



Nelson City Council Tahunanui Pathways

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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 City Council's Tahunanui Pathways 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 cycle and pedestrian safety.

General Comments

4. NMH is strongly supportive the development of good quality active transport infrastructure for cyclists of all levels and pedestrians, which is known to encourage physical activity and be beneficial to population health. The Tahunanui Pathways will be valuable to the residents of the area as well as commuters and visitors.
5. NMH supports the physical separation of cycle ways from vehicle traffic but any shared pathways must be wide enough to accommodate both pedestrians and cyclists and have clear pedestrian priority signage to ensure pedestrian safety and to reduce the likelihood of accidents. Use of centre lines may assist those wishing to pass. Those with visual impairment should also be given particular consideration when designing shared pathways to ensure there is adequate room for wide passing and signage encouraging use of bells, or voice by cyclists on approach.
6. In regards to bus stops, there must be adequate room for passengers to wait, board and alight safely. Alighting passengers in particular need adequate space to ensure they do not step off the bus directly into the path of passing cyclists. Platform space must be wide enough for the requirements of wheelchair users and parents with prams. Bus passengers must be able to wait in a safe, dry location where they are not at risk at being hit by cyclists. Passengers must also be easily visible to approaching bus drivers.
7. Crime Prevention Through Environmental Design (CPTED) assessment should be considered for the pathways. The principles of CPTED need to be incorporated into the final design to prevent crime and other antisocial behaviour. Ensuring a sense of community ownership and safety will encourage more people to use the pathways.

8. If any part of the Pathway is on the road, then traffic calming measures such as 30km speed limits, the installation of sharrows, speed cushions should be considered in order to slow speeds down and to create a shared space.

9. *Summary of Recommendations:*

- a. Shared pathways must be wide enough to accommodate both pedestrians and cyclists.
- b. If pathways run alongside bus stops, then there must be adequate room for passengers to wait, board and alight safely.
- c. A CPTED assessment is undertaken.
- d. Traffic calming measures are considered for any sections of the pathway that are on-road.

Route selection

10. In deciding the routes for the pathways through Tahunanui, the following elements need to be taken into consideration:

- a. There are at least four types of users on the route
 - i. Schoolchildren that want to access schools in Tahunanui and Stoke
 - ii. The local residents who want to be able to easily access key services in the area
 - iii. Commuters who want to be able to travel on a direct route through Tahunanui
 - iv. Recreational cyclists/tourists who want to take the most scenic route

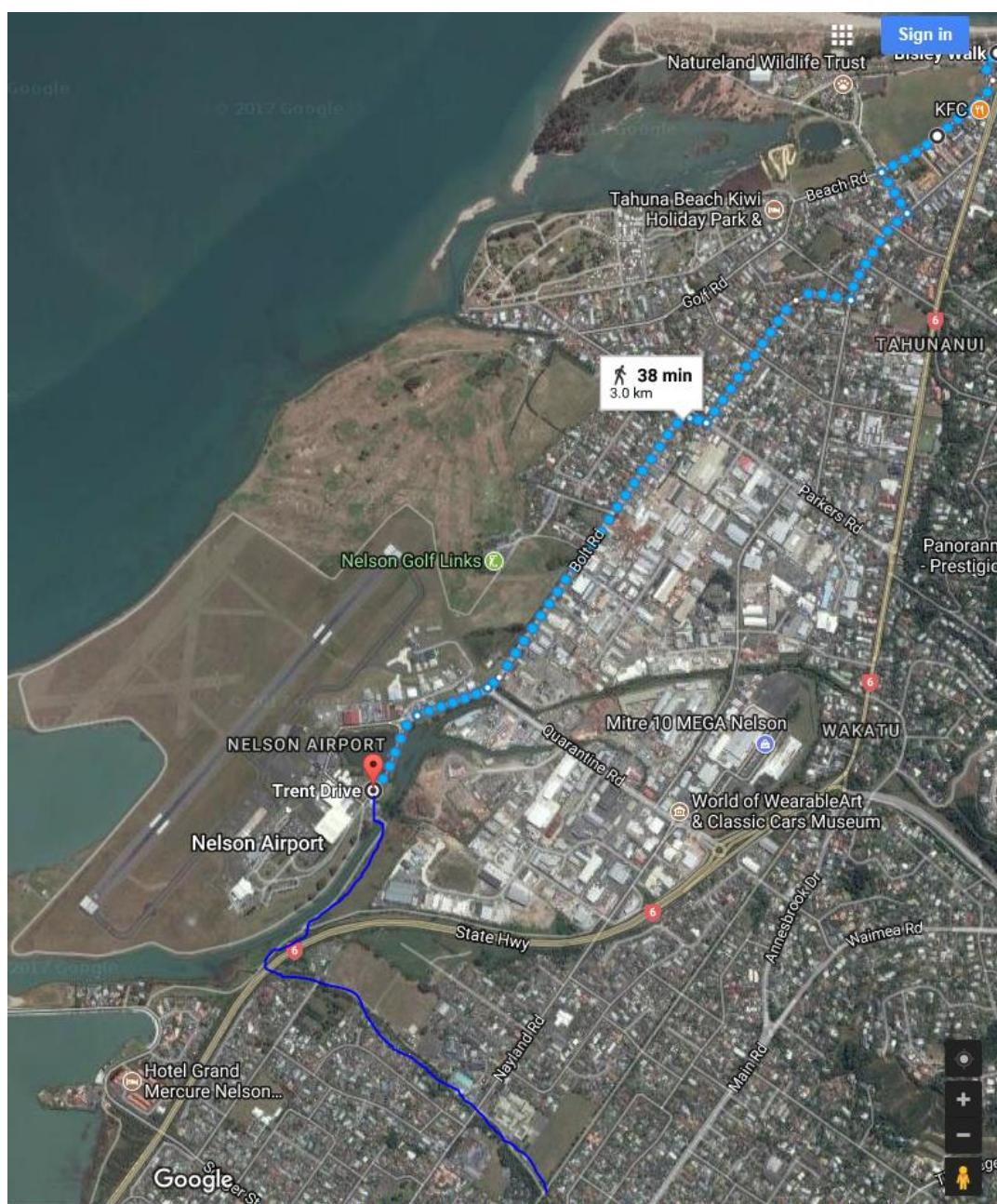
Whilst each of these user groups has a different purpose, it is important the routes selected are those that keep these walkers and cyclists safe and separated from heavy traffic to ensure that risk of conflicts are minimised.

- b. Land and road use: The State Highway and the industrial area of Tahunanui have a high volume of heavy traffic. Whilst the State Highway is the most direct route through Tahunanui, it is the main route to the Port of Nelson and thus traffic volumes are high. It is important that the route of the pathway avoids roads that contain a high number of heavy vehicles so that pedestrians and cyclists are not put at risk.

c. These pathways must link with other shared pathways in the area such as the Waterfront Ride, Great Taste Trail, Old Railway Route and the City to Annesbrook (Old Railway Route) in order to have connectivity and legibility throughout the cycle/pedestrian network. This will encourage a range of different cyclists and walkers to use the routes. In addition, the pathways need to also link with schools and community services in Tahunanui as well as Broadgreen Intermediate and Nayland High School so that that young people have the option to walk or cycle to school safely.

11. Consideration should be given to routes on quieter streets that connect places of interest, schools, community services.

One route (Map 1) to consider with the local community could be:



- a. **From Rocks Road along Beach Road (Map 2):** A two-way shared pathway running past the beach entry Florence Nightingale Library through to the Tahunanui Reserve. The pathway could run along the south edge of the Reserve so that cyclists and pedestrians are separated from the car parks.



Benefits of the route: The route avoids the busy intersection along Tahunanui Drive. Pedestrians and cyclists have easy access to the beach, Rocks Road and the shops and services at Tahunanui.

Improvements to the route: A formal crossing point which gives pedestrians and cyclists priority would need to be established across the access road to the parking area at the Tahunanui Beach playground in order to minimise the number of potential accidents.

- b. **Beach Road to Waikare Street to Muritai Street:** The pathway would then follow along through to Muritai Street.

Benefits of the route: The route would give people a connection to the school, kindergarten and community centre

Improvements to the route: The intersections would need to be reviewed to ensure that pedestrians and cyclists are given priority crossing points.

- c. **Beavan's Way to Roto Street / Green Street to Roto Street:** The pathway could run along either the pedestrian path at Beavan's Way or along Green Street.

Benefits of the route: Roto Street is a quiet street that connects well to Bolt Road. By using Roto Street rather than Golf Road or Muritai Street, pathway users would spend less time on Parkers Road which is a busy road.

Improvements to the route: Beavan's Way could be used as a shared pathway but the current pedestrian walkway is narrow and would not allow people to easily pass each other. A Crime Prevention through Environmental Design Audit would also need to be undertaken on this walkway as the walkway has entrapment spots that would need to be altered to ensure that people felt safe using this route.

- d. **Roto Street to Bolt Road:** A shared pathway could then run from Roto Street down Parkers Road then along Bolt Road.

Benefits of the route: Bolt Road does have high volumes of traffic but not the same amounts of heavy traffic as Pascoe Street and Annesbrook Roads.

Improvements to the route: The intersection at Bolt Road and Parkers Road would need to be altered to ensure that cyclists and pedestrians have either priority crossing or have a protected crossing. This would help reduce conflicts between road users at the Roundabout.

- e. **Bolt Road to Trent Drive:** A shared pathway could continue along the western side of Bolt Road through to Trent Drive

Benefits of the route: The shared pathway connects to the existing Monaco Loop that runs near the airport. The pathway also allows cyclists and pedestrians to safely bypass the roundabout at Quarantine Road.

Improvements to the route: An upgrade of the crossing point on Trent Drive is needed to allow cyclists and pedestrian to cross safely.

- f. **Connection point to Nayland School:** There is currently a pathway from the Monaco Loop through to Nayland College. Consideration should be given to upgrading this to a continual pathway to the College and through to the Railway Reserve in order for intermediate and high school children to be able to easily use this route.

Conclusion

12. NMH thanks the Nelson City Council for the opportunity to comment on the Tahunanui Pathways.
13. NMH believes that the recommendations regarding creating slower speed environments, wide shared pathways and priority crossing points for pedestrians and cyclists will contribute towards creating a safe and inviting cycle and pedestrian pathways.

Yours sincerely

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