



Community Engagement Summary

Tahunanui Cycle Network Investigations

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1 Executive Summary

This report documents the community engagement undertaken as part of the project: Tahunanui Cycle Network Investigations. The brief for this work was aimed at finding a viable option to close the key ‘missing link’ once the Rocks Rd walking and cycling facility is constructed. Currently there are no cycle facility connections between the southern terminus of the Rocks Rd on-road cycle path, the northern terminus of Railway Reserve and the northern terminus of the Whakatu Drive shared paths at Annesbrook roundabout nor the Richmond-Nelson coastal shared path ending at the Bolt Road/Quarantine Road roundabout.

The community engagement involved:

1. An initial stakeholder workshop at Tahunanui School in March 2014 (information gathered and feedback obtained was detailed in this project’s ‘Delivery 1’ report)
2. A follow up meeting with stakeholders in January 2015 (notes from this meeting forms Appendix H)
3. Published material in the Live Nelson paper, on the Nelson City Council (Council) website, and display sites at the Elma Turner Library, Nellie Nightingale Library and Tahunanui School Library
4. An open day at Tahunanui Library on 1st March (notes from the open day forms Appendix E)
5. A questionnaire linked to the Council website, and available at display sites and open day
6. One on one feedback (via telephone conversation or meeting) from local schools and the police.

Within the wider investigations for this project the following categories of existing and potential cyclists have been considered:

- Confident commuter / sport
- School
- Recreational
- Less confident

As each of these groups has different needs and desire lines, these categories were also utilised when collating feedback during community engagement. It was found that there is not one route that would serve the needs of all cyclists. Full analysis of the feedback in regards to each user group is included in Section 5.4.

The main findings from this consultation in relation to each option are:

Option 1

Feedback suggest that if built, Option 1 would attract the highest number of regular users (i.e. confident and commuter cyclist). Anecdotal evidence indicates that this route is already used by this group of cyclists. Feedback also suggests that school children are already using part of this route.

The key advantage of this route is that it is the most direct link from Stoke and beyond, into Nelson City. The key constraints include the physical limitations of the route (to provide space for a cycle facility parking may be reduced / earthworks required on the hill side), and the high traffic volume (including heavy vehicles) which is not appealing to the less confident or recreational cyclists.

Option 2

This route would attract some commuters, but would cater more for students travelling to the schools in Stoke, and those who cycle for recreation.

The key advantage of this route is that it provides a fairly direct link to the railway reserve which provides a pleasant off road environment, and a route to the schools in Stoke. The off road section over Jenkins Creek and behind the Mitre 10 site appealed to school students and the less confident cyclists who prefer to use off road facilities.

One constraint is the use of Pascoe St. Many comments were made about the conflict between cyclists and the heavy industrial traffic along this road. Another potential issue was personal security around the industrial area / behind Mitre 10.

Option 4

This route would be utilised by some commuters if it were more direct or recreational cyclists if it continued around Tahunanui Reserve, past the BMX track and onto Golf Rd (and ideally around the golf course).

Advantages of this route include the width of Bolt Rd (potential for an off road facility), the low traffic volume along Roto St, and the use of existing facilities such as the shared path around the Tahunanui Reserve.

The key constraint along this route is seen to be Beavens Way. This lane was repeatedly mentioned as being 'fit for purpose' (serving mostly pedestrians and local school children), and that it shouldn't be included in a public cycle route due to the limited width, conflict between cyclists and pedestrians, and cyclists and vehicles. Another constraint was the number of 'dog-legs' on the route, which led to the comments regarding the route being 'indirect'.

Option 6/6A

There were many comments made that emphasised the general support for off road cycleways, and future recreational routes. This route would cater for the recreational and less confident cyclists who would be comfortable taking a less direct path.

Key advantages of this route are the use of low traffic roads or off road facilities. Constraints include not utilising the existing shared path around the Tahunanui Reserve, modeller's pond and BMX track. Feedback suggested that as this route mainly catered for recreational cyclists who would prefer travelling off road where possible.

Option 8

This route would cater to commuters travelling to the industrial area of Tahunanui. The northern section of the route would serve children travelling to Stoke schools, and recreational or less confident cyclists who prefer off road facilities.

The advantage of this route is that it (along with Option 2) caters for commuter cyclists working in the industrial area, and it also provides a link from the railway reserve to the north, to south and east Tahunanui, avoiding the main roads.

There were some comments relating to the potential personal safety issues around the industrial area. This constraint would apply to this route, as well as Option 2.

Option 9

This route is a cross-Tahunanui link, and as such would cater for children travelling to school, or people using bicycles to get around the neighbourhood, rather than travelling through. The key advantage of this route is the low traffic environment, and the generous width of Green St.

Generally, the feedback collated over the engagement period shows that the community would be supportive of improving cycling facilities in Tahunanui, provided that the routes were safe, there was no loss of parking, appropriate road crossing points were provided, and the routes avoided busy roads where possible.

2 Introduction

Council have undertaken an investigation to improve the cycling facilities through Tahunanui to link with the proposed Rocks Road walking and cycling facility to the north-east of the project area, the existing coastal shared path (by the airport / Whakatu Drive) to the south-east, and the existing railway reserve shared path to the north-east. At the beginning of the consultation period an additional aim of the project was added to include ‘finding the best route through Tahunanui for those who want to feel safe about cycling to work or school’.

Opus International Consultants (Opus) have been commissioned to undertake this work on behalf of Council. In March 2014, a workshop was held with key stakeholders in order to identify destination points, desire lines, issues, pinch points and potential routes. This information contributed to the report produced by Opus in July 2014, (Delivery 2 of this project) which detailed the investigation of a long list of possible route options, and contained a refined short list of the options. Council sought to obtain the community’s views before the project progressed any further. The short list of routes were put forward for public feedback, with particular focus on:

- Option 4 – preferred by Council. Route via Tahunanui Reserve / Waikare Street / Muritai St / Beavens Way / Roto St / Parkers Rd / Bolt Rd / Airport (coastal shared path).
- Option 2 – preferred by many stakeholders. Route via Beach Rd / Waikare St / Muritai St / Pascoe St / Merton Place / Blackwood St / Jenkins Creek / Mitre 10 site / Whakatu Dr underpass connecting to the railway reserve.

Opus (with guidance from Council) outlined the proposed methods of communicating with, and gathering feedback from stakeholders and the community. This document (Engagement Summary) outlines how this methodology was carried out throughout the public engagement period. This report forms part of Delivery 3 of the project.

3 Engagement Objectives

Engagement Objectives included:

- To communicate details of proposed options to the community
- To gain information that will help with the development and refinement of the project
- To receive public feedback on the options
- To engage with key stakeholders
- At the end of the investigation and reporting phase, to advise those consulted of the Council’s decision.

4 Methods of Communication

4.1 General

The four week engagement period commenced on 18th February (the date of the Live Nelson article), with comments closing Monday 16th March 2015. The engagement related to the investigation phase of this project. The purpose was to find out about the community's preferences for the options being considered, and identify issues and potential solutions relating to those options.

Council continued to liaise with key stakeholders after the initial workshop was held in March 2014 and throughout the public engagement period. A second stakeholder meeting was held on 19th January, and any queries from stakeholders or the wider public were directed to Council. Opus were engaged to carry out wider public engagement, collate the feedback from the open day, the questionnaire, and all correspondence from Council, to produce this report.

4.2 'Live Nelson'

An article was published on 18th February explaining that the study was underway, the public engagement period had commenced, details of the open day, and details of how to seek further information.

4.3 Displays / Public Information Sites

Information was displayed in the Elma Turner Library (Nelson), Nellie Nightingale Library (Tahunanui) and the Tahunanui School Library. These public display sites also had hard copies of the 'brochure' (see below) available to take away.

4.4 Brochure

A 'brochure' was available at the public information sites to accompany the display material. The brochure consisted of a summary of the project, a colour map with the route options, and a hard copy of the questionnaire. This document can be found in Appendix C.

4.5 Information for Stakeholders

Key stakeholders were part of the initial investigation phase of this project by attending the workshop in March 2014. Further to this, all stakeholders were written to via email on 5th December 2014 to provide an update on the project, a link to the 'Tahunanui Cycling Connections' web page, and another opportunity to provide comments.

Council held a meeting with stakeholders on 19 January 2015 to gather feedback regarding the short list of options (notes from this meeting form Appendix H). Another email was sent on 24th February advising the commencement of the public engagement period, details of the open day, more information available on the web page, and encouragement to provide feedback.

Recipients of this correspondence are listed under the Engagement Register (Appendix A). Specific stakeholder feedback is documented in Section 5 below. More general public feedback has been collated and included in the Engagement Register.

4.6 Meetings

Council held a meeting with key stakeholders on 19th January 2015. Opus undertook face to face discussions with representatives from Tahunanui School and Tahunanui Community Centre. Opus also held telephone discussions with representatives from the NZ Police, Broadgreen Intermediate and Nayland College.

4.7 Open Day

The open day was held at the Nellie Nightingale Library (Tahunanui) meeting room on Sunday 1st March from 10am – 2pm. Council and Opus staff were available to answer questions and gather feedback. A summary of feedback gathered from the open day is included as Appendix E.

4.8 Responses to Specific Individuals and Enquiries

Questions were directed to Kayleen Goldthorpe at Council. All queries / communication is logged in the Engagement Register (Appendix A).

4.9 Web Page

The web page within the Council website went 'live' on 4th December. The web page provided the following information:

- Introduction: Defining the project
- The Preliminary Investigation Report (Delivery 2)
- A map of the short list of routes
- Minutes from the Council Works and Infrastructure Committee meeting on 16th October discussing this project
- Link to an online (survey monkey) version of the same questionnaire that featured in the brochure. This link was set up on 24th February
- A Council contact to forward any queries.

4.10 Further Communication

At the end of the investigation and reporting phase, those consulted and those who provided feedback will be advised of the Council's decision if, how and why the project will proceed.

5 Engagement Feedback

5.1 General Public

Feedback from the general public via the open days and the questionnaire / comments was varied. In general, people were supportive of improving cycling facilities in and around Tahunanui, but did not see how one route could satisfy the needs of the varied users (e.g. school children, commuters, recreational and less confident cyclists). Recurring comments included:

- Support for a recreational route around the Tahunanui reserve, camp ground and golf course to link to the coastal shared path to complete the Great Taste Trail (once the Rocks Road walking and cycling facility was built)
- Beavans Way is currently 'fit for purpose' serving the local community and school children. Increasing the use of the narrow lane (even if widened), especially by faster commuter cyclists was not supported
- Pascoe St should be avoided due to the heavy traffic and industrial nature of the area
- Concerns around the use of the crossing place near the Quarantine Rd / Nayland Rd roundabout
- Potential security issues associated with Option 2 (around the industrial area / behind Mitre 10)
- Concerns regarding using Tahunanui Dr (SH6) due to the conflict between heavy traffic and cyclists.

5.2 Feedback from Stakeholders, Organisations and Potentially Affected Parties

Below is a summary of the feedback received from stakeholders, organisations and potentially affected parties. In order to get an overall picture of feedback, a table has been included in Appendix D summarising each submission in terms of preferred option (if any), and what issues were of most concern.

5.2.1 Feedback obtained from Opus via face to face or telephone discussions

5.2.1.1 New Zealand Police

School Community Officer John O'Donovan provided detailed feedback regarding the proposed routes identified. John works in the Tahunanui and Stoke communities, with part of his role promoting road safety with the local school children. John sees the safety of children travelling (walking, cycling or scooting) between Tahunanui and the Stoke schools as a major priority, and is very interested in being involved and providing further input as this project progresses.

Near the end of each school year, John (in partnership with the 'RIDE ON cycle training team') guides the Year 6 children on a 'practice journey' from Tahunanui School to Broadgreen Intermediate, where the majority of the students from Tahunanui will travel to the following year. John takes the children (on their bicycles only - not scooters), from the school grounds, crosses Tahunanui Drive at the school pedestrian

crossing, travels (on the road) along Tahunanui Drive connecting to the Annesbrook roundabout overpass and the railway reserve (this route forms part of Option 1).

In order to improve the children's road safety skills, John returns to Tahunanui School via a different route. They travel via Nayland College playing fields, under the Whakatu Drive culvert, along the coastal shared path, Bolt Road, Roto Street and Beavans Way and back to Tahunanui School (this route forms part of Option 4). John uses the Green Street / Roto Street junction to practice intersection skills (further to intersection skills taught on the school grounds with a mock-up intersection). A map of this route is included as Appendix G.

Ideally, children would travel to the Stoke schools via the railway reserve (i.e. away from vehicles), however the most direct route to the railway reserve (Tahunanui Dr) is very unsafe for young cyclists, with too much traffic. Option 1, although a good idea, is likely to cost a lot of money.

In general, John would support the development of Option 4 as a priority for the following reasons:

- The route appears to be the most useful, and simple
- Bolt Road is wide, with potential to develop into an off road facility. Would also be ideal to link to the coastal path
- Roto Street is wide and has very little traffic
- The route would not require a great deal of work / cost as most of the route is either wide / quiet (Roto St), or already developed (Tahunanui Reserve shared path)
- Pascoe Street should be avoided, in particular the intersection with Parkers Road.

Other comments relating to Option 4 include the need to significantly widen Beavans Way if it was to serve higher numbers of cyclists. The bridge near the airport may be too steep, however most children manage it as it is.

John also sees merit in Option 2, and would prioritise this route over Option 4 if Pascoe Street and the Parkers Road / Pascoe St intersection could be avoided. If this route was developed, great care must be taken to make it safe for users, especially in the industrial area / around the back of Mitre 10 e.g. sufficient lighting, address security issues, needs to meet crime prevention through environmental design (CPTED) requirements etc. John does not encourage the school children to use Pascoe St because it is very busy with a lot of through traffic, high industrial use, heavy vehicles etc. He is aware that many school children use this route anyway, and will continue to use it unless a viable alternative is provided.

In terms of a recreational route, Option 6 is seen as a good option. In order to make a route attractive and enjoyable for recreational cyclists (particularly less confident cyclists and family groups), there needs to be separation from vehicles. Any development of this route should get cyclists as far from vehicles as possible, ideally with a grassy strip creating both a physical and mental barrier from the motorised traffic (such as the Atawhai Drive shared path). A concrete / sealed separation strip would not achieve the same result.

Bolt Road appears to be wide enough to develop a two way cycle facility (possibly on the seaward side), with a green strip between the cyclists and the traffic lanes. Extra width could be achieved with the removal of the existing on-road cycle lanes. This could be applied to Option 4 and Option 6.

5.2.1.2 Tahunanui Primary School

As part of this project, Jane Tambisari completed a whole school survey on Tuesday 1st April 2014, and found that 5% cycled, 34% walked, 41% came in a car and 20% rode their scooters to school that day. Because the school is located centrally within the Tahunanui community (Rocks Road to the west, the Port Hills area to the north, the flat residential area to the south and Annesbrook to the east), students use many different routes depending on where they live.

Jane is involved in the Year 6 ‘practice journey’ to Broadgreen Intermediate with the Police representative and ‘RIDE ON cycle training’ team. Although children are encouraged to travel via the railway reserve, Jane says that many students travel along Pascoe Street and along Nayland Road as it is seen as a more direct route, and a central location to meet friends from other parts of the neighbourhood.

Jane would support the provision of safe cycling options away from the main thoroughfares, and would not support the reduction of any parking along Beach Rd near the Tahunanui Reserve, or Muritai St near the school. Jane would not support the use of Beavans Way for cyclists, even if it were widened.

5.2.1.3 Broadgreen Intermediate

Paul Johnstone is Deputy Principal of Broadgreen Intermediate. Paul requested that all students cycling or scooting to school from Tahunanui meet as a group to gather feedback for this project. Around 25 students attended the meeting. The routes students currently took to school varied (dependant on where the student lived, who they were meeting on the way etc.). Approximately a third used Tahunanui Drive (mostly to link up with the railway reserve), a third used various routes from southern or western Tahunanui to link up with Nayland Rd, and a third used the central route via Pascoe St to link up with Nayland Rd or the railway reserve (via the Whakatu Dr underpass).

Many of the Tahunanui students interviewed said that they find the shortest route (journey length generally outweighing safety), and Option 4 is not seen to be direct enough, so they were unlikely to use it. The students liked the idea of using off road alternatives (e.g. the back of Mitre 10 as part of Option 2), and would use that option even if it took a little longer. This route would also link up with the railway reserve which was preferable to Option 4 as it takes students closer to school.

Paul stated that the students were reminded periodically to use the dedicated underpass (Whakatu Dr) rather than cross busy roads such as Quarantine Rd.

5.2.1.4 Nayland College

Representatives from Nayland College distributed information about the project to the students. A link to the online survey was also distributed, however no students submitted a response.

5.2.1.5 Opus International Consultants

Andy High (Transportation Safety Manager) works as a consultant for the New Zealand Transport Agency, who maintain the State Highway network. In respect to this role, Andy supports the construction of a cycle facility away from Tahunanui Drive / SH6 for the following reasons:

- Due to the limited road width along this stretch of SH6, the construction of a cycle facility (either on road, or off road) would require a significant reduction of on road parking.
- Removal of parking and the widening of usable sealed areas can reduce the effects of ‘side friction’, increasing the speed of vehicles using this route, which in turn, could decrease safety for all road users.
- Numerous accesses and side roads, some intensively used, are not compatible with a cycle facility. There would be a large number of conflict points.
- There was some concern regarding how Option 1 (SH6) would link with Rocks Road to the north. The Bisle/Beach Rd traffic light intersection is not presently suitable for large numbers of cyclists and would require changes in line marking and possibly lights phasing.
- To the south, the Quarantine Rd roundabout is already a busy intersection (particularly at peak times) with a less than desirable crossing location, and any facility that takes cyclists / scooters / pedestrians away from this conflict point would be supported. Option 2 would encourage students to travel around the back of Mitre 10 and use the Whakatu Dr underpass, rather than travelling along the full length of Pascoe St and crossing near the Quarantine Rd roundabout.

5.2.1.6 Tahunanui Community Centre

Although the centre’s representative (Joy Shackleton) supports the provision of cycle facilities in Tahunanui, she notes serious concerns around the use of Beavens Way as part of Option 4. Beavens Way is thought to serve its purpose as a walkway for the local community and school children, but should not be used as part of a public cycle route.

5.2.2 Feedback obtained from Council via email

5.2.2.1 Tahunanui Kindergarten and Nelson / Tasman Kindergarten Association

Emails were received from Trish Casey (CEO Nelson / Tasman Kindergarten Association) and Linda Hansen (Teacher at Tahunanui Kindergarten). Both would like to see minimum impact on residents and young families in the area, particularly in regards to the retention of parking along Beach Rd and Muritai Street, as both these areas are highly utilised at peak times. Muritai St already has limited parking for families (often with toddlers and babies in tow) using the school, Tahunanui Community Centre and Tahunanui Kindergarten, all of which are within 100m of each other with similar drop off / pick up times.

Regarding Option 4, a widened shared path on the seaward side of Muritai St is recommended (between Waikare St and Beavens Way) to negate the need for crossing Muritai St (which is wide and busy) twice, if travelling south.

5.2.2.2 Nelsust (Peter Olorenshaw)

Nelsust (also known as the Nelson Transport Strategy Group), is a non-profit organisation and lobby group. Peter expressed the need to include the Stoke schools in to the study area as they are important destinations. Peter commented that a 'one route solution' is not the answer, as the needs of school children travelling to school, recreational cyclists looking for a scenic route and others looking for a direct route off the highway, are all very different.

Peter suggested a three route solution a) a two way cycle path running the full length along the hill side of Tahunanui Dr (same route as Option 1), b) a recreational route around the Tahunanui Reserve, past the BMX track, along Golf Rd, through the golf course and along Bolt Rd (modified Option 6), and c) a fairly direct route through the middle of Tahunanui linking the Whakatu Dr underpass (to railway reserve) to Rocks Rd via Bullen St, Muritai St and Beach Rd. A copy of this suggested solution forms Appendix F.

5.2.2.3 Automobile Association

Concluded that Option 4 seemed to be the preferable route. Noted that sharrow markings could work for Green St and Roto St, however they would have reservations about the use of Muritai St and Pascoe St due to the volume and nature of motorised traffic mixing with the appreciable number of cyclists.

5.2.2.4 SBL Group Ltd

Would like the potential impact on NBus route / bus stops to be taken into account, particularly as the two favoured options use Muritai St.

5.2.2.5 Other feedback

Eight emails were received by Council containing queries/feedback from the general public (see Engagement Register). The feedback was added to the questionnaire comments and collated as part of the summary below.

5.2.3 Feedback obtained from Council's stakeholder meeting on 19th January 2015

Notes from this meeting are held in Appendix H. Feedback has been listed under each stakeholder below, where it was clear who placed the comment.

5.2.3.1 Bicycle Nelson Bays

If a route were to be developed along Muritai St, it would be best to make it off road to serve the 'interested but concerned' cyclists who would not use an on road facility. Suggested Council look into accessing additional funding, perhaps via the 'Urban Cycle Funding'.

5.2.3.2 Nelson Motel Association / Tahunanui Business Association (John Gilbertson) / Tahuna Holiday Park

Stated that it was difficult for one route to cater for all needs. Strongly opposed to removal of any parking along Beach Rd. Suggested using northern end of Pascoe St verge to develop a two way cycle facility (there are 11 accesses long this stretch) then follow Option 2 route.

Tahunanui Business Association (together with the campground) were working with Council to develop a recreational route through the campground. Work has already begun on a protection wall along the waterfront. There was concern that the Council project would take funding away from the proposed recreational path, but Council advised that funding was separate.

There was some concern regarding the current heavy vehicle routes conflicting with the preferred cycle route (e.g. Bolt Rd and Parkers Rd).

5.2.3.3 Great Taste Trail Trust

For a cycle trail to be used as part of the Great Taste Trail, it must be off road.

5.3 Questionnaire

Paper copies of the questionnaire were available at the open day, and public displays in the Nelson, Tahunanui and Tahunanui School libraries. The internet based, Survey Monkey questionnaire was also linked to the Council's 'Tahunanui Cycling Connections' webpage. 46 questionnaires were completed (15 returned in a paper format and 31 completed via the online questionnaire).

The questionnaire sought to obtain public opinion regarding the respondents existing cycling behaviour, what routes they would potentially use (how often and for what purpose), as well as more specific feedback regarding Option 4 (Council's preferred route) and Option 2 (popular with stakeholders).

The questionnaire included 18 questions (inclusive of questions regarding demographics of the respondents), with multiple opportunities to insert comments. A total of 180 comments were made, spread over the ten text boxes within the questionnaire. Through analysing each individual comment, valuable information was gathered regarding the respondent's cycling behaviour, specific feedback regarding Options 2 and 4, and comments on the project in general. A summary of the comments is included in Appendix D.

5.3.1 Respondent Demographics

Approximately 58% of the respondents were male, with 42% being female. Most of the respondents identified which age group they were from. Of those who answered, just over half of the respondents were from the 35-54 age group. The over 65 age group made up 26%, with the remaining respondents spread out from the 25-34 age groups and the 55-64 age groups.

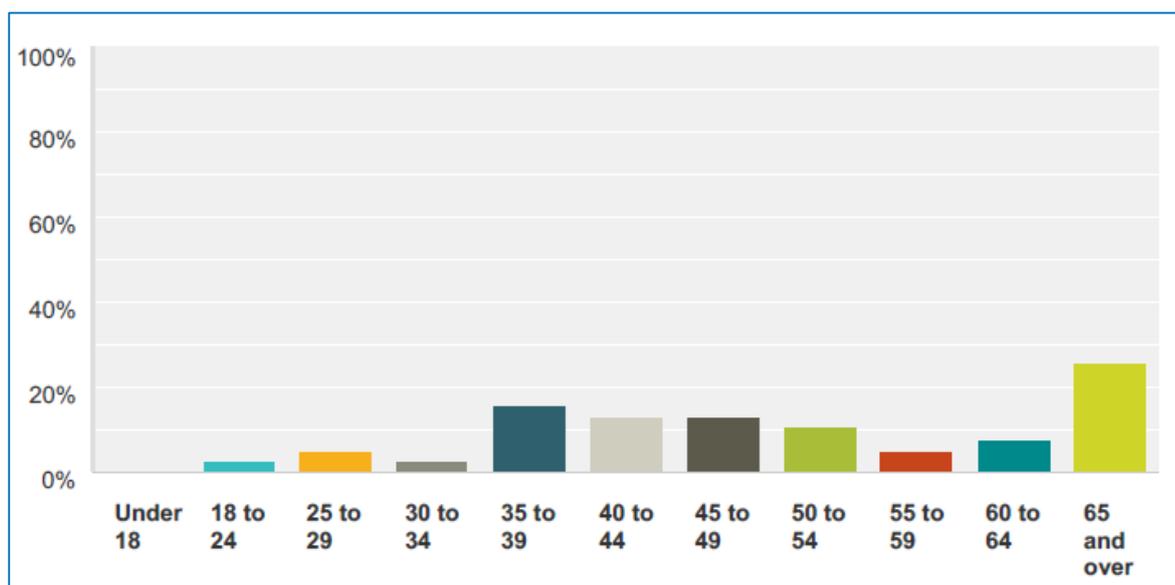


Figure 1: Age of respondent (note that only 39 of the 46 respondents answered this question)

The majority of respondents live in Tahunanui (37%), and the surrounding neighbourhoods of Enner Glynn/Annesbrook/Wakatu and PortHills/Washington/Stepneyville/Britannia (23%). 20% of the respondents live in Stoke, with the remaining respondents living in Toi Toi/Victory, Central City, The Brook/Maitai Valley and Atawhai/Marybank.

When asked what their association with Tahunanui was, 39% said that they were a Tahunanui resident, 25% said that they were not a resident, but travel to or through Tahunanui to get to work (and 9% to get to school/study). No respondents identified as being a Tahunanui business owner. There was an option to provide comments in a text box labelled 'other'. The comments mostly referred to the respondent cycling for recreation, supporting cycleways in general, or using the recreational facilities in Tahunanui.

5.3.2 Support for and use of Cycling Facilities

Of the respondents, 91% 'strongly support' the construction of cycleways, with the remaining responses either 'support' or 'neutral'. When asked whether they would use cycleways if they were available in and around Tahunanui, 58% of the respondents said they would 'definitely use them', 40% would 'use them if it was right for you', and 2% 'would never use them, no matter what'.

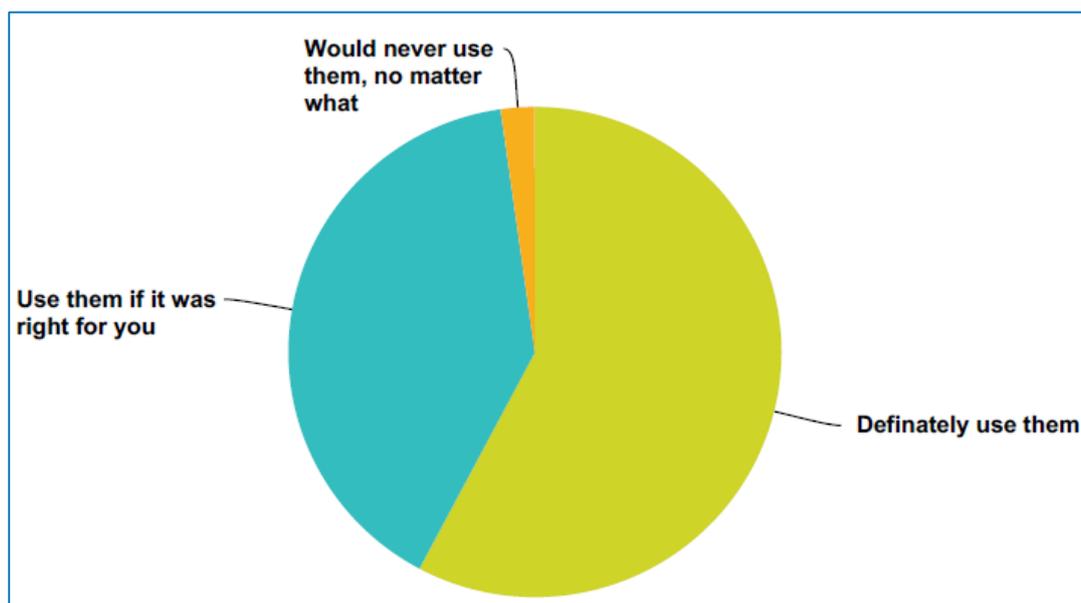


Figure 2: Whether respondents would use cycleways, if they were available in Tahunanui

5.3.3 Cycling Behaviour in General

Respondents were asked how often they cycled anywhere at all in the last year, and for what reason.

A high proportion (45%) of respondents said that they had cycled to get to work ‘three or more times a week’ in the last year. Many other respondents (58%) said that getting to work or study / school was ‘not applicable’ which may reflect the proportion of older / retired respondents. As can be seen in Figure 3, many of the respondents cycle regularly for recreation, or to get around to places other than work or school/study.

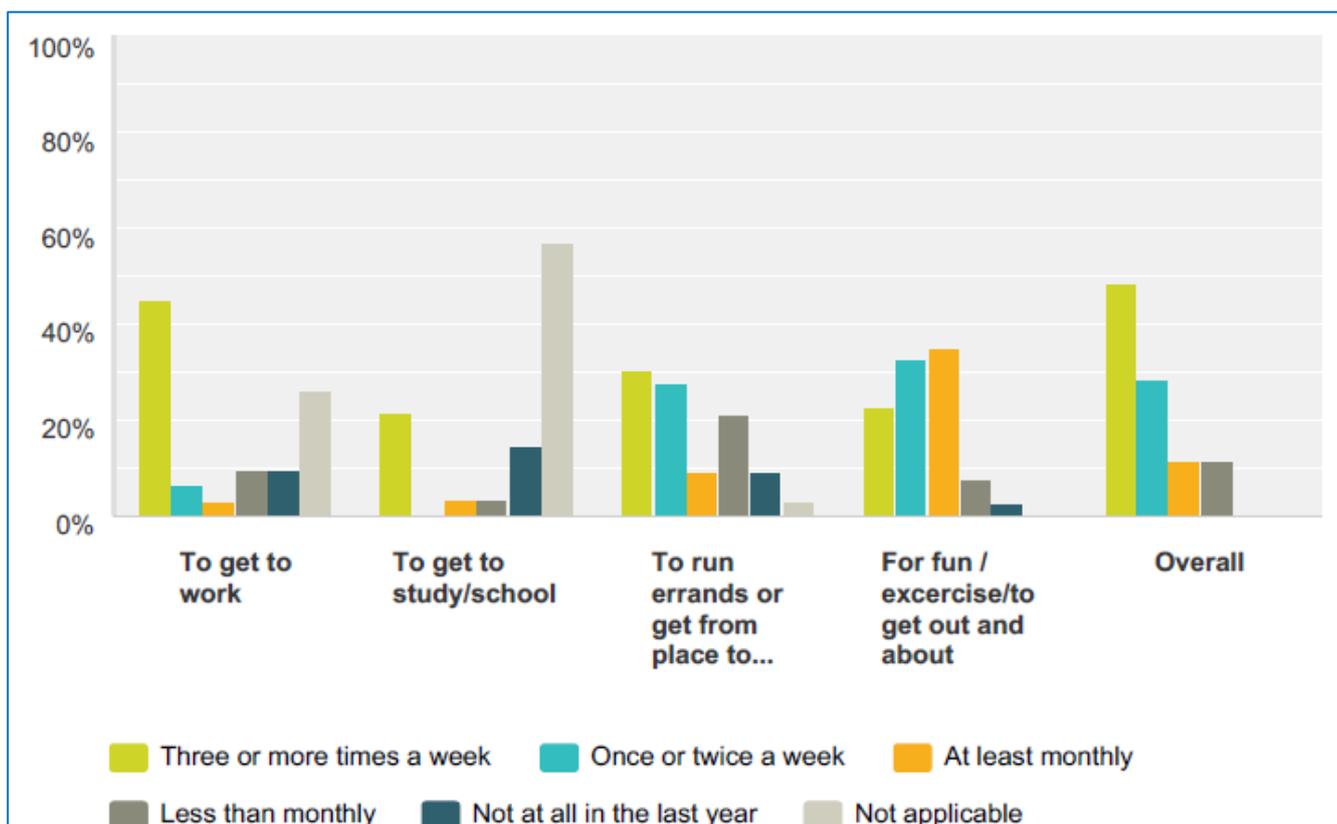


Figure 3: Cycling behaviour in the last year (in general)

The respondents were then asked about their current cycling behaviour in relation to a ‘local trip which would take about 10-15 minutes to cycle, when the weather is fine and you have nothing much to carry’ (Question 4).

The majority (48%) would ‘almost always cycle’, with 14% would ‘often cycle’, and 26% would ‘possibly consider cycling, and sometimes do it’. Approximately 7% of the respondents would ‘possibly consider cycling, but rarely do it’, and 5% would ‘not consider using a bicycle’. These results align with Figure 3, with a high proportion of respondents using a bicycle to get around on a regular basis.

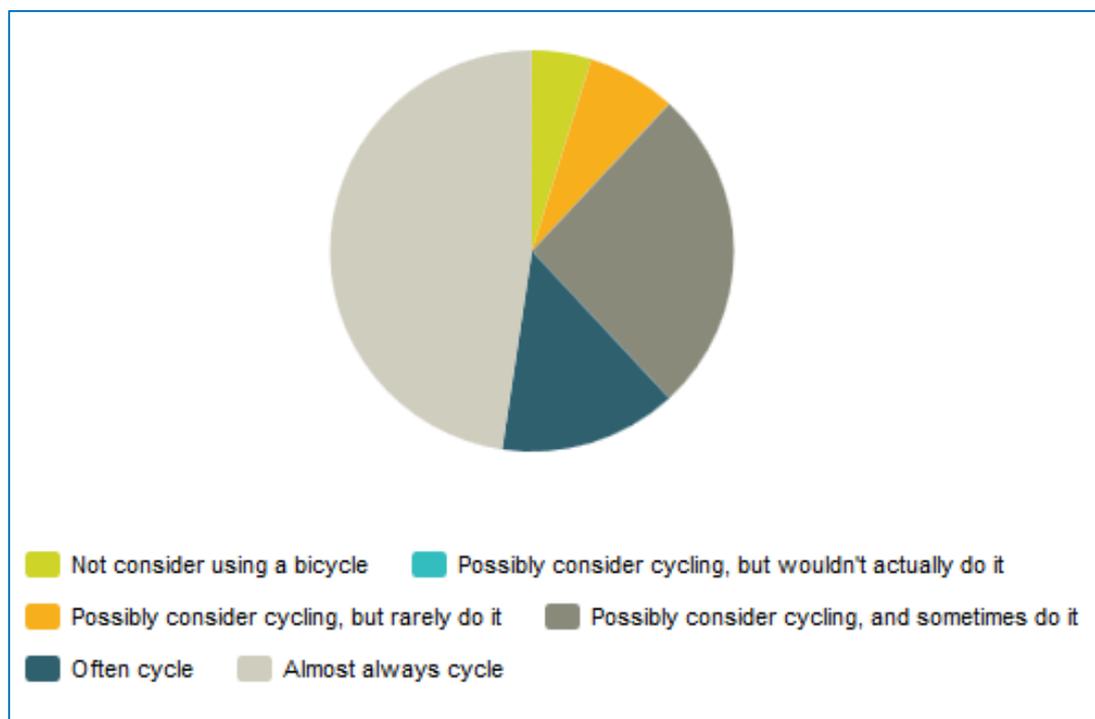


Figure 4: Cycle use by respondents for local trips

The respondents were then asked what would encourage them to cycle more often. Over half of the respondents placed a comment in response with the most common being the provision of off road cycle facilities (8 comments), followed closely by a cycling facility being ‘away from the main road or trucks’ (5 comments), and cycling being made ‘safer’ (5 comments). Other factors mentioned included providing a more direct cycling route (4 comments), avoiding Tahunanui Drive (2 comments), and making crossing points safer (2 comments).

5.3.4 Cycling behaviour in relation to Tahunanui

The respondents were asked about their cycling trips in and around Tahunanui over the last year (see Figure 5).

Due in part, to the demographics of the survey pool (i.e. many respondents are over 65 and commented that they were retired, many respondents do not live or travel through Tahunanui), the majority of the respondents have not cycled in or through Tahunanui to work or study at all over the past year. 30% of the respondents cycled to work during peak hour over the past year three or more times per week, with none of the respondents travelling to work regularly outside of peak times.

Many respondents cycled in or through Tahunanui for recreation, or as a means of getting to places other than work or school/study.

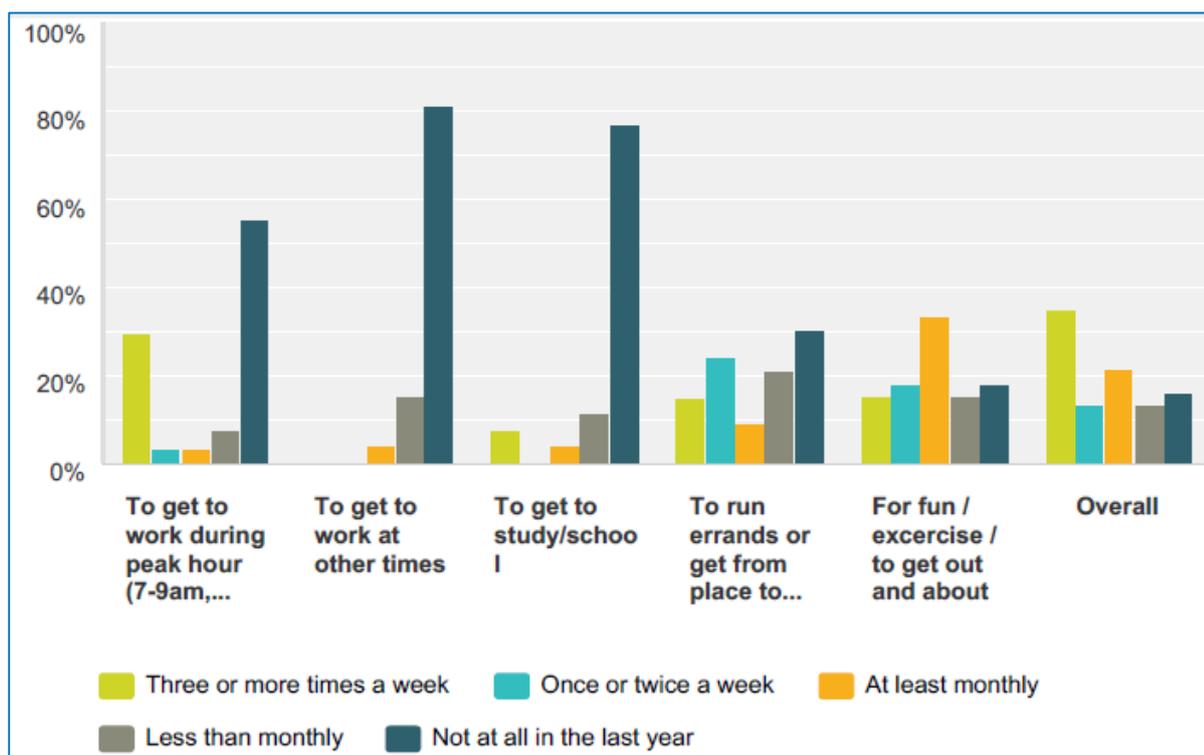


Figure 5: Cycling behaviour over the last year (in relation to Tahunanui)

The next question asked what routes the respondents would use if a cycling network was built in Tahunanui (i.e. all routes on the map). The results can be seen in Figure 6 below (respondents were able to choose more than one option).

31% would use Option 1 ‘three or more times a week’, which suggests that the route would be used to commute to work.

Options 1 and 2 were the most popular routes that respondents stated they would use ‘regularly’. 72% would use Option 1 at least monthly or more, and 73% would use Option 2 at least monthly or more often. Option 6 (and 6a) and 4 would attract fewer regular users. 59% would use option 6 (53% Option 6a) at least monthly or more, and 55% would use Option 4 at least monthly or more. Options 8 and 9 were less popular for regular use.

Twenty respondents inserted comments after this question. The most common remark was that more recreational routes should be prioritised (4 comments).

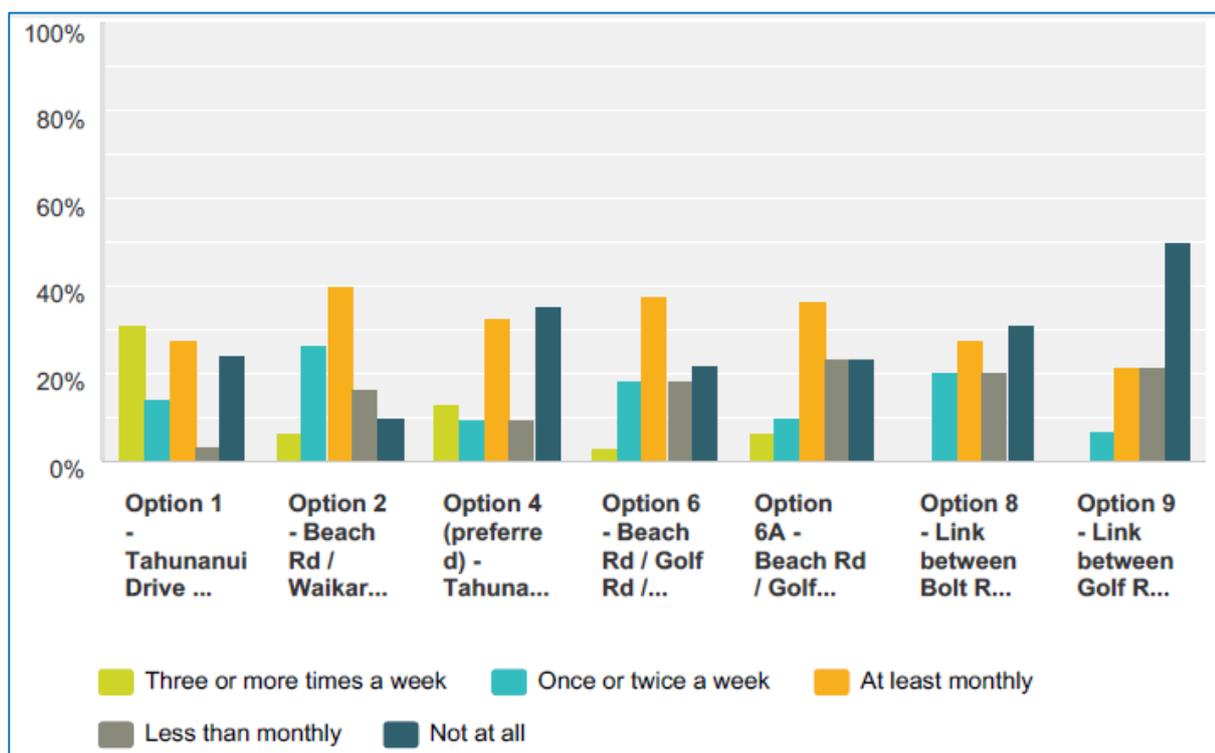


Figure 6: Which route would the respondent use

5.3.5 Feedback regarding Option 4

Respondents were asked how often they would use Option 4 if it was built. As can be seen in Figure 7, approximately 14% of respondents would use Option 4 to get to work during peak times at least three times a week. Combining the results of both peak time and other times travel, 22% using the route to get to work at least monthly, and 18% less than monthly.

General comments regarding Option 4 included that it was too indirect to cater for commuters. Other comments included that if this route was to cater for recreational users, the route around the reserve, past the BMX track and onto Golf Rd (or around the campground) was preferable to Muritai St / Beavans Way. Others were concerned about any loss of parking, and the use of Beavans Way.

When asked to identify specific issues, potential improvements and general comments regarding Option 4, the themes from the general comments above were repeated. This route was seen to be not direct enough for commuters (9 comments in total). The local community would like to see Beavans Way retained as it is, and would not support the use of this lane as a cycling thoroughfare (8 comments in total). Further analysis of comments regarding Beavans Way also indicated the following issues:

- Lane is too narrow (and the widening required to obtain good sight lines is not possible due to nearby houses)
- Conflict between cyclists and pedestrians (many of whom are children)
- Conflict between cyclists and vehicles at the Roto St end (lane leads to a right of way / driveway).

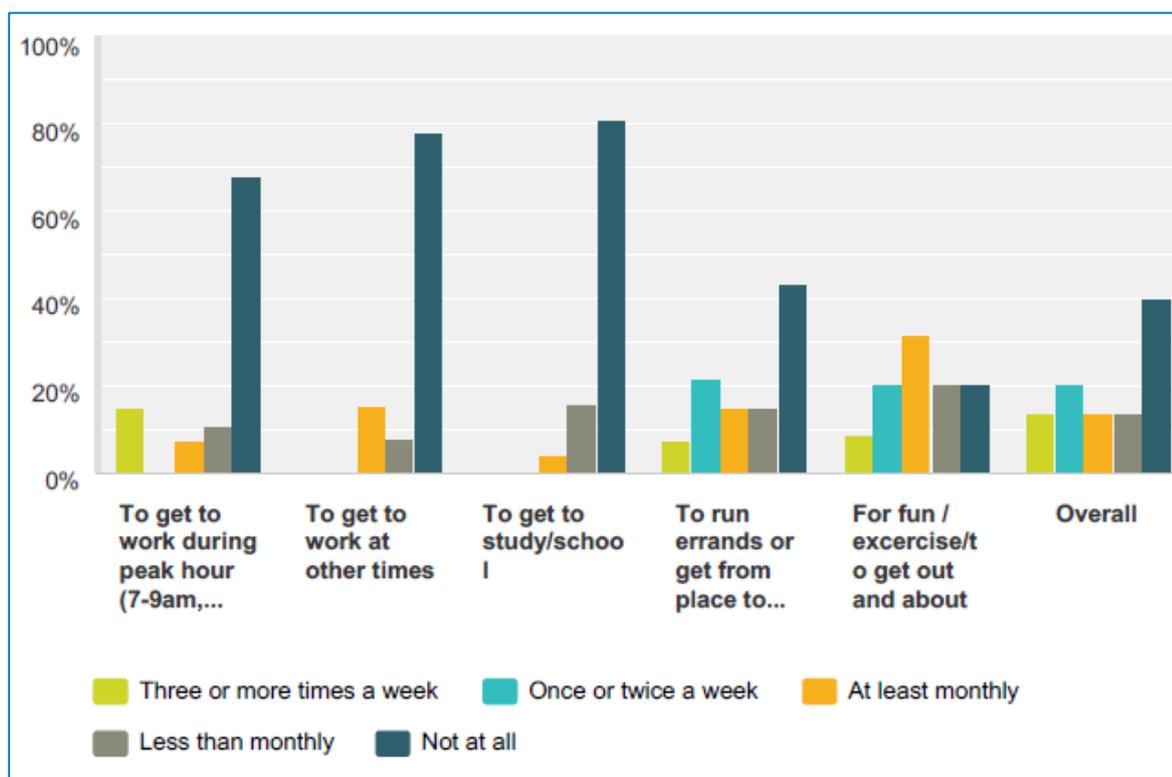


Figure 7: Predicted use of Option 4

Within the comments, there were suggestions for modifying the Option 4 route. Three respondents thought that using Beach Rd would be an improvement as it was more direct and would cater better for commuter cyclists, and would involve less conflict with pedestrians. One suggested travelling around Tahunanui reserve, past the BMX track, along Golf Rd, then use the driveway at 119 Golf Rd to link with the golf course and Bolt Rd.

5.3.6 Feedback regarding Option 2

Respondents were asked how often they would use Option 2 if it was built. As can be seen in Figure 8, approximately 20% of respondents would use Option 2 to get to work during peak times at least three times a week. Similar to Option 4, this route would be utilised regularly for recreation / to run errands.

General comments regarding Option 2 included the need to avoid Pascoe St (6 comments), and to provide for the school children travelling to Stoke (2 comments).

When asked to identify specific issues and potential improvements regarding Option 2, the use of Pascoe St was mentioned the most (8 comments). It was stated that Pascoe St was already used by school children, but it was much too busy with industry and heavy traffic and was not safe at present.

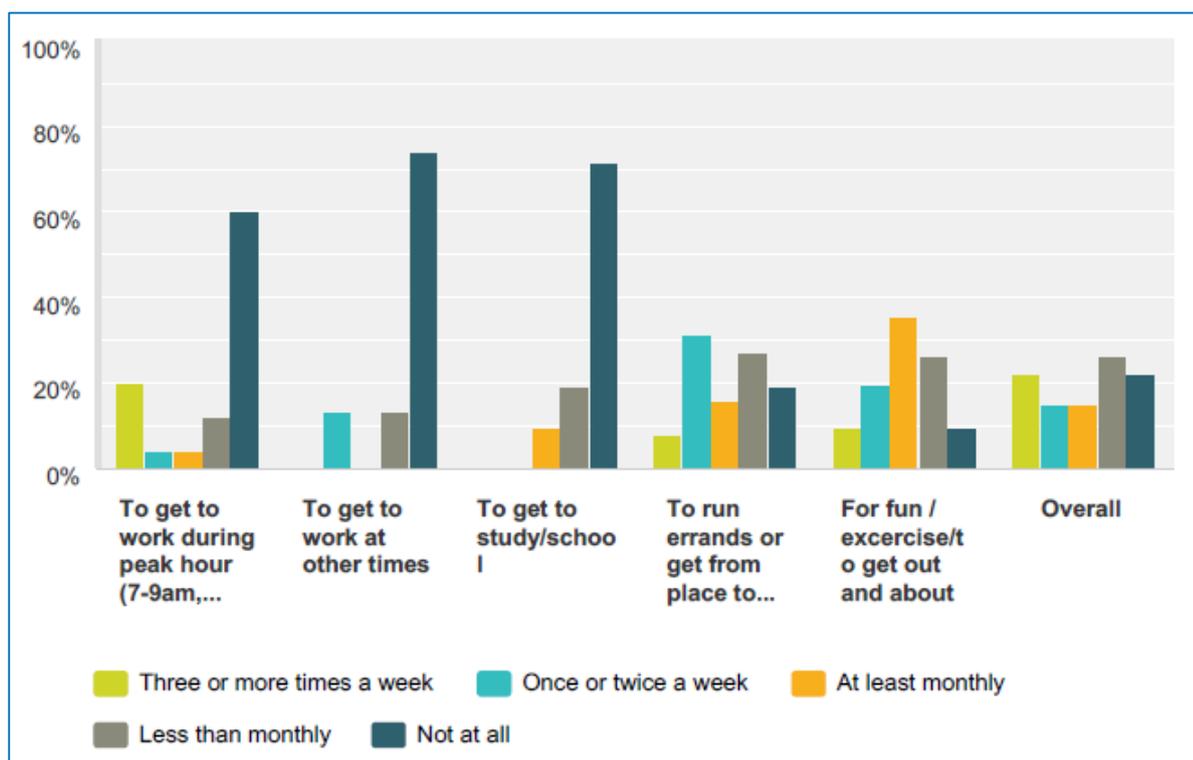


Figure 8: Predicted use of Option 2

Within the comments, there were suggestions for modifying the Option 2 route. Two respondents suggested that the path around Tahunanui Reserve should be used, and one suggested the use of Bullen St to connect with Jenkins Creek and continue around the back of Mitre 10.

5.4 Summary of Feedback

5.4.1 Confident Commuter / Sport Cyclists

Feedback suggests that confident commuter cyclists travelling through Tahunanui will use the most direct route (Option 1 - Tahunanui Dr / SH6) whether cycling facilities are provided or not. If Option 1 were developed, then it would provide a safer route for commuters, and would encourage more cycle commuters. Option 4 is generally seen as not direct enough for commuter cyclists, with too many ‘dog-legs’ to make it suitable for cyclists travelling through the area.

5.4.2 School

There is no easy fix for students, as they start from multiple locations throughout the hills and flat areas of Tahunanui, so providing a ‘direct route’ is difficult. Ideally, any route provided would offer a safe link to the railway reserve which is well suited for children who walk, scoot or cycle. Option 2 is seen as a good fit for Broadgreen students as it is central, partly off road (around the back of Mitre 10) and links up with the Whakatu Dr underpass, thus avoiding crossing Quarantine Rd near the busy roundabout. However, Pascoe St repeatedly came up as an area not suitable for children or cyclists because of the conflict with the industrial environment and heavy traffic. Option 1 would also provide a direct link for those students living in the Port Hills area to the railway reserve through to the schools in Stoke. Option 4 may be appropriate for students

travelling from south western Tahunanui to the Stoke schools, however many people had concerns regarding using Beavans Way as a cycle route for the general public.

It should be noted that students seem to favour scooters over bicycles, and many of them choose to walk to school. This means that on road cycling facilities would only serve some of the students.

5.4.3 Recreational

Analysis of the questionnaire responses and comments, and feedback from the open day indicated that there is a high demand for recreational cycling facilities. Recreational users would use a more indirect route, ideally off road and scenic, for example around Tahunanui reserve, the Tahuna Holiday Park and golf course, and generally away from vehicles wherever possible. Option 6 caters for this group the best.

5.4.4 Less confident

Feedback indicated that the greatest factor contributing to increase cycle use was the provision of off road cycle facilities, followed closely by a cycling facility being ‘away from the main road or trucks’, and cycling being made ‘safer’. Option 6 would cater best for this group as the route avoids busy roads and provides an off road facility around the golf course.

5.4.5 Overall

Generally, the feedback collated over the engagement period shows that the community would be supportive of improving cycling facilities in Tahunanui, provided that the routes were safe, there was no loss of parking, appropriate road crossing points were provided, and the routes avoided busy roads where possible.

6 Appendix A: Engagement Register

Organisation (provided by Council at commencement of project)	Contact Name	Attended workshop March 2014?	Attended Meeting 19 Jan 15?	Provided feedback during public engagement period?	Preferred option (if any)	Comments
Businesses and Agencies						
NZTA	Andrew James	✓	✓	✓		
Opus (NZTA Agent)	Andy High			✓		
NZ Automobile Association Nelson District	Alan Kneale	✓	✓	✓	4	
Bicycle Nelson Bays	John-Paul Pochin	✓	✓	✓		-
Nelson Tasman Cycle Trails Trust	Stuart Hughes, Administrator Marika Kingan	✓	✓	✓	6 (variation of)	
Nelson Marlborough District Health Board	Bronwyn White					
Nelsust	Peter Olorenshaw	✓	✓	✓	3 routes suggested	Did initial work on Tahuna school crossing etc.
NZ Fire	Graeme Daikee					
NZ Police	John O'Donovan			✓	4	
Road Transport Association of NZ	Derek Nees					
SBL Group Ltd	Tony Cumming			✓		
St John Ambulance	Matt Wilkenson					
Tahunanui Business Association and Motel Association	John Gilbertson	✓	✓	✓	2	
	Rob Stevenson	✓	✓	✓		
Nelson Airport Ltd	Rob Evans					
Tahunanui Campground	c/-Andrew Petheram	✓	✓	✓		
Nayland College	Diane Holland					
Broadgreen Intermediate	Paul Johnstone or Cate Gully			✓	2	
Nayland Primary	Janice Gulbransen					No response
Tahunanui Primary	Jane Tambisari		✓	✓		Spoke to Jane w/c 2nd March 2015
Tahunanui Campground	Ann Cumpstone, Geoff Barnes / Marcel Fekkes	✓	✓	✓		Attended open day.
Nelson Golf Club						
Nelson City Council	Marg Parfitt	✓	✓	✓		Reuben Peterson also to attend
Nelson City Council	Sue McAuley	✓	✓	✓		Attended open day.
Nelson City Council	Kayleen Goldthorpe	✓	✓	✓		Attended open day.
Wakatū Incorporation	Mike Ingram / Iain Sheves	✓	✓	✓		
Resident Groups						
Tahunanui Residents Association	Lee Corlett		✓	✓		Lea to meet with Lee 19th March 2014
Youth Council	Rach Large	✓	✓	✓		Carla Lindey to attend with 2 students
Nelson Residents Association Inc	Ken Meredith	✓	✓	✓		
Tahunanui Community Centre	Joy Shackleton	✓	✓	✓		
Other groups						
Accessibility for All	Sarah Downs	✓	✓	✓		Next A4A meeting 9th May 2014. Krista to attend workshop
Positive Aging Forum	Gail Collingwood	✓	✓	✓		
Road Safety Nelson Bays Inc	Mark Preston-Thomas					Next Road Safety Mtg 6th May 2014
Get Moving	Chris Allison	✓	✓	✓		
Cycle Strategy	Derek Shaw	✓	✓	✓		
Iwi	Barney Thomas					May attend workshop
	Hugh Briggs	✓	✓	✓		

Tahunanui Cycle Study – Consultation Register (Nelson City Council)

ID	Date	Contact details	Preferred Option	Comments	Feedback to them to date
1	13 March 15	Linda Hansen lindatahunanui@gmail.com	6 or 6a	Pref -cycleway on playing field edge Beach Road No –remove parking Beach Road Suggest – make shared path Waikere St to Bevans Way – west side Muritai St No –cyclists cross Muritai Street 2x between Waikere St and Bevans Way to use cycle lanes Important – keep parking outside Tahunanui School/Community Centre Important -reduce cyclist/parent/children conflicts	Not possible Agree Possible Option above possible No plans to remove parking Agree
2	13 March 15	Katie Shaw Katie.shaw20@gmail.com	n/a	Question use of Bevans Way (no specific preference mentioned)	Aware of parent/children/cyclists conflict issue with Bevans Way
3	13 March 15	Trish Casey (CEO Nelson/Tasman Kindergarten Trish.casey@ntk.org.nz	n/a	-No -removal of parking on Muritai Street Important – reduce cyclist/pedestrian/children conflicts	No plans to remove parking Agree
4	11 March 15	Darrel Newton darrelnewton@rocketmail.com	2	Pref – connection to R.R, esp to go into Nelson CBD Suggest – Tahunanui Drive (footpath)/Parkers Road/Muritai Street/Tahunanui Dr (footpath)/Rocks Road	Agree, others suggesting option 2 Route noted
5	11 March 15	Ben Collis ben@dp.co.nz	n/a	No – cyclists use of Bevans Way Important- reduce cyclist/parent/children conflicts	Notes Agree
6	6 March 15	Jo Martin Jo.martin@ncc.govt.nz	2	Pref – connection to R.R, esp to go Nelson CBD/Beach	Agree, other suggesting option 2

7	5 March 15	Judy Burke Judyburke@kinect.co.nz	n/a	Comment on congestion at Beach	Noted to see about shifting coffee cart etc from beside cycle path, otherwise congestion might have to stay and cyclists use another route if frustrated
8	2 March 15	Sam Moss asmoss@hotmail.com	n/a	Lives by Bevans Way, keep in touch for options with Bevans Way	noted
9	12 Jan 15	Peter Olorenshaw petero@inspire.net.nz	n/a	-area of study to include Nayland schools - A "1 route" solution is wrong - need routes to cater for Tahunanui Hillside cyclist, and many other suggestions	- study connects to existing paths at Annesbrook and Airport that go past Nayland Schools - agreed, but funding may need to be prioritised and network staged
10	11 Dec 14	Allan Kneale(AA) Kneale@tasman.net	4	_Agree with option4 _ query dog leg around tahunanui Reserve _ concern for cyclist/vehicle mix on Muritai Street _reservations about use of Pascoe Street because of traffic	_ ok _background given _noted _noted
11	19 Jan 15	Minutes of Meeting	n/a	Many comment see meeting notes	
12	27 Feb 15	Tony Cummings tony@nelsoncoachlines.co.nz	n/a	Concern for bus stops and bus conflict with cyclists on option 4 esp Muritai Street	Noted, and need to follow up
13	16 March 15	Alec Woods Alexwoodsanz@gmail.com	n/a	Have the students been surveyed for what they would use	Students encouraged to do on line surveys to respond their preferences
14	22 March 15	Rose Biss bissan@actrix.co.nz	4	Tahunanui Dr dangerous – narrow in parts, and conflict with heavy traffic Alter Option 4 travel between Beach Rd and the Tahunanui reserve	_noted

7 Appendix B: Live Nelson Article

8 Appendix C: 'Brochure' including Questionnaire

Tahunanui Cycling Connections

Following a workshop with interested parties earlier in 2014, work has been progressing on finding a viable option to close the key missing link in the cycle network once the Rocks Rd walking and cycling facility is constructed.

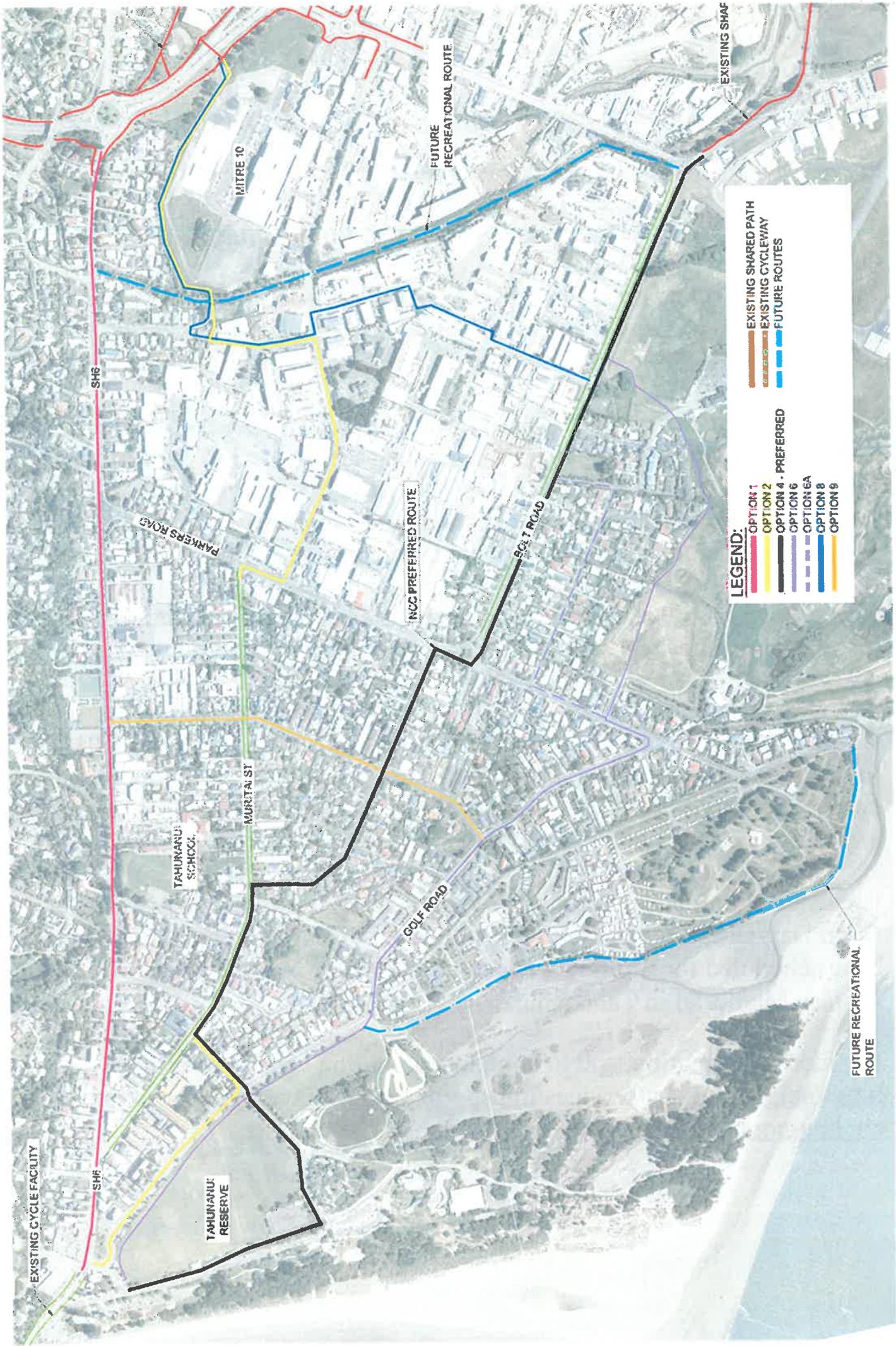
Currently there are no cycle facility connections between the southern end of the proposed Rocks Rd cycle facilities, the northern end of the Railway Reserve and the northern end of the Whakatu Drive shared paths at Annesbrook roundabout nor the Richmond-Nelson coastal shared path ending at the Bolt Road/Quarantine Road roundabout.

This project has been working on finding the best route through Tahunanui to those who want to feel safe about cycling to work or school.

At the moment Council are suggesting Option 4 as the preferred route. This would make it the route developed with the funds available in the 2015/16 (design) and 2016/2017 (construction) financial years. Council is seeking community feedback to confirm this is the best option first. Feel free to email any questions or thoughts to kayleen.goldthorpe@ncc.govt.nz.

Feedback from the community is invited until **Monday 16 March 2015**. An Open Day/Drop in session for questions and discussion on the options has been scheduled for **Sunday 1 March 2015**, 10am – 2pm at Nellie Nightengale Library Memorial in Tahunanui.

For more information, and to complete an online version of the survey, go to <http://nelson.govt.nz/services/transport/creating-travel-choices/tahunanui-cycling-connections/>



LEGEND:

- EXISTING SHARED PATH
- EXISTING CYCLEWAY
- FUTURE ROUTES
- OPTION 1
- OPTION 2
- OPTION 4 - PREFERRED
- OPTION 6
- OPTION 6A
- OPTION 8
- OPTION 9

EXISTING CYCLE FACILITY

SH6

SH6

PARKERS ROAD

TAHUNGANI SCHOOL

MURTAI ST

GOLF ROAD

MITRE 10

NCS PREFERRED ROUTE

BOLT ROAD

EXISTING SHAF

FUTURE RECREATIONAL ROUTE

TAHUNGANI RESERVE

FUTURE RECREATIONAL ROUTE

The purpose of this survey is to seek feedback from the community on the options suggested to improve the cycling connections in, and through Tahunanui. With your help, we hope to identify potential issues with the current preferred route, come up with ways to reduce any issues, and to decide what route is favoured by the community.

This survey will ask you about your existing cycling behaviour, and how your use may change with a proposed new facility. Your response will be used to help us to predict the user numbers of the proposed new facilities.

It should take you about 5-10 minutes to complete this survey.

The public feedback period will close on Monday 16th March 2015 at 5pm.

Getting to know you...

Firstly, we would like to know more about you, and your general views on cycleways.

1. In principle, do you support the construction of cycleways?

- Yes, I strongly support
- Neutral
- No, I do not support
- Other (please specify)

2. Are you:

- A Tahunanui resident?
- A Tahunanui business owner?
- Not a resident, but travel to or through Tahunanui to get to work?
- Not a resident, but travel to or through Tahunanui to get to school / study?
- Other (please specify)

6. Thinking back, on average how often have you cycled in (or through) Tahunanui for the following purposes in the last year?

	Three or more times a week	Once or twice a week	At least monthly	Less than monthly	Not at all in the last year
To get to work during peak hour (7-9am, 3-5pm)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
To get to work at other times	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
To get to study/school	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
To run errands or get from place to place	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
For fun / exercise / to get out and about	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Overall	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

Route options in Tahunanui

7. If a cycling network was built in Tahunanui (i.e. all routes on the map), I would cycle using...

	Three or more times a week	Once or twice a week	At least monthly	Less than monthly	Not at all
Option 1 - Tahunanui Drive / SH8	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Option 2 - Beach Rd / Waikare St / Muritai St / Pascoe St / around Mitre 10	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Option 4 (preferred) - Tahunanui Reserve / Waikare St / Muritai St / Beavens Ways / Roto St / Parkers Rod / Bolt Rd	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Option 5 - Beach Rd / Golf Rd / Parkers Rd / around Golf Course / Bolt Rd	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Option 6A - Beach Rd / Golf Rd / Parkers Rd / Bolt Rd	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Option 8 - Link between Bolt Rd and Whakatu Dr via Industrial area	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Option 9 - Link between Golf Rd and SH8 via Green St	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

If you would like to comment on your responses, please do so here

Current preferred route for initial development (marked as Option 4 in black on the map)

The investigation report identified a number of routes around and through Tahunanui. At this stage, Council prefer Option 4. This would involve mainly on-road facilities along the following route:

- connecting to the proposed shared path on the seaward side of Rocks Road
- either along Beach Road (subject to loss of parking), or linking up with the existing path along Bisley Walk and Housell Circle (Tahunanui Reserve) then along Waikare Street, then Muritai Street, through Beavens Way (proposed to be widened) and along Roto Street
- or around Tahunanui Reserve, continuing past the BMX track to Golf Road, down Green Street then Roto Street
- travel a short distance down Parkers Road, then the whole length of Bolt Road
- linking up with the existing shared path alongside Trent Drive (past the airport, connecting to Whakatu Drive)

8. If Option 4 was built, I would use it to cycle ...

	Three or more times a week	Once or twice a week	At least monthly	Less than monthly	Not at all
To get to work during peak hour (7-9am, 3-6pm)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
To get to work at other times	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
To get to study/school	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
To run errands or get from place to place	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
For fun / exercise/to get out and about	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Overall	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

If you would like to comment on your responses, please do so here

Other popular route

9. Consultation to date has shown that Option 2 (Pascoe St) is popular. If Option 2 was built, I would use it to cycle ...

	Three or more times a week	Once or twice a week	At least monthly	Less than monthly	Not at all
To get to work during peak hour (7-9am, 3-6pm)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
To get to work at other times	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
To get to study/school	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
To run errands or get from place to place	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
For fun / exercise/to get out and about	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Overall	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

If you would like to comment on your responses, please do so here

Potential issues / problems with the routes identified

10. Have you got any specific issues regarding Option 4 (Tahunanui Reserve / Roto St / Bolt Rd) in regards to....

personal safety

road safety

lighting

conflict between walkers
and cyclists

conflict between path users
(walkers, cyclists or both)
and vehicles

Other (please specify)

11. Can you suggest ways of improving or enhancing Option 4?

yes

no

Please add your comments

12. Have you got any specific issues regarding Option 2 (Murital St / Pascoe St) in regards to...

personal safety

road safety

lighting

conflict between walkers and cyclists

conflict between path users (walkers, cyclists or both) and vehicles

Other (please specify)

13. Can you suggest ways of improving or enhancing Option 2?

yes

no

Please add your comments

Demographics

We'd like to know a bit more about you so we can check we have a wide range of perspectives from our community.

14. Are you...

- Female
- Male
- Other
- Prefer not to say

15. Which of the following age groups do you fall into?

- Under 18
- 18 to 24
- 25 to 29
- 30 to 34
- 35 to 39
- 40 to 44
- 45 to 49
- 50 to 54
- 55 to 59
- 60 to 64
- 65 and over

16. Which part of Nelson do you live in?

- Stoke
- Enner Glynn/Annesbrook/Wakatu
- Tahunana
- Bishopdale/Hospital/Nelson South
- Port Hills/Washington/Stepneyville/Britannia
- Tol Tol/Victory
- Central City, including near Boys and Girls Colleges
- The Brook/Maitai Valley
- The Wood
- Atawhai/Mary Bank
- Wakapuaka/The Glen/Cable Bay/Hira

Other (please specify)

17. If you would like to, please leave any additional comments here

Thank you for completing this survey

18. If you would like to be kept up to date with progress of this project, please enter your name and contact details below.

Name

Email Address

9 Appendix D: Summary of Feedback / Issues Raised

	Preferred Option	Quarantine Rd roundabout / crossing area	Concerns regarding Beavans Way	Tahunanui Dr (SH6) too busy / dangerous now	Pascoe St – conflict with heavy traffic	Muritai St – conflict (e.g. buses, high traffic)	Security issues – industrial area / Mitre 10	Concerns - parking loss (Tahunanui reserve and Muritai St)	Suggest shared path seaward side of Muritai St (option 4)	Bolt Rd has potential (good width)	Concerns around Pascoe St / Parkers Rd intersection	One route is not the answer	Need off road cycling facilities	Conflict with pedestrians around Tahunanui reserve	Prefer to continue around BMX track (opt 4)	Support for recreational route (e.g. around campground/golf course)
NZ Police	4	✓	✓	✓	✓		✓			✓	✓					
Tahunanui School		✓	✓	✓	✓						✓					
Broadgreen Intermediate	2	✓		✓												
Opus / NZTA	2	✓		✓												
Tahunanui Kindergarten								✓	✓							
Nelson Tasman Kindergarten Association								✓	✓							
Nelsust	3 routes required											✓			✓	✓
Bicycle Nelson Bays																
AA	4				✓	✓										
Tahuna Business / Nelson Motel Associations	2 + recreational							✓								
Tahuna Holiday Park	6 (modified)															✓
Tahunanui Community Centre			✓					✓								
Great Taste Trail	6 (modified)												✓			✓
SBL Group						✓										
Open day comments		✓	✓✓✓✓	✓✓	✓✓									✓		✓✓✓
Questionnaire comments (Option 4)	See results		✓✓✓✓✓													✓✓✓
Questionnaire comments (Option 2)	See results				✓✓✓✓✓ ✓✓		✓✓									
Questionnaire comments (General)	See results											✓✓				✓✓✓✓✓ ✓✓✓✓
Other public comments	2, 2, 4		✓✓	✓✓										✓		

10 Appendix E: Summary of feedback from Open Day

Tahuna Cycling Connections Project

Open Day – Sunday 1st March 10 – 2pm

Nellie Nightingale Library Meeting Room

Present: Kayleen Goldthorpe, Sue McAuley (Nelson City Council), Joanne Chang, Sam Allen, Lea O’Sullivan (Opus International Consultants)

10 visitors left their names on the attendance register. Those who left their email address were added to the ‘interested parties’ list to be kept up to date with the progress of this project.

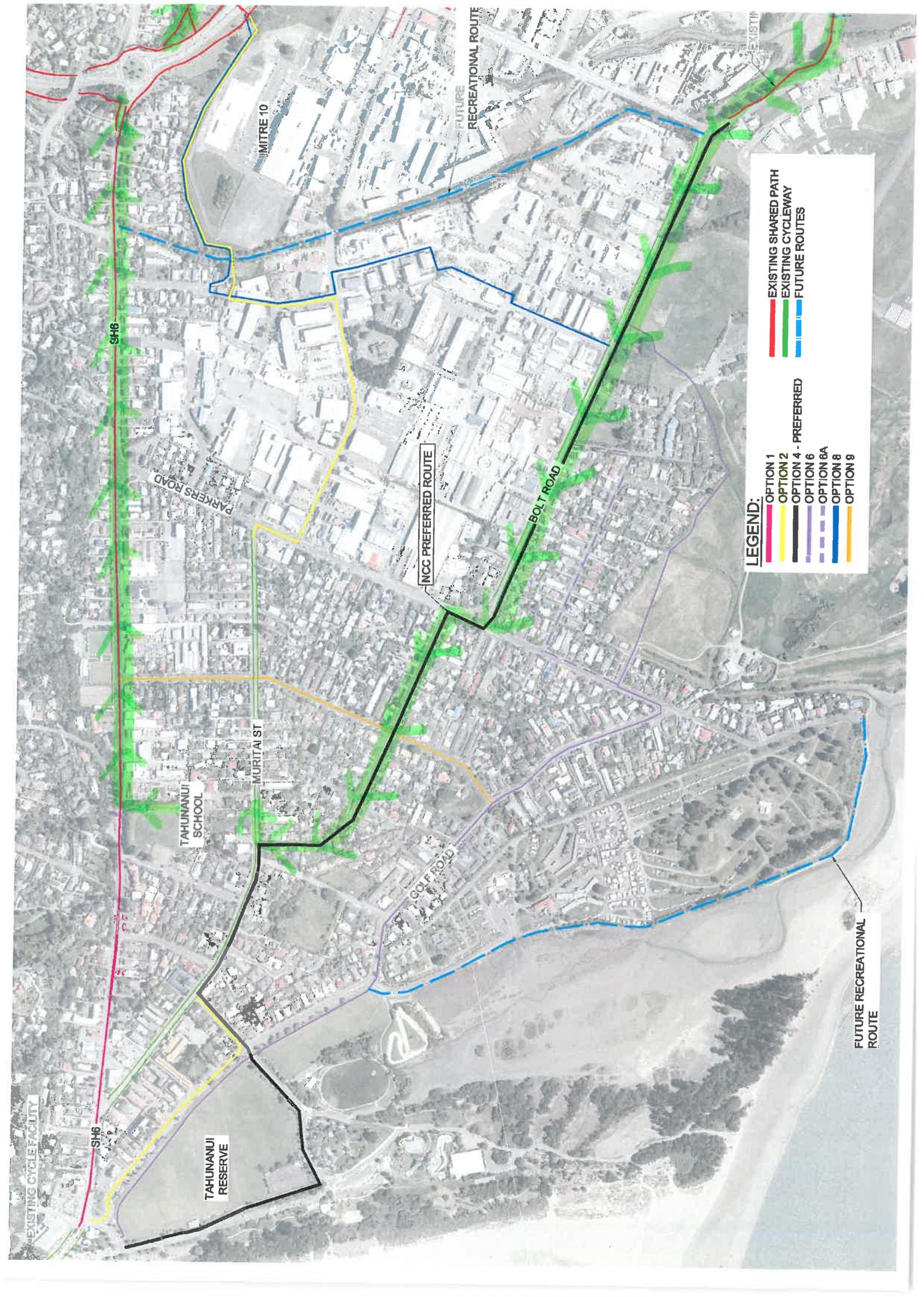
A large map (A2) was placed on the wall, and the visitors were asked to provide feedback on the routes and comment on any issues that they identified, and ways to improve on the routes.

The following feedback was received:

Option 1 (SH6)
Improve on-road cycling facilities along SH6
The area around the petrol station is a real pinch point where cyclists are vulnerable. Chose to get off bike and walk this section.
Option 2 (Muritai St / Pascoe St)
Improve safety of Pascoe St
Kids are already using Pascoe St, but it doesn’t feel safe
Option 4 (Council preferred route)
Residents concerned about increased use of Beavans Way (lighting, privacy issues)
Keep Beavans Way as it is (serves its purpose as local / school route), re-route Opt 4
Waste of money to widen Beavans Way – commuters wouldn’t use it as it’s not direct enough, and recreational users want a more scenic / off road route (e.g. around campground)
Would be dangerous to add fast cyclists along Beavans Way – dangerous.
Would prefer to cycle around modellers pond / BMX track rather than travel down Waikare St
Parkers Rd / Bolt Rd roundabout – there is no room for cyclists with existing road markings
Tahunanui Reserve is too busy to add more cyclists to the mix (especially in summer with many pedestrians, little children, sports crowds).
Option 6/6A
Better option to avoid Tahunanui Reserve shared path (don’t want fast moving cyclists there)
Future recreational routes
Make a recreational link the priority (around campground, Parkers Rd, Bolt Rd)
Already use campground as a recreational route
Other
Extend shared path between Blackwood St and Annesbrook roundabout
Width of some shared paths are too narrow due to fences / other restrictions on each side
Existing crossing point near Mitre 10 feels unsafe – there is a lot of fast moving traffic here
‘Humpback’ bridge near airport not easy to use. Steep and not much manoeuvre space at either end.
The right turn from SH6 into Muritai St (southbound) is dangerous

11 Appendix F: Nelsust 'Three Route Solution'

12 Appendix G: School Community Officer / RIDE ON cycle training team – ‘practice journey’ for Year 6 Tahunanui School students



EXISTING CYCLE FACILITY

SH16

TAHUNANUI RESERVE

TAHUNANUI SCHOOL

MURITAI ST

PARKERS ROAD

NCC PREFERRED ROUTE

BOLT ROAD

MITRE 10

FUTURE RECREATIONAL ROUTE

LEGEND:

- EXISTING SHARED PATH
- EXISTING CYCLEWAY
- FUTURE ROUTES
- OPTION 1
- OPTION 2
- OPTION 4 - PREFERRED
- OPTION 6
- OPTION 6A
- OPTION 8
- OPTION 9

FUTURE RECREATIONAL ROUTE

EXISTIP

**13 Appendix H: Notes from Stakeholder Meeting 19
January 2015**

Meeting Notes Tahunanui Cycle Routes
Held in Tahunanui Library Meeting Room
On Monday 19 January 2015 (11am)

Present:

Peter Olorenshaw	Nelsust
Lee Collett	BOT Tahunanui School and resident
Stuart Hughes	Project Manager Great Taste Trial
Jane Tambisare	Tahunanui School and Resident
Sue McAuley	NCC
Marg Parfitt	NCC
Kayleen Goldthorpe	NCC
John Gilbertson	Motel Association and Business Association
Chris Allison	BNB/Get Moving
Marcel Fekkes	Tahunanui Beach Holiday Park
Joy	
John-paul	BNB

Kayleen summarized process to date

Including Opus meeting at Tahunanui School

Opus Report

Preferred option

Public consultation

- Currently gathering feedback on this line option
- Budget \$600k 2016-17 to build. (There is a time limit on these R funds)
- NZTA funded project so must meet their desired outcomes. Business cases etc, re new users and commuter traffic.

Today's meeting to assist us prior to next public meeting.

John Gilbertson pointed out difficult to cater for all needs with one option.

Business Association and Tahunanui Camp working with Council on a project for recreational cyclists.

Will cater for pipeline pathway from Bells Island to irrigate playing fields.

Holiday Park has started work with protection wall.

Concern is that preferred option will take funding away from recreational path.

Kayleen advised Parks and Rec may have plans for the recreational pathway around campground.

Need to check with Andrew Petheram regarding inclusion in draft annual plan.

Business Association and school also concerned preferred option doesn't cater for journey to Broadgreen Intermediate.

Peter Olorenshaw points out study area doesn't connect to Stoke/Nayland Primary School. Discussion about the extent of the study area; area is connecting to the schools, but the new works are connecting to existing paths at the Airport and or Railway Reserve at Annesbrook that then connect to the schools.

John Gilbertson commented on HPMP routes impact on cycle use on those routes

- Bolt Road
- Parkers Road (Check where HPMV routes are)

Joy – Bevans way is concerning, conflicts with walkers, scooters and cyclists, too narrow.

Mentioned potential route through golf course land as an alternative to shared path at northern end of Bolt Road.

Beach Road north - Parks oppose encroaching on green space concern about people crossing a cycle pass from carparks.

John Gilbertson - opposes removal of parking from Beach Road

Agreement existing recreational path through Tahunanui reserve is adequate. Most people agreed at the recreational route should extend down below modellors pond to the BMX track rather than cut across earlier at the tennis courts.

Chris Allison brought discussion back to what are our objectives and priorities give limited resource?

Given our funding parameters - (NZTA growth in commuting cyclists)

Confident commuters and "interested by concerned" need logical directness. (Kids especially will take most direct route).

John Gilbertson suggests use of northern end of Pascoe Street verge (eastern side) 7m verge with 11 vehicle entrances. – Happy to assist with approach to business. Up to creek, then go on esplanade reserve and round back of Mitre 10. This becomes a central route through the study area.

Requests counts - Tahunanui residents that cycle/walk to Broadgreen/Nayland College.

The route route from the end of Golf Rd through golf course/airport land had wide support (would be used by both recreational and commuting cyclists).

The off road route on the airport side of Bolt Road to the existing shared path just past the Quarantine Rd/Bolt Rd roundabout has wide support for recreational and school cyclists. Could be the connection to the route around/through the Golf Course from the existing path at the roundabout.

Parkers Road/Muratai Street/Pascoe Street intersection needs thought.

Great Taste Trial requires to be OFF ROAD

Airport roundabout difficult at present.

Road crossing very difficult at Quarantine Road intersection.

1. Parks

- Around Motorcamp etc

2. Transport

- Could cover route from Parkers Cove to Bolt Road
- Improvements at Airport roundabout

Explore Jenkins Creek Culvert as a pedestrian underpass?

Look at connections from Marie across to Douglas Road.

Pinch Points

- Annesbrook Drive
- Muratai Street

Milton Keys, city built from new in England, has underpasses at all busy road crossings.

Parkers/Muritai - Levels of protection for crossings – refuge on Parkers and Muratai with shared path around corner.

Summary Points:

Bevans way

- Leave as is

Muratai Street

- On road cycle lanes
- Not ideal (Chris BNB) because interested but concerned won't ride on the road. Understands financial constraints but would like it to be off road long term.

Rawhiti Street

- Making one way.
- Reduced lane width and put shared path b/w cars parked and school boundary.

Green Street feels ok – no action.

Golf Road – no action.

Parkers Road – Just improve crossing of Pascoe/Muritai

Chris Allison suggested investigation into use of other funding (Urban Cycle Funding)

Kayleen Goldthorpe

From: Peter Olorenshaw [petero@inspire.net.nz]
Sent: Monday, 2 February 2015 8:29 a.m.
To: Kayleen Goldthorpe
Subject: Re: Meeting Notes Tahunanui Cycle Routes 19Jan 2015 (A1306361)
Categories: Blue Category

Kayleen I've only just had a chance to go through these meeting notes and would like to make the following corrections:

1. You agreed to extend the study area to include the schools (not just that the study area doesn't include them)
2. Tahuna reserve - most people thought the recreational route should extend down below modelers pond to BMX track rather than cut across earlier at the tennis courts.
3. The route from the end of Golf Rd through golf course/airport land had wide support (would be used by both recreational and commuting cyclists) AND a route on the airport side of the remainder of Bolt road to the existing shared path just past the Quarantine Rd/Bolt Rd roundabout. Whether this bolt Rd off-road, 2 way cycleway continued past this proposed route through airport land depends on what is done with the central commuting route. These things are not made clear in the notes.
4. The Pascoe St, 2 way cycleway idea (from Parkers Rd to Merton Way) of John Gilbertson was to be part of the central route

Cheers

Peter

On 28/01/2015, at 12:43 PM, Kayleen Goldthorpe wrote:

Please find attached a copy of the notes from the meeting about Tahunanui Cycle Study for your records. Thank you for attending this meeting, it provided very constructive discussion.

Please note these are only Meeting notes, and are not a formal set of Minutes, so no reply is required. However if you do see an error or omission you feel should be corrected please feel free to advise. If you have thought more on the Tahunanui Cycle Study and have more comments to make or questions please advise or come to the open day at Nellie Nightengale Library on Sunday 1 March.

Kayleen Goldthorpe
Engineering Officer
Nelson City Council/*te kaunihera o whakatū*
03 546 0307
www.nelson.govt.nz

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<Meeting Notes Tahunanui Cycle Routes 19Jan 2015 (A1306361).pdf>

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