

TE WAIORA



Nelson Marlborough
Health

Nelson City Council

Te Ara ō Whakatū - the pathways of Nelson

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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 Te Ara o Whakatū - the pathways of Nelson.
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 the promotion of active transport, pedestrian safety and food resilience.

General Comments

4. NMH supports the Te Ara o Whakatū - the pathways of Nelson initiatives that will increase safety, accessibility and walkability for Nelson. NMH supports the eight transformative actions that will bring together the Central City Core.

Seeing Ourselves:

5. NMH supports public art as a key components of the civic space. This helps foster public ownership and identity especially when local stories including iwi stories are interwoven. NMH supports further work to identify significant sites and cultural landmarks within the city centre.
6. NMH supports the introduction of low impact stormwater design through rain gardens and collection systems to treat stormwater.
7. NMH also supports city centre greening to enhance bio-diversity.
8. *Recommendation:* that edible plants are also included as part of the urban greening. This aligns to NCC's Climate Change Action Plan and helps builds food resilience for Nelson City.
9. NMH supports increasing access to natural resources in relation to mahinga kai and waterways but acknowledges that the additional work may be needed upstream to improve water quality so that it is suitable for mahinga kai.

Streets for People

10. NMH supports the creation of the central city core as a pedestrian priority area.

11. NMH strongly supports prioritising pedestrian activity. The benefits of this may be an increase in pedestrian traffic, reduction of traffic injuries, promotion of social interactions and noise reduction.¹
12. NMH supports greater diversity of groups within the city centre. Increasing the number of activities within the city at different times will increase the number of people who visit thereby giving the city more vitality and appeal which then makes it more attractive.
13. *Recommendation:* Consideration is given to improving pedestrian and cycling connections from the City Core to the retail area around Vanguard Street.
14. NMH encourages the Council to continue to invest in active transport infrastructure. There are numerous benefits in promoting active transport including economic activity stimulation, reduction of congestion and emissions, safety improvements, and better health outcomes². NMH commends the Council for increasing the number of secured cycle parking within the central city and support NCC to continue to grow its cycling infrastructure. Waka Kotahi (NZTA) stated in its "*Benefits of investing in cycling in New Zealand communities*" report that more cycling means reduced costs for Councils.³ The installation of more cycle parks that are highly visible, easily accessible and part of good quality infrastructure will encourage more people to cycle thus promoting a modal shift and improve physical health outcomes.
15. NMH supports the reduction of speed limits in the Central City where there are a high number of pedestrians. Speed affects the likelihood and impact of all crashes. Small reductions in impact speeds greatly increase the chances of surviving a crash, particularly for pedestrians and cyclists. The Ministry of Transport's Safer Journey report⁴ shows that there is a 10% probability of death for pedestrians struck by cars travelling at 30km compared with 50% probability for pedestrians struck by cars travelling at 45km. Lower speed limits will create a safer environment for everybody.

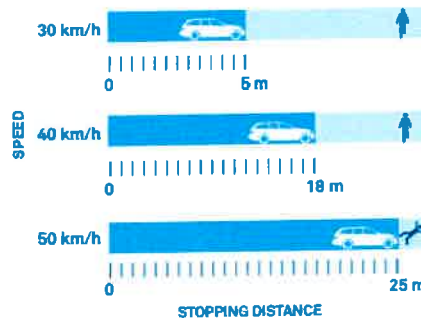
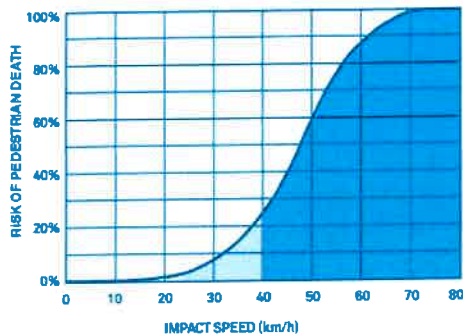
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https://www.researchgate.net/publication/303891478_Benefits_of_pedestrianization_and_warrants_to_pedestrianize_an_area

² 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.

³ <https://www.nzta.govt.nz/assets/Walking-Cycling-and-Public-Transport/docs/benefits-of-investing-in-cycling/cyclelife-benefits-booklet.pdf>

⁴ <http://www.saferjourneys.govt.nz/assets/Safer-journeys-files/SaferJourneyStrategy.pdf> page 2



Global Street Design Guide

16. Collingwood Street contains many health providers. It is important that these premises are easily accessible by range of transport modes with good linkages to public transport, pedestrian walkways and ample cycling infrastructure.
17. NMH notes that consultation document does not discuss coastal inundation. Sea level rise will have an impact on the central city and the community needs to have discussions about the best way to manage and adapt to sea level rise.
Recommendation: Given this Plan looks at a 30 year vision for the City, consideration of the impacts of sea level rise must also be included.
18. *Recommendation:* that NCC adopts a smokefree CBD option as part of a Smokefree Outdoor Policy. This would support the Government's goal of becoming a smokefree nation by 2025 and align with the following NCC community outcomes: "We nurture our young people so Nelson is a safe and healthy place for everyone to grow up and live". It would also assist the Nelson population to become healthier when we all face the threat of COVID-19. This outcome and the provision of a healthy environment is particularly important given that a closure will encourage families, young people and children to gather and socialise in the area.

Raising Residents

19. NMH supports increasing the number of residents living in the city. The sustainable use of land and infrastructure, compact walkable neighbourhoods promoting incidental exercise and improved social interactions, and more affordable housing for smaller household sizes are just some of the benefits that urban intensification can provide, leading to improved community health and wellbeing outcomes. NMH supports the proposed incentives that will encourage further residential development in the city.
20. NMH supports further investment in cycleways and public transport and the alternative car options such as car share.

21. NMH will also submit on the consultation regarding the proposed land sale to Kāinga Ora.

Great Places

22. Research has shown that characteristics of a great public space are, amongst others, that the space

- a. is safe, welcoming, and accommodating for all users
- b. promotes human contact and social activities
- c. promotes community involvement
- d. reflects the local culture or history
- e. is well maintained.⁵

23. It is important that this public space is welcoming to people of all ages and NMH is supportive for this. The availability of public space provides the opportunity for people to gather and socialise which has many health and wellbeing benefits.⁶

24. The installation of additional street furniture would create flexible space where people could linger. Given that Nelson has an ageing population, additional street furniture would give older people and young families a place of respite.

25. *Recommendation:* Consideration needs to be given to the location of street furniture, planter boxes and signage so people, in particular people with limited mobility or prams, can navigate easily.

Greener Streets

26. Green infrastructure increases exposure to the natural environment, reduces exposure to harmful substances and conditions, provides opportunity for recreation and physical activity, improves safety, promotes community identity and a sense of well-being, and provides economic benefits at both the community and household level. These benefits are all known to directly or indirectly benefit public health. Trees, bushes, and greenery have the ability to absorb air pollutants and trap airborne particulates on their leaves, reduce surface and air temperatures

⁵ <https://www.planning.org/greatplaces/spaces/characteristics.htm> Retrieved 22 August 2017

⁶ 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

through shading and evapotranspiration, and provide a physical barrier to traffic and street noise pollution.⁷

27. NMH strongly supports additional street trees in the City Centre. Additional trees will alleviate the effects of extreme heat by providing shade and allow cooler air to accumulate and circulate at ground level. This will enable more people to get refuge from the sun.⁸

28. NMH supports the introduction of a Green Boulevard where biodiversity is enhanced, stormwater is managed, and pedestrian and cyclist movements are made safer and more pleasant.

29. *Recommendation:* Additional fruit trees added that would enable city visitors and residents to forage for food, this supports food resilience.

Linked-up Laneways

30. NMH supports the introduction of laneways that provide choice for pedestrians and cyclists to move across the city centre.

31. NMH supports the introduction of a new link and destination in Albion Square at the edge of Queens Gardens.

32. *Recommendation:* NMH would like to see Crime Prevention through Environmental Design Audits undertaken on all laneway projects to ensure that they are made safe for all users.

33. Consideration should also be given to installing public seating on laneways.

Precinct Power

34. NMH supports increasing connectivity around the city so that people can navigate between areas easily.

35. NMH also support a mixed use approach to development. A mixed land use pattern is correlated with increased walking and reduced car travel.

⁷ Environmental Protection Agency (2017) *Healthy Benefits of Green Infrastructure in Communities*. [Healthy Benefits of Green Infrastructure in Communities \(epa.gov\)](https://www.epa.gov/healthy-benefits-of-green-infrastructure-in-communities)

⁸ Ministry of Health (2018) *Heat Health Plans* <https://www.health.govt.nz/system/files/documents/publications/heat-health-plans-guidelines-dec18.docx>

People at Play

36. NMH strongly supports the inclusion of play within the City Centre. Public space can have an important role in encouraging active play and incorporate play into normal daily routines. Planning for play gives people an opportunity to be active and as well as encouraging people to the city.^{9,10} Providing multifunctional, playable space beyond the playground can enable everyday freedoms and create a public realm for all ages to enjoy together. Children's infrastructure can help to enhance the economic value and long-term viability of the urban environment.¹¹
37. NMH encourages NCC to consider ways that youth can participate in the design of this new central city space. It is also important that children are consulted on what they would like in public spaces as this gives children a sense of agency, this was identified within the Nelson City Council Youth Strategy.
38. *Recommendation:* NCC continues to work with youth to create public spaces that all can enjoy. This may include the installation of sculptures which appeal to all ages.

Conclusion

39. NMH thanks the Nelson City Council for the opportunity to comment on the Te Ara ō Whakatū - the pathways of Nelson consultation. NMH believes that the recommendations contained in this submission will go towards promoting this area as a safe, accessible and inviting public space by encouraging community cohesion, encouraging physical activity, potentially reducing motor vehicle vs pedestrian related injuries, and enabling social distancing, if need be, as part of COVID adaption.

Yours sincerely



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⁹ [Texas Border City Turns Bus Stop into Fun Play Place \(playgroundprofessionals.com\)](https://playgroundprofessionals.com)

¹⁰ [For Family-Friendly Cities, Build Play Beyond the Playground \(nextcity.org\)](https://nextcity.org)

¹¹ https://www.arup.com/-/media/arup/files/publications/c/cities_alivedesigning_for_urban_childhoods.pdf