of the health impacts. Option I Waimea/Rutherford 4 Laning: This option will have an overall negative impact on health. It will have a major impact on severance and a moderate impact on safety, rates and access to services. It will not be feasible to mitigate all of the health impacts.



congestion, improve safety, reduce transport emissions and improve public health<sup>2</sup>.

6. NMH agrees that the transport system will need to respond to the ageing population demographic (page 28) in terms of providing an environment that has safe pedestrian and cycle facilities, convenient public transport and total mobility services in order for older people to travel easily.
7. NMH notes that NCC has raised the issue of Nelson's arterial cycle network being incomplete (page 29). NMH supports the completion of the link between the airport and Nelson's CBD as this will give local communities more active transport options.
8. NMH is supportive of the following NCC objectives and strategic responses shown in Table 5 (pages 30-31):
  - a. That communities have access to a safe transport system and that there is investment in safety infrastructure and education programmes, safety interventions targeted at reducing death and serious injury crashes, and an increase in safe cycling through improvements of cycle networks. NMH recommends that, where possible, cycle routes are separated from motorised traffic in order to reduce the number of accidents and to increase cycling numbers. This recommendation aligns with the recommendations made in the final report of the Cycling Safety Panel (December 2014).<sup>3</sup>
  - b. That communities have access to a range of travel choices, and there is investment in infrastructure and education programmes, that growth in public transport patronage is encouraged.
  - c. That new technologies are supported to reduce carbon emissions, and investment in infrastructure or operational changes will result in improved fresh water quality.
9. NMH supports investment in the following Active Transport activities as these activities will provide health benefits for local residents (pages 32-33):
  - a. Maitai shared path to Nelson east programme
  - b. Cross Town Links Brook to Central programme
  - c. Stoke East West Cycle Connection

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<sup>2</sup> Ministry of Transport (2008) Raising the Profile of Walking and Cycling in New Zealand. Retrieved from <http://www.transport.govt.nz/assets/Import/Documents/RaisingtheProfileWalkingCyclinginNZ.pdf> on 3 January 2018.

<sup>3</sup> <http://www.saferjourneys.govt.nz/assets/Safer-journeys-files/Cycling-safety-panel-final-report.pdf>

d. Tahunanui Cycle Network.

10. *Recommendation:*

- a. that the HIA findings (see paragraph 4) relating to health impacts of the different options for the Southern Link are included into the detailed business case.
- b. that new cycle routes are fit for purpose and well connected, cyclists are separated from high speed and high volume or high freight density traffic.

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11. NMH is pleased to see that NCC is continuing to investigate bus route options for Stoke. NMH is supportive of the revised Stoke routes and offer the following recommendations that may increase patronage on the proposed routes.

- a. The proposed times for the revised routes are 9am- 3pm but given the breadth of the bus routes, consideration should be given to increasing the times from 8.30 – 3.30 so that school children could use the bus services. As a single bus will run through all three routes, consultation should be done with the schools in order to ascertain the most appropriate scheduling to meet potential demand for bus services.
- b. Stoke has a larger proportion of older people (22%)<sup>4</sup>, and 47% of older people in Nelson report mobility and/or agility impairments.<sup>5</sup> Mobility impairments include being unable to walk about 350 metres without resting. Consideration should be given to applying the “Hail and Ride” system to the Stoke routes so that bus users are able to board the bus at any point on the route. This would mean that people who have limited mobility would not need to travel far to bus stops. The “Hail and Ride” system is currently used on Routes 3-6.

A “Hail and Ride” system would need to be widely advertised within Stoke so that local residents become familiar with it.

- c. It is important that the timing of the Stoke service aligns with the time of Routes One and Two so that bus users are able to transfer easily.

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<sup>4</sup> <http://nelson.govt.nz/assets/Our-council/Downloads/population-demographics/2016/Stoke-Demographics-February-2016.pdf>

<sup>5</sup> <http://nelson.govt.nz/assets/Our-council/Downloads/population-demographics/2017/Ageing-Population-Nelsons-Older-Population-Summary-of-Research-Feb2017-A1602240.pdf>



12. NMH supports the introduction of new kneeling buses on more city routes. This will make bus services more accessible for people with limited mobility.
13. NMH supports additional bus services on the Nelson-Richmond routes as extended services will offer people more transport choices.
14. NMH supports the fare reductions to increase patronage and bring the fare-box recovery ratio in line with the rest of NZ.
15. NMH supports a review of the bus terminals and the ongoing improvements to bus-shelters.
16. NMH supports the investigation of the introduction of real-time information systems. These systems provide accurate information about the bus services which allow passengers to plan their journeys. This improves the passenger experience which in turn promotes public transport.
17. *Recommendations for the Stoke route:*
  - a. That the running time of the routes is extended to 8.30-3.30 so that school children can use the service
  - b. That the "Hail and Ride" system is used on the service
  - c. That the Stoke service aligns with Route One and Two services

## **Conclusion**

18. NMH thanks the NCC for the opportunity to comment on the Nelson Regional Land Transport Plan. NMH is pleased to see that NCC plans to invest further in active and public transport as this will have positive health outcomes for the community.
19. NMH believes that the recommendations regarding the Stoke Loop Service and cycle ways and the recommendation to include the HIA findings into detailed business case for the Nelson Southern Link will contribute towards promoting active transport networks in Nelson.

Yours sincerely



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