

**Date:** Tuesday 21 April 2026  
**Time:** 9.30am  
**Meeting Room:** Heaphy & Wangapeka Rooms  
**Venue:** 189 Queen Street, Richmond

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## Joint Shareholders Committee

### Komiti Joint Shareholders

## MINUTES ATTACHMENTS

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<b>ITEM</b>	<b>PAGE</b>
RJSC26-04-1 Larry Blair -Idea for installation of an additional Nelson Airport southern pedestrian/cycling bridge & airport bus stop	
Attachment 1 Airport bridge proposal presentation .....	2
Attachment 2 Southern Airport active transport bridge proposal - additional documentation .....	19

PUBLIC FORUM: Council provides the opportunity for public forum input at its ordinary meetings. The views and opinions expressed in public forum do not necessarily reflect the position of the Tasman District Council, Council officers or elected members

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# Neslon Airport Southern Active Transport bridge proposal

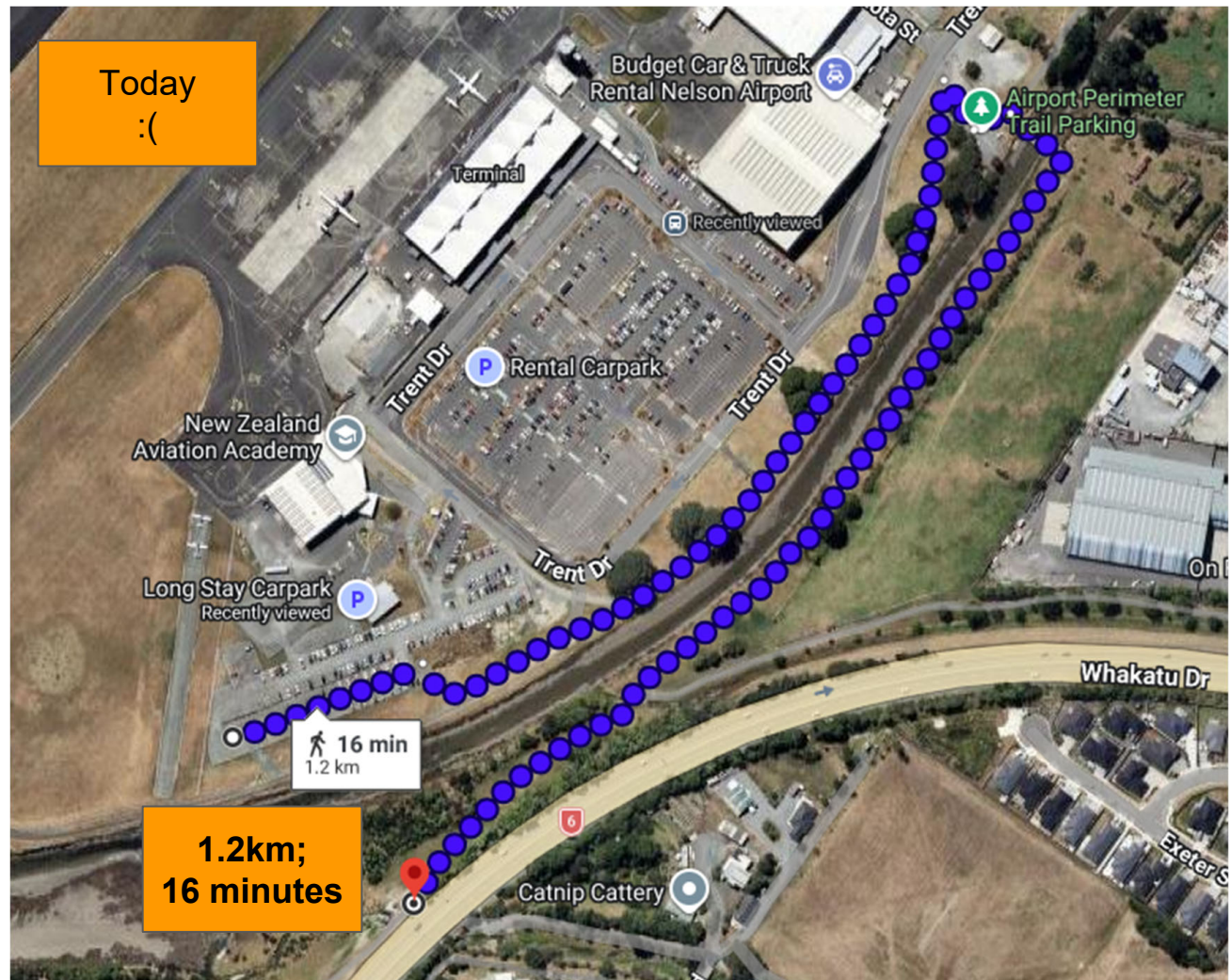
**New bridge**

**Additional 4S bus stop**

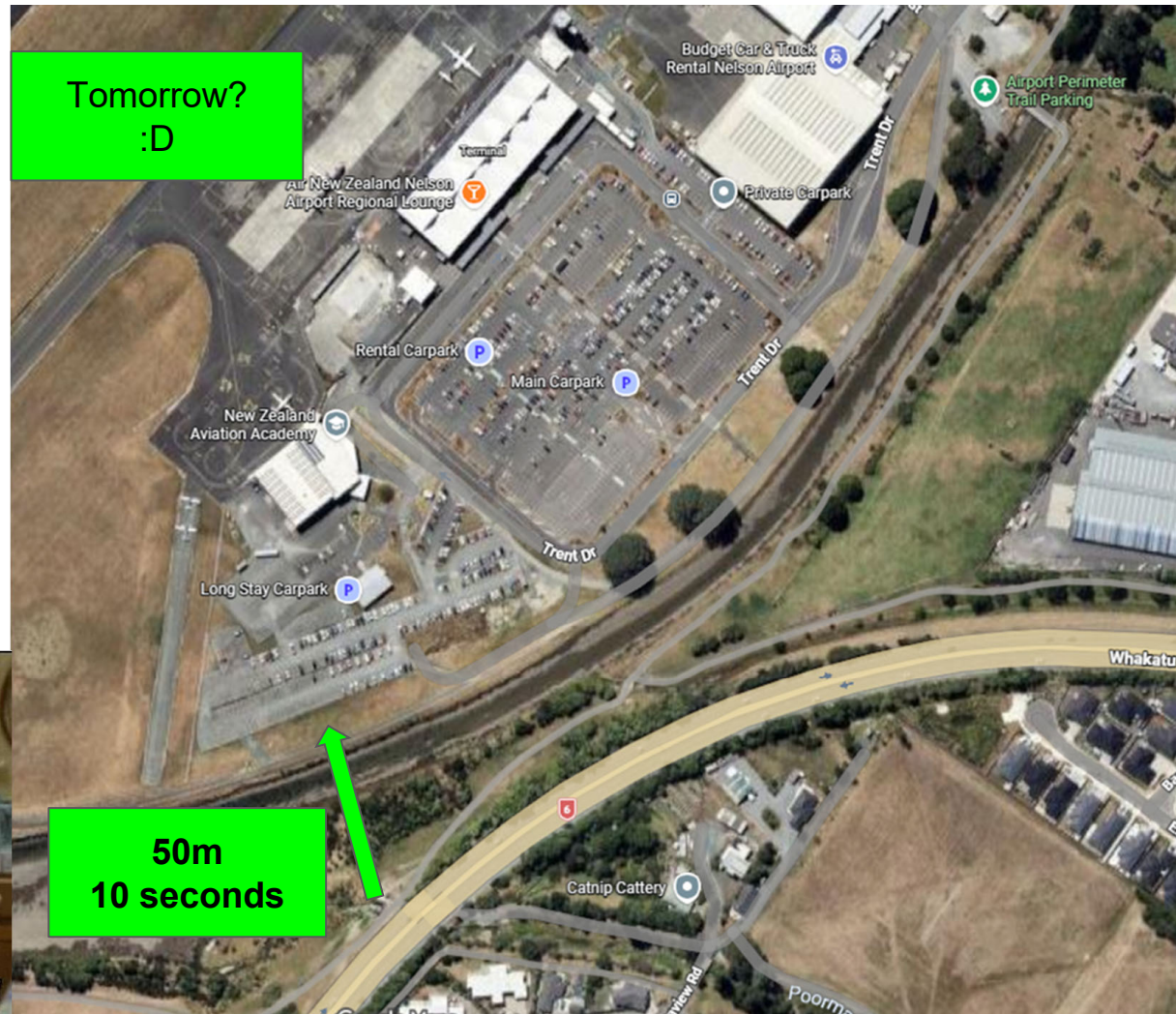
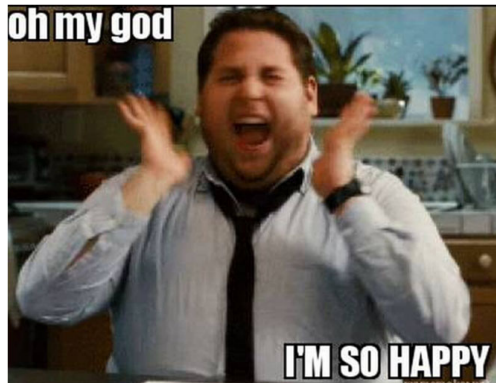
Southern access to the airport is a clear amenity improvement



Southern access is a clear amenity improvement

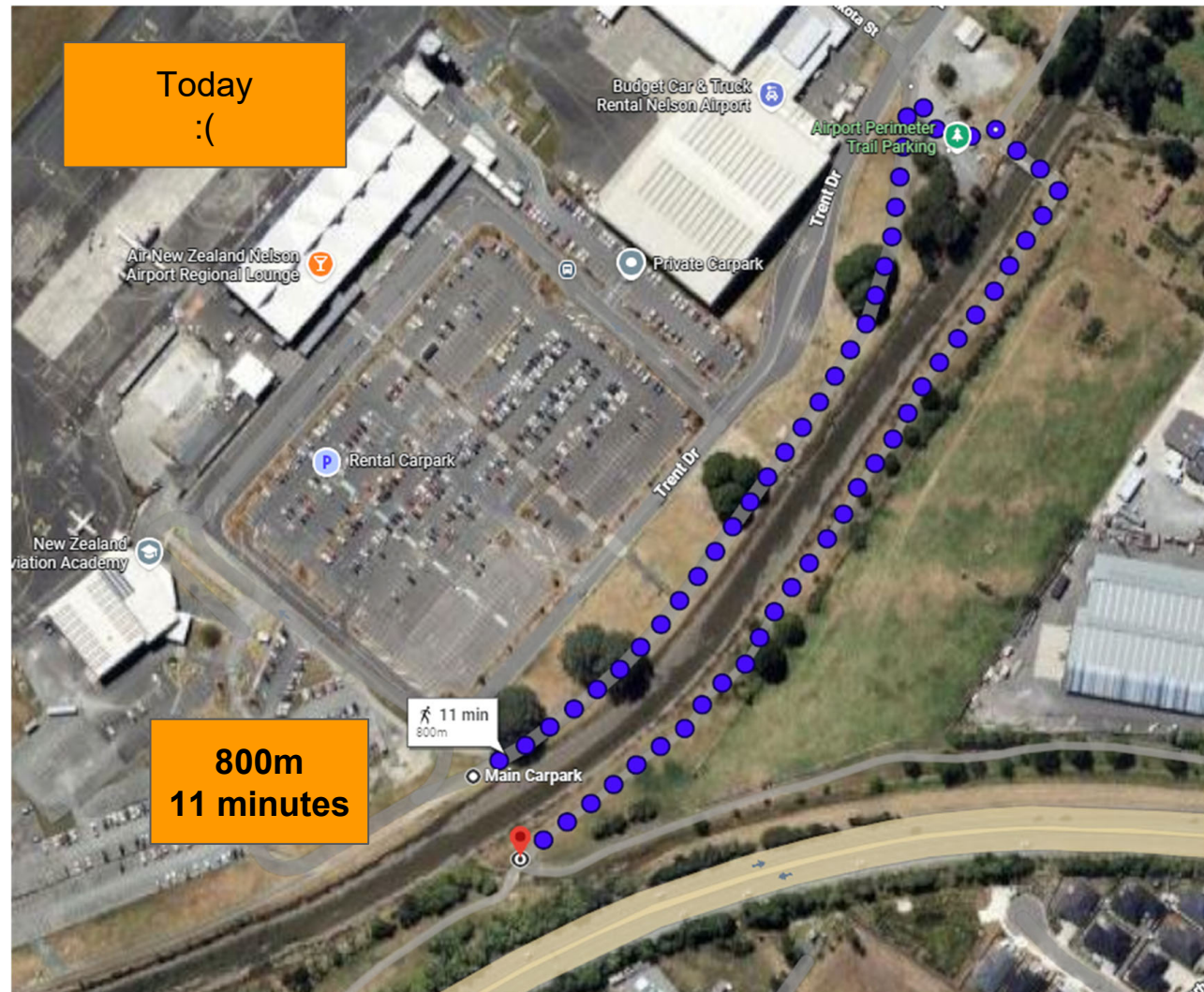


Remove  
**1.2km** of  
backtracking



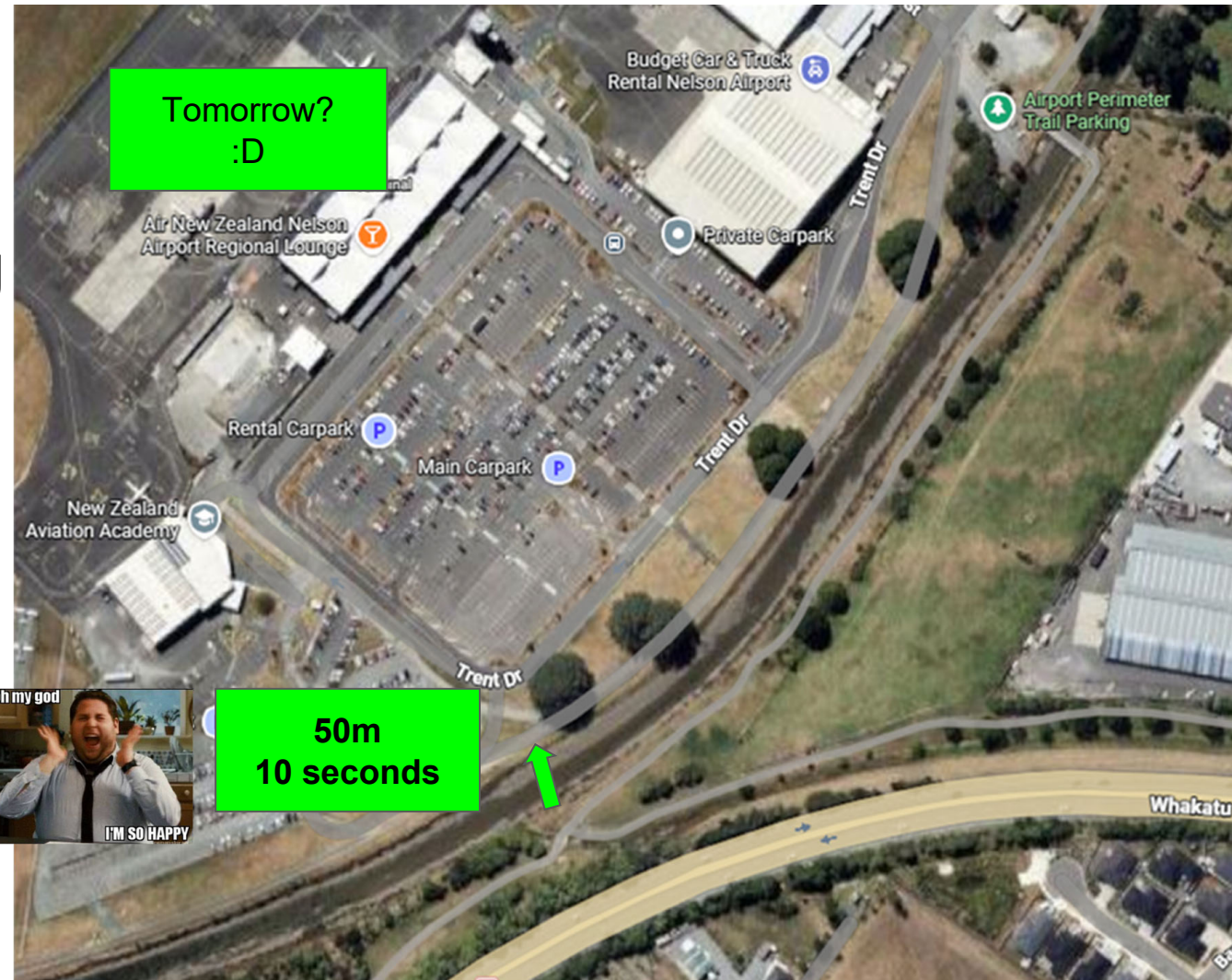
# Option 2

- ✓ NAL sole landholder
- ✓ higher land
- ✓ other bike-track connection
- ✓ Shorter distance
- ✓ Less wetland
- ✓ Probably cheaper



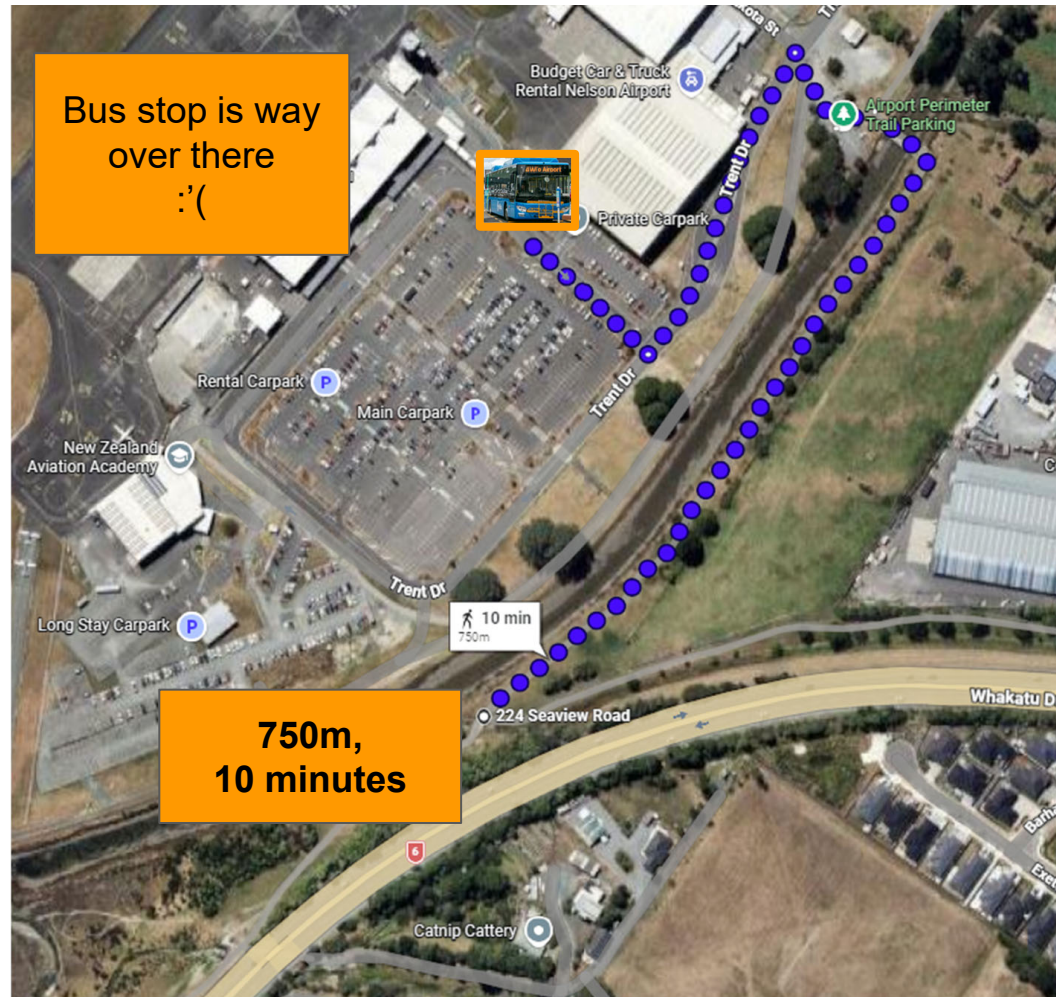
# Remove 800m of backtracking

- ✓ NAL sole landholder
- ✓ higher land
- ✓ other bike-track connection
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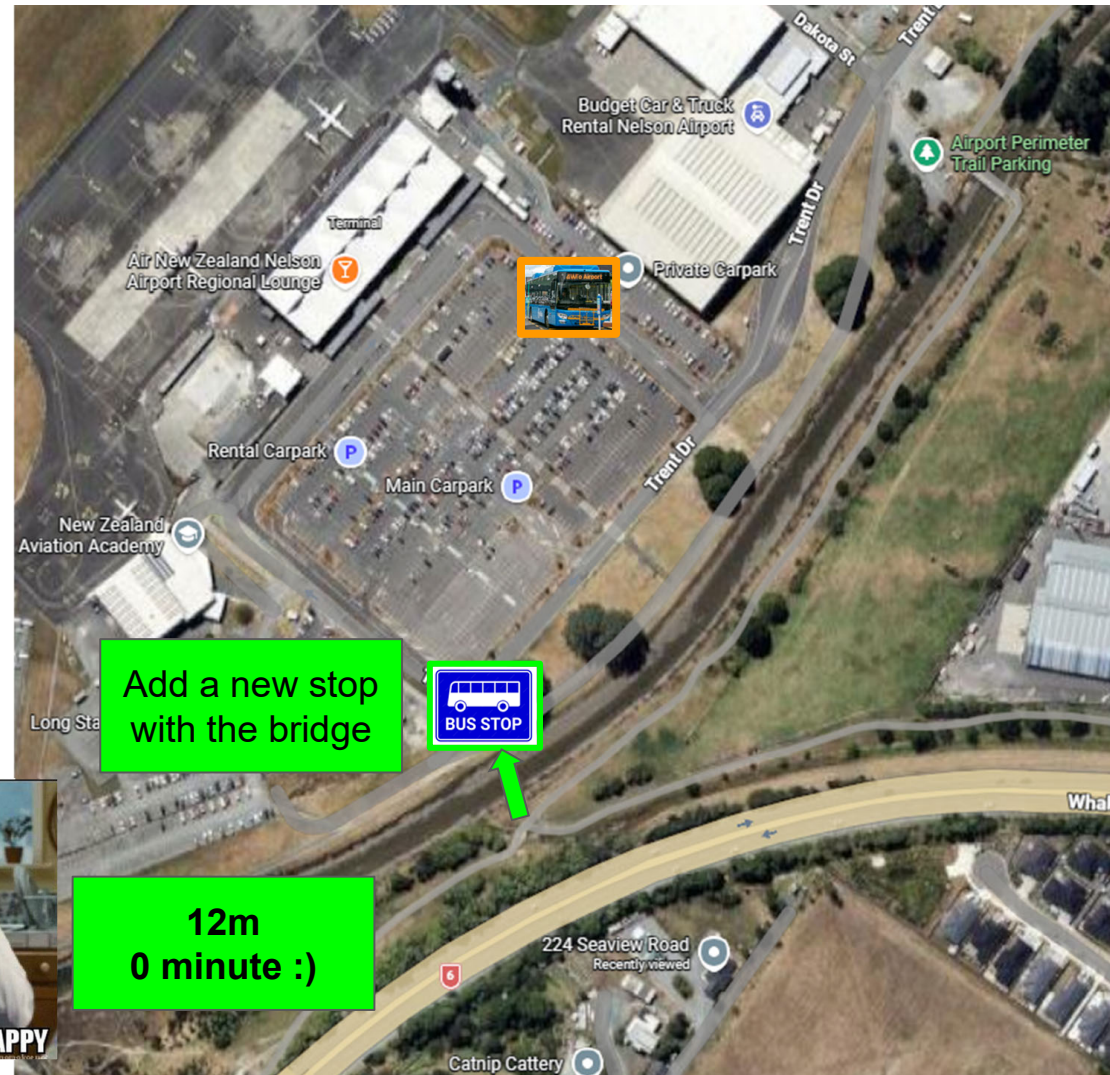




Make  
number 4  
bus a  
'beyond  
airport' bus



Make  
number 4  
bus a  
'beyond  
airport' bus



Currently,  
disembarking 4  
and heading to  
Stoke gets you  
to....  
**nowhere.**



A new stop and bridge would **connect you to Nayland Road and Number 2 bus in 15 minutes.**



Richmond airport travellers can now walk to airport in **17 minutes from Nayland road without needing a tahuna overshoot and bus transfer**



WHAT BOON  
FOR THE  
SOUTHERN  
DEVELOPMENT  
AREA AND  
MONACO  
BUSINESS



Make it sensibly?



fine, sensible  
bridges

Or make it cool?



Pricey and tedious timelines though.

## What next?

- I and everyone I have spoken to about this would **love it.**
- Can you run with it?

I went on more in a standalone proposal.  
Read that if you're interested.



# Check it out on a map





*Connecting Nelson Airport and 4 Bus to the South*

## Southern airport active transport bridge proposal

Proposal v0-1. Larry Blair, 8.4.2026

### Executive summary

This document outlines the case for a pedestrian & cycle bridge over Jenkins Stream at the southern end of the Airport Precinct. Included is a new bus stop at the southern end of the airport loop (primarily for disembarkation) to fully realise benefits. An additional southern bridge will reduce the 'walk time' of the Stoke and Monaco community to the popular Airport perimeter walkway southern section by **16 minutes (1.2km)**, and reduce the distance of access to the Airport bus by **10 minutes (700m)**. This additional bridge and bus-stop would:

- Improve accessibility to the airport and it's associated industry and business.
- Grow local use of perimeter walkway
- Extend Number 4 bus's '15 minute walk' value into Stoke, to Nayland road, and more realistically enable Number 2 bus to provide 'airport walking access' from Nayland road.
- Perform a service to the community growing the airport's amenity and social licence
- Grow the use of airport cafes for local economic activity
- Enable more usage of Monaco hospitality and accommodation relating to airport and aviation business

Two scenarios are presented for consideration. While Scenario 1 would maximise time-savings, it seems likely Scenario 2 is more pragmatically viable.

## Goal

Engage stakeholders to test appetite and hand-off or tighten proposal.

## Maps

[Explore an annotated online Outdoor Access Commission map here.](#)



**Proposed bridge and bus stop.** **Current 15 minute walk.** **Proposed 15 minute walk.**

View this map on a phone using the QR code here.

<https://maps.herengaanuku.govt.nz/Viewer/?map=aa6467f5267a44989b34e23102019bdd&mk=5204>



**Scenario 1:** bridge to the airport perimeter walkway from poorman valley stream underpass

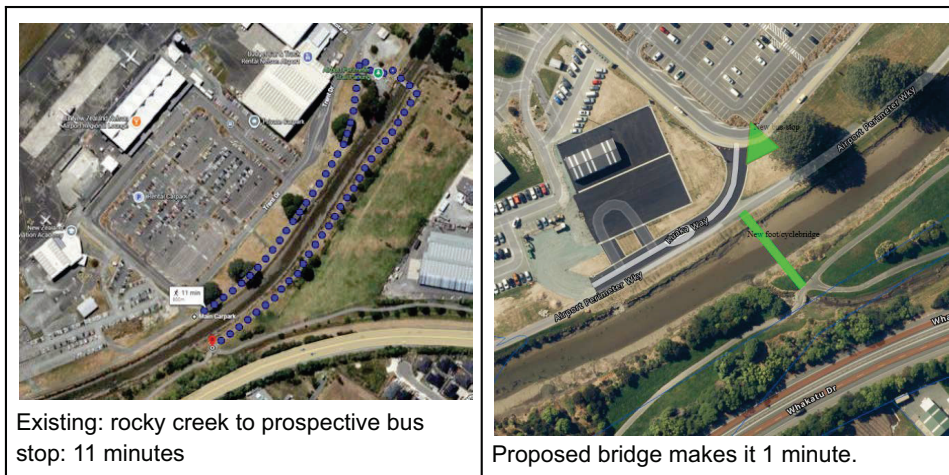


Poorman steam underpass to perimeter:  
16 minutes

Proposed Bridge makes it one minute.

*Note: Scenario 1 includes multiple landholders and a wetland.*

**Scenario 2 (preferred):** bridge to corner of airport access from bike trail junction upstream of Rocky creek



Existing: rocky creek to prospective bus stop: 11 minutes

Proposed bridge makes it 1 minute.

*Note: Scenario 2 has only one landholder, Nelson Airport.*

**Proposal**

An additional active transport pedestrian /cycle bridge is installed north of rocky stream at the southern end of the airport carpark. A simple bus stop for the Number 4 bus is added to the corner of the airport loop.

## Bus stop addition (disembark only primarily)

To realise fuller benefits of the new bridge location regarding connecting Number 4 bus to Stoke and Monaco, a new bus stop could be added at the corner of the airport carpark at little cost. This could be a simple pole/paint and effectively a drop-off stop only. It seems more likely riders would disembark at the closest point to accessing Stoke and Monaco if that is their destination, however since the airport is the end of the line, there's little point in alighting onto a bus at this location vs. wandering over to the existing bus stop to the start of the line, since there's a lag between ending the route and starting it again.

## Sample use stories

### School students

With a new bridge and bus stop, the Number 4 bus (and the Airport) is now a 15 minute walk from Nayland road. Students of Nayland College and intermediate can now more reasonably opt to take the Number 4 instead of the Number 2, opening up many more bus-stop connections. Likewise for parents/families of Birchwood primary and the kindergartens.

### Accommodation and hospitality amenities

A carless traveller is better able to accommodate at Monaco hospitality businesses, the Grand Arden or eat at the Brick or Honest Lawyer, with 15 minutes taken off the airport stroll. Likewise airport staff and aeronautical employees have the beauty of Monaco made more available for a lunch break; a boon for the staff of the southern development area.

### Richmond airport traveller via bus

Currently Richmond visitors to the airport using the bus need to take Number 2 to Tahuna, then change bus to Number 4 to the airport. Rather than changing bus, which people hate, they currently have the option of alighting on Nayland road for a 23 minute walk. The proposed bridge would cut this walking option down to ~17 minutes - 6/7 minutes less and crucially for traveller decision making, under 20 minutes.

### Cyclist

Great Taste and Tour Aotearoa riders who over-shoot the northern bridge will not have to back track so far.

Cycling access to the airport and bus is greatly improved.

### Cafe walkers

Local walkers visiting the airport perimeter from the south can now save 30 minutes of carpark walk back and forth. They may opt to spend this time at the airport cafes.

## Secondary benefits

### Increase social licence

Nelson airport has recently worked through a long process of obtaining permission for an eventual airport extension at the northern end. The airport perimeter walkway's value is already seen in its positive impressions for social licence for the airport to operate, with photo competitions and other activities throughout the year. Improving the access to the airport and its bus for neighbouring suburbs of Stoke and Monaco, will further grow the perception of the airport as a positive for its southern neighbours.

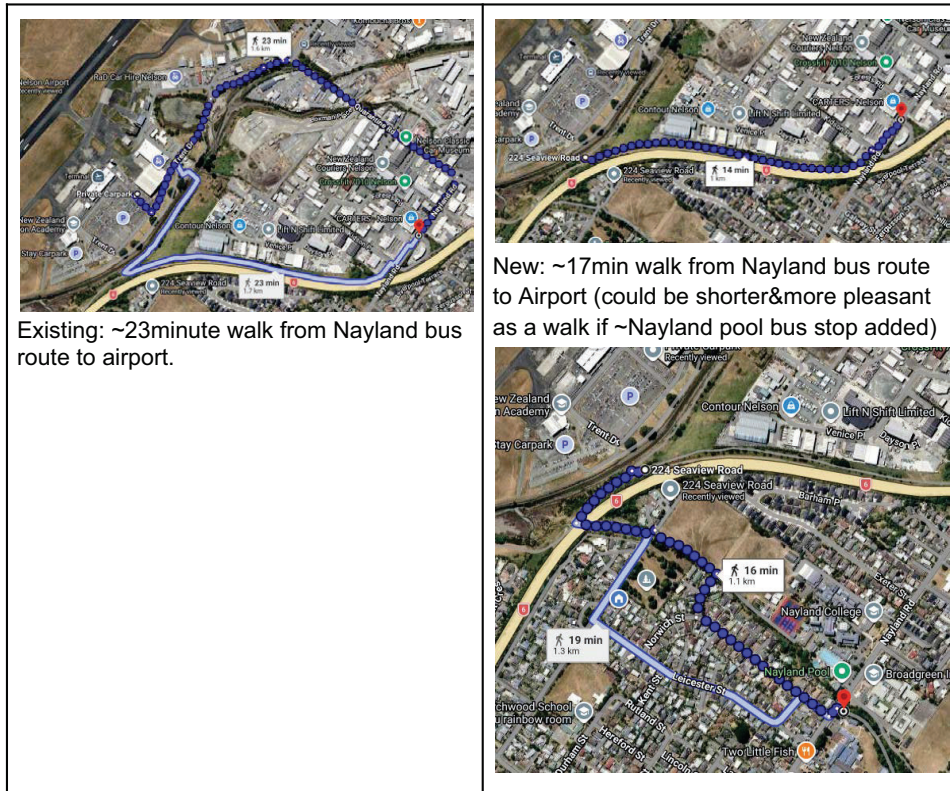
### Increase security and safety

The current pathway via the Great Taste Trail is poorly lit and isolated, with potential locations for ambush. By improving the accessibility to the airport perimeter walkway, the relative safety of the sightlines of the airport lighting and carparking security increases safety for pedestrians by reducing the spans of trail without lighting. This may lead to more active walkers using the pathway and enjoying the benefits of exercise and wellbeing centered around the airport.

### Increase Number 4 Airport bus route usage, and airport-proximity for Number 2

The Airport bus (Airport > Nelson > The Brook Sanctuary) is a useful tourist and city drawcard, however it consistently performs in patronage lower than the Number 1 and 2 buses. For Stoke and Monaco residents west of Nayland road or wishing to head to the Brook, and the many students of Nayland College, reducing the walk time to the Number 4 bus to 15 minutes from the front-school gate makes it a viable transport alternative alongside the Number 2 on Nayland road.

The bridge would also cut 6-7minutes off walking to the Airport from Nayland Road, meaning those on the Number 2 bus route can more realistically walk to the airport in ~17 minutes rather than overshoot and do a bus transfer (which is a large mental barrier to usage).



**Increase local amenity**

The perimeter walkway, wetlands, and south-west undeveloped peninsula are gems for Stoke, Tahunanui and Monaco residents. Increasing accessibility increases public satisfaction and pride in our airport.

**Increase desirability of Southern Development Area**

The planned growth of the Southern Development Area in the 2050 airport plan will be supported by the improved access. Employees, staff and visitors will be better served in breaks or active commuting by improved access to Monaco eateries and the amenities of Stoke by **shaving 30 minutes off their walk time (return).**

[Southern Development Area](#)



Southern development area indicative plans, NAL. Bridge would connect to yellow road.

## Costing

Costing is beyond the scope of this proposal and can be sought by those who may take this project further. It is likely a ballpark estimate is easily taken for the simple bridge concept, by taking the cost of the reasonably new Northern bridge, and adding the intervening years' construction cost inflation percentage.

## Funding

A southern bridge is likely to have high support from Stoke and Monaco residents and businesses, active transport and cycling organisations. It is likely a portion of the cost could be gained through crowdsourcing. If an iconic monumental bridge is decided upon, arts funding is possible.

These concepts can be further developed if merit is seen in the proposal and indicative costings can be gathered.

## Supporters

Tentative support is sought from the following bodies:

- eBus advocacy Nelson
- Tour Aotearoa

- Great Taste Trail
- The Honest Lawyer
- The Brick Eatery
- Grand Monaco hotel
- Nayland College
- Broadgreen Intermediate
- Nelson Residents Association
- Cycle Nelson
- New Zealand Aviation Academy
- NCC
- TDC

## Primary Stakeholders

Nelson Airport Limited (NAL)	Land: the property where proposed bridge and bus stop could be built are part of the aerodrome boundary.
Nelson City Council	Co-owner of NAL (Infrastructure Holdings Ltd)
Tasman District Council	Co-owner of NAL (Infrastructure Holdings Ltd)

## Alignment with Nelson Airport purpose

Nelson airport mission statement	Alignment
<i>Nelson Airport provides sustainable airport infrastructure that connects Nelson-Tasman to the world</i>	Aligned. Increasing the bike and foot access to the airport from neighbouring suburbs by <b>reducing walk time by 12 minutes</b> will increase the use of the Number 4 bus as a connection route for Stoke commuters to the CBD and the Brook, and Number 2 for airport access.
<i>Nelson Airport facilitates business opportunities by optimising the use of land and developing commercial facilities.</i>	Aligned. Increasing the leisure accessibility to the airport precinct will increase the patronage of airport retail spaces by locals.
<i>Nelson Airport supports excellent experiences that add to visitor satisfaction.</i>	Aligned. Improving the access to the airport perimeter walkway will increase usage, increasing the social licence and connection

	of Nelson Airport to life in Nelson.
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## Addressing potential negative impacts and concerns

Perceived risk	Mitigation / explanation
Perceived reduction in Airport security: pedestrian and light-vehicle access entering the carpark via a southern approach.	Put a camera up. The bridge creates a bottleneck and is well-lit by existing carpark lighting.  Note there is already insecure access to this area. It is likely the benefits outweigh this risk.
Increased 'throughfare' of carpark creating safety risk for walkers	This can be mitigated by prompting toward the existing walkways. If it became a problem, reasonably cheap fencing could be erected to direct pedestrians to the flagpole pedestrian airport entrance.
Increased 'free airport parking' on Seaview road, Hoult cres (Monaco) and western Stoke residential streets	This can be mitigated with parking time limit restrictions and resident permit options if problem areas develop.

## Related links

Airport Perimeter walkway

<https://www.nelsonairport.co.nz/airport-precinct/airport-perimeter-walkway/>


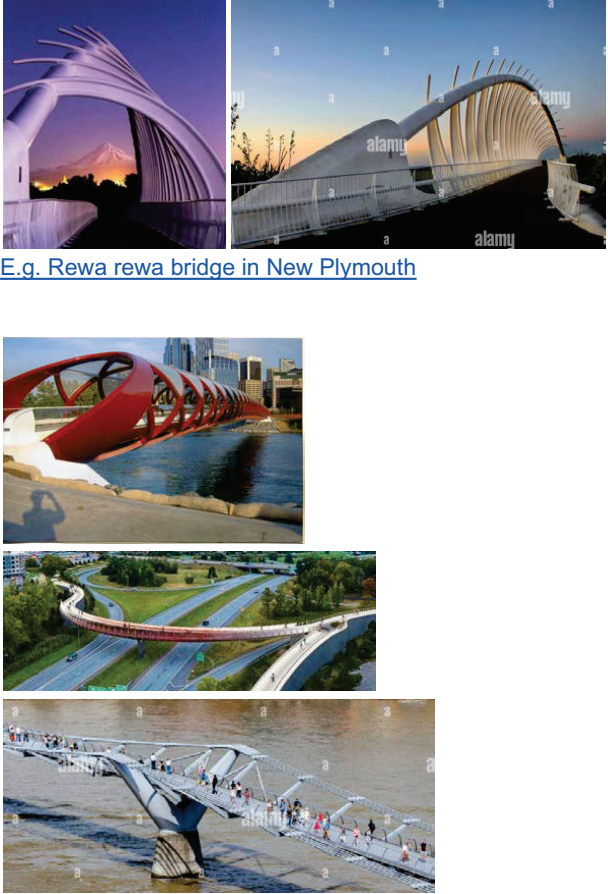
Annotated map

<https://maps.herengaanuku.govt.nz/Viewer/?map=aa6467f5267a44989b34e23102019bdd&mk=5204>

## Bridge design: potential options

Note: this proposal defers to the experts on engineering and costing matters.

<p><b>Simpler, quicker, cheaper option</b> Match/keep consistent with existing recent bridges</p>	<p>NCC and Nelson Airport have recently installed both the <a href="#">northern bridge</a> and the pedestrian bridge on <a href="#">Quarantine road</a>. It is likely that practiced suppliers and familiar works will reduce risk of budget creep.</p>
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	 <p>Northern bridge, and Quarantine Road bridges</p>
<p><b>Pie in the sky option: a monument to hubris</b> Build a cool, iconic bridge.</p>	<p>Nelson airport is the gateway to Nelson/Tasman. The new bridge connects the great taste trail, monaco and wetlands. There is potential to make the bridge an attraction or photo-stop. Motifs could include - octopus tentacle, migration (birds), bikes, wetlands/inlet.</p>  <p><a href="#">E.g. Rawa Rewa bridge in New Plymouth</a></p>

## Next steps

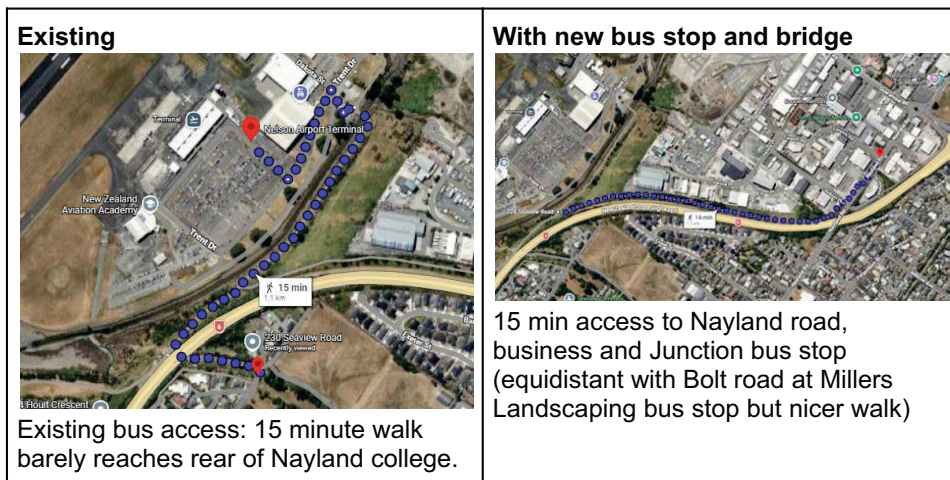
Is this a good idea?



Who else do we need on board to make a start?

## Appendix:

### Appendix 1: indicative 15 minute walking access to Number4 bus

These Google map walk-timings were used to draw the 15-minute walk circles on the [OAC map](#).



	 <p>15 min access to Nayland College, pool, Number 2 bus.</p>
	 <p>12 min to Monaco accom and eateries, Birchwood Primary</p>

## Endorsements

Keen to add your clout to this proposal? Please sign below to indicate your enthusiasm for this venture.

Name	Relation to area/airport / value to you.
