

ISSUES

Transportation provisions seek three main outcomes:

1. To develop a safe and efficient transport system;
2. To minimise the effects of subdivision, use or development of land on the safety and effectiveness of the transportation system.

For these two outcomes, the following issues are identified:

- a. The objective and its policies are effective with positive outcomes for safety and efficiency (noting recent exceptions around high growth pressure points). However, many of the key themes in the policies are “old fashioned” and not promoted by modern transportation planning. For example, “efficiency” is no longer supported as an appropriate outcome in transportation engineering practice. The provisions also do not provide enough flexibility, and do not promote infrastructure for cycling and other forms of transport.
 - b. Public transport is identified, but not actively supported by the provisions. Technological changes impacting the transportation system are also not identified or supported.
 - c. The key item that requires review is the urban parking requirements. The standards and management approach is outdated, inconsistent with other Council strategies and lacking flexibility.
3. To minimise the effects of the land transport system on the environment (e.g. health, amenity, air quality, ecosystems, land productivity). There is little data available, but the following issues are identified:
 - a. Many environmental outcomes of the transportation system cannot be easily monitored or avoided (e.g. noise and air discharges).
 - b. The new Nelson Tasman Land Development Manual (NTLDM) should result in improved environmental outcomes when it is applied to new roads and infrastructure.

MANDATORY STATUTORY REQUIREMENTS

There are currently no specific or particular legislative requirements that apply here. However, the Government is currently consulting on a replacement National Policy Statement for Urban Development. It is expected that this may have implications for car parking requirements.

Integration with other legislation such as the Regional Land Transport Plan under the Land Transport Act will produce more effective outcomes; and opportunities exist to link with other Council plans and strategies for reducing carbon emissions (e.g. Climate Action Plan, Future Development Strategy, etc.).

RECOMMENDATIONS

1. Retain much of the policy framework, but with updates to reflect modern transportation planning and design.
2. Support policy enhancement for safety, walking and cycling, public transport, technology changes (including electrification), off road amenity, low emissions, and air quality.
3. Undertake a full reconsideration of parking policy and rules, with a focus on:
 - a. consistency with Richmond and Motueka Town Centre Parking Strategy, while enabling different settlements to have parking that meets their needs;
 - b. more efficient use of land;
 - c. urban design;
 - d. changing transportation trends towards active and public transport; and
 - e. NPS-UDC (proposed NPS UD) requirements.
4. Provide policies to support the Tasman Great Taste Trail and other major cycle trail linkages (e.g. Pohara to Takaka) and support the management and retain the integrity of those trails as significant regional assets. Provide further policy investigation into land use activities that can be undertaken which will support the recreational and economic maximisation of the regional cycle trails.