

## **Appendix H: Social Impact Assessment**

**Nelson Arterial Traffic Study**

**Social Impact Assessment of Selected  
Options**

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# **Nelson Arterial Traffic Study**

## **Assessment of the social effects of the four selected options**

### **1 Introduction**

This report assesses the social impacts on local communities of the four arterial options selected by the decision-making team for further investigation. It is intended that this report will be used in conjunction with a range of other specialist reports to identify the merits of each of the four options in preparation for deciding the best strategy for Nelson City Council to pursue to manage its arterial traffic.

A social impact assessment is a process in which a project is analysed for its possible effects (both positive and negative) on individuals, groups and communities. The process is usually undertaken prior to finalising a project, to incorporate relevant community concerns within the design (where possible). A wide range of information sources including observations, statistical data, interviews and written reports is drawn on to assess potential social effects. Consultation with affected parties is an important part of the process. This helps to increase the assessor's understanding of the values and practices in the community affected by a proposal, and the process allows affected parties to assist in identifying ways to reduce any negative effects and enhance benefits.

The Resource Management Act (RMA) requires an assessment of actual or potential effects on the environment of any plan change or application for resource consent, as well as the identification of measures by which these effects can be mitigated. The definition of "environment" in the RMA includes "people and communities". Section 5 of the Act states that the purpose of the Act is "to promote the sustainable management of natural and physical resources in a way ...which enables people and communities to provide for their social, economic and cultural wellbeing and for their health and safety" while "avoiding, remedying or mitigating any adverse effects of activities on the environment". The Act also requires that particular regard be given to, among other things, "the maintenance and enhancement of amenity values" (Section 7) which are defined as "those natural or physical qualities and characteristics of an area that contribute to people's appreciation of its pleasantness, aesthetic coherence, and cultural and recreational attributes" (Section 2).

#### **1.1 Assessment methodology**

This social impact assessment focuses on the existing social environment and how that might be affected (either positively or negatively) by each of the four options. Possible mitigation measures that could alleviate the negative effects or enhance the positive effects are noted.

The three main elements of the methodology adopted for this study are scoping, profiling and analysis of potential effects. Each of these elements is described below.

##### **1.1.1 Scoping**

Scoping provides an initial assessment of the social effects of a proposal, including the nature of the communities that will be affected, and what effects are likely to be

experienced and by whom. This process provides a focus for the analysis of effects. The scoping exercise for this social impact assessment was undertaken in early 2010 and a report on the social effects of the existing traffic situation and public perceptions of the causes of these traffic issues and possible solutions was produced for a meeting between the consultant team and Nelson City Council in March 2010. Information for this initial assessment was gathered through an analysis of submissions on the Nelson to Brightwater Consultation Document (2007); interviews with representatives of a range of interest groups, specialist organisations, community services and educational institutions; and observations made during a three-day site visit to the study area in February 2010.

### **1.1.2 Profiling**

A community profile was undertaken to construct a picture of each of the three affected geographical areas, in order to understand how they operate, to identify particular characteristics that might influence the extent to which they are affected by the various options, to assess the extent to which facilities and services may be affected by one or more of the options, and to identify current issues which may be exacerbated or lessened by one or more of the options.

The community profile was compiled using information from:

- data from the Census of Population and Dwellings 2001 and 2006 at Area Unit level
- previous submissions, reports and other documents, newspaper articles (refer Appendix 1)
- three site visits – one in February 2010 and two during June 2010
- face-to-face and telephone interviews with individuals, organisations and agencies (refer Appendix 2)
- technical data and reports prepared for the Arterial Traffic Study by other members of the study team.

### **1.1.3 Analysis of potential social effects**

Potential social effects were identified by relating the information gathered for the community profile with the descriptions of each of the options, together with traffic projections, in order to identify the main effects of each option on each of the local communities identified as being significantly affected. The type and severity of the effects may change as information becomes available from other technical assessments being prepared as part of this arterial traffic study.

As required by the project brief, the SIA pays particular attention to assessing the impacts on social wellbeing, physical and psychological severance, safety and recreation. Section 5 of the report is structured around particular geographical areas affected by one or more of the options. These areas are described in terms of their demographic characteristics, services and facilities and current issues. The potential social effects of each of the four options on the area concerned are then identified and assessed.

## **1.2 Definition of Types of Effects**

A social impact assessment looks at the effects of a proposed plan of action on the social well-being of the communities affected by that action. Three important aspects of social wellbeing (community severance, amenity and recreation ) need to be defined to explain how they are used in this assessment.

### **1.2.1 Community severance**

Social severance (or dislocation) is the term used to describe the effects that roads and traffic have on social interaction within a community. There are two aspects of social severance: physical severance and psychological severance. Physical severance results from the direct effect on trips that encounter a barrier. Barriers can include impediments or delays to pedestrians crossing a busy road, the lack of safe cycleways (on-road or off-road), or motorists having to travel extra distances to go around a barrier (such as a closed intersection) thus resulting in increased journey costs.

Psychological severance stems from feelings of being cut-off from services and facilities or neighbours, or from perceptions of danger associated with a particular road.

Severance whether physical or psychological, can result in a reduction in walking or cycling trips that involve crossing or walking along busy roads, a reduction (because of perceived risk) in freedom of movement (especially for children and mobility impaired groups), a loss of social contact, and the use of less preferred community facilities to minimise exposure to the perceived danger or avoid a barrier.

Severance can be reduced by design details informed by local knowledge of community interactions which is why it is important to involve local communities in deliberations on roading options. Any measures to reduce the impact of severance (such as underpasses, over-bridges and controlled intersections and median strips) must be perceived to be safe both from accident and from crime, especially for women, children and the mobility impaired, if they are to be effective.

### **1.2.2 Amenity**

Amenity refers to the quality and characteristics of an area that contribute to people's appreciation of its pleasantness, aesthetic coherence and cultural and recreational attributes. Loss of amenity may result from real or perceived effects.

Major roads can affect amenity in many ways. They can reduce amenity through the removal of trees and general greenness or the loss of buildings that add to the character of an area. Traffic noise, vibration and fumes can reduce the quality and enjoyment of a person's home environment. Noise, fumes and traffic speed reduce the pleasure of walking or cycling close to a road.

On the other hand, well planned and designed new roads can increase amenity by diverting traffic away from residential and recreational areas and by incorporating extensive landscaping and safe, pleasant facilities for cyclists and pedestrians.

### **1.2.3 Recreation**

Recreation takes many forms – passive and active, organised and informal or social. Recreation is an important contributor to people's mental as well as physical wellbeing. In considering the impacts of roading proposals on recreation it is important to consider not only the extent to which sporting facilities and formal parks will be affected but also the impacts on walking and cycling.

Cycling and walking are ways of commuting while also exercising for physical and mental wellbeing. As noted by the Nelson District DHB, pleasant and safe walking



facilities are integral to the success of public transport as every public transport journey begins and ends with a walk<sup>1</sup>.

The quality of urban design can have a significant impact on the health of residents in the way it influences the quality of the environment in which people walk and cycle. The provision of connected walking and cycling routes is not sufficient in itself. A pleasant and safe environment increases the likelihood that people will walk and cycle. Another important influential factor is the visibility and quality of the connections.

It is therefore important that any assessment of the impact of the proposed routes on recreation look beyond specific sporting facilities and consider the impact on walkways and cycleways in and around the city.

### **1.3 Impacts of traffic on noise and air quality**

Adverse noise levels and air quality affect the social wellbeing of people in terms of their health and quality of life.

#### **1.3.1 Noise**

Noise is not just a nuisance. A large number of scientific studies carried out over many years have highlighted the effects of noise on people. Noise takes effect via two independent physiological mechanisms: first, via the hearing and second, indirectly, in a way it affects attention spans and behaviour. Noise-affected classrooms and homes inhibit language acquisition and cultivation of attention. Noise interferes with sleep and rest. Studies have also shown that noise can provoke a number of reactions that may aggravate the risk of cardiovascular disease<sup>2</sup>.

Some people are more sensitive to traffic noise than others and some have the ability to adapt in time to increased levels. In his 1988 report to the National Roads Board, Malcolm Hunt pointed out that people who choose to live on busy roads tend to be less noise sensitive. Those who feel sufficiently perturbed by the noise will seek a quieter location and shift away.<sup>3</sup> Interviews with real estate agents indicate that some people are willing to trade off higher noise levels in return for high amenity factors such as views, sun and proximity to facilities and services.

#### **1.3.2 Air quality**

The World Health Organisation (WHO)<sup>4</sup> has found that the effect of traffic related air pollution is one of the leading concerns about traffic. Exposure is influenced by urban planning factors such as patterns of residential development and the availability of public transport and active transport options. Pollution levels from particular vehicles increase for shorter trips and for poorly maintained vehicles. Those groups at greatest risk are:

- those living close to busy roads especially if they are elderly or very young or have existing respiratory diseases
- children at schools close to busy roads
- people who spend a high proportion of their time travelling or working in environments with heavy traffic.

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<sup>1</sup> Nelson Marlborough DHB submission to the Nelson to Brightwater Corridor Strategy

<sup>2</sup> OECD; 1988; Fighting Noise – strengthening noise abatement policies.

<sup>3</sup> Malcolm Hunt, 1988, A synthesis of surveys on reaction to traffic noise in New Zealand

<sup>4</sup> WHO, 2005, Health Effects of Transport Related Pollution

## 1.4 Residents most adversely affected by major roads

Studies undertaken in Britain, the United States and New Zealand have found that the severance effects of major roads on neighbourhoods are felt most severely by those dependent on walking for getting around including children, child-minders, people with health issues that preclude them from driving and non-car owners. New Zealand studies have also found that pedestrians, cyclists, the elderly and “those that are home all day” are more likely to be adversely affected by traffic generally.

As well as having particular difficulty crossing streets, pedestrians and cyclists are likely to feel more vulnerable to the danger, pollution and noise created by motor vehicles than someone travelling in a car. Those that are home all day are more consistently subjected to traffic noise than those who leave the area for work or school. This group is likely to be largely comprised of child minders (usually but not exclusively women), the elderly, the sick and the unemployed. Child minders at home are also likely to be concerned about the danger of traffic to small children in their care.

Children are particularly vulnerable because they have “*Limited capabilities in ‘reading’ traffic. They are impulsive in nature, find it more difficult than adults to concentrate, tend to panic when frightened and have low fields of vision. Because of their reliance on walking, they are at most risk from traffic, especially if they live in areas with high volumes of traffic and in households without a car.*”<sup>5</sup> Because of this vulnerability traffic tends to restrict children’s activities, their ability to socialise freely and the development of their independence. Children living in car-owning households have wider opportunities for leisure activity but their independence is still restricted if they are always driven to these activities or to places (such as school) where they would otherwise walk.

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<sup>5</sup> Dr Mayer Hillman, Town and Country Planning, British journal

## **2 Nelson City: demographic characteristics and trends**

This section describes the particular characteristics of Nelson City's population which should be taken into consideration in deciding the best options for managing arterial traffic. It describes the rate of population growth in the city and the areas where that growth has occurred and the characteristics of the population in the various areas affected by each roading option. These characteristics include the age and ethnic profiles of the residents and the key characteristics that influence financial wellbeing (and therefore life-choices) including employment, household income, and home ownership. Two factors that can influence responses to change and relocation (home ownership and the length of time residents have lived in their current home) are also analysed.

### **2.1 Population growth patterns**

The population growth in Nelson City is just over half of the national growth average (6.6% over the 10 years to 2006, compared to the national growth figure of 11.3%).

Between 2001 and 2006 there was a net flow of 1,191 Nelson residents to Tasman District. In the Nelson region, 26.7% of the 2001 population had left for other regions by 2006 but the net migration loss was only 1,556 because there was also a considerable level of migration into the region.

As shown in Table 1 almost all the central Area Units in Nelson City experienced either a decline in population or very low population growth in the 10 years to 2006. The population in Grampian North (including both sides of Waimea Road to Nelson College, east to the Grampian Reserve and south to the Beaton Road intersection, see Appendix 1a) has remained more or less stable in the five years to 2006 but Grampian South<sup>6</sup> (which covers the remainder of the Grampian area through to Enner Glynn Rd has experienced the largest percentage increase (albeit off a small baseline). Enner Glynn<sup>7</sup>, particularly in the southern part, and Nayland also experienced population increases well about the national average. All three growth areas are to the south of the central city.

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<sup>6</sup> Because it covers a large area and has quite different characteristics between the developed area to the north and the more greenfields area to the south, Grampian has been divided into two areas for this assessment. Grampian South comprises only two mesh blocks: 2359905 and 2359906.

<sup>7</sup> Likewise for Enner Glynn, the meshblocks for the southern portion (south of Panorama Drive) are 2359905 and 2359906

**Table 1 - Population Trends (1996 and 2006)**

Area Unit	Number of Residents				
	1996 Census	2001 Census	% change	2006 Census	% change
Britannia	1,464	1,440	-1.6%	1,338	-7.1%
Tahunanui	2,004	1,986	-0.9%	2,001	0.8%
Tahuna Hills	2,058	2,061	0.1%	2,127	3.2%
Washington	2,718	2,718	0	2,772	2%
Kirks	915	810	-11.5%	795	-1.9%
Toi Toi	1,590	1,665	4.7%	1,596	-4.1%
Broads	1,509	1,539	2.0%	1,560	1.4%
Trafalgar	417	423	1.4%	408	-3.5%
Bronte	1,878	1,815	-3.4%	1,713	-5.6%
Grampians (Nth)	1,860	1,944	4.5%	1,941	-0.2%
Grampians (Sth)	30	54	80%	93	72.2%
Enner Glynn (Nth)	2,694	2,778	3.1%	3,039	9.4%
Enner Glynn (Sth)	24	21	-12.55	33	57.1%
Nelson Airport	798	849	6.4%	843	-0.7%
Nayland	663	657	-0.9%	735	11.9%
Maitlands	2,247	2,412	7.3%	2,385	-1.1%
Nelson City	40,242	41,568	3.3%	42,891	3.2%
New Zealand			3.3%		7.8%

Source: Department of Statistics

## 2.2 Age composition and distribution

In the ten years to 2006, the population of Nelson City increased by 6.6% from 40,242 to 42,891 compared with a national increase of just over 11%.

As illustrated in Table 3 in terms of age composition, the percentage of pre-school and school age children and young adults in Nelson City is below the national average. Nelson has a slightly higher proportion of residents of young working age than the national average and a higher proportion of those in the mature working age group and those aged 65 years and over.

The age pattern between Area Units within the city differs markedly, illustrating a concentration of particular life-stages in particular parts of the city resulting in percentages in some age groups being well above national averages. For example, areas with relatively higher proportions of older residents (such as Britannia, Trafalgar and Tahuna Hills) also have much lower proportions of young children and young adults. Areas with higher concentrations of young working adults such as Washington, Toi Toi and Grampians tend to have high concentrations of younger children.

### 2.2.1 Pre-school children

In 2006, the national percentage for pre-school children was 7% while the proportion in Nelson City as a whole was 5.9%. The Area Unit with the highest percentages of preschool children were Toi Toi (8.3%) and Washington (8.1%). In all, about 360 preschoolers live in these two Area Units. Grampians also has a higher than average percentage of pre-schoolers (7.8%, 159). Area Units with low proportions of preschoolers are Britannia (4%), Trafalgar (4.4%) and Tahuna Hills (4.8%).

### 2.2.2 School children

In 2006, the national percentage for school children (between the ages of 5 and 14 years) was 15% while the proportion in Nelson City as a whole was 13.3%. The Area

Unit with the highest percentages of school children was again Toi Toi (16.3%) and a slightly higher percentage in Broads (16.7%). Again, the Area Units with the lowest proportion of school-age children were Trafalgar (9%) and Britannia (8.3%).

### 2.2.3 Young adults

In 2006, the national percentage for young adults (between the ages of 15 and 29 years) was 20% while the proportion in Nelson City as a whole was 18%. The Area Units with the highest percentages of young adults were Kirks and Trafalgar (30%) followed by Washington (26.8%), Broads (23.8%, and Grampians (22.2%).

Tahunanui also had slightly above the national average for this age group (21%).

### 2.2.4 Young working age

In 2006, the national percentage for those of younger working age (30 - 44 years) among the population was 21% and Nelson City's proportion was slightly higher at 21.7%. The two Area Units with the highest percentages of young adults of working age were Washington (26.9%) and Toi Toi (26.1%). Five other Area Units also exceeded the national average – Grampians (24.9%), Kirks (24.5%), Tahunanui (24.4%), Broads 23.8% and Enner Glynn (23.1%). As well as being the early to mid career group, they also tend to be the group most likely to be first home buyers.

### 2.2.5 Mature working age

In 2006, the national percentage for mature workers (45 – 64 years) was 24% while the proportion for Nelson City as a whole was slightly higher at 26.5%. The suburb with the highest percentage of mature workers was Tahuna Hills (34.5%). Others that exceed the national average were Britannia (31.2%), Bronte (29.8%) and Enner Glynn (26.7%). The Area Units with the lowest percentage of mature workers were Broads (19.5%) and Washington (19.3%).

### 2.2.6 Retirement age

Over the past three census periods, the proportion of Nelson's population over the age of 65 years has remained relatively constant at 2-3 percentage points above the national average (see Table 2). The proportion of residents of retirement age has increased much more significantly in Marlborough District where in 2006 it was almost 4% above the national average.

**Table 2: Comparative trends in older population between local council areas**

Area Unit	1996	2001	2006
Nelson	14.3%	14.3%	14.5%
Tasman	12.3%	13.1%	13.6%
Marlborough	14.2%	15.5%	16.2%
New Zealand	11.7%	12.1%	12.3%

Source: Department of Statistics

In the older age group (65 years and over), the national average in 2006 was 12% while the proportion in Nelson City as a whole was 14.5%. The Area Units with the highest concentrations of post-retirement residents are all at the southern end of the city – Maitlands, Maryland and Nelson Airport. Britannia (15%), Trafalgar (14%), Bronte (13.6%) and Tahuna Hills (13.5%) all had higher proportions of residents of retirement age above the national average. Six Area Units had lower percentages than the national average – Enner Glynn (11.1%) Grampian (10.8%), Broads (10%), Toi Toi (6.6%), Washington (5%) and Kirks (4.1%).

Seven percent of Nelson's residents in this age group are still engaged in paid employment. While Nelson has the lowest proportion of over 65 year olds in the workforce in New Zealand and the proportion is 3% lower than the national average (11%) for this age group, it still represents a significant number of people of retirement age (over 400) who are still in some form of paid employment.

**Table 3 - Residents by Age Group (2006)**

Area Unit	0-4		5-14		15-29		30-44		45-64		65 years +		Total
	No.	%	No.	%	No.	%	No.	%	No.	%	No.	%	No.
<b>Britannia</b>	54	4%	111	8.3%	192	19.5%	261	19.5%	510	31.2%	201	15%	1,335
<b>Tahunanui</b>	120	6%	276	13.7%	423	21.1%	489	24.4%	456	22.8%	237	12%	2,001
<b>Tahuna Hills</b>	102	4.8%	234	11.0%	384	18.0%	387	18.2%	735	34.5%	288	13.5%	2,127
<b>Washington</b>	225	8.1%	384	13.8%	741	26.8%	747	26.9%	540	19.3%	138	5.0%	2,772
<b>Kirks</b>	45	5.7%	99	12.4%	240	30.2%	195	24.5%	177	22.3%	33	4.1%	795
<b>Toi Toi</b>	132	8.3%	261	16.3%	351	22.0%	417	26.1%	330	20.6%	105	6.6%	1,596
<b>Broads</b>	96	6.1%	261	16.7%	372	23.8%	372	23.8%	306	19.5%	156	10%	1,560
<b>Trafalgar</b>	18	4.4%	36	9%	123	30%	72	17.8%	84	20.7%	57	14%	405
<b>Bronte</b>	78	4.5%	528	14.4%	315	18.3%	312	18.1%	513	29.8%	234	13.6%	1,713
<b>Grampians</b>	159	7.8%	255	12.5%	453	22.2%	507	24.9%	441	21.6%	219	10.8%	2,034
<b>Enner Glynn</b>	201	6.5%	441	14.3%	789	17.9%	711	23.1%	822	26.7%	342	11.1%	3,072
<b>Nelson Airt</b>	60	7.1%	99	11.7%	177	21.0%	189	22.4%	192	22.8%	126	14.9%	843
<b>Nayland</b>	33	4.5%	93	12.6%	153	20.8%	135	18.4%	165	22.4%	150	20.4%	735
<b>Maitlands</b>	150	6.3%	348	14.6%	375	15.7%	498	20.9%	570	23.9%	444	18.6%	2,382
<b>Nelson City</b>	2,523	5.9%	5,715	13.3%	7,719	18%	9,324	21.7	11,385	26.5%	6,231	14.5%	42,888
<b>New Zealand</b>	-	7%	-	15%	-	20%	-	21%	-	24%	-	12%	-

Source: Department of Statistics

## 2.3 Ethnicity

As illustrated in Table 4, those classifying their ethnicity as being of European origin comprise about 80% of the City's population compared to 67% for the country as a whole. Compared to the national average, those of Maori or Asian ethnicity are under-represented by 6% and Pacific peoples by about 5%. However among the groups classed as "other", the proportion is higher than the national average. These include people from the Middle-East, Africa and the Americas.

**Table 4 – Ethnicity\* by Area Unit (2006)**

Area Unit	European ethnic groups		Maori ethnic groups		Pacific ethnic groups		Asian ethnic groups		Other Ethnic groups		Total people
	No.	%	No.	%	No.	%	No.	%	No.	%	
<b>Britannia</b>	1,032	80.5%	69	5.4%	6	0.5%	24	1.9%	219	17%	1,281
<b>Tahunanui</b>	1,518	78.8%	231	12%	39	2%	60	3.1%	258	13.4%	1,926
<b>Tahuna Hills</b>	1,722	82%	126	6%	15	0.7%	21	1%	339	15.8%	2,097
<b>Washington</b>	1,914	73.7%	393	15.1%	81	3.1%	135	5.2%	372	14.3%	2,598
<b>Kirks</b>	621	82.4%	66	8.7%	24	3.2%	18	2.4%	102	15.9%	753
<b>Toi Toi</b>	1,191	77.6%	279	18.2%	60	3.9%	24	1.5%	198	12.9%	1,533
<b>Broads</b>	1,161	78%	198	13.3%	63	4.2%	57	3.8	186	12.5%	1,488
<b>Trafalgar</b>	324	81.8%	42	10.6%	6	1.5%	27	6.8%	33	8.3%	396
<b>Bronte</b>	1,377	82%	93	5.5%	18	1.1%	66	3.7%	234	13.9%	1,680
<b>Grampians</b>	1,590	79.2%	264	13.1%	75	3.7%	93	4.6%	213	10.1%	2,007
<b>Enner Glynn</b>	2,488	81.6%	216	7.2%	27	0.9%	66	2.2%	438	14.6%	3,000
<b>Nelson Airpt</b>	660	80%	93	11.2%	21	2.5%	9	1.0%	111	13.4%	825
<b>Nayland</b>	555	76%	51	7%	18	2.5%	33	6.5%	114	15.6%	729
<b>Maitlands</b>	1,836	78%	117	4.9%	21	0.9%	36	1.5%	441	18.7%	2,352
<b>Nelson City</b>	33,507	80.3%	3615	8.6%	708	1.7%	1065	2.5%	6,000	14.4%	41,682
<b>New Zealand</b>	-	67.6%	-	14.6%	-	6.9%	-	9.2%	-	12.1%	-

Source: Department of Statistics

Respondents could choose one or more classifications and consequently the percentages do not always add up to 100%. For some Area Units there is a variation of up to 10%.

The predominance of European ethnicities is reasonably consistent across all the central city Area Units varying only a few percentage points from 78% to 82%. The one exception is Washington (73.7%).

Toi Toi and Washington have the highest numbers and also the highest proportions of residents identifying as being of Maori ethnicity (18.2% and 15.1% respectively). These percentages are above the national average. Broads and the Grampians also have relatively high percentages (over 13%) of Maori residents.

Pacific peoples are under-represented, relative to the national average, across all Area Units. The Area Units with the highest *percentages* of Pacific peoples are Broads and Toi Toi (4.2% and 3.9% compared to a national average of 6.9%). However, Washington has the highest *number* of residents in this group (81).

Asian groups are also under-represented compared to the national average. Washington has the highest *number* of residents of Asian ethnicity but the areas with the highest proportion are Trafalgar and Nayland.

Maitlands and Enner Glynn at the southern end of the city have the highest number of residents from "other" ethnic groups. Of the central suburbs, those with the highest

number of residents from “other” ethnic groups are Washington and Tahuna Hills and those with the highest *proportions* are Britannia, Kirks and Tahuna Hills.

## 2.4 Home tenure and occupancy

This section looks at the proportions of households in the various Area Units who own or rent the home they are currently living in or whose home is held in a Family Trust. It then looks at patterns in the various areas in the central city in terms of the length of time these residents have been living in their current home.

### 2.4.1 Home tenure

Table 5 shows that the proportion of Nelson’s households living in owner occupied houses is 54.8%. This is nearly 5% higher than the national average for owner-occupied homes. However, the percentage of the population living in homes they don’t own (generally rented or leased) is comparable with New Zealand as a whole.

**Table: 5: Tenure of Private Occupied Dwellings, 2006 Census**

Area Unit	Owner occupied		Not owned by occupier		Dwelling held in Family Trust		Not elsewhere included		Total
	No	%	No	%	No	%	No	%	
<b>Britannia</b>	294	50.2%	162	27.7%	93	15.9%	36	6.1%	585
<b>Tahunanui</b>	384	45.0%	363	42.6%	54	6.3%	51	6.0%	852
<b>Tahuna Hills</b>	471	56.3%	192	22.9%	141	16.8%	30	3.6%	837
<b>Washington</b>	489	46.8%	420	40.2%	63	6.0%	72	6.9%	1,044
<b>Kirks</b>	129	44.8%	123	42.7%	24	8.3%	12	4.2%	288
<b>Toi Toi</b>	327	53.4%	216	35.3%	36	5.9%	36	5.9%	612
<b>Broads</b>	288	50.0%	222	38.5%	33	5.7%	33	5.7%	576
<b>Trafalgar</b>	51	32.0%	81	51.0%	21	13.2%	6	3.7%	159
<b>Bronte</b>	324	47.6%	222	32.6%	111	16.3%	21	3.0%	681
<b>Grampians</b>	363	47.6%	315	41.3%	54	7.0%	27	3.5%	762
<b>Enner Glynn</b>	732	64.5%	255	22.5%	111	9.8%	36	3.2%	1,134
<b>Nelson Airport</b>	168	46.3%	141	38.8%	33	9.0%	21	5.8%	363
<b>Nayland</b>	180	61.2%	87	29.6%	18	6.1%	9	3.0%	294
<b>Maitlands</b>	594	61.3%	243	25.0%	96	9.9%	36	3.7%	969
<b>Nelson City</b>	9,282	54.8%	5,070	30.0%	1,806	10.7%	762	4.5%	16,920
<b>New Zealand</b>	-	51.1%	-	31%	-	11.5%	-	6.2%	1,454,175

Source: Department of Statistics

Looking at patterns in each of the central city Area Units, the area with the lowest percentage of owner-occupied dwellings and the highest percentage of rented accommodation is Trafalgar (presumably due to the high percentage of young adults living in this area). Other Area Units with a relatively low proportion of owner-occupied homes and high proportions of rental accommodation are Tahunanui and Kirks. These three Area Units have at least 10% less owner occupancy than Nelson city as a whole. The proportion of rental accommodation in Tahunanui and Kirks is about 13% greater than for the city as a whole. In Trafalgar more than half of the homes are rented.

The areas with the highest levels of home ownership (10% or more over the national average) are Enner Glynn, Nayland and Maitlands.

The national average for homes held in family trusts is 11.5%. The percentage in Nelson is about 1% less than that. But in three Area Units – Tahuna Hills, Bronte,



and Britannia, the percentage of occupied dwellings held in Family Trusts is about 5% above the national average.

#### **2.4.2 Years of residence in current home**

The New Zealand population is regarded as being highly mobile with 54% of households shifting to a new home between 2001 and 2006. Nelson City recorded the same levels of mobility over this period (see Table 6). However, some Area Units within Nelson City recorded significantly higher levels of mobility particularly Trafalgar, Tahunanui, Washington, Kirks and Toi Toi (all about 60%). Grampians recorded the highest percentage of new residents in the years 2001 – 2006 which is likely to be associated with the number of new homes built in this area over this period.

At the other end of the spectrum, the Area Units with the most settled populations are Tahuna Hills and Britannia where over a third of the residents have lived in their current house for ten years or more compared to 24% for Nelson as a whole and a national average of 23%. These two Area Units also recorded the lowest percentage of new residents in the period 2001 – 2006.

In 2006 the national average for residents living in their current home 30 years or more was 4.2%. Nelson city as a whole was similar but some Area Units showed a significant variation around that average. Less than 10 residents (1%) in Trafalgar had lived in their current home that long and Grampians was similar. However, both Britannia and Tahuna Hills recorded over 6% of their residents (about 230 residents) living in their current homes for at least 30 years.

**Table 6: Years of residence in current home**

Area Unit	Years at usual residence: 2006 Census														Total households
	0 years		1-4 years		5-9 years		10-14 years		15-29 years		30 years or more		Not elsewhere included *		
	No	%	No	%	No	%	No	%	No	%	No	%	No	%	
<b>Britannia</b>	249	18.6%	354	26.5%	225	16.8%	153	11.4%	186	13.9%	84	6.2%	81	6.0%	1,335
<b>Tahunanui</b>	591	29.6%	600	30.0%	336	16.8%	171	8.5%	153	7.6%	51	2.5%	102	5.1%	1,998
<b>Tahuna Hills</b>	486	22.8%	555	26.0%	357	16.8%	264	12.4%	270	12.7%	144	6.8%	54	2.5%	2,127
<b>Washington</b>	807	29.1%	843	30.4%	387	13.9%	195	7.0%	198	7.1%	87	3.0%	255	9.1%	2,772
<b>Kirks</b>	246	30.9%	237	29.8%	108	13.6%	63	8.0%	54	6.8%	27	3.4%	60	7.5%	795
<b>Toi Toi</b>	450	28.2%	519	32.5%	219	13.7%	114	7.1%	144	9.0%	57	3.6%	90	5.6%	1,596
<b>Broads</b>	363	23.3%	453	29.0%	228	14.6%	144	9.2%	183	11.7%	78	5.0%	111	7.1%	1,560
<b>Trafalgar</b>	168	41.5%	72	17.8%	51	12.6%	45	11.0%	30	7.4%	6	1.4%	33	8%	405
<b>Bronte</b>	423	24.7%	468	27.3%	303	17.7%	198	11.5%	192	11.2%	63	3.7%	66	3.8%	1,713
<b>Grampians</b>	564	27.7%	759	37.3%	321	15.7%	144	7.0%	123	6.0%	36	1.8%	81	4%	2,037
<b>Enner Glynn</b>	741	24.0%	903	29.4%	525	17.0%	303	9.8%	324	10.5%	162	5.3%	114	3.7%	3,075
<b>Airport</b>	219	25.9%	261	30.9%	126	14.9%	93	11.0%	78	9.2%	24	2.8%	42	5.0%	843
<b>Nayland</b>	195	26.5%	225	30.6%	114	15.5%	57	7.7%	96	13.0%	30	4%	21	2.8%	735
<b>Maitlands</b>	450	18.9%	705	29.6%	462	19.4%	240	10.0%	309	13.0%	138	5.8%	81	3.4%	2,382
<b>Nelson City</b>	9,897	23%	13,263	31%	7,431	17.3%	4,230	9.9%	4,281	10.0%	1,776	4.1%	2,016	4.7%	42,891
<b>New Zealand</b>	-	23%	-	30.7%	-	16.2%	-	8.9%	-	10.2%	-	4.2%	-	6.5%	4,027,947

Source: Department of Statistics

\* "Not elsewhere included" includes don't know, no answer or more than one category stated.

## 2.5 Employment composition and distribution

As shown in Table 7, Nelson City has just slightly below the national percentage of residents in full time employment (i.e. those usually in paid work for more than 30 hours a week) and has a 2% higher proportion of part time workers (less than 30 hours of paid work a week) than the national average.

### 2.5.1 Full-time and part-time employed

The Area Units with the highest percentage of residents in full-time employment are Tahuna Hills (53.6%), and Enner Glynn (52.6%). The Area Units with the highest proportion of residents in part-time employment are Bronte (17.5%), Broads (17.1%), Kirks (16.7%) and Enner Glynn (16.4%).

### 2.5.2 Unemployment rates

At the time of the 2006 census the national rate of unemployment was very low. The census recorded a national percentage of 3%. Due to the recent economic downturn the 2011 census is likely to record much higher numbers of unemployed. However in 2006, most of Nelson's Area Units were within one percentage point of the national average. The Area Units with the highest proportion of unemployed residents were Kirks and Washington (2% and 1.8% above the national average respectively).

### 2.5.3 Not in the workforce

This group includes all residents over the age of 15 years who are unemployed, retired, have full-time family responsibilities, or are students. It also includes those permanently unable to work. As could be expected with its slightly higher proportion of older residents, Nelson has 1.7% more residents in this category than the national average.

**Table 7 - Employment Status for Residents Aged 15 Years and Over (2006)**

Area Unit	Employed Full-time		Employed Part-time		Unemployed		Not in the Labour Force		Work Status Unclear		Total <sup>8</sup>
	No.	%	No.	%	No.	%	No.	%	No.	%	
Britannia	588	50.3%	183	15.7%	24	2.0%	330	28.3%	42	3.6%	1,167
Tahunanui	792	49.3%	252	15.7%	63	3.9%	465	28.9%	36	2.2%	1,605
Tahuna Hills	960	53.6%	279	15.6%	45	2.5%	498	27.8%	9	0.5%	1,791
Washington	1,116	51.5%	333	15.4%	105	4.8%	498	23%	114	5.3%	2,166
Kirks	330	50.9%	108	16.7%	33	5.0%	150	23.1%	27	4.2%	648
Toi Toi	591	49.2%	189	15.7%	39	3.2%	348	29%	30	2.5%	1,200
Broads	561	46.4%	207	17.1%	51	4.2%	342	28.3%	48	4%	1,209
Trafalgar	165	46.6%	48	13.5%	15	4.2%	126	35.6%	3	0.8%	354
Bronte	615	44.7%	240	17.5%	36	2.6%	468	34%	9	0.6%	1,374
Grampians	834	51.6%	225	13.9%	54	3.3%	489	30.2%	18	1.1%	1,617
Enner Glynn	1,281	52.6%	399	16.4%	57	2.3%	645	26.5%	48	2%	2,433
Nelson Airpt	336	49%	93	13.5%	27	3.9%	213	31%	18	2.6%	687
Nayland	261	43%	96	15.8%	15	2.5%	228	37.6%	3	0.5%	606
Maitlands	840	44.5%	324	17.2%	39	2%	675	35.8%	12	0.6%	1,887
Nelson City	16,383	47.3%	5,640	16.3%	969	2.8%	10,989	31.7%	669	1.9%	34,650
NZ	-	48%	-	14%	-	3%	-	30%	-	3%	-

Source: Department of Statistics

<sup>8</sup> Percentages may not total 100%. This may occur as a result of rounding errors and is also a measure used by the Department of Statistics to protect the confidentiality of small populations.

Interestingly, although Toi Toi and Washington have the highest proportions of pre-school children, this is not reflected in the proportion of residents classified as “not in the workforce” which could indicate that many parents with young children are also engaged at least part-time in the paid workforce.

## 2.6 Household Incomes

This section looks at the source of income and the level of incomes among the residents of Nelson’s central Area Units.

### 2.6.1 Source of income

There are a wide range of income sources that contribute to people’s total income. Wage earners may also gain income from a rental home, those on age-related pensions may still be in paid work, Domestic Purposes Beneficiaries are able to supplement their benefit with part-time work etc. Table 8 does not record all eight sources of income but rather the main sources. Inevitably some respondents will appear in two or more categories and therefore the percentages add to more than 100%.

**Table 8: Source of Income by resident 15 years and over**

Area Unit	Wages, salary, commissions, self employed or businesses		Superann, pensions, annuities		Unemployment benefit		Sickness or invalid benefit		Domestic purposes benefit		Total Stated*
	No.	%	No.	%	No.	%	No.	%	No.	%	
Britannia	939	85.5%	222	20.2%	21	1.9%	39	3.6%	18	1.6%	1,098
Tahunanui	1,176	76.7%	276	18.0%	48	3.1%	153	10.0%	72	4.7%	1,533
Tahuna Hills	1,491	85.0%	363	20.7%	24	1.4%	57	3.2%	33	1.9%	1,755
Washington	1,653	84.0%	156	7.9%	93	4.7%	171	8.7%	123	6.3%	1,968
Kirks	534	89.0%	42	7.0%	24	4.0%	57	9.5%	24	4.0%	600
Toi Toi	873	76.6%	105	9.2%	51	4.5%	147	12.9%	75	6.6%	1,140
Broads	873	76.8%	162	14.2%	39	3.4%	141	12.4%	57	5.0%	1,137
Trafalgar	258	81.1%	72	22.6%	12	3.8%	21	6.6%	9	2.8%	318
Bronte	1,071	80.2%	288	21.6%	18	1.3%	51	3.8%	36	2.7%	1,335
Grampians	1,185	76.7%	246	15.9%	42	2.7%	135	8.7%	69	4.5%	1,545
Enner Glynn	1,941	82.4%	420	17.8%	42	1.8%	120	5.1%	66	2.8%	2,355
Nelson Airpt	498	76.1%	135	20.6%	18	2.8%	48	7.3%	27	4.1%	654
Nayland	417	69.8%	165	27.6%	9	1.5%	45	7.5%	21	3.5%	597
Maitlands	1,338	72.4%	513	27.8%	33	1.8%	111	6.0%	63	3.4%	1,848
Nelson City	25,530	77.0%	7,146	21.5%	765	2.3%	2,271	6.8%	1,140	3.4%	33,162
NZ	-	76.5%	-	17.7%	-	3.1%	-	4.9%	-	3.1%	-

Source: Department of Statistics

\* About 5% of respondents did not indicate their source of income. These have been deducted from the total respondents

In 2006, the national and the Nelson average for residents in full-time paid work was about 77%. Several central Nelson Area Units significantly exceeded that. The highest percentage was recorded in Kirks (89%) followed by Britannia and Tahuna Hills (85%) and Washington (84%).

Kirks, Washington and Toi Toi had the lowest percentage of residents on age-related benefits - all below 10%, less than half the percentage for the city as a whole. As could be expected with its higher proportion of residents in the older age groups, Maitland and Nayland recorded the highest percentage of residents on age-related benefits (6% higher than for the city as a whole).

In 2006, unemployment levels were very low nationally (3%) and most Area Units in central Nelson were close to this level or well below. The Area Units that exceeded the city's average unemployment rate were Washington, Toi Toi and Kirks.

Nelson has a higher percentage of residents on some form of sickness or disability - related benefit but two Area Units recorded double that percentage (Toi-Toi (12.9%) and Broads (12.4%). Tahunanui also recorded a much higher proportion (10%).

The largest percentage of Domestic Purpose beneficiaries are in Washington and Toi Toi. In these areas the proportion of residents on this benefit is almost double the average for the city and New Zealand as a whole.

### **2.6.2 Level of income**

As shown in Table 9, the percentage of Nelson households on low incomes is higher than the national average and the percentage of households on high incomes tends to be lower. However, income distribution between Area Units differs markedly.

By far the highest proportion of household incomes, over \$100,000 are to be found in the Area Units of Britannia and Tahuna Hills - about double the average for the city as a whole (12%). Bronte also has a relatively high proportion of households in this income bracket. The proportion of households in Nelson City with incomes over \$50,000 is 44%. Britannia has the highest proportion of households with income in excess of this \$50,000 (61%) followed by Tahuna Hills (57%), Enner Glynn (54%) and Trafalgar (51%). The proportion in other areas is: Tahunanui (31%), Toi Toi (35%), Broads 33%, Nelson Airport 34%, Naylands (38%) and Maitlands (39%).

The suburb with the lowest level of household income is Tahunanui where 46% have an income of less than \$30,000 and only 31% have an income of over \$50,000. The proportion of households in Nelson City with incomes of less than \$30,000 is 34% (compared to the national average of 29.3%). Nelson Airport and Trafalgar recorded a significantly higher proportion of households on low incomes (43% and 41% respectively). Broads and Grampians (38%) and Toi Toi (37%) also recorded relatively high percentages of low-income households.

Nearly 80% of the households in Nelson City comprise no more than three people compared to 73% nationally. The percentage in Britannia (the highest household income area) is 85% followed by Tahuna Hills (the second highest household income area) where 83% of households comprise three or less people. However in Tahunanui which has the highest proportion of households on low incomes, most household sizes are also small, with 83% comprising three or less people. In the central city Area Units there are very few households which comprise six or more residents. The city average is 2.3% and most of Nelson's Area Units are within a percentage point of that. The exceptions are Britannia which has no households in this category, Kirks which has 17 (6%) and Washington where 40 (4%) of households comprise six or more people.

**Table 9: Household Income for Private Occupied Dwellings, 2006 Census,**

Area Unit	\$20,000 or Less		\$20,001 - \$30,000		\$30,001 - \$50,000		\$50,001 - \$70,000		\$70,001 - \$100,000		\$100,001 or More		Total Stated*
<b>Britannia</b>	60	12.0%	39	7.8%	99	19.9%	87	17.5%	87	17.5%	132	26.5%	498
<b>Tahunanui</b>	195	26.4%	147	19.9%	165	22.4%	123	16.7%	69	9.3%	42	5.7%	738
<b>Tahuna Hills</b>	78	10.5%	96	13.0%	147	19.8%	114	15.4%	117	15.8%	189	25.5%	741
<b>Washington</b>	150	17.9%	129	15.4%	219	26.1%	141	16.8%	123	14.6%	78	9.3%	840
<b>Kirks</b>	42	17.3%	27	11.1%	63	25.9%	42	17.3%	33	13.6%	33	13.6%	243
<b>Toi Toi</b>	99	19.5%	87	17.2%	141	27.8%	99	19.5%	54	10.7%	27	5.3%	507
<b>Broads</b>	96	20.4%	84	17.8%	111	23.6%	87	18.5%	60	12.7%	39	8.3%	471
<b>Trafalgar</b>	42	30.4%	15	10.9%	30	21.7%	15	10.9%	21	15.2%	21	15.2%	138
<b>Bronte</b>	99	16.7%	78	13.1%	120	20.2%	96	16.2%	72	12.1%	132	22.2%	594
<b>Grampians</b>	135	20.5%	93	14.2%	150	22.8%	105	16.0%	108	16.4%	66	10.0%	657
<b>Enner Glynn</b>	102	10.4%	129	13.1%	210	21.4%	210	21.4%	177	18.0%	150	15.3%	981
<b>Airport</b>	75	24.0%	60	19.2%	69	22.1%	63	20.2%	33	10.6%	12	3.8%	312
<b>Nayland</b>	60	23.0%	42	16.1%	63	24.1%	39	14.9%	39	14.9%	21	8.0%	261
<b>Maitlands</b>	189	21.8%	144	16.6%	180	20.8%	144	16.6%	117	13.5%	96	11.1%	867
<b>Nelson City</b>	2,733	18.7%	2,256	15.5%	3,177	21.8%	2,490	17.1%	2,097	14.4%	1,845	12.6%	14,601
<b>N Z</b>	-	16.5%	-	12.8%	-	19.6%	-	16.2%	-	15.6%	-	19.3%	-

Source: Department of Statistics

\*About 14% of respondents did not indicate their source of income. These have been deducted from the total respondents.

### **2.6.3 Summary of key points**

#### Population growth

The population growth in Nelson City is just over half of the national growth average.

#### Age patterns

Age pattern between suburbs differs markedly. Areas with higher proportions of older residents (Britannia, Trafalgar and Tahuna Hills) also have lower proportions of young children and young adults. Areas with higher concentrations of young working adults (Washington, Toi Toi and Grampians) tend to have high concentrations of younger children. Toi Toi and Broads have the highest percentage of school children. Washington and Toi Toi have the highest percentages of young adults of working age. Five other areas exceeded the national average – Grampians, Kirks, Tahunanui, Broads and Enner Glynn. The areas with the highest concentrations of post-retirement residents are at the southern end of the city – Maitlands, Maryland and Nelson Airport. Britannia, Trafalgar, Bronte and Tahuna Hills also have a higher proportion of residents of retirement age than the national average.

#### Ethnicity

Toi Toi and Washington have the highest numbers and also the highest proportions of residents identifying as being of Maori ethnicity - both are above the national average. Broads and the Grampians also have relatively high percentages of residents of Maori descent.

#### Home ownership

The proportion of Nelson's households living in owner occupied houses is nearly 5% higher than the national average. Trafalgar has the lowest percentage of owner-occupied dwellings. Tahunanui and Kirks also have a relatively low proportion of owner-occupied homes and high proportions of rental accommodation. Tahuna Hills, Bronte, and Britannia have a higher percentage of occupied dwellings held in Family Trusts than the national average.

#### Household mobility

Trafalgar, Tahunanui, Washington, Kirks and Toi Toi have significantly higher levels of household mobility whereas Tahuna Hills and Britannia have the most settled populations.

#### Source of income

In 2006, the national and the Nelson average for residents in full-time paid work was about 77%. Several suburbs significantly exceeded that. The highest percentage was recorded in Kirks followed by Britannia, Tahuna Hills and Washington. Kirks, Washington and Toi Toi had the lowest percentage of residents on age-related benefits. The percentage of residents in Nelson on some form of sickness or disability -related benefit is above the national average. Toi Toi, Broads and Tahunanui have the highest proportions. Washington and Toi Toi have the highest percentage of DPB recipients - almost double the average for the city and New Zealand as a whole.

#### Income distribution

Income distribution between suburbs differs markedly. Britannia and Tahuna Hills have the highest proportion of households earning \$100,000 or more. Bronte also has a relatively high proportion of households in this income bracket. The suburb with the lowest level of household income is Tahunanui.

### 3 Traffic trends and modes of travel in Nelson City

This section looks at the growth in private motor vehicles and heavy traffic, the use of public transport and the practice of cycling or walking and the factors contributing to these patterns.

#### 3.1 Private vehicles

Although Nelson has a relatively high ratio of cars per household and low occupancy rate per car, the predictions are for a slowing of traffic growth (an average of 0.8% per annum) over the next 30 years with a total growth over this period of between 26% and 28%<sup>9</sup>. Over this period, peak hour traffic is expected to decline and inter-peak traffic increase. These trends are due to a range of factors including:

- relatively slow population growth
- an aging population contributing to off-peak journeys
- a growth in residential activity in the CBD matched with growth in employment opportunities in the CBD which will contribute to reduced journey lengths and less use of vehicles to journey to work
- an increase in employment opportunities in Richmond and South Nelson meaning residents in these areas will have less need to commute to work in Nelson.

NCC's Transport Activity Management Plan 2009 – 2012 supports this modelling outcome noting that *“Traffic counts in Nelson show that traffic growth has levelled off, or is in decline since 2004/05, although heavy vehicle growth on the state highway to and from Port Nelson is increasing. Travel time data, via the City's two main arterial routes, Waimea and Rocks Road, indicate that while some congestion is occurring in the peak hours, there is no indication over the last seven years (since data gathering began in 2001) that it is getting significantly worse, despite the City's continued population growth.”*<sup>10</sup>.

In addition to the limited use and availability of buses to travel to work, submitters to the Nelson to Brightwater Study and people interviewed for this SIA considered two other factors were significant contributors to the number of cars on the road at peak times: schools and the growth in commuter distances. The limited success of the car pooling programme was also seen as a contributing factor.

##### 3.1.1 Impact of schools on traffic volumes

Many submissions observed that school-related traffic was a significant contributor to traffic congestion during peak hours, and should be better managed. Submitters noted that the amount of traffic was significantly less during school holidays.

All the school Principals interviewed for the SIA and others who lived near schools or travelled along Waimea road to work each day confirmed these observations and said the amount of traffic generated by pupils being dropped at school or driving themselves to school was increasing and that in wet weather the amount of school-related traffic increased significantly.

Information to support the impact of school traffic included:

- Most of the pupils to Enner Glynn School (over 300) arrive by car. From the north they come via Whakatu Drive and onto Ridgeway contributing significantly to the danger and congestion at the Waimea/Ridgeway intersection. Increasingly, to avoid this intersection cars from the south are

<sup>9</sup> Arterial Traffic Study Stage 1B Report, May 2010

<sup>10</sup> NCC, June 2009, *Transport Activity Management Plan 2009 – 2012*, p12



turning off at Saxton Road East and driving through the residential streets to Ridgeway.

- Between 30-50% (330-550) of Nelson Boys College pupils come by car<sup>11</sup> (some with parents or with other pupils and some drive their own car which is creating significant parking problems in side streets near the school).
- Between 40% and 60% of the pupils to Nelson Girls (between 520 and 780) come to school by car (as with the Boys College, they may come with parents or other pupils or drive their own).<sup>12</sup>
- About 80% (320) of the pupils at Hampden Street school are driven to the school every day<sup>13</sup>.
- About half (150) of the pupils at Tahunanui Primary School are driven to school every day.<sup>14</sup>

### 3.1.2 Growth in commuter distances

Many of the people interviewed for the SIA commented on the impact residential developments away from employment areas and particularly the trend to life-style block and rural residential development was having on Nelson's traffic. The view was commonly expressed that there was a need for better coordination between Tasman District and Nelson City Councils on the location of residential development in relation to employment providers and the availability of public transport. Concern was expressed about the number of new residential subdivisions in Tasman District and the likelihood that many of the residents in these subdivisions will work, use services, or visit the beaches and other facilities in Nelson City, travelling by car because of the lack of safe and efficient alternatives.

Growth in commuter distances as a result of road improvements were seen to have led to an increase in traffic between Motueka and Nelson and it was expected this trend would continue with the completion of the Ruby Bay bypass.

### 3.1.3 Car pooling

Car pooling has been trialled in Nelson without much success<sup>15</sup>. According to people interviewed for the SIA, the lack of up-take for the car pooling project is at least partly due to the fact that it has not been well advertised or promoted and as a result many people don't know about it and are unaware of the benefits people can gain from it.

## 3.2 Heavy vehicles

Nelson is a port town and much of Nelson's wealth is generated by exporting fish, fruit and logs from the port. Many of these products are trucked and the most efficient route from the south to the port is SH6. The only alternative route is Waimea road which is less direct, not flat and passes through an area with major community facilities including three schools and the city's main hospital.

Port activity amounts to just over 100,000 one-way truck movements per annum or an average of 281 one-way heavy commercial vehicle (HCV) movements per working day. In March this increases to approximately 320 one-way HCV movements

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<sup>11</sup> Personal communication with Deputy Principle Nelson College

<sup>12</sup> Personal communication with Nelson Girls College Principal and Nelson Boys Deputy Principal

<sup>13</sup> Estimate from observations by Deputy Principal Nelson College

<sup>14</sup> Personal communication with Principal, Tahunanui Primary School

<sup>15</sup> MWH, April 2008, *North Nelson to Brightwater Strategic Study: Travel demand management discussion document*

per day due to the fruit picking season<sup>16</sup>. Other generators of heavy vehicle movements include the Nelson, Stoke and Richmond commercial centres and the Airport.

ENZA, Carter Holt (logs from Eves Valley) and other logging companies, the Nelson Pine MDF plant and the Richmond freezing works all produce trucks that travel to the Port via Rocks Road. According to the CEO of the Port Company, there has been only a slight increase in overall tonnages through the port in the last five years with the only product that has increased in volume being logs. However, according to local residents, there has been an increase in the amount of heavy traffic during the night with drivers choosing to travel later in order to get a faster drive to the port. According to local residents this practice is increasing the adverse impacts on their quality of life and according to the accommodation providers (motels and B&Bs), they are losing guests because of interrupted sleep as a result of heavy traffic noise.

### 3.3 Quality and use of public transport

The Suburban Bus Line Ltd (SBL) bus company operates two services in the Nelson / Richmond area - one private and unsubsidised and the other funded by the Council (The Bus). There is no rail service in the region. Bus use is significantly less for both Nelson (0.7%) and Richmond (0.9%) than for New Zealand as a whole (4%).<sup>17</sup>

SBL provides the only commercial bus service operating two routes between Nelson CBD and Richmond: via Rocks Road and Tahunanui Drive and via Waimea Road. These routes also connect with loop services in Stoke. Further information on these routes is provided in Table 10.

**Table 10: SBL Bus Routes and Time Table**

Route	Number of Departures			
	Mon-Fri AM peak 7.30 am – 9am	Mon – Fri Interpeak 9am – 3pm	Mon – Fri PM peak 4-6pm	Sat / Sun All day 10am – 4.30pm
Richmond - Nelson CBD – via Rocks Rd	3	7	3	5
Richmond - Nelson CBD via Waimea Rd	3	5	1	-
Stoke eastern and western loops	-	4	-	-

Source: SBL Bus Timetable

SBL also operates a school bus service from Nelson to Nayland College and from Richmond to Nelson College. These are subsidised by the Ministry of Education. Principals estimated that about 25% of pupils to Nelson College and Nelson Girls College (about 600) use the buses to get to schools on Waimea Road.

The Bus is operated by SBL under contract to NCC. It provides five routes within Nelson, which pick up and set down passengers wherever it is safe to do so along the routes. The routes are circular, beginning and ending at Wakatu Square in Nelson's CBD. Three of these routes operate within the study area:

- Hospital / Toi Toi Weekdays 8am to 5:30pm at about 60 minute frequency.  
Saturday 9:30am to 3pm at 60 minute frequency

<sup>16</sup> MWH, April 2008, *North Nelson to Brightwater Strategic Study: Technical study*

<sup>17</sup> MWH, May 2008, *North Nelson to Brightwater Strategic Study: Technical Study*

- Washington Valley Weekdays 7:50am to 5:50pm at about 120 minute frequencies. Saturday 10am to 2:20pm at about 60 minute frequencies
- Late night: Friday and Saturday nights 10pm to 4am at 60 minute frequencies from Nelson to Richmond via Tahunanui and return via Waimea Road.

Further information on The Bus routes is provided in Table 11.

**Table 11 ‘The Bus’ Routes**

Route	Number of Departures				
	Mon-Fri AM peak 7am – 9am	Mon – Fri Interpeak 9am – 4pm	Mon – Fri PM peak 4-6pm	Sat All day 9am – 3pm	Fri & Sat Late night 10pm – 4am
Route 1: Toi/Toi Hospital	3	5	2	6	-
Route 2: Atawhai	2	5	2	6	-
Route 3: The Brook / Maitai	1	3	1	2	-
Route 4: Washington Valley / Port Hills	0	4	1	4	-
Route 5: Late Night Service	-	-	-	-	5

The quality of the existing bus services has been commented on in critical terms in various reports and submissions and also in interviews undertaken for this SIA. An unusual feature of the SBL timetable, noted in an MWH report, is that the two Nelson CBD to Richmond routes depart at the same time and run in convoy as far as Annesbrook. However, if departures were offset by 15 minutes, the frequency in the core section through Stoke could be doubled<sup>18</sup>. In addition, there are gaps of up to two hours between services during off-peak times, the vehicles are relatively old, have high steps and predate modern exhaust emission standards. While the bus operator would like to improve the service, he considers that further investment in terms of service frequency and vehicle quality is not commercially viable.<sup>19</sup>

The following comments made in submissions to the Nelson to Brightwater Consultation Document indicate the difficulties experienced in using the current bus services.

- Access to bus stops is difficult for many residents, particularly in Tahunanui where a high proportion are elderly, and in locations such as Atawhai where most residents are located more than half a kilometre from a bus route so they need to use their cars to reach bus stops. Feeder routes that join the main NE-SW bus routes may help to reduce the distance that people have to walk/drive to get to the existing bus routes.
- Subdivisions have been allowed to occur without thought to public transport. For example, culs-de-sacs are common instead of links that would have enabled buses to circulate through them.
- The bus services are more expensive than taking a car.
- There are no park-and-ride facilities for Tasman residents who live outside Richmond, or for Richmond and Nelson residents who do not live within walking distance of a bus stop.

<sup>18</sup> MWH, May 2008, *North Nelson to Brightwater Strategic Study: Public transport discussion document*

<sup>19</sup> NCC, June 2009, *Regional Land Transport Strategy for Nelson City Council*

- There is no public transport from Mapua that coincides with working hours.
- Frequency of service needs to be increased. (In interviews with groups and individuals undertaken for the SIA, most respondents considered a 20 minute service would be the minimum to achieve a significant switch to public transport).
- The buses do not operate after 5:30pm, which is a deterrent for people wishing to stay in the city after work for leisure or recreation, or for those who work later.
- The use of small feeder bus services, such as The Bus, over the Tahunanui Hills and up to the Brook is good, but they need upgrading and more promotion.
- There are insufficient services for the north city (Nelson to Hira).
- The buses are not suited to use by disabled people.

These views were reiterated in the interviews with groups and individuals undertaken for this SIA. They show that the causes and remedies for the low use of bus services are multi-dimensional and a range of measures will be required to increase patronage to a level which significantly reduces the amount of traffic in Nelson City, particularly on the major routes. Comments made included:

- *“There is an attitude in Nelson that the only people who use public transport are those who cannot afford a car – that is the message from the Council through the priority it gives to the service.”*
- *“The buses are not comfortable or modern and they are few and far between. Buses would be well patronised if they were of good quality, clean, frequent and at least at the beginning, cheap.”*
- *“The services are not promoted as something good to use. Promotion would need to be backed up with a clear message about the relative cost of bringing your own vehicle into town.”*

Comments about the costs of the bus services may apply to the majority of residents but according to the manager of SBL, the introduction of the Gold Card to Nelson’s bus services has not significantly increased the number of older people using the buses during the inter-peak periods. This may be in part a result of people not being aware that they can use their Gold Card on the Nelson buses. Several of the people interviewed for the SIA did not seem to be aware of this.

The *Regional Land Transport Strategy* (Appendix 1) sets out Nelson City Council’s direction for bus services, although it is noted that many of the actions are not scheduled to be implemented until 2012 – 2019. The Strategy includes:

- pursuing ‘Phase A’ in 2012/13, which involves the provision of one express bus service and two secondary bus services between Nelson and Richmond operating at least every 30 minutes in the peak
- use of RMA processes to investigate whether access to bus services can be required as part of new developments
- implementing wheel chair accessible standards for buses
- taking into account the New Zealand Urban Design Protocol when establishing new public transport infrastructure, including bus stops that are between 200m - 400m apart
- a fully contracted bus service that the Council subsidises, including a system of concessionary fares.

### 3.4 Cycling

Statistics provided in the North Nelson to Brightwater Strategic Study: Technical study show that the proportion of Nelson (7.6%) and Richmond (5.0%) residents who cycle to work is much higher than the New Zealand average (3.1%).

Within Nelson there are over 15 km of sealed off-road cycleways in addition to a network of on-road cycle lanes. The 2006 Cycle Strategy "*Peddalling Along*" outlines Council's ongoing strategy and goal to further increase the 7.6% of commuters who cycled to work or school. The Council's vision is stated as "*cycling becomes a safe, convenient and common place way of getting around Nelson*".

*Peddalling Along* recommends the development of several off-road cycleway routes including one from Richmond to Nelson City via Vanguard Street, the Railway Reserve and Waimea Road.

The Railway Reserve has become a popular track for cyclists and pedestrians both as a commuter route and a track for recreation. The route has recently been sealed which has increased its use particularly by children going to and from school.

Examples of patterns of use collected during interviews for the SIA include:

- pupils travelling from the city to Broadgreen Intermediate and Nayland College use the cycleway
- Victory School has had to provide bigger cycle stations to accommodate the increased numbers of pupils biking to school, most travel via the reserve
- about 60 (17%) of Nelson Intermediate pupils cycle to school each day. Pupils living in Enner Glynn use the Railway Reserve and others come via Vanguard Street.

### 3.5 Walking

Statistics provided in the *North Nelson to Brightwater Strategic Study: Technical study* show that the proportion of Nelson residents who walk to work is higher than the New Zealand average (10% compared to 7% for New Zealand as a whole).

Parents, teachers and others interviewed considered that pedestrian safety and the lack of safe facilities for pedestrians is a major issue in some parts of the city. Traffic danger was considered to be a major factor in parents not wanting to let their children walk or cycle to school. Just over 25% of the 492 submitters to the Nelson to Brightwater Study who asked for roading improvements, requested more pedestrian grade-separated crossings.

Most pedestrian routes are for dual cycling / walking purposes which can create danger and conflict between the two user groups. However, according to the NCC Transport Manager, pedestrian safety has improved since the Council has developed a code of conduct and marked the shared pathways. A small number of tracks and linkages have been developed for pedestrians only<sup>20</sup>: These include:

- Days Track from Rocks Road to Toi Toi Street
- Wellington Street walkway (which links Wellington and Kerr streets)
- Tahunanui Drive to Tamaki Street
- Links between Vanguard Street and Hampden Street and between Vanguard Street and Konini Street.

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<sup>20</sup> MWH, April 2008, *North Nelson to Brightwater Strategic Study: Technical study*

## **4. Description of the options**

Earlier studies, consultation exercises and submission processes on proposals for the movement of arterial traffic (including motor vehicles and the transport of people and freight) have produced a long list of options. These include roading and rail options as well as alternatives to roading such as improved public transport services and travel demand management (TDM) initiatives such as car pooling, telecommuting, supporting school and workplace traffic management plans and increased parking prices or reduced parking provisions.

All these options were assessed by a multi-disciplinary decision-making team which produced a short-list of four based on their ability to be funded and their potential to meet the objective of providing the best transport system to improve the City as a whole in the long term. It is intended that each of these four options will be combined with improvements to public transport services and some level of TDM.

### **4.1 Public Transport and TDM**

The decision making team concluded that improvements to public transport and/or the introduction of TDM measures alone would not reduce arterial traffic to the extent that no additional road capacity would be required. However, it was recognised that increased use of public transport and the adoption of TDM measures would provide significant social and environmental benefits if implemented in an integrated manner with improvements to roading. To reduce the volume of arterial traffic, TDM would need to be combined with viable and attractive alternatives to the private car including improved provisions for walking and cycling and significant improvements to the existing public transport system.

To this end, improvements to cycleways, walkways and public transport and some level of TDM are included in all of the four options selected for further consideration. The specific improvements proposed for the public transport service are in accordance with Phase A of the public transport improvements proposed in the Regional Land Transport Strategy. They include a minimum of a 30 minute express bus service between Richmond and Nelson in the peak, and a lesser frequency outside these times Monday to Saturday from 6.30am to 6.30pm. Two secondary services would also be provided between Richmond and Nelson – one to service the western suburbs and the other to service the east. The existing local access service (“The Bus”) would retain its existing level of service subject to regular reviews.

These two measures (public transport and TDM) could be implemented in the short-term independent of the four roading options.

### **4.2 Option A: Part-time clearways**

This option proposes to install part-time (initially peak hour only) clearways on the existing carriageways between the Haven Road roundabout and the Annesbrook Drive roundabout. Northbound traffic in the morning peak will use the clearway on SH6 (Annesbrook Drive, Tahunanui Drive, Rocks Road and Wakefield Quay) and the southbound traffic in the afternoon peak will use the clearway on Rutherford Road and Waimea Road. Outside the clearway periods the lanes would be available for parking.

Along the waterfront, the footpath on the seaward side would be widened (with piles or by a cantilevered construction) to provide a four metre wide shared footpath and cycleway. This would enable the current on-road cycleway to be removed and three traffic lanes provided within the existing carriageway.

Footpaths along Waimea Road would be retained and if possible cycle facilities will also be included although at particular pinch-points this may not be possible.

Possible variations on this option include using the three lanes on both routes full time (i.e. no parking provisions at any time on these roads); using both clearways for both peaks; or restricting the clearways to use by specific users such as high occupancy vehicles; freight vehicles or buses and taxis.

No property purchase would be required for this option.

### **4.3 Option B: Southern Arterial**

This option proposes to construct a new two-lane road alongside Beaton Road and along the Railway Reserve to join with St Vincent Street. A separate 3m wide combined footpath and cycleway will also be provided along the Railway Reserve, replacing the existing walkway/cycleway. This option is similar to the Southern Corridor Local Arterial Road presented as Option 2 in the North Nelson to Brightwater study in that it would have one lane in each direction, relatively narrow shoulders and at-grade intersections.

Traffic signals would be installed at the St Vincent Street/Toi Toi intersection.

Much of the road on St Vincent Street could be constructed within the existing road reserve and most of the properties affected at the Beaton Street end have been purchased by Council and NZTA for future roading.

Variations to the at-grade option include providing a 400m underpass or flyover from Toi Toi Street to the railway reserve which would require some additional property purchase. Other variations include restricting the use of the road to specific users such as public transport (and/or high occupancy vehicles and taxis); making the link compulsory for freight; prohibiting the use of the road by freight (if there are air quality issues); and constructing the entire route as a four-lane road.

### **4.4 Option H: Tahunanui Drive/Rocks Road Four Lanes**

This option would require widening of SH6 between Annesbrook roundabout and the Haven Road roundabout to provide four lanes – two in each direction. Along the Rocks Road section, a new seawall would be built to the north-west of the existing wall to create a new space wide enough to provide the extra lanes as well as a walkway/ cycleway separated from the through traffic.

Variations to this option include reducing the carriageway to three lanes with tidal flow (i.e. the direction of the third lane would vary according to the direction of peak hour flows).

This option would require significant property purchase.

### **4.5 Option I: Waimea Road and Rutherford Street Four Lanes**

This option involves the four-laning of Rutherford Street and Waimea Road from the Haven Road roundabout to the Annesbrook roundabout. Whilst four lanes will be required at the southern end of the route, the need for additional lanes decreases towards the northern end as traffic diverts to schools, the hospital, the CBD and other destinations.

Under this option, roadside parking is likely to be restricted to one side of the road along the full length of Waimea Road and Rutherford Street. Design details are not sufficiently advanced at this stage to know if cycleways can be provided under this option. If they cannot be accommodated within the carriageway, it may be possible to provide an alternative cycle-route along a parallel road (e.g. along Vanguard St) although this alternative would not meet the needs of Waimea Road residents.

Footpaths along both sides of the road would be retained.

Constructing four-lanes the length of Waimea Road is likely to require a significant amount of property purchase.

A variation to this option is to limit the carriageway to three lanes with tidal flow (i.e. the direction of the third lane would vary according to the direction of peak hour flows).



## **5. Social impacts of the roading options on local communities**

The likely social impacts (positive or negative) of each of the four short-listed options affect different parts of Nelson in different ways. Three broad geographical areas (or local communities) are affected by one or more of the options:

- Tahunanui, Moana (Tahunanui Hills Areas Unit) and Britannia Heights (Britannia Area Unit) – the Tahunanui and Rocks Road community - which would be affected either negatively or positively by all the options;
- Bishopdale, Braemar, (covered largely by the Grampians Area Unit) part of Nelson South (covered by the Bronte Area Unit) and Trafalgar – the Waimea/Rutherford Community - which would be adversely affected by the changes to Waimea and Rutherford Roads; and
- Washington Valley, part of Nelson South (covered by the Broads Area Unit), and Toi Toi – the Washington Valley/Victory community - which would be adversely affected by the Southern Arterial route linking St Vincent Street and Beatson Road.

Enner Glynn is potentially affected less adversely by the Waimea Road options and positively by the Southern Arterial option. These are noted in the following sections where relevant. While The Haven is part of the Britannia Heights Area Unit, the effects of the options on the city end of Haven Road differ to the effects on residents in Tahunanui and Rocks Road. This is because of the way the different options affect the route taken by heavy traffic travelling to the Port. This is of particular importance to Auckland Point School which is affected by the Southern Arterial option but not by the options affecting Tahunanui Drive and Rocks Road. The impacts on this facility are therefore covered in Section 5.2 which deals with Option B.

The following sections describe each of the three geographical areas (local communities) in terms of population characteristics, facilities and services, and the relevant issues currently affecting them, before assessing the impacts of each of the 4 options on the communities concerned.

### **5.1 The Tahunanui Drive and Rocks Road Community**

This area comprises the Area Units of Tahunanui, Tahuna Hills and Britannia. Tahunanui includes the area between Parkers Road, Tahunanui Drive and Tahunanui beach. Tahuna Hills runs between Tahunanui Drive and Princes Drive from the end of Whakatu Drive to the Lookout at the top of Princes Drive. Britannia runs from Rocks Road to Princes Drive, Britannia Heights and Stanley Crescent down to Haven Road.

Refer to the maps in Appendix 1b and 1c for the boundaries of the Tahunanui, Tahuna Hills and Britannia Area Units.

#### **5.1.1 Description of the Tahunanui- Rocks Road community**

In 2006, the total population of this area was 5,466. While the populations in Tahunanui and Britannia in particular are declining, the population in Tahuna Hills is increasing at the same rate as for the city as a whole. The growth rate is relatively low being less than half the national growth average.

**Table 12: Population trends 1996-2006: Tahunanui and Britannia**

Area Units	Number of Residents				
	1996 Census	2001 Census	% change	2006 Census	% change
Britannia	1,464	1,440	-1.6%	1,338	-7.1%
Tahunanui	2,004	1,986	-0.9%	2,001	0.8%
Tahuna Hills	2,058	2,061	0.1%	2,127	3.2%
<b>Total</b>	<b>5,526</b>	<b>5,487</b>	<b>00.7%</b>	<b>5,466</b>	<b>-0.4%</b>

Source: Department of Statistics

The population of Tahuna Hills and Britannia share many characteristics but Tahunanui is quite different. These characteristics are summarised from the tables in Section 2 as follows:

- Tahunanui has more than double the percentage of Maori, Pacific, Asian and other ethnic groups as Britannia and Tahuna Hills do; (although the community is still much less ethnically diverse than Toi Toi and Washington).
- Tahuna Hills and Britannia have among the highest percentage of residents in the older age group across central Nelson while Tahunanui's population is significantly younger, with 65% being under the age of 45 years.
- While Tahunanui has one of the highest turnovers of population in the city (with 60% having lived in their current homes for less than 5 years) Tahuna Hills and Britannia have among the most settled populations. About 20% of these residents have lived in their current homes for 15 years or more and over 6% in both Britannia and Tahuna Hills (about 230 in total) had been living in their current homes for at least 30 years at the time of the 2006 census.
- In both Tahuna Hills and Britannia, 85% of residents acquired their income from wages and salaries – 8% higher than Tahunanui. There are 2% less people on age-related payments in Tahunanui than in the other two areas but 7% more residents on some form of sickness or invalid benefit. This area also has a higher percentage of people on the Domestic Purposes Benefit than the other two areas and Nelson as a whole.

### 5.1.2 Land-uses

The two residential areas on either side of Tahunanui Drive - Tahunanui Beach and Tahuna Hills - have quite different qualities. The properties on the hillside are, in general, larger and have more vegetation (including bushed reserve areas which run along much of the length of the hill. The residential development on the flat land to the west of the Tahunanui Drive is more intensive with many sections, especially in Mutatai and Green Road, having been subdivided for in-fill housing.

Tahunanui Village is a tourist hub as well as a residential area. It has a small retail centre clustered around the Muritai Street /Tahunanui Drive intersection up to the Bisley Avenue traffic lights. There are a large number of community and recreational facilities as well as health and social services, many of which are located along Tahunanui Drive.

Primarily, Tahunanui Drive is bordered by the type of commercial land-uses typical for a state highway in a built-up area. There are six motels along the route between the Annesbrook Roundabout and the Tahunanui lights and two others near intersections with Tahunanui Drive.

The commercial cluster at the Bisley Avenue/Tahunanui Drive lights includes a service station and other commercial and retail operations aimed primarily at the

travelling public (e.g. take-aways and dairies), and a restaurant, pharmacy and medical centre to the north of Bisley Avenue.

On the seaward side of Tahunanui Drive there are a large number of community and recreational facilities including the Tahunanui Primary School, Tahunanui Community Centre (from which a wide range of services are provided), the Pacific Island Centre, the Nightingale Memorial Library, the Tahunanui Golf Club, Tahuna Beach Recreation Reserve and the Tahuna Beach Accommodation Park.

The landward side of Tahunanui Drive also has a number of community and recreation facilities including St Stephen's Church and hall, Tahunanui Bowling Club, Tennis Club and the Tosswill Recreation Reserve.

Beyond the Tahunanui Lights the route becomes Rocks Road and closer to the city centre, Wakefield Street and Haven Road. For most of its length, this is an area of high amenity value with the harbour and associated social and recreational facilities on the seaward side and a mixture of historic homes and high-value newer homes and apartment buildings along the roadside and above on the hill. At Wakefield Quay there are several recreational and community facilities, old waterfront buildings a public open space used for community events and a car-park. Turning into Haven Road, the seaward side is dominated by Port-related activities.

Haven Road is split by a wide median strip with trees. Closer to the city at the Queen Elizabeth Roundabout, Auckland Point School is located on the landward side of a large green median with a fountain.

### **5.1.3 Facilities and services**

#### **Tahunanui**

Tahunanui has a large number of recreation facilities, community venues and educational and health facilities as well as having the largest holiday park in the southern hemisphere. All these activities attract cars, cyclists and pedestrians to Tahunanui Drive and Muritai Street which is used as a short-cut by cars and trucks travelling from Pascoe Street to Rocks Road. The key facilities in this area are listed below.

#### **5.1.3.1 *Tahunanui Community Centre***

This centre backs onto the Tahunanui School and is accessed off Muritai Street. The Centre is run by a Trust Board. A wide range of community activities are provided from this centre including a preschool and a play group which run alternative days throughout the week, a Plunket clinic which operates every Tuesday afternoon, and an after-school care service which runs until 5pm every week day. Several hobby groups meet at the Centre including a gardening group, a walking group and a Tai Chi group

#### **5.1.3.2 *Tahunanui Beach Accommodation Park***

Located on Beach Road and accessed from the Tahunanui roundabout, this is the largest holiday accommodation park in the Southern Hemisphere. At peak times it can accommodate 400 in its units as well as 550 camp sites. It also has a multi-purpose function centre and a range of recreation facilities such as barbecue areas, mini-golf and an on-site dairy.

#### **5.1.3.3 *Tahunanui Beach Recreation Ground and sports field***

Located on Beach Road and accessed either from Parkers Road to the south or from a dedicated lane at the Tahunanui traffic lights, these areas provide playing fields,

public tennis and volley ball courts (used for school sports events and National competitions) and a range of facilities for locals and holiday makers. The Recreation Ground is also used as a venue for special events such as Opera in the Park, the Weetbix Triathlon and the Summer Beach Festival.

#### **5.1.3.4 Tahunanui Bowling Club**

The Tahunanui Bowling Club is a well used venue most days of the week. This facility has a car park for about 20 cars and members also have the use of the neighbouring Tosswill Reserve carpark which holds about 15 cars. Members also park on the roadside (on the east side of Tahunanui Drive). While there are a few parking spaces on the west side, these tend to be used by local businesses and residents.

#### **5.1.3.5 Tahunanui Tennis Club**

This club was formed in 1922 on part of the reserve donated by the Tosswill family. It has four all-weather courts and a clubhouse. The club has 45 senior and nine junior members and the courts are available for casual players. Interclub matches are run on these courts every Tuesday and Thursday. The club does not have its own car park but, like the Bowling Club, players use the Tosswill car park and also park on the roadside.

#### **5.1.3.6 Tahunanui Suburban Club and RSA**

This is a large, well utilised sports and social club facility across the road from the tennis courts. It has a members bar capable of accommodating over 200 and a Club Café which is open for lunch and dinner seven days a week. The RSA has set up its headquarters in the facility and the Stoke-Tahunanui Ladies Probus Club hold their meetings there. The facility has its own on-site parking area but this is unable to accommodate all the cars associated with events, particularly at weekends. On these occasions, members park in the carparks of the nearby commercial premises as well as in the few roadside parks on the west side of the road.

#### **5.1.3.7 St Stephens Church and hall**

The church and hall are located on Tahunanui Drive. In addition to religious services which are run three days a week, the hall is used for a range of activities most days and evenings from 9.30 am. Activities include mothers and baby activities during the day, and junior and senior youth groups and hobby groups in the evenings. On Fridays the church runs a drop-in centre and Op Shop and provides lunches for a gold coin donation. The church hall is also available for community meetings.

#### **5.1.3.8 Tahunanui School**

Tahunanui School is a co-ed primary school and was established on its present site between Tahunanui Drive and Muritai Street in 1908. It has foot access from either street. the school has large playing fields and a swimming pool and is within five minutes walk of Tahunanui Beach.

The school's catchment includes Britannia Heights to Whakatu Drive and the whole of the Tahunanui area which means it has students from a wide range of socio-economic backgrounds. Although the school has a decile 5 rating, as noted by the Principal, this is an average which belies the fact that a significant number of children from low socio-economic families attend this school. The school has a wide range of ethnicities represented among the pupils with about 20% Maori.

As with most other schools in Nelson, the roll is dropping. The school has about 310 pupils enrolled for the 2010 year - a drop of about 70 since 2000.

#### **5.1.3.9 Tahunanui Kindergarten**

Located on Muritai Street this pre-school facility runs sessions five mornings and three afternoons a week.

#### **5.1.3.10 Tahunanui Presbyterian Church Hall**

Located in Muritai Street this hall is used as a centre for Girl Guides and Brownies. Organised children's activities are run from 2pm to 8.30pm every Friday.

#### **5.1.3.11 Pacific Island Cultural and After-School Centre**

This centre is also located in Muritai Street.

#### **5.1.3.12 Tai Chi Centre**

Located in Muritai Street and according to local residents interviewed, this centre is heavily used by martial arts groups as well as being a meeting venue for a range of community groups.

#### **5.1.3.13 Nightingale Memorial Library**

Located at the Tahunanui traffic lights and accessed from a dedicated lane which also provides access to the beach area. The library was built in the early 1970s to service the Tahunanui community. The Guardians of the Nightingale Library evolved from a volunteer service to welcome visitors to the library on Sundays. This group now holds their regular meeting on Sunday mornings in the library. The site for the library was originally selected to capitalise on the proximity to the beach which, according to the Council's Manager of Libraries, was expected to act as a co-destination. When the traffic lights were installed, it was anticipated that the widened road would impede access and therefore it was proposed that the library be moved. However this proposal was defeated by a very narrow margin in a residents' survey and so the building has been left in its current location. Parking for the library is off road in the beach reserve carpark.

#### **5.1.3.14 Health services**

There are three health related services in Tahunanui - Tahunanui Dental Centre which is located on Tahunanui Drive near the intersection with Tamaki Street, Medlab South located at the Tahunanui lights providing pathology services to the Nelson and Tasman districts, and the Tahunanui Medical Centre.

The Tahunanui Medical Centre has about 7,300 registered clients, of whom 1,073 are over 65 and 508 are over 75 years of age. Staff at the Centre estimate that the Centre alone generates about 250 -280 vehicle movements per day – much of this traffic is from older people who find access to the off-road parking sites difficult. In a submission to the SIA, the Tahunanui Business Association noted that access to the Centre is particularly risky for patients turning into and out of the practice carpark “because of the constant stream of traffic.” In interviews, staff from the Medical Centre and the pharmacy next door said that they have experienced a reduction in custom since the traffic lights were installed as the more complicated lane systems make it difficult for customers to turn into the Centre or find a parking place nearby.

### **Rocks Road**

Rocks Road is a popular recreation area with a range of facilities and events which attract city residents, holiday makers and tourists to the area all year round. There was once a row of buildings all along the sea front but gradually they became undermined by the sea and of these original buildings, only two remain: The Boathouse and The Boatshed.

#### **5.1.3.15 The Boathouse Cafe**

The Boathouse was constructed in 1905 as a club house for rowers. Later it was shared with the Sea Scouts. Over the years the building became increasingly in need of repair and this, together with a decline in volunteers for building maintenance, led to the Sea Scouts deciding to relocate to a new building on the far side of the port. This left the Boathouse vacant and it was put up for sale.

A local lawyer (Nick Moore) purchased the building to save it and then set up a community trust (Boathouse Society) to ensure it could not be sold. Nick grew up on the hills above Rocks Road and remembered the Boathouse as the centre of the community. During the 1940s through to the 1960s a dance was held there every Saturday night. The Boathouse Society now has a membership of 230 families who pay an annual subscription of about \$150 to help towards the cost of on-going restoration, maintenance and management.

The Boathouse has once again become a popular venue for community events – particularly fund-raising activities. Over recent years it has been hired for about 160 events a year. In addition to fund-raising events it is used as a venue for weddings, birthday parties, conference dinners, community meetings, dance classes and concerts. The local Rotary Club holds its weekly meetings there.

In addition to these activities, the Society has a member's night every Friday where members come with their families to dine. According to the venue manager, it is not unusual to see three or four generations of one family sitting down to dinner together. The Boathouse is also open for lunches on Wednesday to Friday. The Society employs its own chef for these regular events.

Patrons park in the Wakefield Quay carpark which is located on the city side of the Nelson Yacht Club within easy walking distance of the Boathouse.

#### **5.1.3.16 The Boatshed Cafe**

The Boatshed is partly sited on road reserve and has no parking facilities other than the on-road angle parking between the Boatshed and the Boathouse. It is a highly rated café/restaurant specialising in seafood dishes and open Monday to Friday for breakfast, lunch and dinner. This facility offers a unique dining experience which enhances Nelson's waterfront as a place for tourists and locals to socialise. Quoting one happy customer recorded on the café's website:

*“There is something of a romantic notion in being able to dine out on the back porch, with a clear view through the gaps in the floor of the surging tide beneath and an unforgettable front row seat close to the passage of vessels, small & large, entering and leaving the harbour.”*

The café is currently under new management and advertising for staff.

#### **5.1.3.17 Waterfront Café and Bar**

Located on the landward side of the road between the Boatshed and the Boathouse, this café was previously called Harbour Lights. The current owners purchased the restaurant in 2005. The restaurant is open throughout the day and evenings seven days a week. The restaurant also hosts coach parties. Patrons use the angle car-parks on the seaward side of the road and the few parking spaces along the roadway near the café.

#### **5.1.3.18 Relish Café**

This café is located above the Nelson Yacht Club premises and is leased, from the Club. It is open 7 days morning until late evening. Patrons use the angle parks on the seaward side and the Wakefield Quay car park.

#### **5.1.3.19 The Nelson Yacht Club**

The Nelson Yacht Club was established in 1857, and has historic significance as New Zealand's oldest yacht club. The club has approximately 300 members and according to one member "*hosts regular regattas which bring sailors from around New Zealand to Nelson.*" The club's commodore considered the club's location was particularly suitable because it provides a combination of direct access to the harbour and a safe environment to teach young members to sail. Some members store their boats at the club. The club has about 30 on-site car parks which is adequate for normal activities although sometimes this area is needed for rigging. In weekends there are more cars than can be accommodated on site.

#### **5.1.3.20 Wakefield Quay Promenade Project**

The Wakefield Quay Promenade development project is Nelson's official Millennium 2000 Project. It is being undertaken by the Nelson 2000 Trust and funded by grants from the Community Trust, Nelson City Council, Port Nelson, public donations and fund-raising events. The aim of the project is to open up the waterfront to create a recreational amenity with planting, seating and boardwalks as well as access points to the sea for fishing and kayaking. The development also includes sculptures and interpretive panels to highlight the historic and natural features of the area.

Improvements to date have included the creation of an Early Settlers Memorial Wall, a sculpture ('Navigator') and improvements to the area between the Power House and the Fish Shop. A parking area accommodating 85 cars has been created along with a plaza and promenade between the Sea Rescue headquarters and the Crop and Food Research building. Next year (2011) Council proposes to complete the promenade by adding a timber deck walkway around the Yacht Club boat yard, adjacent to the boat ramp.

### **Haven Road**

Haven Road is dominated by medium to light industrial operations and commercial activities. The most significant community facility on Haven Road is Auckland Point School.

#### **5.1.3.21 Auckland Point School and kindergarten**

Auckland Point Primary School is sited adjacent to the Queen Elizabeth II /Haven Road roundabout on land which was once a Maori fishing village and later became a market place where Maori and Pakeha traded goods. This history is very much part of the school's sense of identity and its celebration of biculturalism. The school has experienced a dramatic decline in its roll in recent times - from 124 in June 2002 to 64 in June 2010. The new Board of Trustees and Principal are working to reverse this trend and expect the roll to increase in 2011.

Recently, the Auckland Point School's Board of Trustees has been working with the Kindergarten Association to establish an Early Childhood Centre on the school site. This is due to open in the second half of 2010. The Centre will have capacity to accommodate up to 28 children, including eight children under two-years of age.

## **5.1.4 Transport facilities and services**

This section looks at the bus services, cycleways and walkways servicing Tahunanui Drive through to the city centre.

### **5.1.4.1 Bus services**

SBL Ltd runs a bus service every 35-45 minutes from Richmond to Nelson along Tahunanui Drive, Rocks Road and Haven Road between 7.40am and 9am and again between 4pm and 6pm Monday to Friday. There is an hourly service in the inter-peak periods except for the early afternoon when frequency drops to 1.5 hours. On the weekends, buses run two-hourly from 10am to 4.30pm. These services are unsubsidised.

According to the manager of SBL, patronage fluctuates greatly according to time of day and time of year. Between 7.30am and 8.30 am the buses are close to full but numbers drop significantly during the inter-peak period. The introduction of Gold Card eligibility has resulted in some increase in patronage by the older population but not nearly as much as the company expected (although according to the Council's Transport Manager, the increase is comparable to what NZTA anticipated). During the school holidays students use the buses to travel to the CBD and other entertainment and recreational facilities. This increases the level of patronage during the inter-peak periods significantly.

### **5.1.4.2 Cycleways**

There is an existing off-road cycleway from Richmond to Bolt Road where it becomes an on-road cycle-lane to Parkers Road. Cyclists can then use Golf Road and Beach Road to access the on-road cycle lane along Rocks Road. There are cycle lanes either side of Rocks Road both of which are more narrow than recommended in the national guidelines for cycleways. There is no cycle-lane along Tahunanui Drive.

The Riwaka to Richmond cycleway which has recently received funding under the national cycleway project, is expected to attract around 15,000 cyclists to the Tasman District annually<sup>21</sup>. If Nelson is to realise the potential benefit of these visitors a safe, continuous linkage will be required between the Annesbrook roundabout and the CBD. Such a facility would also meet the needs of cycling commuters.

### **5.1.4.3 Walkways**

There are at least four walking tracks from the Tahuna Hills to Rocks Road. The Days Track is the longest and most well-used by locals and visitors. It provides access between Toi Toi Street, Moana Avenue, Grenville Terrace and Rocks Road.

A walkway from Tamaki Street provides access to Observatory Hill and is used by pupils from the Tahuna Heights area to Tahunanui School

There are two stepped walkways, one from The Cliffs road and Malcolm Place to Rocks Road and the other from the top end of Fifeshire Crescent to Wakefield Quay.

## **5.1.5 Other important features and activities in the area**

### **5.1.5.1 Swimming**

Apart from Tahunanui Beach which is accessed primarily from the Tahunanui roundabout, the waterfront on Rocks Road is also used for swimming. People use the sea wall and steps as places to dive from and at low tide the rocky shoreline is used for sunbathing and for exploring sea-life. A Rocks Road resident reported: “In

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<sup>21</sup> Chris Allison, Nelson Cycle Trail Trust.



*summer the swimming access steps all the way along the waterfront road are well used with folks having an after-work dip.”*

#### **5.1.5.2 Fishing**

Along Rocks Road (including Magazine Point) there are fishing platforms built out from the footpath which are well used by recreational fishers.

At low tide, people collect shellfish along the rocks below the seawall.

#### **5.1.5.3 Rocks Road Seawall**

This feature will be covered in more depth in the heritage impact assessment. It is noted in this SIA because of the contribution it makes to people’s sense of place and sense of history and to the amenity of the Rocks Road area.

Planning for the wall began in 1891. Construction was completed in 1899 and the wall and road opened by the Prime Minister, Richard Seddon. Several refurbishments have been required over the years to address the impacts of sea action and to prevent overtopping in adverse weather. The wall is now a combination of 19<sup>th</sup> and 20<sup>th</sup> century construction. However, although the wall has been subjected to many modifications, there are still about sixty metres of the original seawall visible between the old city powerhouse and the sea rescue launching ramp on Wakefield Quay. This section has been able to escape the significant reconstructions required on the other sections because it is sheltered from heavy seas by Haulashore Island and by the rocky shore in front of it. This piece of the wall has been restored as part of the work being undertaken by the Nelson 2000 Trust.

Local architect Grahame Anderson noted the visual effect of the wall on motorists and pedestrians as a result of the major rebuilding which took place in the 1950s. *“To my surprise, given the numerous examples elsewhere of seawalls with upper sections continued a metre or so above the level of the adjoining roadway in order to protect passing vehicles and pedestrians from stormy seas, the structure of the new Rocks Road wall was not extended above footpath level. ... as a result of this local design decision, the whole of the rubbed, raking, winding, seaward surface of the Rocks Road wall is clearly visible between and over the posts and chains to all who travel to and from the city.”*<sup>22</sup>

#### **5.1.5.4 Blessing of the Fleet**

The Blessing of the Fleet ceremony is an annual event which began in 2000 to commemorate those who had lost their lives at sea and to bless the fishing fleet for future journeys. It is run by the Seafarers Memorial Trust. The event is also an opportunity for Nelsonians to recognise the contribution of the fishing and seafood industry to the community. It is becoming increasingly popular with over 5,000 people attending in 2009 including local MPs, Mayors and councillors, and representatives of the Royal New Zealand Navy. The ceremony is officiated over by local religious leaders. Together with the Seafarer’s Memorial, the Early Settlers Memorial and the memorial wall listing the 235 sailing ships that arrived at Wakefield Quay between 1841 and 1850, the ceremony contributes to the historic atmosphere in Wakefield Quay and Rocks Road. As one interviewee put it: *“There is a huge sense of place on the waterfront with the combination of landscape and history”*

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<sup>22</sup> Grahame Anderson, paper prepared for the Nelson Heritage Advisory Group, undated

## 5.1.6 Current issues related to traffic

### 5.1.6.1 Severance and pedestrian safety

Facilities to enable pedestrians to safely and easily cross Tahunanui Drive are minimal, with one pedestrian crossing the whole length of Tahunanui Drive (providing access to Tahunanui School) and a light controlled crossing by the local shopping centre at the Tahunanui traffic lights.

The crossing to Tahunanui School is not light-controlled and it is not uncommon for motorists to drive through the crossing while there are children waiting to cross. According to the Principal, about 25% of the pupils (about 75 children) use this crossing to get to school.

Some of the residents interviewed thought the pedestrian phase for the light-controlled crossing by the shops was too short for the time it takes (especially for those less mobile) to cross the width of road at this point. According to the Tahunanui Business Association the road width and the relatively short light phase makes pedestrians feel threatened, especially given that turning traffic is active at the same time. The difficulty faced by pedestrians at the Tahunanui lights was raised by several interviewees particularly in relation to elderly patrons of the Nightingale library, women with prams and the less mobile.

There are no pedestrian crossings along the entire length of Rocks Road although there are central refuges to assist pedestrians to cross the road. There is a crossing at Auckland Point School but this is not light-controlled.

Several walking tracks, including the well-used Days Track, terminate at Rocks Road and the many groups and individuals who walk these tracks do not have a safe place to cross Rocks Road.

Submissions on the Nelson to Brightwater Consultation Document highlighted the following safety issues:

- the lack of safe pedestrian crossings on Tahunanui Drive between the Annesbrook Drive roundabout and Tahunanui School
- the lack of crossing facilities in the restaurant area along Wakefield / Rocks Road creates an unsafe environment for pedestrians
- pedestrian access across Rocks Road is difficult and particularly unsafe for children and those who are less mobile because of the lack of pedestrian crossings and the amount and speed of traffic, particularly heavy traffic.

Submissions on the Nelson to Brightwater Consultation Document indicate that the recent redevelopment of the Tahunanui roundabout intersection favours heavy through-traffic over the needs of the Tahunanui residential and visitor community. Submitters refer to the works as being contrary to the Tahunanui Structure Plan, which sought a people-friendly village - compact, walkable and accessible. Design features that have brought traffic closer to the existing buildings and narrowed the footpaths were seen to negatively impact on the local shops and library.

The lack of safe pedestrian facilities accentuates residents' physical and psychological severance from facilities and services and between residential areas that has resulted from a major road with significant levels of traffic, particularly heavy traffic, throughout most of the day.

### **5.1.6.2 Quality of Rocks Road footpaths**

Some sections of the footpath on the seaward side of Rocks Road are below the level of the road. Frequent users of this footpath noted that this creates a sense of danger with cars and trucks seeming to be coming straight at you. They also noted that on these sections their heads are at a level with exhaust pipes which adds to the unpleasantness of the walking experience.

There are sections of the narrow footpaths along both sides of Rocks Road where it is difficult for people to pass – especially if they are accompanied for example by children on bikes, or are pushing a pram. At these points pedestrians have to step onto the road to pass.

### **5.1.6.3 Unsafe cycling facilities**

As noted in section 5.1.4.2, between Tahunanui and the CBD there are either no cycle lanes or the cycle lanes are on-road and are sub-standard. Submissions on the Nelson to Brightwater Consultation Document noted the following concerns:

- Tahunanui Drive is unsafe for cyclists; a cycle lane through Tahunanui that is connected to the coastal cycleway is required
- the current cycleway along Rocks Road is hazardous
- cycle safety is currently compromised at “pinch points” along Rocks Rd, including between the Boatshed Restaurant and Nelson Yacht Club and on the landward side of the road between Poynters Crescent and Victoria Rd

The on-road cycleways along Rocks Road pose a significant risk for cyclists because there is no room to move to avoid hazards such as cars pulling out of driveways and parking areas without looking, or landslips and debris from the cliffs above. The width of this cycleway does not comply with the national guidelines.

The quality of the cycleways discourage less confident cyclists from commuting by bike to work and school. Parents interviewed for the SIA said they would not let their children cycle on this road and even experienced cyclists were concerned at the danger posed by inconsiderate motorists and trucks which can take more than the width of the traffic lane when turning corners.

Some cyclists prefer to minimise the risk by cycling along the footpath but this puts them in conflict with pedestrians.

### **5.1.6.4 Impact of heavy vehicles on local communities**

Submitters to the Nelson to Brightwater Consultation Document commented on the increasing volumes of heavy freight and logging trucks travelling to the Port. Several groups interviewed for this SIA also commented on the impact of heavy traffic on residents, facilities and commercial operators. There were several claims that heavy traffic was increasing during the evening and this was thought to result from truck operators choosing to drive at night to avoid other traffic during the day.

There were claims from motel operators on Tahunanui Drive and a Bed and Breakfast operator on Rocks Road that the noise from heavy traffic, particularly during the night, was resulting in a fall in custom. Guests who have booked in for several nights sometimes leave after a single night as a result of traffic noise.

Residents on Rocks Road reported the effects of vibration from heavy traffic on their properties fearing this would get worse with any road widening. *“Traffic is already shaking our properties along the roadway, this has increased dramatically over the*

*past 10 years and would only become worse. The older properties in the precinct cannot cope with this. Our windows rattle at 4am as trucks thunder past."*

Business operators in Tahunanui reported that noise, fumes and dust from heavy traffic was detracting from the amenity of the shopping area and particularly the café's and bars which have outdoor seating.

As a faster route to the city from the airport, cars and trucks deviate down Muritai Street, avoiding the Quarantine Road roundabout and Parkers Road/SH6 intersection (by driving down Pascoe or Bolt Street) and any delays that may be caused by peak traffic. Muritai Street is located in a residential area and as noted above, has many community facilities including a community centre, playcentre, Pacific Island centre, and a Kindergarten. Pupils from the residential areas on the beach side of Tahunanui cross Muritai Road to access Tahunanui School. The City Council has made some minor alterations to the street layout to discourage through traffic, and particularly trucks, from using this route but according to the Principal of Tahunanui School there is still a significant volume of through-traffic using this route. The Council has Muritai Street scheduled for further traffic calming, narrowing and general environmental improvements in year 2014/15.

Residents on Rocks Road also expressed annoyance with noise and fumes from heavy traffic. Those closest to the road are particularly affected. When residential development began to take place around Rocks Road there was concern about the disruption and reverse sensitivity effects as a result of noise from the Port. Consequently the City Council introduced a requirement for houses in this area to be acoustically insulated. However, according to local residents, the noise from traffic on the road is proving to be much more disruptive for residents than the noise from the Port. The double glazing significantly reduces the noise level as long as the windows and doors are kept closed. But as one resident commented, *"This is a city with a great climate and people live outdoors. We want to be able to sit outside in our gardens!"*

Several groups interviewed for the SIA (including the Heritage Advisory Group, Nelson Waterfront Association, Nelson 2000 Trust and residents in Rocks Road) expressed concern that the volume of traffic on Rocks Road, particularly the heavy traffic, was stifling the potential of the waterfront to be developed as a recreational resource for the city as a whole.

#### **5.1.6.5 Air quality**

Air quality is a concern for the residents of Tahunanui and the Tahunanui School. Because of its location in a valley, this area is subject to the effects of inversion. Polluted air moves along the foothills from Richmond and Stoke, moving over the Bishopdale Saddle and is trapped by air coming off the sea.

Air quality in the Washington / Victory community was a principal reason for the Environment Court declining the resource consent application for the Southern Link. The Council has subsequently introduced policies and programmes to reduce emissions from domestic fires (which account for 87% of the pollution in the Tahunanui airshed). Council's monitoring has recorded an improvement in air quality between from 2001 to 2008 with a gradual fall in PM<sub>10</sub> concentrations and a significant reduction in the number of times the guideline is exceeded.

People interviewed for the SIA raised the issue of the impact of traffic, and particularly heavy vehicles on air quality. It was acknowledged that the Council

policies regarding open fires have improved the quality of air in Tahunanui but it was feared that increased traffic would negate much of this improvement.

#### **5.1.6.6 Access to local commercial outlets**

Submitters to the Nelson to Brightwater Consultation Document raised concerns that businesses in Tahunanui were experiencing a down-turn in the number of customers because of the difficulties motorists face trying to find parking near the shops or because of the difficulty turning into the car-parks in the side streets. The Tahunanui Medical Centre reported to the SIA that their clients, particularly the many elderly clients, experience significant difficulty turning in and out of the Centre's carpark because of the constant stream of traffic.

#### **5.1.6.7 Access to properties on Rocks Road**

In places along Rocks Road where the road narrows or there are cars parked in the roadside parking spaces, residents have to exit from their garages by reversing onto and along the footpath and then waiting for a break in the traffic to enter the flow. Where visibility is limited, vehicles exiting at haste to access a gap in the traffic, can pose a danger to pedestrians and cyclists.

#### **5.1.6.8 Rocks Road parking**

Most of the residential properties on Rocks Road have on-site parking but for a variety of reasons (more than one car in the household, vehicle access too difficult, visitors' cars) residents also use the limited roadside parks. The restaurants and users of waterfront facilities also use these parks. The 85 carparks created in the Wakefield Quay area have helped to address the shortage of parking available to commercial customers and people attending events on the waterfront but there are times when finding a parking space within easy walking distance can be a problem, especially in the summer.

### **5.1.7 Social impacts of options on Tahunanui /Rocks Road community**

Two options have adverse effects for this area: Option A and Option H. Option B has significant positive effects and Option I has limited positive effects. The effects of each option on these communities are described in the following sections 5.1.7.1 – 5.1.7.4.

#### **5.1.7.1 Option A: Part-Time Clearways**

##### **Negative Impacts**

##### **a) Increased severance and reduction in pedestrian safety**

The extra traffic lane will increase psychological and physical severance, particularly for the less mobile. This could be addressed in part by more frequent pedestrian crossings or safe, attractive underpasses. (Overpasses are more difficult for people with limited mobility, pushchairs, wheelchairs and cycles to use.)

##### **b) Continued danger for cyclists on Tahunanui Drive**

For cyclists, sharing a lane with parked cars is not ideal and during the peak traffic period, cyclists on Tahunanui Drive will have to travel in the vehicle lanes. This will worsen the existing situation which is already too dangerous for all but highly experienced cyclists and will continue to deter children from cycling to school.

**c) *Reduction of on-road parking in peak periods***

Along Tahunanui Drive, roadside parking in peak periods would become more restricted than at present. This would create an impediment to the use of the facilities, services and commercial operations on Tahunanui Drive that do not have on-site parking, or where their on-site parking cannot meet demand (as in the case of the Tahunanui Suburban Club, and Bowling Club). To address this, land may need to be purchased to provide off-street parking lots. This idea is promoted in the Tahunanui Structure Plan prepared for the council by Boffa Miskell, but it means that some land purchase would need to be included in this option.

Most residential properties along Tahunanui Drive have off-street parking but the clearway, particularly if it becomes permanent, will mean that visitors to residents on the west (seaward) side of the road will have to park opposite and walk across.

Residents on Rocks Road would no longer have access to on-road car parks during the morning peak hours. Residents with properties that cannot accommodate a parking space would need to find parks in side streets or elsewhere as would any over-night guests. Given the limited parking in the general area, these parking spaces are likely to be a considerable distance from the dwelling.

Competition between facilities for on-road parking should be minimal as long as the clearway is restricted to the morning peak period during the week and not applied during weekends when recreational activities in the area are at a peak. However, if traffic volumes continue to increase, the clearway may be applied full time which would mean there would be no on-road parking at any time on the west side of Tahunanui Drive and along both sides for the full length of Rocks Road. This would make the provision of off-street parking lots to support the local facilities and services even more critical.

**d) *More difficult access to local businesses***

The retail outlets between Muritai Street and the Tahunanui traffic lights have limited roadside parking which the clearway will remove at least during the morning peak and potentially, if traffic increases, permanently. Presently, because roadside parking near the shops on Tahunanui Drive is limited, many shoppers park in Muritai Street and walk along to the shops. The clearways will not prevent this practice.

It is anticipated that the Tahunanui shopping centre at the Tahunanui Drive / Bisley Street intersection will experience little change as a result of the clearways option. There is a car parking area at the intersection to service the centre, and light-controlled pedestrian crossings to facilitate access to the shops, and the beach area. However, some motorists currently experience difficulty accessing the parking area and they may find it more difficult if lanes and parking are not clearly marked.

**f) *Access difficulties for Rocks Road residents***

The on-road parking spaces and shoulders on the landward side will be removed to create sufficient space for the third lane. This will increase the difficulty for residents reversing out of their garages during periods when the traffic is constant. Traffic lights to facilitate pedestrian access or car access out of side roads, would help to create breaks in the flow thus providing opportunities for property owners to enter or exit their on-site parking.

**g) *No reduction in noise and fumes from traffic***

Although heavy traffic to the Port is not expected to increase significantly in the foreseeable future, it is also not expected to decline. Therefore the businesses in

Tahunanui and the residents in Rocks Road will continue to experience more or less the current levels of noise and fumes from heavy traffic.

Effective TDM and increased use of public transport could reduce the amount of traffic along Rocks Road. However, if Rocks Road continues to be the route of choice for motorists because of the view, the extent to which general traffic will reduce is not likely to be significant.

**h) Impact on aspirations for the Rocks Road area**

The Nelson 2000 Trust and the Nelson Waterfront Association are working to develop the waterfront as a regional facility for social and recreational activities. To facilitate this, both organisations are seeking measures for Rocks Road that will reduce the amount of traffic, remove heavy traffic and introduce pedestrian crossings and traffic calming measures to make the area more pedestrian friendly. Option A would retain Rocks Road as the main arterial route and therefore, the potential of the waterfront to reach its full potential as a waterfront destination would be significantly compromised.

**i) Uncertainty**

Several residents and facility owners on Rocks Road commented that the clearways option offered no certainty that in the longer term the clearway would not be turned into a permanent traffic lane. This would mean roadside parking would be permanently removed. The uncertainty about the long-term situation could become a source of stress for some people. As one Waimea Road business operator said: *“If you know what is happening you can make decisions based on that, you can decide whether or not you can live with that or whether your business can continue to operate in those circumstances. The clearways feels like a temporary solution that provides no long-term certainty so we can’t plan around it.”*

**j) Construction effects**

During the construction period the residents and businesses alongside Tahunanui Drive, Rocks Road, Wakefield Quay and Haven Road will experience significant adverse effects including:

- noise
- dust
- vibration from heavy machinery
- restricted access to residential properties, services and facilities located on the affected roads.

As a result of the unpleasant atmosphere created by noisy machinery and dust, as well as more difficult access to business premises, businesses along these roads are likely to experience a significant down-turn in custom during the construction period.

Motorists on these roads will also experience delays as a result of roadworks. Assuming roadworks on Waimea Road and Rutherford Street would be undertaken at a separate time, traffic that would normally use Waimea Road may deviate to Rocks Road to avoid the construction site in Waimea/Rutherford streets when those roadworks are underway.

**5.1.7.1.2 Positive Impacts**

**a) Compulsory purchase of properties would not be required**

This option would not require any property purchase as the three lanes would be fitted within the existing carriageway. One exception could be the Boatshed Restaurant if the carriageway at this point is found to be too narrow for a cycleway/walkway however, it is more likely that the footpath/cycleway would be

significantly narrowed at this point rather than compromise the building. If off-street parking for residents and businesses is found to be necessary, this is also likely to require the purchase of property to create parking lots.

**b) Improved bus services**

Improvements to public transport services would particularly benefit residents who do not have access to a car for medical, financial or other reasons. Access to good quality public transport will become increasingly important as fuel prices rise, particularly for those on low incomes (46% of the households in the Tahunanui Area Unit have incomes of \$30,000 or less).

**c) Increased parking in off-peak periods**

If the clearway is located on the seaward side of the road, it would be available for parking after the morning peak traffic period. This should result in an increase in on-road parking spaces from mid-morning through the evening which is when most facilities and services on Tahunanui Drive and Rocks Road would experience the highest visitor numbers. If the clearways do not operate in the weekend, the availability of the additional lane for parking would be of significant benefit for the cafes and the Yacht Club which have their greatest demand for parking at this time.

**d) Opportunity to improve access from side streets and properties**

Light controlled pedestrian crossings would create breaks in the traffic to enable cars to exit side streets and residential properties thus reducing the impacts of wider roads and increased traffic on severance and safety. The Mana Esplanade section of SH1 in Plimmerton, Porirua City has a clearways system with several sets of traffic lights which include a pedestrian phase. The lights have greatly improved pedestrian access across the street and access for cars from side streets.

**e) Improved safety for walkers and cyclists along Rocks Road**

Along the waterfront, the footpath on the seaward side would be widened (with piles or by cantilevered construction) to provide a four metre wide shared footpath and cycleway. While shared walking and cycling facilities are not ideal for users, such a facility would significantly increase pedestrian and cyclist safety and increase the pleasantness of these travel modes. This is likely to lead to an increase in walk and cycle commuting which is currently constrained by the quality of the existing facilities.

The widened walkway/cycleway would be more useable for prams, wheel chairs and mobility scooters than the current narrow footpaths which are not continuous, necessitating deviations onto the road in places.

At present cars reverse or drive directly out of the driveways on Rocks Road which can be a danger to pedestrians and cyclists especially in areas where visibility is poor. The relocation of all pedestrian and cycle traffic to a dedicated facility on the seaward side of the road would improve the level of safety for walkers, cyclists and runners along this stretch of road.

**f) Increased opportunity to benefit from the Riwaka to Richmond Cycle Trail**

A safe and more pleasant cycle route along Rocks Road linking to Beach Road would contribute significantly to the creation of a safe, pleasant and continuous cycle link from the proposed Cycle Trail to the city centre. Such a route will be essential if Nelson City is to attract cyclists from the Trail into the city.



**g) *Reduced traffic through effective TDM measures***

An increased focus on TDM as a method of reducing the amount of traffic in the city could significantly reduce traffic on Tahunanui Drive and Rocks Road, especially if large to medium employers (such as the City Council and the Public Hospital) adopt TDM measures for their workforce. However, it must be noted that TDM will not reduce the level of heavy traffic on SH6.

### **5.1.7.2 Option B: Southern Arterial**

#### **Negative impacts**

**a) *Possible increase in the number of cars on Rocks Road***

According to the CEO of the Port Company, there has been only a slight increase in overall tonnages through the port in the last five years. The increase in traffic on Rocks Road is therefore largely attributable to an increase in private vehicles.

During interviews for the SIA, people commonly acknowledged that when driving into the CBD they choose to drive along Rocks Road because they enjoy the view. Without traffic calming measures, this pattern is likely to increase if the road becomes free of heavy traffic.

**b) *No improvement in cycle and pedestrian facilities on Rocks Road***

Rocks Road is considered to be a dangerous cycle-route particularly for less experienced cyclists. The amount of traffic on the road, the proximity of the footpath to the road and the narrowness and lack of continuity in the footpath detract from the enjoyment of walking in this area.

**c) *Significant increase in heavy traffic passing Auckland Point School***

At present most of the heavy vehicles travelling along Rocks Road to the port, turn off at Hay Street to the port. Being further along Haven Road, the school is not affected by this traffic. Under this option, the school will be directly on a heavy traffic route between St Vincent Street and the port. As a result, the level of traffic noise and fumes experienced at the school will increase significantly.

#### **Positive impacts**

**a) *Removal of heavy traffic effects from Tahunanui and Rocks Road***

The southern arterial route is likely to remove some of the heavy traffic from Tahunanui Drive and Rocks Road and this benefit could be increased if heavy traffic is able to be prohibited from using the existing state highway. This would have significant benefits for residents, facilities and businesses along and near this route which is currently affected by noise, fumes, vibration and dust from heavy vehicles.

**b) *Opportunity to reduce impacts of private vehicles on Rocks Road***

If heavy traffic is removed from the area, it may be possible to introduce measures such as traffic calming devices and pedestrian crossings to deter motorists from choosing to use this route. Effective TDM measures and a more regular bus service along Rocks Road could also help reduce traffic to a level where the waterfront could realise its potential as a recreational area with high amenity values.

**c) *Enhancement of cultural, social and recreational facilities***

The removal of heavy traffic and the possible reduction in private vehicles as a result of effective TDM and increased public transport use will enable the enhancement of

Wakefield Quay and the waterfront area to be fully realised as a recreational venue of historical significance.

**d) Increase in property values on Rocks Road**

According to real estate agents interviewed, the sale value of houses on Rocks Road is high relative to most other areas in the city even with the current traffic situation. If the volume of traffic was reduced, and especially if the heavy traffic was removed, prices for residential properties are likely to increase significantly because the amenity of the area will increase.

**5.1.7.3 Option H: Tahunanui Drive/Rocks Road Four Lanes**

This option would require widening the existing SH6 between Annesbrook roundabout and the Haven Road roundabout to provide four lanes – two in each direction. On Tahunanui Drive, widening would be predominantly on the landward side between Bisley and Tosswell streets then on the seaward side from just past the Tahunanui School to the Annesbrook Roundabout.

Along the Rocks Road section, a new seawall would be built on the seaward side of the existing wall to create a new space wide enough to provide the extra lane as well as a 4m shared boardwalk separated from the traffic.

**Negative impacts**

**a) Residential and commercial property purchase**

This option would require significant property purchase along Tahunanui Drive and the north end of Annesbrook Drive although not along Rocks Road. At least 20 homes would need to be removed together with a significant number of commercial premises and community facilities. While some property owners may see this as an opportunity to move elsewhere, away from an arterial road others will experience grief and stress as a result of having to leave their current home or business when they do not wish to.

While property owners will be compensated for the loss of their home, renters will not and may have difficulty finding alternative accommodation which is affordable and in a comparable location. Renters on low incomes will be particularly disadvantaged if their current accommodation is taken or adversely affected by roadworks.

Other properties will experience a significant reduction in amenity as a result of increased proximity of traffic and the removal of vegetation. The owners of these properties may not be eligible for compensation and if they decide to relocate, are likely to sell at a lower price than they might otherwise have received.

**b) Loss of community and social services and facilities**

Four-laning Tahunanui Drive would cause significant disruption to the local community as buildings currently housing social and recreational services and facilities were removed, or compromised to the extent that they would be forced to close or relocate. The Tahunanui Suburban Club is a major, modern centre for social activities. It would be demolished for the road construction as would the Nightingale Library.

**c) Tahunanui Village Centre**

The shops and facilities to the south of Bisley Avenue would be removed. This would severely compromise the achievement of the vision for the town centre as set out in the Council's Tahunanui Structure Plan.

**d) Tahunanui School**

The road edge would be closer to the teaching buildings and vegetation along the boundary with Tahunanui Drive would be removed. As a result the school would be subjected to higher levels of traffic noise and fumes.

**e) Loss of cultural, heritage and community values**

The carriageway on Rocks Road would extend outside the current seawall necessitating the removal of the Boathouse Cafe, the Boatshed Café and the Yacht Club as well as a significant proportion of the new parking area. The Wakefield Quay redevelopment would be all but totally destroyed. The site would no longer be able to accommodate events such as the Blessing of the Fleet because there would not be sufficient space to accommodate the numbers attending.

**f) Access difficulties for Rocks Road residents**

As with option A, access for residents turning into or out of their properties would be very difficult. However, traffic lights to facilitate pedestrian access and car access out of side roads, would help to create breaks in the flow which will provide opportunities for property owners to enter or exit their on-site parking site.

**g) No reduction in noise and fumes from traffic**

Although heavy traffic to the port is not expected to increase significantly in the foreseeable future, it is also not expected to decline. Therefore the businesses in Tahunanui and the residents in Rocks Road will continue to experience more or less current levels of noise and fumes from heavy traffic. The increase in road capacity is likely to increase the number of other vehicles using this road.

**h) Reduced effectiveness of measures to encourage modal shift**

By increasing the roading capacity by two lanes, cars will be able to travel more quickly and this is likely to reduce the incentive to use other modes of transport (bus, walking and cycling). Incentives to participate in any TDM measures developed as part of the arterial transport package will also be reduced.

**i) Construction effects**

The construction impacts outlined in Option A (above) for residents and businesses alongside Tahunanui Drive, Rocks Road and Wakefield Quay will be of a similar nature but much more severe under this option.

**j) Physical and psychological severance**

Private property owners and pedestrians would experience more difficulty in crossing to facilities and services and accessing homes as a result of the doubling of the current carriage width. Light controlled pedestrian crossings at all major intersections would be required to facilitate the safe movement of pedestrians, turning of traffic in and out of intersections and access of cars to and from roadside properties.

**Positive impacts**

**a) Safer cycle facility**

A designated cycle-lane would be provided along Tahunanui Drive and a shared cycle-walkway provided away from the traffic along Rocks Road. This would increase

safety and the enjoyment of the cycling experience and would be likely to increase the number of cyclists both commuting and recreational.

**b) *Increased opportunity to benefit from the Riwaka to Richmond Cycle Trail***

The cycle route along the full length from Annesbrook Roundabout to Tahunanui Drive and through Rocks Road would provide a continuous link from the proposed Tasman Rail Trail to the city centre. However, the route through Tahunanui will still be on-road and therefore neither safe nor pleasant.

**c) *Safer pedestrian environment***

The pedestrian facility along Rocks Road would be wider with greater separation from the road than at present. Consideration will need to be given to ways to separate cyclists and pedestrians to avoid the conflict that occurs with shared use.

Light controlled pedestrian crossings or pedestrian/cycle underpasses together with a raised median strip (pedestrian refuge) along the centre of the road could all work to improve current safety levels for pedestrians.

**d) *Possible improvement to vehicular access and crossings***

If light-controlled intersections and pedestrian crossings are included in the design, access from side streets and private properties could be improved.

#### **5.1.7.4 Option I: Waimea / Rutherford Four Lanes**

##### **Negative Impacts**

**a) *Increased traffic during construction period***

During the roadworks on Waimea Road, some of the traffic that would normally use this route is likely to deviate to Tahunanui Drive and Rocks Road which will become more congested and dangerous for residents, pedestrians and cyclists as a result.

**b) *No reduction in heavy traffic***

Unless heavy traffic is prohibited from using Tahunanui Drive and Rocks Road it is unlikely to divert to the four-lane route through Waimea Road and Rutherford Street where there are large numbers of pedestrians going to the schools and hospital, and several traffic lights.

##### **Positive Impacts**

**a) *Possible reduction in traffic on Tahunanui Drive and Rocks Road***

Reductions in traffic are likely to be limited given motorist's preference for the seaward route and the fact that heavy vehicles are likely to continue to use the existing SH6 route to the port. Benefits would be increased if heavy vehicles were prohibited from using Tahunanui Drive and Rocks Road but this is unlikely without a change in the state highway designation.

Benefits would be increased if improvements to public transport and TDM measures resulted in a significant reduction in the number of private cars using these roads.

## 5.2 The Waimea/Rutherford Street Community

This area comprises Bishopdale, Braemar, (covered largely by the Grampions Area Unit) part of Nelson South (covered by the Bronte Area Unit) and Trafalgar. The Trafalgar Area Unit is bound by Queen Elizabeth Drive in the north to Examiner Street at the south, the east side of St Vincent Street to Glouchestor and Harley Street to the east. It straddles much of Rutherford St. The Bronte Area Unit includes the west side of Waimea Road through to Brook Street to the east. The southern boundary is at Nelson College. The Grampions Area Unit includes the west side of Waimea Road through to Brook Street with the southern boundary at Enner Glynn Road.

Refer to Appendix 1a and 1b for maps showing the boundaries of these Area Units.

### 5.2.1 Description of the Braemar/ Bishopdale/ Trafalgar community

In 2006, the total population of this area was 4,155. While the populations in Trafalgar, Bronte and north Grampians are declining, the population in south Grampians (the new subdivisions to the south of Bishopdale Ave) are increasing.

**Table 13: Population Trend 1996 - 2006: Waimea/Rutherford Street community**

Area	Number of Residents				
	1996 Census	2001 Census	% change	2006 Census	% change
Trafalgar	417	423	1.4%	408	-3.5%
Bronte	1,878	1,815	-3.4%	1,713	-5.6%
Grampians (Nth)	1,860	1,944	4.5%	1,941	-0.2%
Grampians (Sth)	30	54	80%	93	72.2%
<b>Total</b>	<b>4,185</b>	<b>4,236</b>	<b>1.2%</b>	<b>4,155</b>	<b>-1.9%</b>

Source: Department of Statistics

#### 5.2.1.1 Age Profile

Trafalgar, which covers much of the central business district, has a much smaller population than the other communities in this area and has very few school age children. Almost 50% of its residents are in the young adults/early workforce group. Bronte has the highest percentages of school-age and mature workers (45-64 years). The Grampians has the highest percentages of pre-school children and young workers (30-44 years) and the lowest percentage of people of retirement age.

#### 5.2.1.2 Home ownership

Home ownership in all these areas is lower than for the city as a whole. In both Bronte and Grampians the percentage is about 48% (compared to 55% for Nelson City). Trafalgar has the lowest percentage of home ownership for all the central Area Units and the highest percentage of rented homes. Bronte has the highest percentage of homes held in Family Trusts.

Bronte residents are the most settled, with 15% having lived in their current home for 15 years or more. Trafalgar is the most transient with only 9% having lived in their current home for this period of time and 59% having lived in their current home less than five years.

#### 5.2.1.3 Income and employment profile

Grampian has the highest percentage of residents in full time employment (4% above the average for Nelson City as a whole) while of the three areas Trafalgar has the highest percentage of unemployed residents and of residents not in the workforce.

However, given the relatively small number of residents in this suburb, these differences are not significant.

The Grampians has the highest percentage of residents on the Domestic Purposes Benefit or some form of sickness benefit and the lowest percentage of residents on age-related benefits. Trafalgar has the highest rate of full-time employment (4% above the average for the city as a whole) but it also has the highest rate of unemployment and the highest percentage of people on age-related benefits.

Of the three Area Units, Bronte has the highest percentage (22%) of households with incomes of \$100,000 or more. (Across all the areas included in this study only Britannia and Tahunanui Hills have a higher proportion of residents in this income bracket). In contrast, just over half of Trafalgar's households have an income of \$30,000 or less and 30% have incomes of \$20,000 or less. Trafalgar has the highest concentration of low-income households in Nelson City.

## 5.2.2 Description of land-uses

Rutherford Street is bordered by the type of land-uses typical for a commercial area on the outer rim of a central business district. There are a range of medium to light commercial operations, a few specialist retail outlets, three motels, a church and a service station. Nelson Girls College occupies the length of the street between Examiner and Bronte streets. Opposite the College there are a few houses dotted between the commercial operations.

There are four sets of traffic lights along Rutherford Street to provide access to and from the streets leading to the CBD. The road is straight with good visibility throughout its length. Most of the street is of low amenity value. The exception is at the lower end where Anzac Park provides a small, green walking and play area between Rutherford/Haven Road and St Vincent Street.

The city end of Waimea Road is dominated by the three schools and the hospital complex – Nelson Public Hospital and adjacent, Braemar Hospital. There are several pockets of retail outlets and small businesses along the road mostly aimed at the travelling public, schools and hospital attendees. These include two dairies, a bakery and takeaway shops. There are at least 4 motels on Waimea Road, as well as several doctors' surgeries and a range of other health-related agencies.

South of the hospital the area becomes more residential with significant in-fill housing. On this stretch of road there is a service station and a bowling club which has its entrance off Market Road.

## 5.2.3 Facilities and services

### Waimea Road

#### 5.2.3.1 Schools

There are three schools on Waimea Road, two single-sex colleges and a primary school. Together, these schools bring over 2,300 students into Waimea Road and adjoining side streets during the school term. All three of these schools have experienced a decline in rolls since 2002.

**Table 14: Trend in school roll enrolments 2002 - 2010**

Waimea Road Schools	Roll in early 2002	Roll in 2010
Hampden Street School	453	394
Nelson College	1,074	998
Nelson College for Girls	1,144	992
Total pupils	2,671	2,384

Source: school records

### Nelson Girls College

Nelson Girls College was established in 1883 and is a decile 7 school located on the corner of Rutherford Street and Waimea Road. It currently has about 990 pupils but can take up to 1100. There is also a Preparatory school which has a roll just less than 100.

The school provides a Boarding House which is situated in the college grounds. This facility can accommodate about 120 pupils. Boarders come from throughout New Zealand and the world. Presently (2010) about sixty international students are attending the school.

The school has a close relationship with Nelson College which is located nearby, sharing facilities and running joint classes in specialist subjects. Pupils walk between the facilities via the Rutherford Road extension or Waimea Road.

### Nelson Boys College

Nelson Boys College is located further up Waimea Road on the same side of the street as the Girls College. The school was founded in 1856 and originally located in Trafalgar Square. It was located at its current site in 1861. However, the buildings are more recent. The school was almost completely destroyed by fire in 1904 and the rebuild was severely damaged by the Murchison earthquake in 1929.

Nelson Boys is also a decile 7 school and currently has a roll of about 1,000 pupils. This school also has a Preparatory school and a boarding establishment on site which houses about 160 pupils. As with the Girls College, this school also takes international students.

### Hampden Street School

Hampden Street School is located between Waimea Road, Van Diemen and Hampden Streets. It is one of the oldest primary schools in Nelson City, having occupied 250 Hampden Street since 1868. The school is a co-ed primary school, with a roll of about 400 and is a decile 7.

The school has recently trialled three walking bus routes: one starting at the Cathedral (route 1), one at the cricket pavilion on Victory Square (route 2), and the other from Hales Corner Dairy on Waimea Road (route 3).

#### **5.2.3.2 Hampden Street Swimming Pool**

This Hampden Street pool is located in the Hampton Street School grounds on the corner of Ngatiawa and Van Diemen streets and accessed from Waimea Road via Hampton or Van Diemen streets. It is included here because it is a significant generator of traffic on Waimea Road especially during the period October to March when the heated pool is open.

The facility is shared between the school and the Nelson South Swimming Club which also administers the pool. The facility is used by the Hampton Street School between 8am and 3pm and outside those hours is used for Nelson South Swimming Club activities or is open to the public. Other schools in the city use the pool for inter-school sports.

#### **5.2.3.3 Nelson Public Hospital**

Nelson Public hospital facilities are located on both sides of Waimea Road. The administration services are located in the old Braemar hospital which also includes an outpatient service for people with psychological disabilities.

The main building on the west side of Waimea Road houses all the clinical services normally associated with a regional hospital. The hospital employs a total of 1,380 staff (including full-time and part-time workers) and caters for a maximum of 179 in-patients at any one time. About 40,000 outpatients access the hospital over the period of a year (on average, just over 100 per day).

There is a childcare centre on site which is predominately for the children of hospital and health service staff.

On-site parking is provided on both sides of the road but spaces are at a premium with most staff driving to work, and patients' visitors coming by car combined with the many other people who have cause to visit the hospital and associated health and administration staff. Some interviewees for the SIA described the on-site parking as "*totally inadequate*".

#### **5.2.3.4 Medical Services**

There are five doctors' surgeries, two health centres, the After Hours Duty Doctor, the Medical Laboratory, a dentist surgery and an orthodontist are located on Waimea Road from Motueka Street north. All these facilities are likely to be significant traffic generators since the bus service is not suited to invalids or people with mobility difficulties. Nor does the schedule accommodate people who only need to be at a particular location for 30 minutes or so. The NZ Blood Service is also at the Rutherford St/Vanguard Street intersection. Most of these facilities do not provide on-site parking.

#### **5.2.3.5 WORKSTAR (Village Community Trust)**

Workstar is a Charitable Trust providing a specialist employment agency working with local employers to place people with disabilities into the mainstream workforce. The premises occupied by the Trust (opposite the Van Diemen intersection) are rented and the Trust has been looking for alternative, less expensive facilities.

### **Rutherford Street**

#### **5.2.3.6 Rutherford Street Kindergarten**

This kindergarten is located at the corner with Examiner Street on land rented from the Church of Christ. It currently has a roll of 44 children from 41 families. The catchment area is quite diverse including the central city across to the Tahunanui Hills and at least 4 families from the Stoke/Richmond area.

The senior teacher estimates that 80% of the children come to the Centre by car, usually on-route to dropping siblings off at nearby schools and/or parents going to work in the central city.

The main parking for drop-offs is in the parking area directly in front of the premises. This however is very congested at times because of church activities and other groups that hire space from the church. Often parents will park in the carparks belonging to surrounding businesses as well as along the Rutherford Street and Examiner Street roadsides.

According to the senior teacher, "*Most families would not consider crossing Rutherford Street as it is already a very busy street, particularly at commuting times. In last year's annual survey to families, many cited the problems with parking as an issue of concern.*"



### **5.2.3.7 Theatre Royal**

The Theatre Royal was built in 1878 and is the oldest wooden theatre still in use in the Southern Hemisphere. It is owned and operated by the Nelson Historic Theatre Trust which was established in 2001 to restore the building and create a state-of-the-art facility. Before it closed in 2005, it is estimated that about 22,000 people attended performances each year. Restoration began in 2008 involving hundreds of volunteers and about \$4 million. The theatre was reopened in June 2010 by the then Prime Minister, Helen Clark. The restored theatre, capable of accommodating 340 patrons, is a great source of pride to many Nelsonians. The Theatre is located next to Beaurepairs and patrons use the large Montgomery Square car park on the opposite side of Rutherford Street.

### **5.2.3.8 Church facilities**

There are two churches on Rutherford Street: the Church of Christ on the corner of Examiner Street, and the Salvation Army headquarters at the lower end of Rutherford Street.

## **5.2.4 Transport facilities and services**

### **5.2.4.1 Bus services**

SBL Ltd runs a bus service leaving every 30 minutes from Richmond to Nelson along Waimea Road between 7.10am and 8.10 am and one service in the opposite direction at 7.40am Monday to Friday. There is an hourly to two hourly service for the rest of the day until 5.10pm from Nelson, or 4.20pm from Richmond. There are no bus services on this route later in the evenings or during the weekends. These services are unsubsidised.

According to the SBL manager, patronage fluctuates greatly according to the time of day and the time of year. Between 7.30am and 8.30am the buses are close to full but numbers drop significantly during the inter-peak period. The introduction of Gold Card eligibility has resulted in some increase in patronage by the older population but not nearly as much as SBL expected. During the school holidays however, students using the buses to travel to the CBD and other entertainment and recreational facilities increase the level of patronage significantly during the inter-peak periods.

The City Council funded service "The Bus" operates a circular service between Abraham Heights and Kawai Street South which passes the hospital. This is for residents in the Toi Toi and St Vincent areas. There is also a half hour service from 7am to 8.30 am from Wakatu Square. The service then becomes one to two hourly until about 5.30pm. On Saturdays the service runs hourly from 9.30am to 2.30pm. There is no service on this route during the evenings or on Sundays.

### **5.2.4.2 Cycleways**

There are no cycleways on Waimea Road or Rutherford Street. Cyclists either share the road with traffic or use the Railway Reserve cycleway exiting at various points along the way into the city.

### **5.2.4.3 Walkways**

There are no walkways to Waimea Road or Rutherford Street other than roadside footpaths.

## **5.2.5 Current issues related to traffic**

### **5.2.5.1 School-generated traffic**

All those interviewed for the SIA, including the schools located on Waimea Road and the Chair of the Waimea Road Residents and Business Association, considered that a major contributor to the traffic volumes on Waimea Road at peak times are cars bringing pupils to and from school. As shown in table 14 (p.52), a total of about 2,380 pupils attend these schools. The schools concerned estimate that about 25% - 30% of pupils arrive by bus, some walk, but at least 25% (about 600) arrive by car. This percentage increases significantly in wet weather. Although the rolls for all these schools has declined by a total of 287 in the last eight years, those spoken to consider the traffic generated by the schools has actually increased over that period.

The impact of schools on traffic flows is evident in the school holidays when Council traffic counts show that traffic volumes on Waimea Road in the morning peak, fall by 24% and by 11% between at 3pm and 4pm. The evening peak is reduced by about 5% during school holidays.

### **5.2.5.2 Pedestrian safety**

According to SIA interviewees, as well as submissions to the Nelson to Brightwater Consultation Document, crossing Waimea Road and the top end of Rutherford Street can be very dangerous for pedestrians, especially those who are less mobile and the factors contributing to the danger include:

- the lack of pedestrian crossings (there is only one light-controlled crossing on the whole length of Waimea Road and one uncontrolled crossing at the top end of Rutherford St at the access way to Nelson Girls College gym);
- the speed of traffic, particularly at off-peak times, often exceeding 50kmh
- the difficulty motorists have accessing or exiting intersections, particularly at peak traffic times, which means they are concentrating on finding a gap in the traffic and forget to check for pedestrians (and cyclists).

Pedestrian traffic is particularly high between the schools (with pupils going to and from the light-controlled crossing) and around the hospital where many of the private medical facilities are also located.

The pedestrian lights at Nelson College do not guarantee safe passage across the road. According to the Deputy Principal of Nelson College and the Chair of the Waimea Resident and Business Association, cars running the red light is not uncommon. In response, Nelson College instructs its students not to rely on the lights and to always check that the traffic has stopped before crossing on the pedestrian light.

The danger to pupils entering or leaving the three schools (created by congestion in the side streets and unsafe manoeuvring by cars dropping pupils off or picking them up) was raised in interviews for this SIA. In a recent submission to the City Council, the Deputy Principal of Nelson College sought measures to formalise parking and slow traffic in the side streets. He described the situation as chaotic and of extreme risk to pedestrians and cyclists. *"It is only the utter congestion which is preventing serious harm from occurring. Nelson College and Hampden Street School teaching staff have to supervise the crossing on Waimea Road at the beginning and end of each school day but neither school has the human resources available to help protect our students on Hampden Street as well."*

While Motueka Street serves as a distributor road for vehicles going to the west of the city, in peak-hour traffic, other cars use Motueka and Vanguard Streets as an

alternative route to avoid holdups. According to submissions to the Nelson to Brightwater Consultation Document and people interviewed for this SIA, as a consequence of this practice, traffic volumes in Vanguard Street is higher than might be expected and has become dangerous for cyclists, including pupils going to Victory School.

#### **5.2.5.3 Motorist safety**

According to people interviewed for the SIA, turning into and out of all the intersections along Waimea Road can be a dangerous and frustrating experience for motorists. Three intersections seem particularly difficult:

- The Motueka St-Waimea Rd uncontrolled intersection, where traffic from the Victory-Nelson South area feeds into Waimea Rd across a busy right-hand turn, is the cause of much of the evening snarl-ups back towards town as the turning traffic attempts to merge into the main flow. This intersection has the worst accident record in the city. Depending on the outcome of the Arterial Transport Study, the City Council plans to install traffic lights at this intersection in 2011.
- The Market Rd-Waimea Rd intersection at Bishopdale, where people trying to turn right onto Waimea Rd face a formidable task and significant delays at peak times. The provision of traffic lights has been included in the Council's long-term plan. Installation will depend on the impact of the Motueka Street lights on traffic flows. These lights may create sufficient gaps in traffic flow to facilitate safe turning at Market Road intersection.
- The Waimea/Ridgeway intersection is also perceived as dangerous because of the 70km speed allowance combined with reduced visibility and the poor road configuration. Most Enner Glynn school pupils arrive by car and those travelling from Stoke south tend to come via Whakatu Road or Stoke Main Road cutting across south-bound traffic to enter Ridgeway. According to frequent travellers on this road who were interviewed for the SIA, the median strip has facilitated a better traffic flow by providing spaces for turning vehicles to wait.

#### **5.2.5.4 Public transport services**

This area is much more poorly serviced by public transport than the Tahunanui area. There is only one workers' bus heading south in the mornings and no service for workers after 5.10 pm from Waimea Rd. For much of the day during the week the service is 2 hourly and there is no service in the weekend. Many of the people interviewed for the SIA did not regard the bus service as a viable alternative for travelling to work or for social and health activities.

The bus finishes its run at the depot in Bridge Street. Some of the older people interviewed said they would find it more convenient to have a stop "*in the centre of town closer to the shops*" so they didn't have so far to walk.

### **5,2,6 Social impacts of options on Waimea/Rutherford St community**

Two options have adverse effects for this area: Option A and Option I. Option B and Option H may have some positive effects although the benefits of Option B will be much less than the benefits likely to accrue to Tahunanui/Rocks Road as a result of this option. The effects of each option on the Waimea/Rutherford Street communities are described in the following sections 5.2.6.1 - 5.1.6.4.

### 5.2.6.1 Option A: Part-Time Clearways

This option proposes to install a part-time (initially peak hour only) clearway on the existing carriageway along Rutherford Street and Waimea Road for southbound traffic in the afternoon peak. Outside of the clearway period the lane would be available for roadside parking. Footpaths along Waimea Road would be retained and if possible cycle facilities will be included although at particular pinch-points this may not be possible.

#### Negative impacts

**a) Increased severance and reduced safety for pedestrians**

The extra traffic lane as well as the faster traffic flow will increase psychological and physical severance, particularly for children and the less mobile. This could be addressed in part by more frequent pedestrian crossings or safe, high-quality underpasses (preferable to overpasses which are less accessible to the mobility impaired, push-chairs and cyclists).

**b) Increased delays at intersections for motorists**

The extra lane of traffic will make right-hand turns into Waimea Road from side streets even more difficult. If lights are installed at key intersections however, the break in traffic flow could help address problems at other intersections along the route.

**c) Reduced on-road parking in peak periods**

There are already significant stretches along Waimea Road and Rutherford Street where parking is prohibited and so it is assumed that motorists would have low expectations of easily finding a roadside parking space between the hospital and the city. The impact of less parking can therefore be more limited than, for example in Tahunanui Drive where roadside parking is taken for granted.

However, there are a number of small retail outlets opposite the schools which presumably rely to a large extent on passing traffic for their custom. Motorists will have to park in nearby side-streets and walk back to these outlets. The parking lane created opposite these outlets during the off-peak period may have limited value for these businesses given that customers will have to cross a busy road to get them. The installation of traffic lights at intersections would create gaps in the flow which would facilitate the movement of pedestrians across the road.

**d) Possible increase in heavy traffic**

Because Waimea Road involves a climb and Rutherford Street has several traffic lights, this route tends to be avoided by heavy vehicles. However, if traffic flows improve significantly in the afternoon peak as a result of the clearway, some heavy traffic may switch to this route introducing increased traffic, noise and fumes to residents and businesses close to the roads.

**e) Uncertainty**

As with the Tahunanui/Rocks Road clearway, for some residents and businesses on Waimea Road, the Waimea clearway offers no certainty that in the longer term the extra lane will not be turned into a permanent traffic lane. This would mean roadside parking would be permanently removed. The uncertainty about the long-term situation could become a source of stress for some people. As noted in the Rocks Road section of this report, a resident described the situation as follows: *“If you know what is happening you can make decisions based on that, you can decide whether or*

*not you can live with that or your business can continue to operate in those circumstances. The clearways feels like a temporary solution that provides no certainty so we can't plan around it."*

**f) Construction effects**

During the construction period the residents and businesses along these two roads will experience significant adverse effects including

- Noise
- Dust
- Vibration from heavy machinery
- Restricted access to residential properties, services and facilities located on the affected roads (including side-streets).

Motorists on these roads will also experience delays as a result of roadworks. Assuming that roadworks on Tahunanui Drive and Rocks Road would be undertaken at a separate time, traffic that would normally use this route may deviate to Waimea Road to avoid the construction site in Tahunanui Drive/Rocks Road. As a result, Waimea Road and Rutherford Street will become more congested and dangerous, particularly for children going to school and people visiting the hospitals. As a result, the current delays for motorists trying to exit from intersections are likely to increase during the construction period.

**Positive impacts**

**a) Compulsory purchase of properties would not be required**

No property purchase would be required for this option as the three lanes would be fitted within the existing carriageway.

**b) Improved bus services**

Improvements to the bus service will particularly benefit hospital workers, patients and visitors, as well as the patients of the many medical services along Waimea Road. With an aging population it can be expected that increasing numbers of people attending these facilities will be unable to drive.

More frequent buses are also likely to reduce the amount of traffic generated by schools. According to the Principals of these schools, the reason many students bring their own cars to school is because they have activities after school which keep them occupied until after the current bus service ends.

**c) Possible cycleway**

At present there is no cycleway on Waimea Road. While some cycle along the road between the vehicular traffic, many others use the off-road Railway Reserve cycleway. It may be possible to include a cycleway within the reconstructed carriageway but because of constraints in the width of carriageway, this is likely to be of a compromised design and not suitable for use by younger and less confident cyclists.

**d) Possible improved access from side streets and roadside properties**

Light controlled pedestrian crossings would create breaks in the traffic to enable vehicles to exit side streets and roadside properties. This would help reduce the impacts of wider roads and increased traffic on severance and safety. As noted in section 5.1.7.1 (pg 46), the Mana Esplanade section of SH1 in Plimmerton, Porirua City has a clearways system with several sets of traffic lights which include a pedestrian phase. The lights have greatly improved pedestrian access across the street and access for cars from side streets

**e) TDM measures**

An increased focus on TDM as a way of reducing the amount of traffic in the city could, if tailored to meet the needs of the travelling public and if effectively promoted, significantly reduce traffic on Waimea Road. Measures focused on reducing the number of pupils arriving at the schools by car should be a priority. This will not only help to reduce the impact of peak hour traffic on local residents but will also relieve the congestion currently experienced by schools in their parking areas and by residents in nearby streets.

**5.2.6.2 Option B: Southern Arterial**

**Negative impacts**

**a) Reduction in the quality of current cycle route**

There is no cycle lane along Waimea Road. Most cyclists access the Waimea Road area and the CBD via the Railway Reserve. Although the Southern Arterial option retains a cycle-lane of the same width alongside the new road on the Railway Reserve, due to its proximity to the noise and fumes from motor vehicles, it will have a lower environmental amenity than the current facility.

It is proposed to construct this walkway/cycleway below road elevation. During interviews, walkers on Rocks Road said they did not enjoy the experience of walking along the section of footpath that was lower than the road because they felt more threatened by the traffic and the fumes with vehicles at head-height. If the walk/cycleway was at a lower elevation, care would need to be taken in the design to avoid these effects on walkers and cyclists.

**Positive impacts**

**a) Reduction in traffic levels on Waimea Road and Rutherford Street**

Traffic levels through this community are likely to decline somewhat but not to the extent that they would on Rocks Road because motorists are less likely to use the new Southern Arterial route to access the schools, hospitals and many medical facilities on Waimea Road.

Some heavy vehicles will use the new route but as they tend not to use Waimea Road anyway, the reduction in heavy vehicles will probably not be significant.

**5.2.6.3 Option H: Tahunanui Drive/ Rocks Road Four Lanes**

**Negative Impacts**

**a) Increased traffic during construction period**

During the construction period, motorists (and possibly also heavy vehicles) that would normally use the Tahunanui Drive/ Rocks Road route are likely to deviate to Waimea Road to avoid the construction works. As a result, Waimea Road and Rutherford Street will become more congested and dangerous for residents and pedestrians during this period and access from intersections will become more difficult.

## Positive Impacts

### **b) Possible reduction in traffic on Waimea Road**

As with option B, traffic levels are likely to decline somewhat but because motorists are less likely to use Rocks Road to access the schools, hospitals and medical facilities on Waimea Road, the reduction (and therefore the benefits to be gained from reduced traffic) is likely to be limited. Benefits would increase if improvements to public transport and TDM measures result in an overall reduction in private cars on the road.

## 5.2.6.4 Option I: Waimea / Rutherford Four Lanes

This option comprises four lanes along Rutherford Street and Waimea Road from the Haven Road roundabout to the Annesbrook roundabout. It is possible that the road will not need to be widened to four lanes at the city end because of the drop-off in traffic volumes after the hospital and schools. Roadside parking is likely to be restricted to one side of the road along the full length of Waimea Road and Rutherford Street. Design details are not sufficiently advanced at this stage to know if cycleways can be provided under this option. Footpaths along both sides of the road would be retained.

## Negative Impacts

### **a) Property Purchase/stress on owners and occupiers**

The road widening would require the removal of about 50 homes between the Beatson Road roundabout and the Public Hospital. Almost all the buildings (homes, commercial premises and community services and facilities) on the south side of Waimea Road between Hampden and Bronte Streets would also be removed or significantly compromised.

While owners will be compensated for the loss of their home, renters will not, and may find it difficult to find alternative accommodation which is affordable and close to the city. Renters on low incomes will be particularly disadvantaged if their current accommodation is taken or adversely affected by roadworks.

### **b) Loss of residential amenity**

In addition to the residential properties that would be purchased for the construction, others would be significantly compromised by the proximity of the road to the house and the removal of vegetation which currently reduces the impact of traffic on these properties. Some of the owners or renters of these properties may choose to move away from the area as a result but may not receive compensation.

### **c) Disruption to the Bronte community**

Relocation of households on the scale expected, would result in significant disruption to community cohesion including loss of neighbourhood networks, relocation of children to different schools, and possibly loss of volunteers for locally based services.

### **d) Impact on health services**

The road would be closer to the hospital's administration offices (in the old Braemar Hospital) which would lose all the vegetation along its frontage (and possibly some buildings) making this facility much more exposed to noise and fumes from traffic. Several private medical facilities would be removed. Many of these services work in

conjunction with the hospital and proximity to the hospital is important. Options for relocation will be more restricted than for the other community services that will lose their current accommodation as a result of road widening.

**e) *Impact on schools***

The swimming pool and courts at Nelson Girls College would be removed. There is unlikely to be sufficient land area left to be able to replace these facilities on the school site.

All the vegetation along the road edge of Nelson College and Hampden Street School would be removed. This vegetation provides a buffer to the impacts of traffic on the schools as well as adding to the general amenity of Waimea Road.

**f) *Increased noise levels in noise-sensitive environments***

The removal of vegetation from the roadside as well as the construction of the road edge closer to Nelson College is likely to increase noise levels and fumes in class rooms.

**g) *Impact on commercial operators***

Most of the commercial operators on Waimea Road are on the Nelson South side of the road. Apart from the section between Motueka and Hampden Street, this is the side of the road where the road widening would take place.

Motels between Hampton and Bronte Streets would lose their front buildings and the road edge would be closer to their remaining accommodation. This would result in a deterioration of amenity for these facilities and possibly a reduction in custom as currently being experienced by accommodation facilities in Tahunanui Drive.

The small retail outlets (dairies, bakery, takeaways etc) would be removed. While these businesses may relocate to other parts of the city, local residents would no longer have ready access to these convenience stores.

A building on the Hampden Street corner which currently houses a real estate agency and an architectural company is quite close to the road edge and therefore likely to be removed. These businesses are not location-dependent and can be expected to relocate elsewhere.

Almost all the commercial and other buildings on the city side of Rutherford Street will either be removed or have significant areas of their frontage removed which may cause them to become unviable.

**g) *Adverse impact on viability of alternative transport modes***

Increasing the roading capacity by two lanes will enable vehicles to travel more quickly and thus reduce travel times. This is likely to reduce the incentive to use other forms of transport (bus, walking and cycling) and reduce the incentive to participate in any TDM measures developed as part of the arterial transport package.

**Positive Impacts**

**a) *Provision of cycle lanes***

As part of the restructuring, it may be possible to provide on-road cycle lanes. While this will be some improvement to the existing situation, as with Option A, the cycleway is unlikely to be sufficiently safe for use by children going to school or by less confident cyclists. If cycle lanes cannot be accommodated within the carriageway it may be possible to provide an alternative cycle-route along a parallel road (e.g. along Vanguard St).



**b) Improved bus services**

Improvements to the bus service will particularly benefit hospital workers, patients and visitors, as well as the patients of the many medical services along Waimea Road. With an aging population it can be expected that increasing numbers of people attending these facilities will be unable to drive.

More frequent buses, together with well targeted and actively promoted TDM measures are also likely to reduce the amount of traffic generated by schools. According to the Principals concerned, the reason many students bring their own cars to school is because they have activities after school which keep them occupied until after the bus service ends.

Another current disincentive to students using the SBL bus service is that tickets used for the school bus are not transferable to other bus services.

**c) Possible improvements to pedestrian safety**

Light controlled pedestrian crossings or pedestrian/cycle underpasses together with a raised median strip (pedestrian refuge) along the centre of the road could all work to improve current safety levels for pedestrians.

### 5.3 The Washington Valley /Victory Community

The area most affected by the Southern Route option is comprised of the Area Units Washington, Kirks, Broads and Toi Toi. Washington is bordered by Britannia Heights Road across to St Vincent Street and from Stanley Crescent in the north to Toi Toi Street in the south. Kirks runs between Konini Street and St Vincent Street and is bordered by Gloucester Street to the north and Alfred St to the south. Broads runs between Kawai and St Vincent Streets and from Alfred St north to Boundary Road and York Terrace. Toi Toi covers the area from Toi Toi Street to Whakatu Drive and from Princes Drive to St Vincent Street and Jenner Road.

Refer to Appendix 1b and 1c for maps showing the boundaries of these Area Units.

#### 5.3.1 Description of the affected community

The community includes Washington Valley, Toi Toi and parts of Nelson South and Whakatu. It is much more homogeneous than the other areas with, in most cases, only slight variations in characteristics between the four Area Units. Washington has by far the largest population but its population exhibits much the same features as the other areas.

The populations across the four Area Units are remarkably stable with virtually no change in the total population size between 1996 and 2006. There has been some reduction in population in the Kirks Area Unit at least in part due to the conversion of residential homes to other uses. However this has been compensated by a population increase of about 50 in Broads, attributable to infill housing in Vanguard and Tipahi Streets. While Toi Toi experienced an increase of about 75 residents in the five years to 2001, by 2006 the population had returned to the 1996 level.

**Table 15: Population trends 1996 - 2006**

Area	Number of Residents				
	1996 Census	2001 Census	% change	2006 Census	% change
Washington	2,718	2,718	0	2,772	2%
Kirks	915	810	-11.5%	795	-1.9%
Toi Toi	1,590	1,665	4.7%	1,596	-4.1%
Broads	1,509	1,539	2.0%	1,560	1.4%
<b>Total</b>	6,732	6,732	0%	6723	- 0.1%

##### 5.3.1.1 Age profile

Washington and Toi Toi have the highest proportions of pre-schoolers of all the central Area Units (over 8%) and Washington has the highest actual number of pre-school children. Washington also has the highest number of school age children among the four areas (but not as many as Bronte and Enner Glynn). Toi Toi and Broads have the highest percentage of school age children (over 16%) of all the central Area Units.

As could be expected with the relatively high percentage of children, there is also a relatively high percentage of people in the younger workforce and child rearing group (30-44 years) which are similar to the proportions in Tahunanui, Grampians and Enner Glynn, three other areas with higher numbers of children. The proportion of residents in the older age group is much lower than in other parts of the city with the highest number and percentage (10%) residing in Broads.

### 5.3.1.2 Ethnicity

These suburbs are more ethnically diverse than most other areas in Nelson with Washington and Toi Toi having a much higher proportion of Maori (15% and 18% respectively) compared to 8.6% for the city as a whole. In total these areas have more than double the proportion of Pacific people as Nelson City, and also a higher proportion of Asians (although this proportion is not as high as in Grampians and Trafalgar).

**Table 16: Ethnicity of residents: Washington Valley/Victory communities**

Area Unit	European ethnic groups		Maori ethnic groups		Pacific ethnic groups		Asian ethnic groups		Other ethnic groups		Total people
	No.	%	No.	%	No.	%	No.	%	No.	%	
<b>Washington</b>	1,914	73.7%	393	15.1%	81	3.1%	135	5.2%	372	14.3%	2,598
<b>Kirks</b>	621	82.4%	66	8.7%	24	3.2%	18	2.4%	102	15.9%	753
<b>Toi Toi</b>	1,191	77.6%	279	18.2%	60	3.9%	24	1.5%	198	12.9%	1,533
<b>Broads</b>	1,161	78%	198	13.3%	63	4.2%	57	3.8	186	12.5%	1,488
<b>Total of A.U</b>	4,887	77%	936	15%	228	4%	234	4%	858	13%	6372
<b>Nelson City</b>	33,507	80.3%	3615	8.6%	708	1.7%	1065	2.5%	6,000	14.4%	41,682

Source: Department of statistics

### 5.3.1.3 Home ownership

Owner-occupied houses across the four Area Units total 49%, i.e. 6% less than for the city as a whole, but higher than Tahunanui (45%) and Trafalgar (32%). Thirty-nine percent of the homes in the area are rented, 8% higher than for the city as a whole but lower than the proportion in Trafalgar, Tahunanui and Grampians. Toi Toi has the highest proportion of owner-occupied homes and the lowest number of rented homes. Kirks has the opposite with the lowest percentage of owner occupied dwellings (49%) and the highest proportion of rented homes – 13% higher than Nelson City as a whole.

The residents of Broads are the most settled with 17% having lived in their current home for 15 years or more compared to 12% for Toi Toi and 10% for both Kirks and Washington. Kirks and Toi Toi residents are the most transient with 61% and 60% respectively having lived in their current home less than five years.

### 5.3.1.4 Income and employment profile

Of the three Area Units, Kirks has the highest proportion of households with incomes in excess of \$70,000 (27%) and Toi Toi has the lowest with 16%. Just over one-third of all households in the area have incomes less than \$30,000. Broads and Toi Toi have the highest proportion of low-income households (38% and 37% respectively).

Across the four Area Units the proportion of residents 15 years and over gaining income from paid work is 82% - a higher percentage than for the city as a whole and higher than the national average. Washington has the highest number and percentage of residents receiving the unemployment benefit. The proportion of residents on age-related benefits is less than one-third of the proportion for the city as a whole. However the proportion of residents on sickness related benefits is almost double that for Nelson city (and particularly high in Toi Toi and Broads). The proportion of residents in Washington and Toi Toi receiving income from the Domestic Purposes Benefit is almost double the average for the city and New Zealand as a whole.

**Table 17: Source of Household Income**

Areas	Wages, salary, commissions, self employed or businesses		Superann, pensions, annuities		Unemployment benefit		Sickness or invalid benefit		Domestic purposes benefit		Total Stated*
	No.	%	No.	%	No.	%	No.	%	No.	%	
Washington	1,653	84.0%	156	7.9%	93	4.7%	171	8.7%	123	6.3%	1,968
Kirks	534	89.0%	42	7.0%	24	4.0%	57	9.5%	24	4.0%	600
Toi Toi	873	76.6%	105	9.2%	51	4.5%	147	12.9%	75	6.6%	1,140
Broads	873	76.8%	162	14.2%	39	3.4%	141	12.4%	57	5.0%	1,137
<b>Total for AU</b>	<b>3,933</b>	<b>82%</b>	<b>465</b>	<b>6%</b>	<b>207</b>	<b>4%</b>	<b>516</b>	<b>11%</b>	<b>279</b>	<b>5%</b>	<b>4,845</b>
Nelson City	25,530	77.0%	7,146	21.5%	765	2.3%	2,271	6.8%	1,140	3.4%	33,162
New Zealand	-	76.5%	-	17.7%	-	3.1%	-	4.9%	-	3.1%	-

Source: Department of Statistics

### 5.3.2 Land uses

Land-uses at the north end of the affected area between St Vincent and Vanguard Streets to the Haven Street intersection are predominantly medium to large wholesale and retail outlets (Warehouse, Countdown, Smith & Smith, Tyre World, Mico Bathrooms, Caravan Court, Franklyn Plumbing Supplies, Harvey Norman). School Support Services are also located in this area as well as two regional emergency services - Nelson Fire Service and the St John Ambulance Service.

On the western side from St Ann Place the area is residential. On the east side of the street the commercial land use continues through almost to North Esk Street. Between St Ann Place and Toi Toi Street, Victory Square is on one side of the road and the Victory Kindergarten and more residences on the other.

Around the St Vincent, Toi Toi intersection there is a cluster of small retail outlets including three takeaway outlets, a convenience store, post shop, vegetable shop, pharmacy, two café's, a hairdresser and a neighbourhood police centre.

At the end of St Vincent Street with its frontage to Vanguard Street, is the Victory Primary School. Adjoining this facility is the Victory Community and Health Centre.

The rest of the valley and surrounding hills are predominantly residential.

Where the Railway Reserve leaves the valley system it runs along the back boundary of residential properties in Kawai St and York Terrace then through open land to Beatson Road. The Southern Arterial would continue along to the Whakatu roundabout running close to Beatson Road. Land-uses along Beatson Road are mainly residential with some commercial and light industrial operations. Most development is on the southern side (nearest Waimea Road). The other side is rural. The residents of Beatson Road currently have a view of open hill country.

### 5.3.1 Facilities and services

#### St Vincent Street

##### **5.3.3.1 Victory Primary School**

Since 2002 (when the Southern Arterial case was heard in the Environment Court) the roll of Victory Primary School's has increased from 260 to approximately 330 in 2010. The school was classed as decile 2 but has recently been reclassified as decile 3. The school has a catchment area which runs from the edge of Washington Valley, down from Princes Drive (where the only access is via steps from Toi Toi

Street) between Vincent and Vanguard Roads, to the hospital side of Waimea Road as far south as the intersection with Boundary Road.

On the school grounds there are about 20 different agencies providing services and activities (mainly through the Community and Health Centre). The school is open from 7am to 10pm to accommodate these activities. In addition to the services provided by the Community and Health Centre, there is a pre-school and an after-school service. According to the Principal, the school provides the most comprehensive range of services of any school in the country and is regarded by the Families Commission and other government departments as a model for other schools. The Families Commission is currently undertaking a research project on the school and the Victory Community. This was due for completion in April 2010.

According to the Principal, most pupils come by car to school each day (with more on wet days) some walk and an increasing number (now over 80, almost 25%) come by bike, scooter or skateboard – via the Railway Reserve, Vanguard or St Vincent Streets<sup>23</sup>.

#### **5.3.3.2 Victory Community Health Centre**

The Health Centre is located at the school. It is run by a Charitable Trust which leases spaces around the school hall and manages the whole community complex as an integral part of the school. A variety of community groups hire the spaces to provide services and activities for the whole Nelson community although the main catchment is the residential area between Washington Valley and Bishopdale.

According to the Centre's 2009 Annual Report, 1,955 clients accessed the free health and social services run through the Centre over the previous year. Thirteen agencies and groups offer services on a free and regular basis from the Centre. These include the Plunket Society, Le Leche League, Asthma Society, Te Hou Ora, Ngati Rarawa, Kimi Hauora (PHO) and Work and Income NZ. Other organisations including Parents as First Teachers and PATHS (Providing Access to Health Solutions, which provides support for people with disabilities) also run services from the Centre. In addition, a wide variety of groups and organisations use this facility for workshops, meetings and conferences. According to the 2009 Annual Report the Centre receives an average of 95-100 bookings each month from local, regional and sometimes national groups for these types of activities.

The "Victory on the Move Programme" is also run from the Centre. This programme offers a wide range of recreational, social and cultural activities attracting an average of 2,000 people each month.<sup>24</sup>

#### **5.3.3.3 Victory Square Kindergarten**

About sixty children are currently enrolled at this kindergarten. The kindergarten has the same catchment area as Victory School. About 50% of the pupils are driven each day while the rest walk. Parking (for drop-off and pick-up) is becoming a problem.

#### **5.3.3.4 YMCA**

The Nelson YMCA headquarters are in Victory Square. The facility includes administration offices, education classrooms, sports hall and a new state-of-the-art Early Childhood Education Centre. From the centre a large number of programmes are run including TEC courses (for 16-18 year olds), Alternative Education classes for students (13 – 16 year olds) who don't fit into the normal school system, Youth

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<sup>23</sup> Information from Principal Victory School

<sup>24</sup> Victory Community Centre Report to the AGM, September 2009

Leadership and Development courses and a range of sporting and recreation activities. The centre also runs the school holiday programmes and after-school programmes that are based at the Victory School.

The Centre has 9 staff and about 40 students who attend the Centre on a daily basis. Most walk or cycle. As one teacher said "*these people are very much from the lower socio-economic group. They have to walk, they can't afford a car.*" The Alternative Education students are from Richmond and they are brought to the centre each day by a van. The centre runs from 8.30am until 3pm with most students arriving by 9am.

#### **5.3.3.5 YKids**

This is an off-shoot of the YMCA. It provides day-care and after-school care for a maximum of 75 children at any one time. When it was first established in 2008, children came from all over the Nelson area. Now it has a much more local catchment. About 25% of parents walk to the centre. The others come by car, being dropped off by parents on their way to work. The busiest times for dropping off and picking up children coincide with the two busiest times for the school and the kindergarten - between 8.30 and 9am, and around 3.30pm. Between 12.30 and 1.30pm is also a busy drop off/pick up time. The end of the working day (around 5.30pm) can also be busy at times.

#### **5.3.3.6 Services for intellectually challenged**

There are three services to support teenagers and adults with behaviour difficulties (such as autism and learning disabilities) in Natalie Street, a small street off St Vincent Street. These are Tautoko Services, Neighbourhood Connections and the IDEA Services Day Base. Together these organisations employ 22 staff plus some support workers. Their clients come on a daily basis, some walking, some by bike but most by car to ensure safety. It is difficult for some of these people to adhere to the road rules such as stopping at intersections. These services are open from 9am until 3pm for the clients. During the day these services generate a significant amount of traffic with staff making calls to client's homes.

#### **5.3.3.7 Nelson Fire Service and St John Ambulance.**

The Nelson Fire Service covers Richmond and Stoke as well as Nelson City and in addition provides backup services to all areas north of Christchurch. The depot opened on its current site in 1993. According to the Area Manager, the site was chosen for two reasons: the size was large enough to meet the needs of the Service and secondly, it was thought at that time, an arterial route was going to be built linking to the Stoke Bypass. This would provide ready access from the station to Richmond and beyond. The St John Ambulance Service moved to the Fire Service building more recently in response to the national policy for emergency services to co-locate where possible.

### **Adjoining areas**

#### **5.3.3.7 Nelson Intermediate**

Nelson Intermediate was established in 1951 and is located at the end of Motueka Street and adjoins the Railway Reserve. It has 361 pupils enrolled for the 2010 school year, a decrease of 110 since 2000. The school's catchment includes Enner Glynn (some of these children come by bike along the Railway Reserve), Nelson South, and the central area through to Russell Street. Buses from Todds Valley and The Glen pick up pupils from Mary Bank, Atawhai and Brooklands. Brook Valley pupils bus or bike from The Brook. According to the school principal, few pupils come by car.

#### **5.3.3.8 Victory Playcentre**

This facility is on Vanguard Street near the Motueka Street corner. It operates four days a week from 9.30am to 12 noon.

#### **5.3.3.9 Nelson South Kindergarten**

Nelson South Kindergarten is located in Kawai Street South. It has 68 pupils enrolled for the 2010 year. The catchment for this kindergarten is from Abraham Heights, Washington Valley and Tahunanui Hills. According to the teachers interviewed, about a third of the pupils walk and the rest come by car with siblings being dropped off at Enner Glynn and Victory schools along the way.

#### **5.3.3.10 Churches**

The All Saints Anglican Church is located near the corner of Vanguard and Rutherford. Built in 1888, this is one of Nelson's oldest churches. A Catholic Church and St Vincent de Paul are also located in this area.

### **5.3.4 Transport facilities and services**

#### **5.3.4.1 Bus services**

"The Bus" is operated by Suburban Bus Line on contract to NCC. It provides five routes within Nelson, which pick up and set down passengers wherever it is safe to do so along the routes. The routes are circular, beginning and ending at Wakatu Square in Nelson CBD. Two of these routes operate within the area affected by the Southern Arterial option.

The circular service between Abraham Heights and Kawai Street South travels along Jenner and St Vincent and Vanguard streets passing the hospital on its way to Kawai Street. This leaves every half hour from 7am to 8.30am starting from Wakatu Square. The service then operates on a one to two hour frequency until about 5.30pm. On Saturdays the service runs hourly from 9.30am to 2.30pm. There is no service on this route on Sundays.

The Washington Valley service leaves Wakatu Square travelling via the Countdown Store at the end of St Vincent Street along Washington Road, Princes Drive and Moana Avenue, through to the Tahunanui Shops and along Tahunanui Drive to Tosswill Road. The bus then returns to base via Quebec Road and Washington Road. The service runs on weekdays between 7:50am to 5:50pm at two hour intervals with the last bus leaving Wakatu Square at 4pm. On Saturdays the service is hourly from 10am to 2:20pm with the last bus leaving Wakatu Square at 2pm.

The SBL buses do not service this area.

#### **5.3.4.2 Cycleway/ Walkway**

This area has one on-road cycleway on Vanguard Street and a shared pathway on Toi Toi Street. In addition, the major off-road cycleway in the city is located along the old railway line on the Railway Reserve at the end of St Vincent Street. Cyclists access this route from Beatson Road, Tukuka Street, Emano Street (via the walkway/cycleway links between Matipo, Murphy and Jenner roads), and from Vanguard Street and St Vincent streets.

There are also walkway/cycleway links between Northesk Street and Kawai St/Renwick Place and between Hampden Terrace and Toi Toi Street.

### **5.3.5 Other important features about the area**

#### **5.3.5.1 Community cohesion and social capital**

In the 1990s the Victory community as this area is generally referred to, was associated with gangs, poverty, poor housing and high transience, and had the city's highest crime rate along with disproportionate incidents of vandalism, petty crime and burglary. High transience was evidenced by half of Victory Primary School's roll turning over each year during the mid-1990s<sup>25</sup>.

Since 2000, a combination of factors has led to the community's revival, led by active individuals with initiatives focused around the primary school. These included a low-cost/no-cost community health centre with associated community facilities (such as a community garden) and projects targeting anti-social behaviour. A rising property market resulted in drug users moving away and new homeowners with a greater pride in their homes and neighbourhood moving in.<sup>26</sup>

In 2010 Victory won the inaugural Community of the Year Award. The award aims to recognise communities which offer a strong sense of community spirit and play a vital role in enhancing the social, economic, cultural and environmental prosperity of their region.<sup>27</sup>

The Manager of the Victory Community and Health Centre noted one of the impacts resulting from the social changes in Victory: *"I've noticed a lot of different people coming into the community now to go to the café, people who would have never dreamed of coming to Victory before."*

#### **5.3.5.2 Distinct demographic profile**

As illustrated by the census data, the four areas that make up the Victory community are characterised by lower income households, young families (they have the highest proportion of pre-schoolers of any area in central Nelson) and much more ethnic diversity than other parts of Nelson. This includes a relatively high percentage (for Nelson) of Maori and Pacific Island people. The census data shows that apart from Tahunanui, these areas have the highest level of rented housing in the central city (nearly 40%). This matches the perceptions of the real estate agents interviewed for the SIA who described the area as having a high proportion of first home buyers and rented accommodation. The Nelson Mail newspaper described Victory as an area which provides *"a valuable first step on the real estate ladder and a supportive dormitory for refugees, which has contributed to a vibrant and colourful area"*.<sup>28</sup>

### **5.3.6 Current issues related to traffic**

#### **5.3.6.1 Traffic volumes/pedestrian safety**

As in Waimea Road, but to a lesser degree, there are a number of facilities in St Vincent St and adjoining streets that generate significant traffic levels during the morning peak and at mid-afternoon. These include the school, the Community and Health Centre, YKids, the Victory Square Kindergarten and closer to Victory Square, the YMCA. The community services and commercial outlets at the lower end of the Street are also significant traffic generators but the impact of this traffic is largely confined to that end rather than the residential end of Vincent Street. Vehicles

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<sup>25</sup> The Nelson Mail, 31 January 2010, *A Win for Victory*

<sup>26</sup> The Nelson Mail, 31 January 2010, *A Win for Victory*

<sup>27</sup> The Nelson Mail, 5 February 2010, *Editorial: A Victory that we can all share in*

<sup>28</sup> The Nelson Mail, 5 February 2010, *Editorial: A Victory that we can all share in*



travelling to and from Jenner Road and from Emano and Toi Toi Streets into the city via St Vincent Street add to the current traffic levels.

Because of the proximity to walking and cycling tracks that link into the city and because of limited income, a significant proportion of the residents in this area walk or cycle to work and school. The YWCA noted that almost all their students walk to the centre. Victory Kindergarten said that at least 50% of their parents walk their children to this facility. Victory School operates a walking bus route and currently between 5 and 10 children get to school in this way on a regular basis with more in the summer months, while about 80 travel by bike, scooter or skateboard.

The Principal of Nelson Intermediate commented that at times it is hard for pupils to cross Vanguard and St Vincent Streets because of the amount and speed of traffic. Others interviewed noted that traffic diverting to Motueka and Vanguard Streets rather than using Waimea Road was creating an unsafe environment for pedestrians and cyclists in the Victory area (especially children).

Traffic diverting into Beatson Street for a more speedy route at the morning peak generates a significant increase in traffic through this street at a time when it has a particularly high number of cyclists and pedestrians using the road on their way to or from the railway reserve walkway/cycleway.

#### **5.3.6.2 Speed of traffic**

Several people commented on the danger created by traffic coming into St Vincent Street from Jenner Road. Entering St Vincent Street this traffic is coming downhill at 50km then encountering a narrow carriageway at the bottom where the speed restriction changes to 40km. According to local residents, most vehicles do not reduce speed and so the 40km restriction aimed at increasing safety for children and adults going to the school and the many activities based at the Community and Health Centre (both of which are close to the Jenner Road entry) is not effective. According to the Council's Transport Manager, this road is scheduled for upgrade in 2010/11 and the measures planned are expected to assist with traffic calming.

#### **5.3.6.3 Air quality**

Air quality has been a major concern for the Washington and Victory communities. Because of its location in a valley, these areas are subject to the effects of inversion. Polluted air moves along the foothills from Richmond and Stoke, moving over the Bishopdale Saddle and is trapped by air coming off the sea.

Air quality was a principal reason given by the Environment Court for declining the resource consent application for the Southern Link. The Council has subsequently introduced policies and programmes to reduce emissions from domestic fires (which account for 87% of the pollution in the airshed). Council's monitoring has recorded an improvement in air quality between 2001 to 2008 with a gradual fall in PM<sub>10</sub> concentrations and a significant reduction in the number of times the national standards have been exceeded in the Victory area.

People interviewed for the SIA raised the issue of the impact of traffic, and particularly heavy vehicles, on air quality. It was acknowledged that the Council policies regarding open fires have improved the quality of air in Victory but it was feared that increased traffic would negate much of this improvement.

### **5.3.7 Social impacts of options on Washington/Victory community**

Only one of the options will have an adverse effect on this area - Option B. The effects of each option on these communities are described in the following sections 5.3.7.1 - 5.3.7.4.

#### **5.3.7.1 Option A: Part-Time Clearways**

This option only involves roadworks on Tahunanui Drive, Rocks Road, Rutherford Street and Waimea Road. If adopted, the threat of an arterial route being constructed through this community would be lifted.

##### **Negative effects**

###### **a) *Less than optimal route for emergency services***

The Nelson Fire Service and the St John Ambulance service are based in St Vincent Street. An option which did not extend St Vincent Street to the Stoke roundabout would mean these services would continue to rely on the Tahunanui Drive route to access Stoke, Richmond and beyond rather than the direct route to the Stoke bypass they were expecting when they chose their present location.

##### **Positive effects**

###### **a) *Increase in property prices***

According to real estate agents interviewed, the possibility that an arterial road would be constructed through this community at some stage in the future has had the effect of suppressing property values, particularly in the Victory area. If this possibility is removed, property prices are likely to increase significantly.

###### **b) *Quality extension from the proposed Rail Trail to the CBD***

The planned Riwaka to Richmond Cycle Trail could be linked to the Railway Reserve cycle route, providing a pleasant and safe connection to Nelson CBD.

###### **c) *Opportunity to further develop “model community” concept***

With the lifting of the threat of an arterial route through the area the opportunities to further develop this area as a “model community” would be enhanced.

###### **d) *Alleviation of community stress***

With a decision finally made not to construct an arterial route through this area, the stress and anxiety experienced by residents as a result of the current uncertainty would be alleviated.

#### **5.3.7.2 Option B: Southern Arterial**

This option involves the construction of a new two-lane road alongside Beaton Road, and along the Railway Reserve to join with St Vincent Street. A separate 3m wide combined footpath and cycleway would also be provided along the Railway Reserve, replacing the existing walkway/cycleway. Intersections on St Vincent Street would be at-grade with traffic signals installed at the Toi Toi intersection. Most of the road on St Vincent Street would be accommodated within the existing carriageway. A variation to this option is the construction of a 400m underpass or flyover from Toi Toi Street to the railway reserve. A flyover is likely to require further property purchase and would present a significant visual intrusion and shading into the area.

##### **Negative effects**

###### **a) *Physical and psychological severance***

Submissions to the Nelson to Brightwater Consultation Document expressed concern at the impediment to free movement the proposed two-lane road would create in the

Victory area. The effects of severance on pupils accessing Victory Primary School, Victory Square Kindergarten and Nelson Intermediate School (via the Railway Reserve) were specifically identified.

Although the proposed road would be only two lanes (not the four-lanes originally proposed for the Southern Link in 2002) the traffic on this road can be expected to be continuous (potentially similar to the current situation on Tahunanui Road) and will include heavy vehicles travelling to and from the Port and elsewhere if they are prohibited from using Rocks Road.

In an area with a high proportion of young children and very busy community facilities operating much of the day and evening, the construction of an arterial road on what is currently a suburban street would significantly increase the sense of danger and difficulty crossing the road and turning in and out of driveways and intersections. These effects would, at least initially, tend to inhibit people's freedom of movement until they adjusted to the new situation. The inclusion of light controlled pedestrian crossings both at the school as well as at the Toi Toi intersection where the local shopping area is located could help mitigate these effects.

**b) *Detrimental effect on air quality***

The introduction of a through-road, particularly one with continuous traffic and potentially significant levels of heavy vehicles, is likely to have a detrimental effect on air quality. Policies introduced by the City Council to reduce emissions from domestic fires aim to achieve the national standard of air quality by 2013, but do not take account of the additional emissions from a new road.

The Community and Health Centre is directly beside the railway reserve (and therefore the proposed road). The Victory Primary and Nelson Intermediate schools, the Victory Kindergarten and the local shopping area, as well as those residents with homes adjacent to the road would all be adversely affected by the increased level of vehicle emissions.

**c) *Reduction in amenity of Railway Reserve Cycleway/Walkway***

At present walkers and cyclists on the railway reserve are free from the noise and fumes generated by traffic. The area is so quiet you can hear the birds and crickets in the surrounding vegetation. Although option B includes a replacement walking and cycling facility which would run alongside the roadway, it would have a much lower amenity value than the current facility. The cycleway would be below the road, running between the road bank and the back fences of residential properties and is likely to be perceived as dangerous as well as having low amenity.

Interviews undertaken for the SIA, highlighted the extent to which the Railway Reserve is valued as a recreation asset for cycling, walking, dog exercising and enjoying the bush and birdlife. Submissions to the Nelson to Brightwater Study were concerned at the adverse effect a road would have on the current amenity and safety of the track. There were strong submissions advocating that the value of Railway Reserve for cyclists and pedestrians should not be sacrificed for the sake of motorised transport. The reserve is considered by these submitters to be a valuable asset which promotes a healthier lifestyle by encouraging non-vehicular commuting and informal, family orientated recreation.

**d) *Induced traffic noise: impact on residents***

The Railway Reserve runs behind the houses in Vanguard Street where almost every section on the Reserve side has infill housing at the back. At least one section has a row of units with the back unit being very close to the boundary. At present, these

properties are in a quiet, green environment. The construction of an arterial link road would bring heavy vehicles and other traffic close to their homes. If heavy vehicles are prohibited from using Rocks Road, they will use this route throughout the night to access the port and places north as they currently do on Rocks Road.

This route also runs along the back of the residential properties in Kawai Street and York Terrace south which are currently shielded from the noise and fumes of traffic on Waimea Road by housing in front of them. Those at the southern-most end are closer to Waimea Road and are likely to be currently subjected to noise and fumes from traffic on that road. However, they currently have some compensation for traffic effects by the green open land on the other side of their properties. The Southern Arterial option would result in these residents having a major road on both boundaries.

**e) *Induced traffic noise: impact on facilities***

Nelson Intermediate School would experience significant noise during the construction period and also once the road has opened. Currently, one of the features of the playground is its quietness. Two classrooms abut the Railway Reserve and several other buildings are nearby, including the gym. It is expected that without double glazing, these facilities would be unusable. The Community and Health Centre, Victory School and the pre-school facilities along St Vincent would also be subjected to noise levels far above those they currently experience. Rather than being an incremental increase in current noise levels as would be the case if traffic volumes are increased on the existing arterial routes, the noise resulting from the new roadway would be a new phenomenon, introduced to a relatively quiet area.

**f) *Impact on shopping centre***

A significant increase in the amount of traffic, including heavy traffic, along St Vincent Street would detract from the ambiance of the village shopping area. The installation of traffic lights at this intersection will help reduce the danger and severance effect for pedestrians but they will also exacerbate the pollution levels around the shopping centre as cars and trucks idle, waiting for the lights to change.

**g) *Impact on Victory Square***

The “village green” feel of the Victory Square adds significantly to the amenity of the shopping centre and is a well used informal recreation area for local residents. The possible removal of some vegetation, albeit temporarily, and the introduction of heavy traffic along its boundary, will reduce the amenity and recreation value of this public space until replacement vegetation is able to be established in the longer term.

**h) *Reduction in property values***

Some properties will experience a significant reduction in amenity as a result of increased traffic and a reduced ambience and amenity in the Victory area and Railway Reserve. The owners of these properties may not be eligible for compensation and if they decide to relocate, are likely to sell at a lower price than they might otherwise have done.

According to real estate agents interviewed for the SIA, the sale price of homes in the Victory/Washington areas are significantly lower than for much of the rest of the city. As a result it is a place for first home buyers and families on low incomes. Houses that are adversely affected by the roadway and increased traffic are likely to experience a drop in their current value. Young, low income home owners tend to have high mortgages and low equity. If property prices fall below the value of their mortgages, such home owners will have negative equity and be effectively trapped if they cannot afford to bear that loss. Induced immobility due to an inability to sell at a

price they can afford, prevents people moving to, for example, pursue employment elsewhere or for family reasons. A reduction in the value of their homes will also make it difficult for these residents to move to an area with an environment comparable to what they currently have without incurring an unsustainable level of debt. Toi Toi, the area most affected by the road construction, has the highest proportion of owner-occupied homes.

**i) Impact on renters of accommodation**

While property owners will be likely to experience a loss in the value of their property, renters who wish to relocate to avoid the traffic impacts may have difficulty finding alternative accommodation which is affordable and in a location which has comparable amenity values. About 40% of the homes in this area are rented.

**j) Adverse impact on viability of alternative transport modes**

By increasing the roading capacity in Nelson through the provision of a new road, cars will be able to travel more quickly to and from the city. This is likely to reduce the incentive to use other forms of transport (bus, walking and cycling) and reduce the incentive to participate in any TDM measures developed as part of the arterial transport package.

**k) Significant increase in heavy traffic passing Auckland Point School**

At present most of the heavy vehicles travel along Rocks Road turn off to the port at Hay Street. Being located beyond this point, the school is not affected by this traffic. Under this option, the school will be directly on a heavy traffic route between St Vincent Street and the port. As a result, the level of traffic noise and fumes experienced at the school is likely to increase significantly.

**l) Construction effects**

During the construction period the residents, schools and businesses alongside and near St Vincent Street, the Railway Reserve and Beatson Road will experience significant adverse effects including:

- noise
- dust
- vibration from heavy machinery
- restricted access to residential properties, services and facilities located on the affected roads.

As a result of the unpleasant atmosphere created by noisy machinery and dust, as well as the difficulty gaining access to premises, businesses around Victory Square may experience a significant down-turn in custom during the construction period.

Motorists on St Vincent and Toi Toi Streets as well as the side streets leading into them will experience delays as a result of roadworks.

**Positive Impacts**

**a) Improved bus services**

Improvements to public transport services are intended as an integral part of this option although the extent to which they are improved, given the limited uptake likely to result from easier car travel is questionable. However, any improvement would be of particular benefit to residents who do not have access to a car for medical, financial or other reasons. Access to good quality public transport will become increasingly important as fuel prices rise, particularly for those on low incomes (37% – 38% of households in Toi Toi and Broads Area Units have incomes of \$30,000 or less).

**b) *Cycle-lane on St Vincent Street***

There is no cycle lane at present along St Vincent Street. Under this option an on-road cycle-lane will be constructed linking to the off-road cycle-lane running alongside the section of road constructed on the Railway Reserve.

**c) *More efficient route for emergency services***

Nelson Fire Service and St John Ambulance would have a direct, efficient route to the southern end of Nelson City and to support the volunteer services in Tasman District as anticipated when they located in St Vincent Street.

### **5.3.7.3 Option H: Rocks Road Four Lanes**

This option only involves roadworks on Tahunanui Drive and Rocks Road but if adopted, would lift the threat of an arterial route being constructed through the Victory community.

#### **Negative effects**

**a) *Less efficient route for emergency services***

The Nelson Fire Service and St Johns Ambulance would continue to have a less efficient route to the south end of the city and to Tasman District.

#### **Positive effects**

**a) *Increase in property values***

According to real estate agents interviewed, the possibility that an arterial road would be constructed through this community at some stage in the future has had the affect of suppressing property values, particularly in the Victory area. If this possibility is removed, property prices are likely to increase significantly.

**b) *Quality extension from the proposed Rail Trail to the CBD***

The planned Riwaka to Richmond Cycle Trail could be linked to the Railway Reserve cycle route, providing a pleasant and safe connection to Nelson CBD.

**c) *Opportunity to further develop “model community” concept***

With the lifting of the threat of an arterial route through the area the opportunities to further develop this area as a “model community” would be enhanced.

**d) *Alleviation of community stress***

With a decision finally made not to construct an arterial route through this area, the stress and anxiety experienced by residents as a result of the current uncertainty would be alleviated.

### **5.3.7.4 Option I: Waimea / Rutherford Four Lanes**

This option only involves roadworks on Rutherford Street and Waimea Road but if adopted, would lift the threat of an arterial route being constructed through the Victory community.

#### **Negative impacts**

**a) *Increase in traffic diversion during construction period***

There are likely to be increased traffic flows on Motueka Street during the construction phase as traffic diverts down this street to bypass the roadworks.

**b) *Less than optimal route for emergency services***

The Nelson Fire Service and the St John Ambulance service are based in St Vincent Street. An option which did not extend St Vincent Street to the Stoke roundabout would mean these services would continue to rely on the Tahunanui Drive route to access Stoke, Richmond and beyond rather than the direct route to the Stoke bypass they were expecting when they chose their present location.

**Positive impacts**

**a) *Increase in property prices***

According to real estate agents interviewed, the possibility that an arterial road would be constructed through this community at some stage in the future has had the affect of suppressing property values, particularly in the Victory area. If this possibility is removed, property prices are likely to increase significantly.

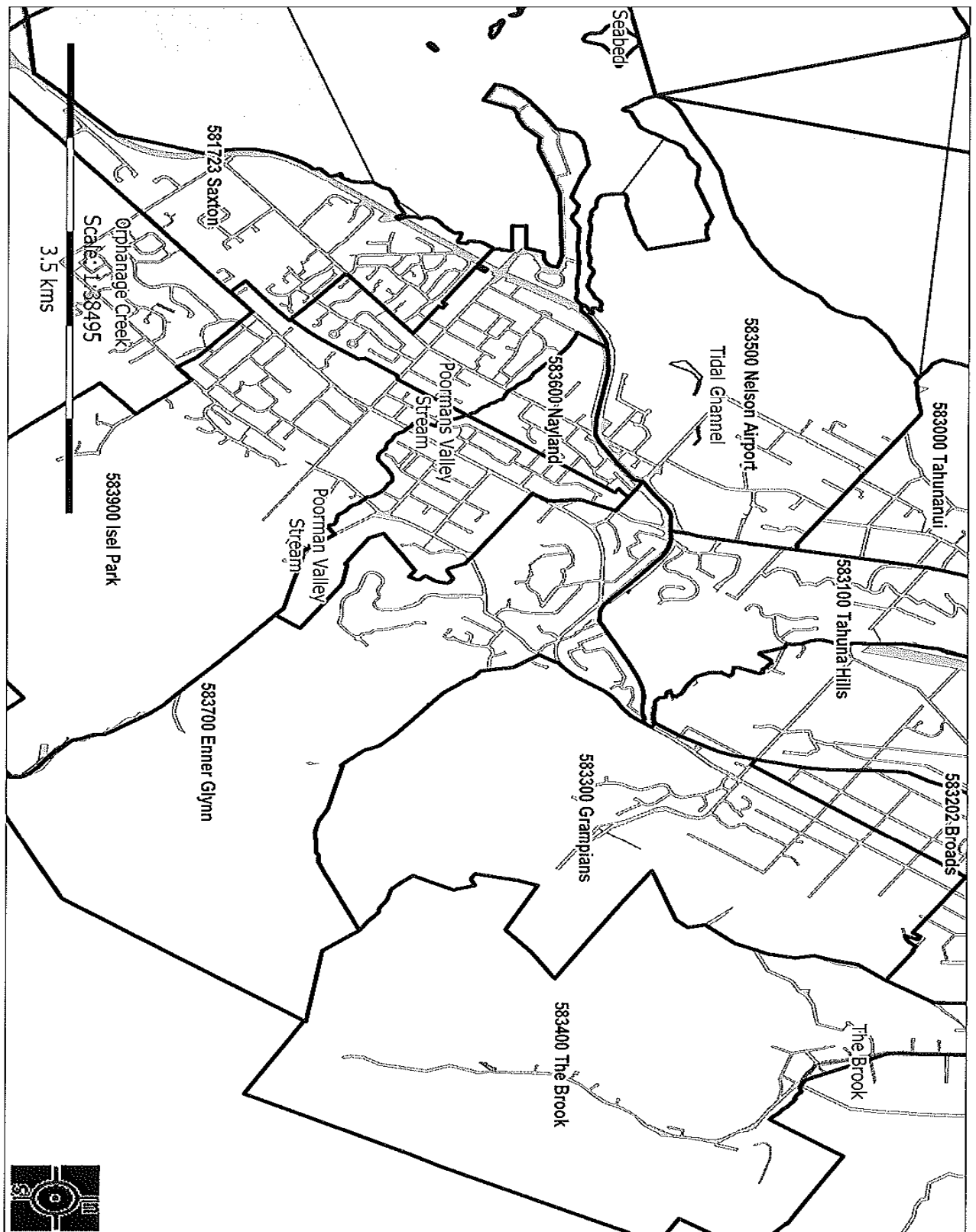
**b) *Quality extension from the proposed Rail Trail to the CBD***

The planned Riwaka to Richmond Cycle Trail could be linked to the Railway Reserve cycle route, providing a pleasant and safe connection to Nelson CBD.

**c) *Possible reduction in traffic diverting to Vanguard St and Beatson Road***

Once the road works were completed, faster traffic flows on Waimea Road may reduce the incentive for motorists to divert to residential streets to bypass “choke points”. This would reduce or may even resolve the problems of relatively high traffic flows from diverting traffic at peak periods on Motueka and Vanguard streets as well as Beatson Road.

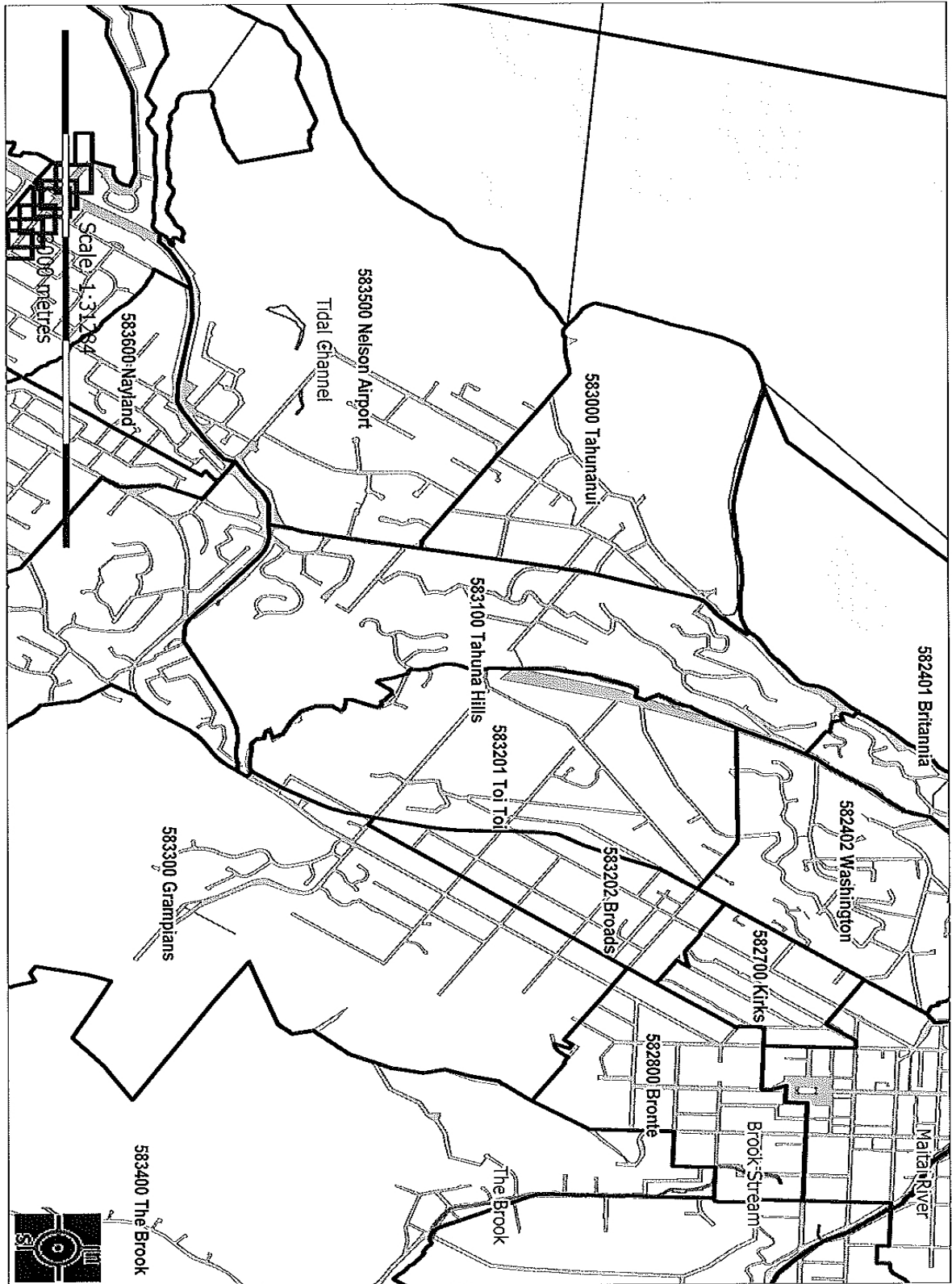
Appendix 1a



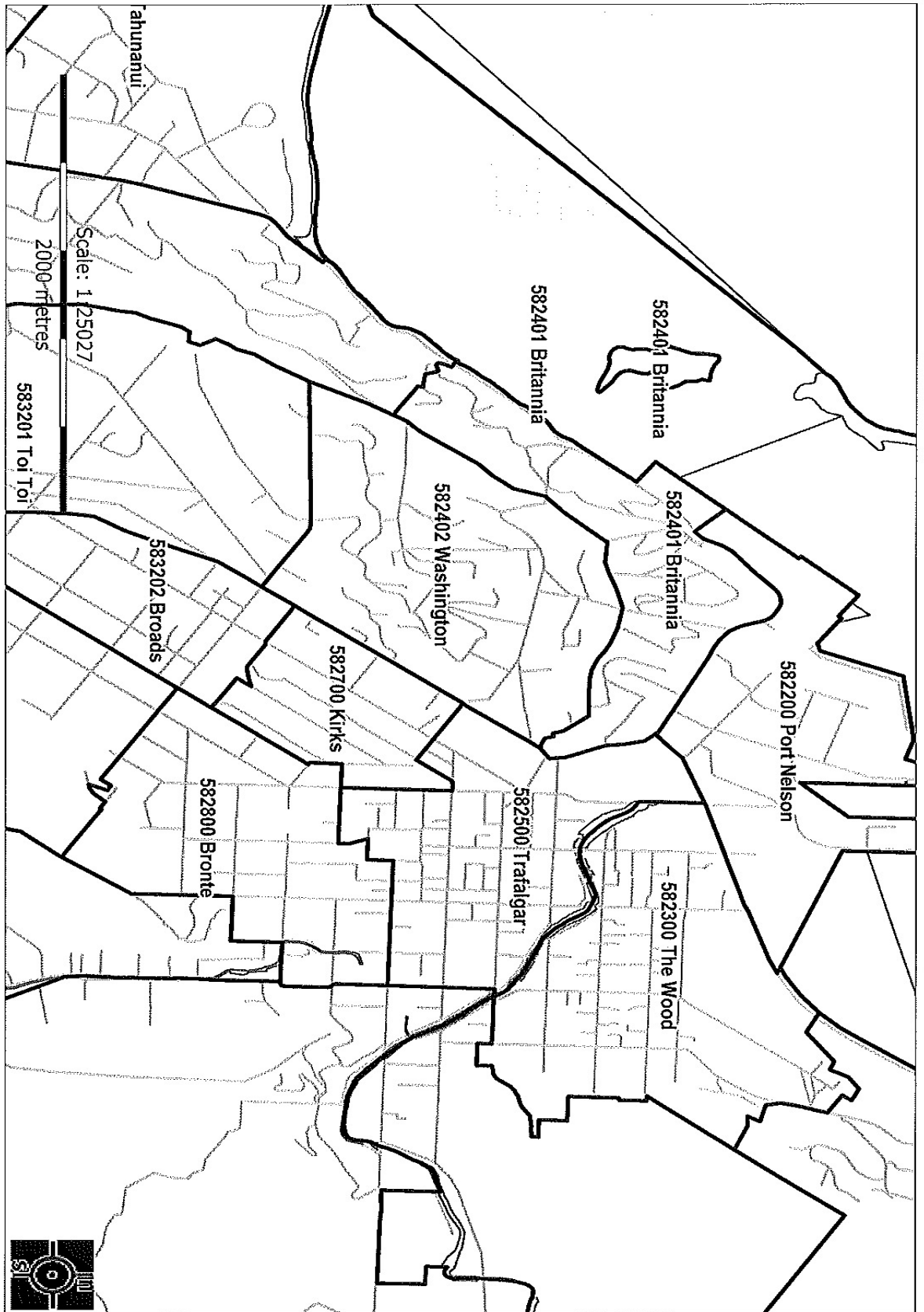


# Appendix 1: Maps of Area Units

## Appendix 1b



Appendix 1b



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Appendix 1c



## **Appendix 2: List of individuals, groups and organisations consulted**

Automobile Association  
Auckland point School Principal and BOT Chair  
Bicycle Nelson Bays  
Blessing of the Fleet organiser, Mike Smith  
Boathouse Society  
Enner Glynn Primary School Principal  
Friends of Nelson Haven  
First National Real Estate Agents  
Harcourts Real Estate Agents  
Heritage Advisory Group  
National Council of Women  
Nelson Boys College, Deputy Principal  
Nelson Branch of NZ Fire Service  
Nelson City Council Library Manager  
Nelson City Transport and Safety Coordinator  
Nelson Cycle Trail Trust  
Nelson District Kindergarten Association  
Nelson Marlborough DHB Communications Advisor  
Nelson Environment Centre  
Nelson Fire Service Nelson-Tasman Area Manager  
Nelson Girls College Principal  
Nelson Intermediate School Principal  
Nelson Residents Association  
Nelson Tasman Civil Defence Emergency Management  
Nelson Tasman Living Streets  
Nelson Youth Council  
Nelson South Kindergarten, teachers and parents  
Nelson Yacht Club Commodore  
Nelsust  
Port Nelson  
Positive Aging Forum  
Rutherford Street Kindergarten Senior Teacher  
SBL Group Ltd Managing Director  
Sustainable Transport Futures  
Tahunanui Business Association  
Tahunanui Community Centre Management Committee  
Tahunanui Primary School Principal  
Tasman Regional Sports Trust  
Tom Sturgess, resident, Rocks Road  
Victory Community and Health Centre  
Victory Residents Association  
Waimea Road Business and Residents Association President  
Walk Nelson Tasman  
Waterfront Association  
Waterfront Redevelopment 2000 Trust  
Woodie and John Moore, B&B operators Rocks Road  
Y Kids

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