

Tasman District Council

Mapua Waterfront Project

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For more information please contact:
Jane Murray
NMDHB Public Health Service
Email: jane.murray@nmdhb.govt.nz
Phone: (03) 543 7805

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. NMH appreciates the opportunity to comment from a public health perspective on the Tasman District Council Mapua Waterfront Project.
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 pedestrian safety and public open space.

Specific Comments

Area between Golden Bear Brewery and the Estuary

4. NMH supports TDC's proposed option to maintain the area as public open space. As recognised in the consultation document, this area is a site of significance to local Iwi and is highly valued by both locals and visitors,
5. The availability of public open space provides the opportunity for people to gather and socialise which has many health and wellbeing benefits.¹ NMH supports the enhancement of this area by extending and repairing the grassed area, incorporating shade design and the installation of additional picnic tables and seats in a manner that protects the archaeological values of the area.
6. NMH supports TDC working with local iwi to develop signage or other mechanisms that recognise the cultural significance of the area and other connecting spaces. NMH believes that such recognition could further promote a sense of place, provide opportunities for education and learning, and assist with the preservation of values, contributing to cultural and wellbeing benefits.
7. NMH supports a clearly delineated cycleway / walkway / beach access as this would make the area easier to navigate for users thereby reducing the potential for conflict between pedestrians and cyclists. NMH also supports the installation of cycle parks. NMH notes that a covered bike rack incorporating seating and play

¹ Regional Public Health (2010) *Healthy Open Spaces: A summary of the impact of open spaces on health and wellbeing*. Regional Public Health, Wellington. Retrieved from <http://www.rph.org.nz/content/d893f45e-9d35-4906-bde7-c4912036c97e.cmr> 27 July 2017

equipment with bike racking capacity is suggested. It is important that this type of combination rack is safe for young children to play beside.

Recommendation: that TDC pursues its preferred option of maintaining the area as public open space with the specified improvements, whilst ensuring that any combined play equipment and bike racking design is safe for children.

The Wharf Precinct

8. NMH supports Proposed Option 2: *Enhance the delineation and design of the Shared Zone Area*. In implementing this option, NMH considers that it is important that this area is made safe for pedestrians in particular vulnerable pedestrians such as young children, the visually impaired or people with limited mobility. NMH encourages the use of universal access design principles in all public projects; providing for universal access across the site will mean that more people will be able to enjoy the area. NMH has found that projects that engage the Barrier Free NZ Trust (or equivalent) to provide accessibility advice achieve better access outcomes.

9. NMH supports the retention of limited mobility parking spaces in this area.

Recommendation: that TDC considers engaging with the Barrier Free NZ Trust (or equivalent) to provide accessibility advice.

The Large Tract of Remediated Land

10. NMH notes that the Consultation Document acknowledges that the preservation of the entire tract of land would be popular with the local and district community. The wellbeing aspects of retaining public green space are stated earlier in this submission. The benefit of retaining this site as a public amenity is that the Council retains control and use of the land. Restricting development would minimise soil disturbance in the area thereby reduce any potential adverse effects of the dispersal of contaminated soil. NMH concurs with the TDC that local iwi need to be involved in decisions about access and preservation of the reserve area.

Recommendation: that TDC retains possession and control of the entire remediated site, this would ensure that soil disturbance is kept at a minimum, and the amount of public green space is increased.

Mapua Boat Club, Tamaha Sea Scouts and Boat Ramp Facilities

11. NMH does not wish to comment on the specific options set out for addressing the current and future issues facing the Mapua Boat Club, Tamaha Sea Scouts or public use of the boat ramp facilities as NMH considers that this falls more appropriately with the community and users of those facilities.
12. Notwithstanding this, NMH considers it imperative that people's overall health and safety is given appropriate consideration in the decision-making process.

Recommendation: that people's overall health and safety be taken into account in determining the most appropriate options.

Public transport

13. NMH notes that the community have raised the need for good public transport for the area to manage traffic congestion and develop sustainable transportation in the region. NMH supports a study around the feasibility of introducing public transport to Mapua.
14. Public transport provides people with an affordable and safe means of transport. Public transport provides the following benefits:
 - a. reduces demand on road infrastructure meaning there is less wear and tear on the roads
 - b. has cost savings in the provision of road and parking facilities as demand for these will decrease
 - c. increases fitness and health, enabling people to more easily reach their daily physical activity targets as bus patrons are more likely to combine bus travel with walking or cycling as part of their journey
 - d. reduces the need for individuals to own personal vehicles thus
 - i. reduces vehicle emissions that affect respiratory health and contribute to greenhouse gases and climate change which will improve our air quality.
 - ii. reduces congestion, and creating a safer and more efficient road network
 - iii. enables those who are for whatever reason unable to own and/or drive a car to access employment, education and family and friends.²

Recommendation: that TDC evaluates the feasibility of introducing public transport to Mapua.

² Environment Canterbury, Christchurch City Council and Canterbury District Health Board. (2010). Wider health & wellbeing impacts of Transport Planning. <https://www.google.co.nz/url?sa=t&rct=j&q=&esrc=s&source=web&cd=1&ved=0ahUKEwiFqy2k6jVAhVGPrwKHVIsAFQQFgggMAA&url=https%3A%2F%2Fapi.ecan.govt.nz%2FTrimPublicAPI%2Fdocuments%2Fdownload%2F2479513&usq=AFQjCNFXmWgn4K8ef0uXArJgEF-REZVgEw>

Lighting and Pedestrian Safety

15. NMH supports the enhancement of the street lighting in the area. The local community note that there is a perceived lack of safety in the area. The consultation document also notes that physical safety in terms of preventing trips and falls need greater management by the Council. In order to make the area safer for pedestrians, consideration should be given to applying the principles of Crime Prevention through Environment Design (CPTED) and Injury Prevention through Environmental Design (IPTED) into the redesign of the area.

Recommendation: that CPTED and IPTED principles are incorporated into the final design.

Conclusion

8. NMH thanks TDC for the opportunity to comment on the Mapua Waterfront Area.
9. NMH supports TDC's aim of establishing a long term strategic plan and vision for the Mapua waterfront and adjacent areas. NMH believes that the recommendations contained in this submission will assist with some of the challenges noted within the Consultation Document, namely by making the area safer for different users and easing pressure on public infrastructure.
10. NMH **does not wish to be heard** in support of its submission.

Yours sincerely



Peter Bramley
Chief Executive
peter.bramley@nmhs.govt.nz