

**NZ TRANSPORT AGENCY**  
**NELSON SOUTHERN LINK INVESTIGATION**

**SUBMISSION FROM**

**TAHUNANUI BUSINESS ASSOCIATION INCORPORATED**

The Tahunanui Business Association Incorporated (TBA) is the organisation which represents the business interests of the Tahunanui Community.

The Tahunanui Business Association has completed the Feedback Form at the Tahunanui public information session but would like to comment further on the Nelson Southern Link Investigation.

**TBA has a direct interest in activities affecting our members. TBA is particularly mindful of the presence of the State Highway 6 arterial road through the Tahunanui Community. While we recognise the important transport function this State Highway plays, our members are also directly affected by the severance of Nelson's iconic seaside destination. We believe the road function should not be at the expense of the amenity and community function of Tahunanui Village.**

The concerns raised in our submissions to the Draft Regional Land Transport Strategy 2008, the Nelson to Brightwater Corridor Study 2007, the Nelson Arterial Traffic Study 2010, the NCC Rocks Road Walking and Cycling Development 2014, and the NCC Draft Regional Land Transport Plan for Nelson 2014, still apply.

**The Tahunanui Structure Plan 2004, adopted by Nelson City Council, was developed on the premise that the State Highway would be moved from its existing location to a new Southern Arterial Route.**

**We therefore strongly support the development of a new purpose-built route and the relocation of the State Highway to that new route.**

**This would allow the Tahunanui Structure Plan to be implemented as planned.**

The relocation of the State Highway to a purpose-built route would reduce the number of heavy traffic vehicles currently using Tahunanui and Annesbrook Drives and putting pressure on the inadequate infrastructure.

There is already congestion along Rocks Road and Tahunanui Drive at various periods of the day, creating expensive time delays, making it difficult for people to access facilities along the route, and go about their day to day business and activities. It is also putting pressure on side residential roads as vehicles endeavour to by-pass the worst of the congestion.

Many of our members have difficulty getting in and out of their properties as do their clients. Particularly affected are those providing visitor accommodation and services. Many customers do not become return customers because of these access issues.

**Options A and B** include the statements that - *“...network optimisation and travel demand management activities that complement widening the arterial roads.”* *“This approach is likely to affect the local environment ...along, in and around the two arterials. We would also need to consider where the road would be widened and what implications this may have for access onto the existing arterials.”*

TBA is concerned about the severe effects that Options A and B could have on the Tahunanui community. Clearways and multi lanes of heavy traffic along Tahunanui Drive would create increased separation between the east and west sides of Tahunanui with road closures and restricted access/exit points making it very difficult for the community to access businesses, school, public amenities, health services and recreational facilities.

**TBA believes that these options would have an extremely negative impact on Nelson's premier tourist and recreational areas of Tahunanui Beach and the Waterfront. There would be serious safety issues for our community with either of these options.**

The Tahunanui Structure Plan proposed the development of a people friendly village environment at Tahunanui - *“....to promote a village heart for Tahunanui that is compact, walkable, diverse, accessible”* and *“...to improve access to and enhance ...the area through a network of well connected links and spaces”*.

## **Walking and Cycling -**

The Tahunanui Business Association supports the concept of an integrated cycle way network. We believe this network should be carefully developed so that the needs of recreational and commuter cyclists are recognised and every effort made to ensure these needs are met.

However, we do not consider that it is **safe** for either pedestrians or cyclists to use the Wakefield Quay/Rocks Road/Tahunanui Drive/Annesbrook Drive route whilst heavy traffic continues to utilise these roads as access to the port and further afield.

The NZTA proposals Options A and B continue to try and squeeze traffic of all forms, be it cyclists, pedestrians, freight, and domestic motorists, on to a road which has already been proven to be incapable of carrying this traffic mix **safely** within the current boundaries.

While Rocks Road continues to carry more than 21 thousand vehicles (approximately) per day and with a projected doubling of log truck numbers, combined with increased weights and lengths of trucks, we do not consider either Option A or B to be a safe or practical proposal.

We consider that proposals to form a shared pathway on the seaward side of Rocks Road will lead to major issues for pedestrians and cyclists in Tahunanui. There are already insufficient opportunities for cyclists and pedestrians to cross Tahunanui Drive within the Tahunanui business area. Furthermore there is no space for cycleways on the carriageway of Tahunanui Drive.

In our opinion any increase in visitors to the Tahunanui business district through increased cycle and pedestrian traffic will exacerbate the existing issues. No solution to these problems has been proposed. It is fact that Rocks Road was not constructed to a standard that can continue to carry the increasing volume of heavy trucks, let alone increased cycle and pedestrian numbers.

**In essence although we support a well planned cycle network TBA does not support spending millions of dollars on a shared walk/cycle project until a new Southern Arterial is built.**

**Nelson needs a purpose built link to the port before a walk/cycle way is progressed.**

**The Tahunanui Business Association strongly supports Option C - the development of a new purpose-built route and the relocation of the State Highway to that new route.**

The development of a new arterial road will provide a more balanced option for Nelson as a whole. There is the opportunity to mitigate against the effects of this road on a new carefully designed road. It is not possible to mitigate against the effects of increased traffic on the existing Tahunanui/Annesbrook route.

**The Southern Arterial link as proposed in Option C, for the last 50 years, has been one of the key parts of planning Nelson's development and more specifically Nelson's roading network. It is the missing link!**

The Tahunanui Business Association Incorporated

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