

CHRONOLOGY

2002

Commissioners Decline Designation for SL

(Commissioners appointed by Nelson City Council Recommend Transit's Designation of the route as a State Highway be withdrawn)

2004

Environment Court Rules Against SL

(In terms of efficiency, social severance, air quality etc, concluding "Fundamentally this is the wrong place for a state highway")

2008

North Nelson to Brightwater Study - reviewers find SL not best option, although public do

(Tasman District withdraws from Regional Transport Committee over Nelson's insistence that SL remain an option, Nelson goes ahead with study. Public submitters faced with forecasts of 22 minute delays in 2021 and given two options - either spoil the amenity value of Rocks Road by 3 laning it or build the Southern Link, more people chose the SL)

2011

Nelson Arterial Study finds no road capacity increase needed for 25 years

(It found that although traffic was projected to increase, it would become more two way and so travel times would not increase. It also found that if road capacity did need to be increased, the Southern Link was not the best option)

2014

ARRP Announced, Nelson SL investigation included

(3 months prior to Election, National announces ARRP. Criteria for SL to be included in the ARRP was that they will be required in the near future and that there had been little investigation into them, neither true for SL)

2015

NZTA begins 4 Stage Business Case Study into SL

2017

NZTA still to release 2nd stage of BC study

Glossary

SL - Southern Link
ARRP - Accelerated Regional Roading Project
NCC - Nelson City Council
TDC - Tasman District Council
NZTA - NZ Transport Agency (replaced Transit NZ in 2008)
BC - Business Case