

Notice is given that a Submissions Hearing meeting will be held on:

Regional Public Transport Plan Hearing

Date: Friday 9 April 2021
Time: 9.30 am
Meeting Room: Nelson Council Chamber
Venue: 110 Trafalgar Street
Nelson

Regional Land Transport Plan Hearing

Date: Friday 9 April 2021
Time: 1.30 pm
Meeting Room: Tasman Council Chamber
Venue: 189 Queen Street
Richmond

Submissions Hearing AGENDA

MEMBERSHIP

Chairperson	Deputy Mayor S Bryant
Deputy Chairperson	Cr A Turley
Members	Cr C Butler Cr B Dowler E Speight
Non Voting Members	A Boswijk G Andrews J Murray

(Quorum 2 members)

Contact Telephone: 03 543 8400
Email: liz.turpie@tasman.govt.nz
Website: www.tasman.govt.nz

AGENDA

Note:

Public Transport Plan Hearings – 9.30am Nelson City Council

Land Transport Plan Hearings – 1.30pm Tasman District Council

1 OPENING, WELCOME

2 APOLOGIES AND LEAVE OF ABSENCE

Recommendation

That apologies be accepted.

3 REPORTS

3.1 Draft Regional Land Transport Plan 5

3.2 Draft Regional Public Transport Plan 105

4 HEARING OF SUBMISSIONS

Nil

5 CONFIDENTIAL SESSION

Nil

3 REPORTS

3.1 DRAFT REGIONAL LAND TRANSPORT PLAN

Information Only - No Decision Required

Report To:	Submissions Hearing
Meeting Date:	9 April 2021
Report Author:	Drew Bryant, Activity Planning Advisor - Engineering Services
Report Number:	RSH21-04-1

1 Summary

- 1.1 The purpose of this report is to provide the Regional Transport Committee with a copy and summary of the submissions received during the draft Regional Land Transport Plan consultation and requests that the Regional Transport Committee hears the submissions from those that have indicated they wish to speak.
- 1.2 The Te Taihu Regional Land Transport Plan is a statutory document that sets out how Te Taihu land transport system will develop and identifies transport investment over the next ten years.
- 1.3 The joint document has been developed over the past year in conjunction with our partners Nelson City Council, Marlborough District Council and New Zealand Transport Agency – Waka Kotahi.
- 1.4 The draft Regional Land Transport Plan was released for public consultation on 17 February 2021 and closed 17 March 2021 during which Council received 37 individual submissions containing 86 specific comments. In addition, Marlborough District Council and Nelson City Council received another 6 and 43 submissions respectively.
- 1.5 Deliberations on the submissions will occur at the next Regional Transport Committee Meeting on 20 April 2021.

2 Draft Resolution

That the Regional Transport Committee

- 1 receives the Draft Regional Land Transport Plan RSH21-04-1; and**
- 2 notes that staff will prepare and circulate advice on the issues in a deliberation report prior to the deliberations meeting on 20 April 2021**

3 Purpose of the Report

- 3.1 The purpose of this report is to provide the Regional Transport Committee (RTC) with a copy and summary of the submissions received during the draft Regional Land Transport Plan (RLTP) consultation and requests that the RTC hears the submissions from those that have indicated they wish to speak.

4 Background and Discussion

- 4.1 The RLTP sets out how Te Taihupo's land transport system will develop and identifies proposed regional transport activities for investment (local and/or central government) over the next ten years. It includes policy and activities related to road maintenance and improvements, public transport services and infrastructure, walking and cycling infrastructure, road safety education and transport planning.
- 4.2 The draft RLTP is a joint document with Nelson City Council (NCC), Tasman District Council (TDC), Marlborough District Council (MDC) and New Zealand Transport Agency – Waka Kotahi (NZTA) to enable the key transport objectives and policies to provide a joint voice when competing for central government funding. The joint draft document is titled "Connecting Te Taihupo".
- 4.3 A number of joint Te Taihupo Regional Transport Committee workshops and briefings have been held (26 May 2020, 7 September 2020, 7 December 2020 and 27 January 2021) to understand the key issues, opportunities and benefits facing the region from a transport perspective. Workshops have been a mixture of face-to-face and virtual zoom attendance.
- 4.4 The RLTP contains the region's strategic objectives focusing on land transport. The Plan also includes the Council's and NZTA's regional transport programme for ten years. The Council is required (under the Land Transport Management Act 2003) to adopt a RLTP every six years. The RLTP works programme is reviewed every three years. The Council is required to carry out the three-year mid-term review by 30 April 2018.
- 4.5 The RLTP provides the mechanism for the Council to seek investment funding from the National Land Transport Fund (NLTF) through submission of its work programme to NZTA.
- 4.6 On 16 February 2021, the RTC approved the draft RLTP document for public consultation between 17 February 2021 and 17 March 2021.
- 4.7 Nelson City Council and Marlborough District Council undertook consultation on the draft RLTP during a similar time period.
- 4.8 Over the consultation period, Council received 37 individual submissions, 5 submitters have requested to speak at the hearing.
- 4.9 From the 37 individual submissions, the submitters made 86 specific comments. These submissions are summarised in **Attachment 1**. The full submissions are included in **Attachment 4**.
- 4.10 Most of the submissions generally support the draft RLTP but make comments about change in the following areas:
- Improvements to the environment;
 - Mode choice;

- Safety;
- Significant activities;
- Electrification of the transport fleet;
- Public transport;
- Transport planning; and
- Resilience.

4.11 In addition, NCC and MDC received 43 and 6 submissions respectively on the draft RLTP. Their submissions are summarised in **Attachment 2** and **Attachment 3**. These submissions generally follow similar themes but also include the following additional themes:

- Congestion;
- Freight;
- Aggregate planning; and
- Iwi partnership.

4.12 From the submissions sent to NCC and MDC, there are 12 submissions that directly impact on transport activities in Tasman. These submissions have been highlighted on blue to easily identify them from other submissions.

5 Options

5.1 There is no decision required to hear the submissions.

6 Strategy and Risks

6.1 The RLTP aims to guide integrated land transport planning and investment within the three unitary Councils in Te Taihu (Top of the South). This not only include the transport programmes for the local road controlling authorities but also the transportation programmes from other agencies that receive funding from the National Land Transport Fund (NLTF) for transport activities.

6.2 The RLTP is the principal document to apply for funding from the NLTF. If a transport project or activity is not included in the RLTP it will not be considered for funding.

6.3 The Long Term Plan (LTP) is still under consideration by Council. There may be changes to the transport plan in response to the submissions to the long term plan. The timing of the final approval of the RLTP by Full Council occurs at the same time as approval of the LTP to ensure consistency across both documents.

7 Climate Change Impact Assessment

Climate Change Consideration	Assessment	Explanation of Assessment
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Is this activity associated with one of the goals in Council's Climate Action Plan?	Yes	Council's Climate Action Plan has several actions to increase investment in alternative transport modes to reduce carbon emissions.
Will this decision affect the ability of Tasman District to proactively respond to the impacts of climate change?	This decision will directly impact on Council's ability to meet transport carbon reduction targets.	Funding improvements to active transport infrastructure has a correlation to usage. Likewise funding improvements in public transport services has a correlation with patronage.

8 Policy / Legal Requirements / Plan

- 8.1 Council has developed the draft RLTP in accordance with the Land Transport Management Act 2003 (the Act) and consultation has been undertaken in accordance with section 18(1) of the Act. Providing submitters with the opportunity to present their feedback verbally to the hearing panel enables a deeper level of understanding of the views of those submitters.
- 8.2 Following the hearings, the RTC will consider the feedback received in submissions (both written and verbal) and recommend any changes to make to the final RLTP.

9 Consideration of Financial or Budgetary Implications

- 9.1 There are no financial or budgetary implications to hearing the submissions.

10 Significance and Engagement

- 10.1 As noted elsewhere in this report submissions have been received and the hearing is a further part of the consultation process.

11 Conclusion

- 11.1 There has been a good level of community interest and feedback on the draft RLTP and this has been summarised in Attachment 1, Attachment 2 and Attachment 3. The hearings provide a further opportunity for RTC to hear and understand the feedback from some submitters.

12 Next Steps / Timeline

- 12.1 Deliberations will take place on 20 April 2021. RTC will then recommend a final RLTP to Full Council at an RTC meeting on 1 June 2021. The final RLTP document will be considered for approval by Full Council at its 30 June 2021 meeting.

Attachments

1. ↓	TDC, draft RLTP submissions summarised	11
2. ↓	NCC, draft RLTP submissions summarised	29
3. ↓	MDC, draft RLTP submissions summarised	51
4. ↓	Full submissions to Tasman Regional Transport Committee	61

Item 3.1

Name	Category	Details
Mr Jared Bosecke	Public Transport	Considering better public transport options from the Nelson Airport to Motueka/Kaiteriteri/Marahau.
Mr Jared Bosecke	Safety - Cycling	Safer cycling options between Katiertieri and Marahau and Marahau Riuwaka.
Mark Edwards	General Support	Firstly having prepared RLTPs for another regional council can I say good effort, great document for a relatively small Unitary Council. PT Step changes I fully support these.
Mark Edwards	Public Transport	As an Upper Moutere resident the potential bus services to get to work (Nelson) or recreation (to any of the centres) I fully support. I appreciate the detailed thinking is yet to come, but how will the services operate? (via Mapua or Upper Moutere or alternate in the timetable).
Mark Edwards	Safety	Introduction Road Safety - Fig 5 and 6 needs to be better quality and explained in the text, they are just dumped in the draft as though they are self explanatory.
Mark Edwards	Environmental	Traffic and Air travel projections don't appear to have been contextualised in relation to Covid, nor is working from home and the changes in this really mentioned in relation to travel, though it is touched on in the future scenario - active modes (page 28/29).
Mark Edwards	Resilience	Objectives and Policies Objective 5 Resilience - seemed to be focused on recovery (and the related emergency planning) rather than creating a robust and resilient system that didn't need to recover or be reliant on an emergency plan. This lack of foresight seems at odds with the term resilient.
Mark Edwards	Environmental	Objective 6 - Environmental outcomes - P1 assumes travel is a necessity, why not encourage and promote working from home for the regions major employers? P3 isn't quite the same as this, and currently the urban sprawl that is outer Richmond in itself seems at odds with P3.
Mark Edwards	KPI's	ILM I think the benefits are generally poorly written (eg KPI 5 is a trend / target not a KPI). KPI1&2 don't fully reflect the breadth of the benefit statement. KPI1 has no material effect on access. KPI 3 & 4 are in effect the same.
Mark Edwards	Mode Choice	Benefit - mode choice should set against all modes and KPI6 is pretty pointless (why just cycling, why not PT as well? Define "high-quality" etc) the same applies to KPI7 which does little to measure and encourage network resilience improvement. How is KPI8 attributable to transport and all the other pollutants? Given the encouraging PT network proposals there is very little

Name	Category	Details
		that explicitly measures this as an outcome, which seems odd given it has a role in delivering all 5 benefits.
Mark Edwards	Planning	Land Use planning would also seem central to some of these too. Resilience (page 49) is more than floods & sea level rise, what about storms (eg Takaka hill slips), quakes etc? I think the ILM is a bit of a missed opportunity to better set the scene and drive outcomes.
Timothy Tyler – Latitude Supply Chain	General Support	Generally positive although there seems to be a clear understanding within contract stakeholders and members of my circle that certain things just need to get on and happen. Preferably yesterday. And some that are proposed, shouldn't.
Timothy Tyler – Latitude Supply Chain	Significant Activities – IREX	JFDI, but while you're at it knock a few of the southern end string of house stragglers down in Picton and make the in/out a bit better too. Focus on Industrial to west and intensified urban above sea level to the east.
Timothy Tyler – Latitude Supply Chain	Significant Activities – Richmond Future Transport	A decently thought out roundabout at Queen/Gladstone intersection. Join Hill and Suffolk up.
Timothy Tyler – Latitude Supply Chain	Significant Activities – Nelson Tasman Public transport improvements:	Erm, sod the chargin' points for cars – how about a few fast charger units for bikes at strategic locations too? Hospital, libraries, schools... Urban zone fare time based on the flat fare! E.g. can buy a daypass or week pass on the Bcard. Add a Mapua morning/evening bus. Super stops? Hmm. A simple shelter if nothing exists nearby would suffice. Put the \$ into the service, not bricks and mortar. Switch spend from regional branding to a solid fleet maintenance plan to make the service reliable. Want modal switch? Try an electric or hybrid Nelson CBD loop – Richmond A&P showgrounds or 3BC (via Tahunanui and Stoke) Metro line 1 style trambus ripoff. I nominate "The Wakatu Line" as a name. Flat, plenty of catchment & surely good spots for a Park&Ride at one end.
Timothy Tyler – Latitude Supply Chain	Significant Activities – Berryfield/LQS Intersection Upgrade	A mini roundabout would be less obstructive to the smooth movement of motorised traffic, with pedestrian courtesy crossings catering to walkers and cyclists. Segregated cycle lane between Gladstone/Queen intersection & Sandeman Rd, linked with the GTT at that point.
Timothy Tyler – Latitude Supply Chain	Significant Activities – Nelson Future Access	Interesting development has seen me modify my behaviour (2x trips to Victory Sq/week) so appears to be working! So far so

Name	Category	Details
		good. Probably down to there being other options on where to drive. E.g. funnelled along Waimea Rd.
Timothy Tyler – Latitude Supply Chain	Significant Activities – Washington Valley	Suburban ratrun. I'd expect measures similar to Motueka St won't work as there is simply no alternative for many users. Prefer to see the focus on upgrading paths and making smooth cycle lanes (expressway?), esp as the area has to be a dormant e-bike stronghold with those hills!
Timothy Tyler – Latitude Supply Chain	Significant Activities – Maruia – Renwick	Forms part of one of the 2 goat tracks into the Nelson region and Buller. Route needs to be brought fully up to HPMV standard once SH1 gets there (I'm looking at you, Weld Pass and the drag just south of Picton!). Bridges – all 2-lane, fully up to HPMV use. Preferably engineered to take an AF8 sized hit. Corners – the ones around Deep Gully near Maruia are but one example. The unnecessary ones on the flat just south of Murchison another. And let's not "lose sight" of the many blind summits. Verges – give a touring cyclist a chance – and maybe the odd meandering motorist!
Timothy Tyler – Latitude Supply Chain	Significant Activities – SH60 Richmond to Motueka	Widen and segregated cycle-lane on one side from 3 Brothers corner to Mapua turnoff(continuing cycle lane into Mapua). Roundabout at Lansdowne Rds and Moutere Hwy junction to split the traffic better. Hated the idea of 80, and still do, but making things flow will take away some of the pain. Underpass for R turning traffic from Richmond to Mapua. And when oh when are there going to be some cabled medians along many more parts of the section between Gardner Vly Rd and Motueka?
Timothy Tyler – Latitude Supply Chain	SH6 Nelson to Blenheim	Geez, what can I say about NZTA? Consultation? I don't think so. You just pissed a LOT of people off. Get out there and lose some corners, blind summits and remediate the sections where notably, passing lanes have been removed. Especially between Rai Valley and Renwick. Then put the speed limit back to 100 where prudent to repair travel times. The new limits are as popular as a cup of cold sick and are widely viewed with suspicion that all that will happen is increased speeding fine revenue gathering. The optics are abysmal and it is all very frustrating.
Timothy Tyler – Latitude Supply Chain	Significant Activities – Richmond to Wakefield	Underpasses for local traffic across the SH at both SH6 entrances to Brightwater. Mapua one would have priority but here would be #2 & #3. Close off access from Factory, Barton and Telenius to SH6, have TDC sell the road reserve and funnel

Name	Category	Details
		the proceeds into reducing the cost of the underpasses. Widen between Spring Grove and Wakefield.
Timothy Tyler – Latitude Supply Chain	Significant Activities – Richmond to Wakefield	Underpasses for local traffic across the SH at both SH6 entrances to Brightwater. Mapua one would have priority but here would be #2 & #3. Close off access from Factory, Barton and Telenius to SH6, have TDC sell the road reserve and funnel the proceeds into reducing the cost of the underpasses. Widen between Spring Grove and Wakefield.
Timothy Tyler – Latitude Supply Chain	Significant Activities – High St Motueka	Just bite the bullet and put in a bypass by stealth – a bridge connection between River Rd and Queen Vic st and a new bit from Hau to Toad Hall roundabout. Make it 60kph. Instant heroes!
Timothy Tyler – Latitude Supply Chain	SH6 –St Leonards intersection	Just build it already!
Jenny Lines – Wakefield Crossing Group	Active Transport	I would love to see you achieve your headline target of creating a Mode Shift which doubles the use of active travel by 2030. This would have positive flow-on effect for not only the environment, but the physical and mental health of everyone in the Te Taihu region.
Jenny Lines – Wakefield Crossing Group	Safety - Cycling	Summary: Advocating for a walking and cycling underpass on SH6 to address the severance that the SH creates for active travel modes.
Ange Van der Laan	Planning	effective planning for regional transport is predicated on good urban/regional spatial planning. - urban development in the Tasman district close to Nelson city has a direct negative impact on transport networks.
Ange Van der Laan	Public Transport	I am in support of the proposal to introduce a single urban fare \$2 is a reasonable fare for those people who make the effort to use public transport and who are not contributing to wider network congestion I support the introduction of low emissions buses as soon as possible both for climate change impacts and noise/pollution impacts - an urban bus timetable from 7am to 7pm is inadequate - at the very least there should be a later service on Fri and Sat nights - a radical step change is needed to persuade the public to change from driving cars to using PT or biking/walking.

Name	Category	Details
Ange Van der Laan	Mode Choice	too much money is spent on improving roads which works against encouraging people out of their cars - the current road environment is primarily designed for cars to drive at speed - cars need to be slowed down for social cohesion, safety and to mitigate climate change impacts - one way this could be achieved is through an incremental revision of the street environment that emphasises people, community and the environment
Ange Van der Laan	Mode Choice	I am an active biker and walker and appreciate the cycle lane infrastructure but it needs to be massively improved eg. bike parking is woefully inadequate throughout the district, the Rocks Rd lane is a high risk proposition
Ange Van der Laan	Safety - Cycling	I live on Muritai St in Tahunanui - although the cycle lane is a great innovation it starts and ends abruptly and dangerously - the emphasis seems to be on Great Taste Trail users rather than urban commuters - no change has been made to otherwise slow the traffic down - this is especially noticeable around the school where children own the school environment even after school hours but the road environment is only made "safer" immediately before and after school -
Ange Van der Laan	Safety - Speed	Muritai and surrounding streets between Tahunanui Dr and the coast should be a slow zone for vehicles - roads at the Tahunanui Beach reserve mirror normal urban roads and therefore normal urban driving practice continues - there should be a retreat of vehicles and parking beyond the roller skating rink -
Ange Van der Laan	Safety - Cycling	Queen St, Richmond is a terrible cycle environment - cyclists get sandwiched between parked cars and moving vehicles I encourage NCC and TDC to be bold in your transport plan - commit to roads for people not cars - embrace the woonerf.
Joanna Santa Barbara	Headline Targets	<p>Regional Land Transport Submission I strongly support your aims to:</p> <ul style="list-style-type: none"> · Reduce transport's share of carbon emissions. I suggest increasing your target from 30% less emissions by 2030 to 50% less by 2030. This is a Climate Emergency; it is important to make speedy reductions in the earlier phase of our transition to net zero by 2050. · Reduce reliance on motor vehicles. I suggest a goal of halving the number of cars on the road or halving the vehicle km. travelled by 2030. · Promote the mode shift from cars to active and public transport. This is enormously important. It's a substantial cultural change. We will need to fund skilful communications

Name	Category	Details
		and incentivisation schemes to effect this absolutely necessary shift.
Joanna Santa Barbara	Road Freight	I urge you to: Encourage further investigation of shipping and rail to replace as much as possible of the road component of freight in the region.
Joanna Santa Barbara	Electrification	(I urge you to:) Facilitate electrification of remaining road transport, for example, by ensuring a good network of recharging stations.
Joanna Santa Barbara	Ride Sharing	(I urge you to:) Facilitate the implementation of an online system, South Island-wide if not national, for ride-sharing between towns.
Joanna Santa Barbara	Ride Sharing	(I urge you to:) Recognise and support hitch-hiking as a mode of transport, and establish recognized areas on the edges of towns (accessible by public transport) for people to hitch and for drivers to offer rides.
Joanna Santa Barbara	Public Transport	(I urge you to:) Facilitate the establishment of good bus services between towns, with fares that will attract users. Initially fares will have to be quite low, to attract users who have cars to use the bus instead. Currently high fares are a disincentive. To counter the argument that this (bus services) is a drain on public funds, consider the hidden cost-savings of a substantial mode shift taking a large proportion of single-occupancy cars off the road: <ul style="list-style-type: none"> · Lower greenhouse gas emissions (which will ultimately be very costly to the national economy). Much lower still when the buses are electrified. · Eventual reduction of waste disposal costs of cars at the end of their life cycle. - Lower road maintenance costs. · Lower fatalities and injuries from road accidents. · Substantial savings with lower need for new and improved roads. The Nelson Southern Link, for example, would not be needed.

Name	Category	Details
Jane Murray - NMDHB	General Support	<p>NMH supports the vision of this RLTP to have a safe and connected region that is liveable, accessible and sustainable. NMH supports the Strategic Objectives especially in relation to mode choice, safety and environmental outcomes.</p> <p>a. Communities have access to a range of travel choices to meet their social, economic, health and cultural needs.</p> <p>b. Enable access to social and economic opportunities by investing in public transport.</p> <p>c. Deaths and serious injuries on the region’s transport system are reduced.</p>
Jane Murray - NMDHB	Objectives and Policies	<p>Linking Transport Objectives and Significant Activities (page 57): NMH notes that a high proportion of the activities do not have a sustainability ranking. Waka Kotahi has recently released its Toitū Te Taiao: Sustainability Action Plan where it sets a vision for a “low carbon, safe and healthy land transport system” and its principles include kaitiakitanga, stewardship and equity. Therefore in order to align with that Action Plan, consideration should be given to providing a sustainability ranking for all significant activities.</p>
Jane Murray - NMDHB	Public Transport	<p>NMH strongly supports the significant investment Nelson and Tasman are putting into public transport services and infrastructure.</p>
Jane Murray - NMDHB	Active Transport	<p>NMH is pleased to see that all Councils are increasing their funding for walking and cycling improvements over time however it is noted that Tasman and Marlborough do not significantly increase spending in the short term, it would be useful to know why this is the case. (Pages 59-62)</p>
Jane Murray - NMDHB	Active Transport	<p>In relation to funding (page 63), NMH notes that Waka Kotahi’s funding for Walking and Cycling Improvements stays static whereas funding for other activity classes fluctuates often with larger investments being made. Consideration that mode shift is a government priority and the Toitū Te Taiao Plan has been introduced, it would be expected that funding would increase over time to support these modes.</p>
Jane Murray - NMDHB	Significant Activities – Richmond Future Transport	<p>NMH supports aspects of this Project in relation to promoting mode choice, improving safety and sustainability in order to achieve the objective that Richmond offers a sustainable and liveable environment.</p>
Jane Murray - NMDHB	Public Transport	<p>NMH is pleased to see that NCC/TDC are investing heavily into Public Transport in terms of coverage of service and reduction of fares. NMH reiterates that frequency of service is vitally important for bus patrons and the proposed changes will result</p>

Name	Category	Details
		in a reduction of services at peak times for a number of patrons which may negate the gains made in other areas. Frequency of services needs to be revised in the Plan
Jane Murray - NMDHB	Significant Activities – Berryfield/LQS Intersection Upgrade	NMH supports the objective that pedestrians, cyclists and buses are catered for as part of the upgrade. The design clearly shows there will be pedestrian and cyclist facilities. NMH notes that a key problem/issue is “that Lower Queen Street and Berryfield Drive are primary routes for active transport and public transport”. Currently this is not the case, this could be a typographic error in the Plan where this phrase is better placed in the objectives section rather than the issues section.
Jane Murray - NMDHB	Significant Activities – Nelson Future Access	NMH continues to advocate for safety improvements, improved public transport and an increase of safe and easily accessible cycle/walking connections across these routes. Consideration should also be given to adding shorter bus priority sections in the short term. NMH notes that new traffic lights are being introduced on Waimea Road/Highview Drive, as this section already has two lanes, consideration could be given to introducing bus priority at this intersection.
Jane Murray - NMDHB	Significant Activities – Washington Valley	NMH supports plans to prioritise public transport and active modes on this route.
Jane Murray - NMDHB	Victory-Waimea Road Active Transport Route	NMH acknowledges that there are poor cycling connections from Waimea Road to the existing Railway Reserve. NMH supports improving East-West connections to the Hospital and Waimea Road. NMH is happy to work with NCC on the development of the Detailed Business Case.
Jane Murray - NMDHB	Significant Activities – Maruia – Renwick	NMH supports safety improvements on this route that will result in fewer serious injuries and death.
Jane Murray - NMDHB	Significant Activities – SH60 Richmond to Motueka	NMH supports safety improvements on this route that will result in fewer serious injuries and death.
Jane Murray - NMDHB	SH6 Nelson to Blenheim	NMH continues to support safety improvements on this route.
Jane Murray - NMDHB	Significant Activities – Richmond to Wakefield	NMH continues to support safety improvements on this route
Jane Murray - NMDHB	Significant Activities – High St Motueka	NMH strongly supports safety improvements recommended here. This improvement package has been in the Regional Land

Name	Category	Details
		Transport Plan numerous times, it is promising that work is set to occur.
Brent Maru – Motueka Community Bpard	Significant Activities – High St Motueka	The Motueka Community Board has and continues to advocate strongly for urgent improvements to SH60 High Street, Motueka and fully acknowledge that funding allocated will allow for the commencement of already approved works in May 2021. We further advocate that the additional scope items for SH60 (High Street, Motueka) in particular the installation of traffic lights at Greenwood / Pah Street also be approved and are commenced in 2021.
Brent Maru – Motueka Community Bpard	Significant Activities – SH60 Richmond to Motueka	The proposed SH60 Richmond to Motueka we believe should be amended to read SH60 Richmond to the base of the Takaka Hill, taking in the widening of the Motueka Bridge and the Cooks Corner intersection. For decades the Motueka Community has expressed ongoing concern over the current bridge and whilst we believe this is included in Year 7 of the plan we request that this project be moved to years 3 or 4. The Board believes that the fatal accidents on SH60 Richmond to Motueka have been driver related (impaired or inattention) rather than road surface and conditions, however continue to see higher risk from the current Motueka Bridge.
Brent Maru – Motueka Community Bpard	Mode Choice	Cycling is a key active transport option in Motueka, however the main routes throughout the township and between settlements often intercepts SH60. The Board advocates for the provision of safe, well lit, well maintained cycleways.

Name	Category	Details
Peter Moffatt	Electrification	<p>The Executive Summary, which introduces the plan, expresses the well-documented transport pressures facing our region; and how vital it is to find solutions for the future of our region and its people. Exactly right.</p> <p>Unfortunately though, this plan fails to deliver the obvious, and I submit that within this Executive Summary lies a generalising statement that without examination, captures the plan, restricts its reach and diminishes its value.</p> <p>“Community values are starting to shift, which means that the environmental and social effects from more vehicles on the roads is becoming unacceptable”.</p> <p>The simplicity of this statement asks us to believe that the publicly acceptable solution so desperately sought will be less vehicles.</p> <p>Clearly this is not so. The statement fails to recognise that, aligned with the shift in community values comes a shift in the type of vehicle that will travel our roads. It also fails to recognise that the same community members have neither appetite nor willingness to lose the independence that a vehicle provides them; so that they may live, work, shop, conduct business, and recreate in Te Taihu, our far-spread Top of The South Region. My submission then, is that an over-arching (and noble) desire to remove fossil-fuelled combustion engine cars from our roads has blind-sided us from what would otherwise be the focus. That is, that within the life of this plan the move to, and growth of, more environmentally friendly vehicles will continue at pace, driven by the shifting community values and government legislation.</p> <p>Ignoring the imminent move from fossil fuels, concerns of CO2 emissions on climate change embodied in the Government GPS has limited this plan to an over emphasis on cycle-ways and public transport. Lost in this draft is the development of an adequate regional roading network; one that provides for the in-escapable growth of population with its alternatively powered vehicles.</p> <p>Like it or not, we must plan for increasing, not decreasing volumes of commuter, visitor, commercial and industrial traffic. Further, we must acknowledge that we are already far behind in this regard. To continue to sit on our hands in the name of an environmental concern that is losing relevance is not an option. So, I submit that this Transport Plan, while purporting to prepare for the next ten years, does not look sufficiently to a realistic future. It must plan for the development of adequate alternative arterial routes. The unavoidable consequence of not doing so is more gridlock, and the associated spread of unwanted traffic into our suburban streets and communities.</p>

Name	Category	Details
		<p>Let Auckland’s head-in-the-sand approach be a lesson for this now rapidly growing region. Otherwise, we will forever be looking at short term actions to mitigate against the failure to effectively long-term plan now. Unless this Regional Transport Plan sees some modification, blinkered long term transport planning will be followed by knee-jerk fix-it solutions, and will continue to threaten our life-styles, our economy and businesses, and our iconic amenities such as the Nelson Waterfront.</p>
Olivia Hyatt	General Support	<p>I support the vision and welcome the strategic direction of modal shift, emissions reduction, accessibility and resilience. There is however a lack of detail on how this will be delivered, priority for funding, ambition of targets and scope.</p>
Olivia Hyatt	Headline Targets	<p>The targets are not ambitious enough to meet our challenges this decade. While the goals of doubling active transport within 10 years originate from separate council plans, I note this is not nearly close to what is needed to facilitate rapid emissions reductions needed this decade. Also given the recent trends of increasing cycling and uptake of e-bikes, the plans for this level of only doubling of usage is likely to not keep up with demand. This does not seem consistent with significantly reducing transport emissions by 2030.</p> <p>The target of reducing transport emissions of 30% by 2030 is not consistent with the purpose of the Climate Change Response (Zero Carbon) Amendment Act, “to contribute to the global effort under the Paris Agreement to limit the global average</p>

Name	Category	Details
		<p>temperature increase to 1.5° Celsius above pre-industrial levels". A target consistent with our moral obligation is around 50% by 2030, as outlined by the 2018 Intergovernmental Panel on Climate Change 1.5C Report.</p> <p>This plan must be more ambitious, in its emissions reductions and uptake of active and public transport.</p>
Olivia Hyatt	Resilience	<p>I am concerned about the resilience of our networks that are coming under increasing stress, wear and risk from increasing freight, earthquakes, climate change enhanced weather events and sea level rise. The costs to maintain and fix our current networks is likely to only go up, with regular events that isolate our communities, that put further strain on our councils to support those communities under stress and repair the roads. I recommend a greater focus on funding priorities that increase resilience by lowering the number of vehicles and have lower cost, thereby enabling contingencies for the rising costs. There is little consideration on reducing pressure from freight in Nelson and Tasman, except mention of the potential to get freight operators to contribute more to maintenance. Given freights increasing wear on the network and impacts on our urban communities, there needs to be more strategic planning and consideration of other options to move some of our freight, such as coastal shipping in Tasman/Nelson.</p>
Olivia Hyatt	Priorities and Funding	<p>It is unclear to me how projects are prioritised and potential funding needs further explanation. I note that the Mode Choice Priority has impacts on almost all benefits and fits with all but one strategic context. It is unclear however, whether this is reflected in the priorities for spending on pages 59-63 and those of Significant Activities pages 54-55.</p>
Olivia Hyatt	Mode Choice	<p>Mode shift is an element in a number of the projects and activities, though it is unclear how much of a priority it is in each. Some further explanation of resources and project allocation is needed.</p>

Name	Category	Details
Olivia Hyatt	Mode Choice	Given the challenges the region faces in receiving government funding and council constraints, greater focus is needed on low cost options. Enabling rapid uptake of active transport is one of the most cost effective strategies, plus it comes with many co-benefits of less pollution and increasing health outcomes. On page 30 under Outcomes of Financial Constraints, it “must” instead of “may” mean a higher emphasis is put on active modes in urban areas. There are many low hanging fruit that can be implemented now with little cost, such as lowering all roads in residential streets to 30km, reducing parking for cars and increasing parking for bikes and scooters in our main streets and shopping areas and incorporating planter boxes and other temporary structures to slow vehicles (such as the recent traffic calming on Salisbury Road for the school pedestrian crossings).
Olivia Hyatt	Environmental	Given the challenges the region faces in receiving government funding and council constraints, greater focus is needed on low cost options. Enabling rapid uptake of active transport is one of the most cost effective strategies, plus it comes with many co-benefits of less pollution and increasing health outcomes. On page 30 under Outcomes of Financial Constraints, it “must” instead of “may” mean a higher emphasis is put on active modes in urban areas. There are many low hanging fruit that can be implemented now with little cost, such as lowering all roads in residential streets to 30km, reducing parking for cars and increasing parking for bikes and scooters in our main streets and shopping areas and incorporating planter boxes and other temporary structures to slow vehicles (such as the recent traffic calming on Salisbury Road for the school pedestrian crossings).
Olivia Hyatt	Environmental	To enable these changes, there needs to be a clear consistent campaign to help the culture change and appeal of switching to active transport and using buses. This needs to go beyond the traditional marketing, branding and website. I suggest a coordinated campaign to promote active transport, car sharing and buses. Use local ambassadors from diverse communities and life stages, including well known locals. Tell stories of a range of people's transport changes. Partner with community groups, schools and businesses. Have competitions (like the bike month in February), with attractive prizes. These campaigns need to highlight all the co-benefits and the 'why we need modal shift'. The co-benefits are significant, especially when combined with other mode shifts. This aspect of the plan is critical and needs to be well resourced for each year of the plan.

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Name	Category	Details
Paul McIntosh – Maua and District Community Association	General Support	I broadly support the objectives and timelines for the draft RLTP.
Paul McIntosh – Maua and District Community Association	Significant Activities – High St Motueka	Investigate the feasibility of a Heavy Transport Bypass routed along Queen Victoria Street with appropriate southern and northern connections
Paul McIntosh – Maua and District Community Association	Significant Activities – SH60 Richmond to Motueka	Consider reduced speed zones at ALL major intersections (similar to Maisey Road – Westdale Road), including: <ul style="list-style-type: none"> · the currently dangerous intersections at Mapua Drive – Dominion Road (which is also a School Bus Stop) and · Aporo Road – Harley Road intersection
Paul McIntosh – Maua and District Community Association	Significant Activities – Richmond to Wakefield	Consider reduced speed limit (70km max) for entire stretch of this road due to multiple cross intersections
Portia King – Ministry of Education	Objectives and Policies	<p>The Ministry is supportive of the objectives and policies of the draft RLTP, particularly the objectives that focus on increasing mode choice and safety, and network management, which will likely benefit school staff and students. However, the Ministry request engagement on projects proposed in the RLTP in the early phases of development to better understand the potential impacts on schools.</p> <p>The Ministry also supports the objectives of the draft RPTP to provide public transport that is attractive, economic, and viable for the whole community. The Ministry requests engagement regarding the impact of the proposed changes to bus routes in order to understand the impact of these changes on school staff and students who travel to school by bus.</p>

Name	Category	Details
Portia King – Ministry of Education	Objectives and Policies	<p>The Ministry has responsibility not only for all State schools owned by the Crown, but also those State schools that are not owned by the Crown, such as designated character schools and State integrated schools. For the Crown owned State school this involves managing the existing property portfolio, upgrading and improving the portfolio, purchasing and constructing new property to meet increased demand, identifying and disposing of surplus State school sector property and managing teacher and caretaker housing.</p> <p>The Ministry is therefore a considerable stakeholder in terms of activities that may impact on existing and future educational facilities and assets in the Nelson Tasman region.</p>
Portia King – Ministry of Education	Objectives and Policies	<p>While high level, the objectives and policies of the draft RLTP that support modal choice, safety and network management are likely to be beneficial to the Ministry by encouraging active modes of transport, improving the safety of traffic infrastructure, and improving the integration, efficiency and reliability of the network.</p>
Portia King – Ministry of Education	Victory-Waimea Road Active Transport Route	<p>The draft RLTP proposes several ‘significant projects’ and allocates funding for further business case investigation and development. Of key relevance to the Ministry is the Waimea Road Active Transport Route, which is located adjacent and nearby by to Nelson College, Nelson College for Girls, Hampden Street School, Nelson Intermediate School, and Victory School. The project is likely to increase active transport infrastructure such as cycling and pedestrian infrastructure which is likely to improve the safety and accessibility of staff and students travelling to and from schools in the area. While this is the case, construction activities outside of the schools have the potential to result in accessibility, disruption, safety, dust and noise impacts on schools.</p> <p>It is noted that a detailed business case is required before the consultation and design phase begins and the extent of impacts will be more apparent once further detail on the project is released.</p> <p>Other significant projects may impact on schools in the area in addition to the Waimea Road Active Transport Route.</p>
Portia King – Ministry of Education	Objectives and Policies	<p>While high level, the objectives and policies of the draft RPTP that aim to provide public transport that is attractive, economic and viable for the whole community are likely to be beneficial to the Ministry by providing better quality public transport for school staff and students travelling in the area.</p>

Name	Category	Details
Portia King – Ministry of Education	Mode Choice	The proposed changes to bus routes have the potential to result in changes to the distance that school staff and students need to travel to from their homes and school, to the nearest bus stop. It is noted that the purpose of these changes is to reduce the need for connections between buses and that the new routes will increase the number of urban residents within a 10 minute walk of a seven-day service by 62%. It is also noted that it is stated that proposed Routes 2 and 3 are to provide better access to schools. While this is the case, it is unclear exactly how these changes will impact on schools and staff and students and we welcome the opportunity to work with Council in future to ensure that the proposed network is as effective and efficient as possible.
Portia King – Ministry of Education	Public Transport	The draft RPTP proposes the installation of bus shelters, prioritising bus stops that have higher boarding levels and those with regular boardings that are located close to various locations such as schools. This will likely improve the quality of bus stops used by school staff and students and improve the comfort of bus users in all weather. The Ministry of Education seeks the following decision from the consent authority:
Portia King – Ministry of Education	Victory-Waimea Road Active Transport Route	The Ministry understands that the 'significant projects' such as Waimea Road Active Transport Route are in their early phases of design and further consultation will be conducted once detailed business cases have been developed. However, the Ministry request early engagement during the early phase of these significant projects which may impact on school staff and students.
Portia King – Ministry of Education	Public Transport	The Ministry requests further consultation regarding the proposed changing and consolidation of the bus routes to assess the impact of these changes on school staff and students. It is unclear from the maps in the draft RPTP how these changes will impact on schools.
David Kemp	Active Transport	Hold to Speak at the Committee
Jude Tarr	Safety - Cycling	Under the "package of projects to create an active transport network that links key locations with walking and cycling facilities throughout the district." Can we please have an underpass from Headingly Lane under the Lower Queen street then wide cycling lanes through to Old Factory Corner (corner of McShane Road and Appleby Straight). This would allow cyclists to safely cross the busy Lower Queen Street in a timely manner

Name	Category	Details
		and link both the Great Taste Trails; Coastal and Rail routes. Thanks.
Laura Richards	Road Surface	With more urban development and expansion occurring in Atawhai suburbs along SH6, asphalt roading surface is needed to reduce increasing traffic noise, car damage, and loose stone chip injuries to pedestrians and cyclists along the shared pathway. I certainly hope this will be a priority while planning transport improvements in the Plan.
Laura Richards	Public Transport	Improving public transport timetables and providing safe cycleways is the healthiest option for getting around our region... healthier for our environment and healthier for our bodies.
Adrienne Black - Waka Kotahi	Significant Activities – High St Motueka	Can the following activity please be removed and the explanation below be included in the officers report. SH60 High Street Motueka [Additional Scope] Reason for removal: The existing SH60 Motueka High Street Safety Improvements project which is currently being delivered has been reconciled with the Road To Zero safe system approach. As are result, the 'Motueka Upgrade Additional Scope' project now not required and can be removed from the Waka Kotahi Investment Proposal.

Nelson City Council: Summary of Submissions on the Regional Land Transport Plan

Name	Category	Details	Topic Code
Robin Whalley	Strategic context – economic drivers	Table 3 on page 13 of the RLTP does not include the professional, scientific and technical sector – which contributes 14.9% of the regional economy and doesn't need transport, due to being digitally based.	*G
	Strategic context - Freight	Opposed to Port Nelson transporting wine from Marlborough to Nelson – cost of damage to the road is greater than the profit from this arrangement. Instead, this wine freight should be going by rail from Blenheim to Lyttleton.	*E
Ralph Hetzel	Nelson Future Access (local roads) - Waterfront	Please make the waterfront a slower, safer road by changing the planned inland route to SH6, with trucks using that road.	*F
Kerry Bateman	Nelson Future Access (local roads) - Waimea Road	Create a clearway into and out of the CBD at peak flow periods – with priority lanes restricted to buses, essential trucks and vehicles containing at least four passengers.	*J
Carol Falloon	Other - question	What is the plan for North Nelson?	*-
Steven Gray	Overall	Support for the RLTP	*A
	Active transport	The most important things are to improve the cycling network, especially the Rocks Road cycleway and improve the commuter bus services. Only criticism – that the improvements are still a few years away. Bring these projects forward	*D
Alistair Kwan	Strategic context – demographics	Assuming population growth (and the economy) will continue in the same way over the long term (as over the short term) is not realistic, and is not a good basis for transport planning.	*G
Andy Wotton, Nelson Airport Ltd	Strategic context – aviation	This section is generally supported. Note: the 2035 Nelson Airport Master Plan referred to in the RLTP has now been updated (as the Nelson Airport Master Plan 2040). This includes updated traffic forecasts (provided in the submission) which should be reflected in the passenger projections graph in Figure 7 on page 25 of the RLTP.	*G
Henry Hudson	Foreword – central government funding	The shared priorities of the South Island Regional Transport Committee Chairs Group include advocacy for transportation in the South Island. However, in reality Nelson/Tasman got a	*G

		disproportionately small amount of money for roading/transportation improvements. We need proper advocacy to gain more funding.	
	Waterfront	One of the shared priorities is resilience (on page 4) but maintaining Rocks Road as SH6 is contrary to this priority. An inland route is necessary to improve resilience.	*F
	Waterfront	Using Rocks Road as a freight corridor is contrary to the shared priority of enhancing tourism journeys (priority 4 on p4). Instead, bypass trucks through an inland route, slow the traffic to 30km/hr, develop a two way bike path on one side of the road, and improve the footpath.	*F
	Active transport	The focus on cycling in the RLTP does not reflect actual usage, or probable future use. What evidence is there to support the view in the RLTP that considerable more spending on cycleways will double the number of cyclists?	*D
	Active transport	Council has over-estimated demand for cycle parks in Montgomery Square and Trafalgar St. Council staff should be instructed to bike or walk to work, to remove a couple of hundred cars off the road.	*D
	Engagement	When carrying out innovative streets projects, Council needs to properly consult with the affected residents to avoid costly, and potentially fatal, mistakes occurring.	*H
	Significant Projects - Washington Valley Active Transport Route	I support this proposal but have concerns related to appropriate consultation, budgets and integration with the roading/walking/cycling network. I agree with the need to reduce traffic volumes. Consultation – don't rely on a staff-selected community group which shares staff views to gain feedback. Clarify how the budgets on page 73 (\$750K for Hastings Street to Wolf Street, and a placeholder of \$1.5M for the upper end of the valley) relates to the budgets on page 55 of \$5M from 2021 to 2027, with 51% from NZTA.	*C

		<p>Are there any other costs associated with active transport facilities in Hastings St and Washington Road?</p> <p>Integration with the roading/walking/cycling network:</p> <ul style="list-style-type: none"> - Presently many vehicles, cyclists and walkers travel from Princes Drive down Washington Valley to the CBD. How will the proposed Washington Road plan to structurally reduce traffic volumes cope with the existing use, let alone the growth with new subdivisions? - When Washington Road has traffic calming measures and other means to reduce traffic flow, what is the proposed route to the CBD from Princes Drive, Richardson Street, Whitby road and the Cliffs. <p>Note: public transport service for Princes Drive/Tahunanui Hills area is not planned prior to 2031 – so there is no plan in place to address the impending Washington Road bottleneck.</p>	
	Significant Projects – Victory-Waimea Road Active Transport route	<p>\$4.5M is proposed for Victory-Waimea public transport and active modes. However, there does not appear to be a plan to integrate the roading, cycling or walking network from the existing and new subdivisions along and off Princes Drive and Tahunanui Hills with Waimea Road to provide good access to the city.</p> <p>What are the plans for linking Princes Drive/Tahunanui Hills with Waimea Road or a future Inland Route?</p> <p>To what degree do recent and proposed works at Victory-Waimea Road have an adverse effect on the feasibility of an Inland Route?</p>	*D
Martin Tunley, Acting Road Policing Manager, Tasman District NZ Police	Active and public transport	Support this direction as it reduces pressure on our network	*I
	Safety – road maintenance and renewals	Support for road maintenance and renewals which enhance the safety of our roads and roadsides	*I
	Safety - Speed limits	Support CBD 30km/hr and anticipated 30km/h home zones, and development	*I

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		and implementation of a speed management plan	
	Safety – traffic calming	Support these measures to reduce inappropriate through traffic and reduce vehicle speeds	*I
	Safety - cycleways	Support the work being done to improve the safety of vulnerable cyclists and pedestrians.	*I
	Significant project – Washington Valley active transport route	Support	*C
	Significant project – Victory-Waimea active transport route	Support	*C
	Low cost low risk projects to improve local network safety, walking and cycling infrastructure (page 57)	Support	*I
	Significant Project – Nelson Future Access (local roads)	Support investment in intersection safety improvements on main routes identified through the Nelson Future Access Study	*C
	Safety	Support for investment in Community Road Safety promotions and education campaigns targeting areas where we feature as high or medium risk on the Waka Kotahi Communities at Risk register.	*I
W Ross	Innovative Streets	Please stop beautifying and making streets safer by putting garden boxes and picnic tables on the roadside. It didn't receive a lot of popularity in Muritai St – learn from this.	*O
Jane Murray, Nelson Marlborough Health	Strategic framework	Support for the vision, and the strategic objectives, particularly related to mode choice, safety and environmental outcomes.	*A
	Linking transport objectives and significant activities (p56)	A high proportion of the significant activities do not have a sustainability ranking. Consideration should be given to this, in order to align with Waka Kotahi's Sustainability Action Plan.	*B
	Significant activities	NMH strongly supports the significant investment Nelson and Tasman are putting into public transport services and infrastructure.	*C
	Investment in cycling and	Strongly support.	*D

	walking improvements		
	Significant Activity - Nelson Tasman Public Transport Improvements	Support for this investment. However, frequency of services needs to be revised in the Public Transport Plan.	*C
	Significant Activity – Nelson Future Access (local roads)	Support. Consideration should also be given to adding shorter bus priority sections in the short term. Consideration could be given to introducing bus priority where new traffic lights are being introduced on Waimea Road/Highview Drive as this section already has two lanes.	*C
	Significant Activity – Washington Valley Active Transport routes	Support	*C
	Significant Activity – Victory-Waimea Road Active Transport Route	Support. NMH acknowledges there are poor cycling connections from Waimea Road to the existing Railway Reserve. NMH supports improving East-West connections to the Hospital and Waimea Road. NMH is happy to work with NCC on the development of the Detailed Business Case.	*C
	Significant Activity: SH6 Nelson to Blenheim	Support for safety improvements on this route.	*C
Jessica Powers	Safety	I want to see a 10 year plan and finances for pedestrian, cyclist and scooter users that prioritises safe pathways for children to get to and from school. This is as, if not more important, than allotting money and space for cars and buses.	*I
	Cycleways	I'd like to see widened footpaths and a fully and more accessible system linking the Railway Reserve to the smaller footpaths in neighbourhoods.	*D
	Other	Improve the greenbelts buffering houses from main roads with thicker, native plantings, and repave these roads with quieter surfaces.	*I
Ian Shapcott, Te Atiawa Manawhenua Ki Te Tau Ihu Trust	Engagement	Iwi have been deeply involved in the Nelson Future Access Project but this is not acknowledged in the RLTP. However, the level of iwi engagement in the development of the RLTP is	*H

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		<p>unsatisfactory tokenism. We should be working together in a collaborative partnership, as we have with the Future Access Project.</p> <p>Lodged Iwi Management Plans are relevant to this plan and should have been referred to in the RLTP.</p> <p>This process needs to wind back and begin engaging with Te Tau Ihu Iwi, afresh.</p>	
	Sustainability	<p>The RLTP has a detached consideration of environmental impacts and responsibilities, suggesting that lessening adverse impacts is acceptable. A restorative approach is required.</p>	*B
	Iwi and stakeholders	<p>The RLTP appears to lump iwi in with stakeholders.</p> <p>Iwi take offence at being collected in with stakeholders, because they are Treaty partners, and they hold mana whenua and mana moana in their rohe. As tangata whenua, the eight Te Tau Ihu Iwi have continuous occupation, and so are hosts to all who live, work, play and die in Te Tau Ihu.</p>	*H
Jace Hobbs	Sustainability	<p>I suggest increasing your target from 30% less emissions by 2030 to 50% less emissions by 2030.</p> <p>Also have a goal of halving the number of cars on the road, or halving the vehicle km travelled by 2030.</p> <p>We need to fund promotion of this necessary shift.</p> <p>I urge you to:</p> <ul style="list-style-type: none"> - Encourage further investigation of shipping and rail - Facilitate electrification of remaining road transport - Facilitate ride-sharing between towns via an online system - Recognise and support hitch-hiking and establish recognised areas on the edges of town for people to hitch and for drivers to offer rides. - Facilitate low cost bus services between towns. <p>There will be substantial savings from reduced need for new and improved roads.</p>	*B

Nelson Youth Councillors	Cycleways	Support for investments in increasing the safety and accessibility of cycleways. Support for the new bike stands in Nelson. We would like to see lighting go along the railway reserve, as a safer path that will encourage more people to choose cycling over the alternatives.	*D
	Cycleways/shared paths	Please make sure there are clear markings on bike tracks and shared pathways for the safety of both pedestrians and cyclists and others using these paths, including the Maitai shared pathway.	*D
	Pedestrian crossings	Support for installing a pride crossing. More effort should be made to paint other crossings around town with brighter colours (eg paint pedestrian crossings on a red strip to make them more visible to drivers). This will make pedestrians safer, especially in bad weather conditions.	*K
Jim Sinner	Sustainability	I strongly support the expansion of public transport, walking and cycling infrastructure. Building more roads such as the southern link will only encourage more unsustainable development in rural areas, creating more congestion, emissions and accidents. Any expansion of capacity along arterial routes should be reserved for public buses and vehicles with multiple passengers. Time is short for us to reduce our emissions.	*B
Alec Waugh	Richmond traffic congestion	Planning should already be in place for the development of Richmond Park area and its interface with Transport Plan issues.	*C
Alec Woods, Chair Boathouse Community Trust	Waterfront	The increasing amounts of heavy traffic on this road make it unpleasant for residents and businesses, while at the same time constraining development opportunities that lend themselves to this seaside location. We seem to be ignoring the vulnerability of this route to sea level rise, extreme weather and seismic events. Reducing the speed limit on Rocks Road to 40km/h needs to be a safety priority, as the road is becoming increasingly	*F

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		dangerous for all modes of transport, include pedestrians.	
	Footpaths	Pedestrians seem to be the losers in the race for space on crowded pathways. Bikes, scooters and skateboards are getting faster but increasingly, a blind eye seems to be being turned to their use on footpaths.	*K
Gillian Wratt, Nelson Tasman Cycle Trails Trust	RLTP overall	Support for the overall direction of the Plan, including provision for active transport.	*A
	Cycleways	<p>A gap in the plan is the need for improved active transport/cycle friendly linkages outside the urban areas.</p> <p>Rural and urban connectivity needs to be built. Where the cycling network (on page 23) includes on-road sections, investment is needed in taking the route off road (and sealed) where this is a reasonable cost option.</p> <p>There is some provision for this in the 'low cost, low risk' programme but there is no evidence in the RLTP of a strategic, regional approach to this investment.</p>	*D
	Significant Activities – Nelson Future Access Project	Support for the short term package inclusion of cycling infrastructure, particularly in relation to a Rocks Road walking and cycling facility.	*C
	Cycleway	There doesn't appear to be any mention in the RLTP of upgrading the cycleway alongside SH6/Whakatu Drive between Stoke and Richmond. This is a key commuter route that is becoming increasingly unsafe due to its narrowness, surface deterioration and increasing use (an average of 348 cyclists per day).	*C
Steve Chandler, Tasman Pine Forests Ltd	RLTP overall	We support the intent of the plan	*A
	Freight	<p>We are concerned that traffic congestion from Nelson South to Port Nelson is not addressed in the Plan.</p> <p>TPL transports around 30,000 tonnes of logs to the port each year, with this volume expected to increase by a further 100,000 tonnes per annum during the next five years.</p> <p>Significant and costly delays are being experienced by our log trucks due to</p>	*E

		<p>traffic congestion, particularly during peak hours along the coastal route to the port from Stoke. This is also an issue for other forestry and forestry wood processing industries in the area.</p> <p>Please give this issue a priority focus in the plan.</p>	
Portia King, Ministry of Education	RLTP overall	The Ministry of Education supports the objectives and policies of the RLTP, particularly related to encouraging active modes of transport and improving safety.	*A
	Engagement	<p>The Ministry requests engagement on projects proposed in the RLTP in the early phases of development to better understand the potential impacts on schools (especially Victory-Waimea Road Active Transport route).</p> <p>The key Ministry contact is Stuart Graham.</p>	*H
	Significant Activity – Victory-Waimea Road Active Transport route	Of key relevance to the Ministry due to all the schools in the area. Support for improvements to active transport infrastructure, but construction activities outside of the schools have the potential to result in accessibility, disruption, safety, dust and noise impacts on schools.	*C
Bruce Gilkison, Business for Climate Action	Sustainability	<p>We need to recognise we are in a Climate Emergency. This will require every investment and infrastructure decision to be assessed through a climate lens. To some extent this may have been done, but it would be useful for this to be far more obvious and transparent.</p> <p>Any requirement to construct or develop additional roads should be subject to particular scrutiny, as they attract and encourage additional private motor vehicles.</p>	*B
	Sustainability	A speedy change in behaviour, away from current unsustainable patterns, is the key and must be the goal of the plan.	*B
	Sustainability	A transition to a net carbon economy by 2050, and to halve current emissions by 2030 (as most scientists say is essential to minimise the risk of climate chaos), will require very rapid and major changes to be initiated as soon as possible.	*B
	Other – planning decisions	Planning rules should enable and encourage opportunities for people to live close to sources of employment, work and services, avoiding the need to	*N

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		commute. Where this isn't possible, development should be at least clustered around transport hubs.	
	Priority lanes	It is vital to have priority lanes between key centres such as Richmond and Nelson for public transport.	*J
Robin Whalley	Freight	Further to earlier submission about freighting wine from Blenheim to Port Nelson – profit is only \$320,000 after overhead allocation.	*E
Richard Sullivan	Strategic context	Population trends are likely to be very different in future – which means the extrapolations about future population (on page 12 of the Plan) are too linear to be the basis for sensible judgements. There is no mention of the potential that electric vehicles and autonomous vehicles or the public transport plan will have on traffic and infrastructure needs, including the requirement for significant electric charging infrastructure.	*G
	RLTP overall	Not including the NFAP (long term decisions) makes the plan incomplete. It should have a view on whether this will be necessary given the likelihood of changing living, commuting and shopping patterns. I believe the Plan should be delayed until the outcome of the Public Transport Plan and the NFAP are known.	*A
Barbara and Tim Robson	Sustainability	The Regional Land Transport Plan must hold the Climate Emergency that we are in now as paramount in all decisions when considering transport in the future. We must incentivise low emission behaviour and make car use inconvenient and uneconomic. Councils should petition Government for authorisation to implement congestion taxes over peak hours. Another priority must be to make active transport to schools a safe option. The Nelson Future Access Study is keeping the anachronistic 'Southern Link' idea alive and holding funding which could be used on public transport.	*B
Claire Berthelsen	Active transport	I support any plan that improves biking and walking initiatives. I would like to see: - lighting of the Railway Reserve to improve cyclist/walker safety	*D

		<ul style="list-style-type: none"> - installing many more safe road crossings, eg Vanguard Street - improvements to safety to cross over the road along the river trail by River Kitchen - actions to reduce vehicle speed limits around town and elsewhere. 	
	Sustainability	I support plans that discourage vehicle use, for the purpose of reducing emissions, improving air quality, and increasing safety for cyclists and walkers.	*B
Allen and Robyn Berthelsen	Active transport	<p>I support any plan that improves biking and walking initiatives.</p> <p>I would like to see:</p> <ul style="list-style-type: none"> - lighting of the Railway Reserve to improve cyclist/walker safety - installing many more safe road crossings, eg Vanguard Street - improvements to safety to cross over the road along the river trail by River Kitchen - actions to reduce vehicle speed limits around town and elsewhere. 	*D
	Sustainability	I support plans that discourage vehicle use, for the purpose of reducing emissions, improving air quality, and increasing safety for cyclists and walkers.	*B
Huon Berthelsen	Active transport	<p>I support any plan that improves biking and walking initiatives.</p> <p>I would like to see:</p> <ul style="list-style-type: none"> - lighting of the Railway Reserve to improve cyclist/walker safety - installing many more safe road crossings, eg Vanguard Street - improvements to safety to cross over the road along the river trail by River Kitchen - actions to reduce vehicle speed limits around town and elsewhere. 	*D
	Sustainability	I support plans that discourage vehicle use, for the purpose of reducing emissions, improving air quality, and increasing safety for cyclists and walkers.	*B
Tineke Stewart	Active transport	<p>I support any plan that improves biking and walking initiatives.</p> <p>I would like to see:</p> <ul style="list-style-type: none"> - lighting of the Railway Reserve to improve cyclist/walker safety - installing many more safe road crossings, eg Vanguard Street - improvements to safety to cross over the road along the river trail by River Kitchen 	*D

		actions to reduce vehicle speed limits around town and elsewhere.	
	Sustainability	I support plans that discourage vehicle use, for the purpose of reducing emissions, improving air quality, and increasing safety for cyclists and walkers.	*B
Steve Higgs, NZTA	Significant Activity - Maruia to Renwick	<p>This corridor included SH 63, SH 6 and SH 65. It was part of a broader corridor called the 'alternative route' between Renwick and Waipara.</p> <p>This route has now been split to cover the three regions it traverses: Marlborough/Tasman (this RLTP), West Coast and Canterbury. The anticipated project costs have been apportioned according to route length through each region. We therefore request that the project costs associated with the combined Marlborough and Tasman regions be amended as outlined in this submission.</p> <p>SH Inland Alternative Route Maruia to Renwick: 22/23: \$1,280,400 23/24: \$1,552,100 Total cost: \$2,832,500</p> <p>An amendment to the Waka Kotahi 10 year forecast is required as a consequence (as shown in the submission – see page 76 of the Submissions).</p>	*C
David Ayre	Sustainability	<p>The draft plan needs to be much stronger in its handling of issues related to climate change.</p> <p>There needs to be a clear statement about how the Climate Change Commission recommendations are going to be met.</p> <p>More exact targets and monitoring to achieve them are needed.</p> <p>There is a strong need for a much better recharging network for EVs.</p> <p>There is a strong need for the development of near-real-time publicly available dashboard indicators such as monthly fossil fuel sales and daily vehicle counts on major routes.</p> <p>There is a strong need for the development of congestion charging</p>	*B

		schemes for peak hour traffic, including encouraging enabling legislation by central government.	
Aaron Stallard	Cycleways	<p>This plan is inadequate in terms of provision of cycleways.</p> <p>The Nelson-Tasman region does not have a commuter cycleway (we have recreation cycleways and shared use cycleways but not a commuter cycleway). The linear nature of development from Atawhai to Nelson, Tahunanui, Stoke and finally Richmond means that a single commuter cycleway could serve the needs of all commuters.</p> <p>A commuter cycleway is akin to a road for cyclists. It follows a direct and efficient route, is separate from vehicle traffic, and is wide and smooth.</p> <p>Three options:</p> <ul style="list-style-type: none"> - build from new - reassign existing roads from car use to permanent cycle use - reassign existing roads from car use to cycle use during commuting hours only. <p>Given that e-bikes allow easy travel at 30 km/h, such a cycleway (if direct and with few interruptions) would enable travel between central Nelson and central Richmond (15km distance) in only 30 minutes, similar to a car.</p>	*D
	Nelson Airport	Why is Nelson Airport predicting steady growth in passenger numbers through to 2035 when we are committed to reducing our emissions over this period?	*G
Cam Carter	Active transport	<p>I support any plan that improves biking and walking initiatives.</p> <p>I would like to see:</p> <ul style="list-style-type: none"> - lighting of the Railway Reserve to improve cyclist/walker safety - installing many more safe road crossings, eg Vanguard Street - improvements to safety to cross over the road along the river trail by River Kitchen <p>actions to reduce vehicle speed limits around town and elsewhere.</p>	*D
	Sustainability	I support plans that discourage vehicle use, for the purpose of reducing emissions, improving air quality, and increasing safety for cyclists and walkers.	*B

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Anna Berthelsen	Active transport	<p>I support any plan that improves biking and walking initiatives.</p> <p>I would like to see:</p> <ul style="list-style-type: none"> - lighting of the Railway Reserve to improve cyclist/walker safety - installing many more safe road crossings, eg Vanguard Street - improvements to safety to cross over the road along the river trail by River Kitchen <p>actions to reduce vehicle speed limits around town and elsewhere.</p>	*D
	Sustainability	I support plans that discourage vehicle use, for the purpose of reducing emissions, improving air quality, and increasing safety for cyclists and walkers.	*B
Peter Olorenshaw, Nelson Tasman Climate Forum Transport subgroup	Sustainability	<p>The RLTP talks about climate change but still has the bulk of the money going into roadbuilding and road maintenance. We fail to see how this will bring about the significant changes necessary to reverse the 90% growth in carbon emissions since 1990. The biggest growth in NZ's emissions since 1990 has been in transport emissions – cars and light duty trucks.</p> <p>You should only be investing in things that reduce our carbon emissions, and investing most in things that do the most to reduce emissions.</p> <p>Change the plan to incorporating how each item reduces climate change, and reprioritise the plan in climate change reduction per dollar spent order.</p>	*B
	Strategic objectives	Delete objective 4 – 'supporting economic growth through providing better access across Te Tau Ihu's key journey routes' on page 38. Replace it with an objective of wellbeing and prosperity without growth.	*A
	Freight	Push for rationalisation of freight movements – i.e. to avoid situations like people driving a truck across the country to deliver bread.	*E
	Sustainability	We shouldn't assume that people will continue to commute – we need a reset in all travel expectations.	*B
	Other - Planning	By allowing and encouraging people to live close to where they work, educate and shop, the easier it is for active and public transport to be viable. This needs to be a central strand to transport policy. You should be petitioning councils to not	*N

		<p>allow rural subdivision, and for increased density of housing in urban areas.</p> <p>Don't allow urban sprawl, only intensification.</p> <p>Increase allowable densities and heights in city and town centres.</p>	
	Town centres	Increase pedestrian friendly car-free zones in all town and city centres – to increase the attractiveness of walking and cycling.	*M
	Sustainability	Actively discourage car commuting, alongside your measures to encourage active and public transport.	*B
	Cycleways	We can't find any budget for the rollout of a protected cycle path network.	*D
	Other - aviation	We find it extraordinary that Nelson Airport is banking on a doubling of passenger numbers over two years following on from the Corona virus reset. Until we have zero emission flights we need to face the reality of the significant carbon footprint of aviation.	*G
	Shipping	We would like to see explicit support for increasing coastal freighting.	*L
Peter Olorenshaw, Nelsust	Sustainability	<p>We are concerned at the disconnect between the words in the front of the document and the budget at the back – nice words at the front about mode shift, low emissions etc, but when you look at where the money is going a different story emerges – 61% of the budget is on local roads, and 98% of Waka Kotahi's budget for the top of the south is on national roads.</p> <p>We are asking for a complete change of emphasis – to make active and public transport the MOST attractive for most trips, not just better than they currently are.</p> <p>Freeing up the roads (through less car commuting) for tradies and truckies is something we should be striving for.</p>	*B
	Sustainability	The RLTP needs to show how every dollar spent contributes to lowering carbon emissions.	*B
	Sustainability	The RLTP should factor in the complete reset that Covid has provided, and climate change considerations demand, for our transport requirements. Growth projections should take into account the new reality of limited overseas travel for the foreseeable future.	*B

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	Sustainability	We oppose the objective of a transport system that supports continued economic growth (page 32)	*A
	Sustainability	Make mode shift improvements with every maintenance and rebuilding project.	*B
	Sustainability	The budgets include very little money for cycling which doesn't match the objectives.	*B
	Freight	Extend port hours to speed up freight journeys – so that trucks to and from the port can travel off peak. We would like to see you work with the port to extend its hours (and find solutions to noise issues related to surrounding residents).	*E
	Cycleways	We need to aim for protected cycle paths and shared slow zones rather than on-road cycle lanes.	*D
	Other – planning	Urban intensification is a transport solution, but very little has happened in this respect. Allow for partitioning of existing houses to provide extra dwellings.	*N
	Waterfront	Nothing appears to be planned for the Rocks road esplanade for 3-4 years. We need it for protecting the road from sea level rise, and to make commuting the BEST option for more people, and for recreational users of the waterfront. Continual delays are unacceptable. The waterfront development must be brought forward.	*F
	Peripheral parking charges	These could be a disincentive to car commuting, even though they are not as good as peak hour congestion charging. You should be pushing for this. We need to have sticks as well as carrots. We suggest you talk to Queenstown Council about the details of their peripheral charges and how they were an essential ingredient for a mode shift, along with the better bus service.	*M
	Tahunanui Drive	We hope the crossing changes in Tahunanui include an over-bridge from Toswill road over the road onto the school berm. This would improve safety for active transport people but also improve efficiency for motor vehicle traffic as there would be one less place for them to get held up.	*I
	Coastal shipping	Please revise the plan to include getting more freight onto coastal shipping and off our roads.	*L
	Freight (logs)	Please review our log barging proposal, which would get more than 35,000 of the	*E

		most intimidating trucks off the roads. (See preliminary proposal in the full submissions, pages 192-200.)	
John Bond, Road Transport Association	Significant Activity: Nelson Future Access (local roads)	The RTANZ supports the need for short term project deliveries (in the next 6 years) on local roads to address the Nelson Future Access challenge. RTANZ supports signalisation of a number of intersections when required to keep the intersection safe and controllable.	*C
	Significant Activities: Active transport routes in Washington Valley and the Victory-Waimea areas	Support	*C
	Significant Activity: SH6 Nelson to Blenheim	The RTANZ opposed the speed change threshold from Blenheim to Nelson. Motorists are taking chances by passing trucks in areas that are dangerous simply because of the slow speeds. More safety infrastructure and signage will make it even more frustrating.	*C
	Significant Activity: Nelson-Tasman Public Transport Improvements	No issues with this. It would replace many light vehicles using the roads. But in our experience, New Zealanders continue to choose to use their own means of transport for convenience reasons. The RTANZ would support more centralised parking areas for motorists until we can change the culture of the public. However, forcing this change will bring more problems.	*C
	RLTP overall	Both the transport and heavy transport sector has been overlooked. Without consultation with heavy truck operators, understanding what their issues actually are, then the plan will come across some important problems that may need to be addressed within the very near future. The Road Transport Association would support a review in looking at other options where heavy transport vehicles would not impose a problem on the community.	*A
Angela Craig	Cycleways	I support more cycleways and more connected cycleways, separated from cars if possible.	*D
Bevan Woodward, Bike Nelson Bays	Significant Activities	We are concerned that the significant activities (pages 54-55) have not been assessed against the Government Policy Statement 2021. We note the outcome of 'growth' is the	*C

		justification for many projects (on page 56) but this is not a GPS strategic priority.	
	Active transport	<p>We disagree with the Investment Logic Mapping that shows 'growth' as having the greatest weighting. Instead we suggest that Mode Choice, Safety and the Environmental Impact are the most critical problems to be addressed in the RLTP.</p> <p>We believe mode shift is the transport solution for the 21st century and should be at the heart of the RLTP. With this in mind, we have prepared a 'top 10' of projects to improve active transport and ask that this be included in the RLTP:</p> <ol style="list-style-type: none"> 1. Removing parking from around schools at drop off and pick up times 2. Raised table pedestrian/cyclist crossings to calm traffic and improve access for active travel users: <ul style="list-style-type: none"> - Outside schools - On arterial roads (eg Quarantine Rd, Tahunanui Drive) - At roundabouts - Where shared paths meet roads. 3. 30m/h traffic speeds using low-cost calming: <ul style="list-style-type: none"> - Around schools - Residential neighbourhoods - retail centres. 4. Contra-flow cycle lanes on one-way streets, eg Church St, Tahaki St, Kerr St 5. Off-road cycle route between Richmond and Nelson via Toi Toi, to include: <ul style="list-style-type: none"> - Priority crossing of St Vincent side roads - Lighting and widening of Nelson south railway reserve path - Raised pedestrian crossing of Songer and Saxton Roads - Enhanced crossing facilities at Queen St/SH6 intersection, Richmond 6. More covered bike parking outside popular destinations, eg schools, supermarkets, community facilities, etc 7. Signage audit and cycle routers updated on Google Maps 8. Continuous cycle lanes Annesbrook roundabout along SH6/Haven Road to Halifax Street, 40km/h traffic speed (with 30km/h, raised crossings and safer intersections in Tahunanui) 	*D

		<p>9. Continuous cycle lanes on key arterials, including:</p> <ul style="list-style-type: none"> - Ridgeway, Suffolk and Saxton Road - Rutherford Street and Waimea Road - Collingwood Street - Halifax Street - Salisbury Road. <p>10. Safe cycle routes from Nelson City to the MTB tracks in the Brook and Maitai.</p>	
Rachel Boyack, MP for Nelson	Active transport	I encourage Council to continue investing in high-quality and accessible walking and cycling infrastructure to encourage active transport and modal shift. I support the outcome noted on Page 29 of the Draft Plan that "the network will have primary routes that are high quality, direct and separated from motor vehicles."	*D
	Significant Activities And Waterfront	<p>I am supportive of the Strategic Projects identified for Nelson and Tasman within the Draft Plan and wish to see the following projects prioritised by Councils and Waka Kotahi:</p> <ol style="list-style-type: none"> 1. Prioritisation of the short/mid-term activities identified within the Nelson Future Access Project 2. Continued work to unlock the potential of the Nelson waterfront so that it can be developed into a world class piece of infrastructure 3. Prioritisation of the Richmond Future Transport Project and the Berryfield/Lower Queen Street Intersection Upgrade, so that this section of the network can be developed to promote public and active transport, and connect safely to the existing transport infrastructure in the Nelson-Tasman region. 	*C and *F
Gaire Thompson	Significant Activity: SH6 Nelson to Blenheim (Speed Management)	Opposed to the new speed limits between Nelson and Blenheim.	*C
	Active transport	Concerned at the prioritisation of cyclists and pedestrians over motorists. Eg the new bike parks which involved removing seven valuable inner city car parks.	*D
	Cycleway	Opposed to the new cycle way in Muritai Street which gets next to no use and has caused a narrowing of the road making it dangerous, and removing car parks on the eastern side in a densely populated area.	*D

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	Significant Activity: Nelson Future Access Plan	Concern at the connection of a new road at Bishopdale to Waimea Road over the planned route for the Southern Link. Traffic congestion at Waimea road will be made worse by the new traffic lights in this area.	*C
Richard Popenhagen, NZ Automobile Association, Nelson District Council	Significant Activities	Generally, we are supportive of the prioritisation of the highest cost projects for the next three years, as detailed on pages 53-55 of the RLTP.	*C
	Significant Activity: iRex Interisland Resilient Connection Project	Support	*C
	Significant Activity: Richmond Future Transport Project	Support – this is the most crucial project in the Nelson-Tasman region. We would like to be involved in the RPBC consultation on an ongoing basis.	*C
	RLTP overall	Support. But AA is concerned that a large part of the success of this RLTP is contingent on achieving a significant increase in PT use. The AA supports people having choice of all modes of travel. Increasing the appeal of public transport must not be achieved by diluting levels of service for general traffic.	*A
	Significant Activity: Berryfield Lower Queen Street Upgrade	Support	*C
	Significant Activity: Nelson Future Access (local roads)	In general, AA supports this package of projects. However, we would want to be involved with regards to the broader detail of the specific and overall projects within the package. Importantly, AA wants to be involved with NZTA in identifying the preferred long-term package for the benefit of Nelson and the region.	*C
	Significant Activity: Washington Valley Active Transport Route	Support rearranging the roading space at the same time as the water utility upgrade. We would welcome discussion on the proposal in due course.	*C
	Significant Activity: Victory-Waimea Road	Support, with consultation in due course.	*C

	Active Transport route		
	Significant Activity: Waipara to Renwick	<p>A full review of the speed limits is warranted on the four state highways.</p> <p>It is important that AA be consulted, along with the Road Transport Association and the NZ Trucking Association. These organisations represent the bulk of users of the affected highways.</p> <p>Correct the Road to Zero goal, which is 40% reduction in deaths and serious injuries (from 2018 levels) by 2030.</p> <p>Please confirm what the 2018 DSI figures are for all the relevant projects in the RLTP.</p>	*C
	Significant Activity: SH60 Richmond to Motueka	Support. And welcome consultation. Consideration should be given to the installation of side safety barriers/guardrails along appropriate sections of the Mariri tidal corridor.	*C
	Significant Activity: SH6 Blenheim to Nelson (speed management)	Correct the Road to Zero goal, which is 40% reduction in deaths and serious injuries (from 2018 levels) by 2030.	*C
	Significant Activity: SH6 Richmond to Wakefield	<p>AA has submitted on the review of the speed limits along this corridor and recommended several safety improvements.</p> <p>The current standard of this section of the highway is poor. Earlier improvements are warranted before the proposed allocation of \$9.5M in 2026/27.</p>	*C
	SH60 High Street Motueka – Additional Scope	Support. Please state what the 2018 DSI figure is.	*C
	SH6 Blenheim to Nelson – Additional Scope (Package 1)	Support	*C
	Engagement	Our fear is that you may only hear from larger more resourced groups – and smaller groups or individuals may not submit – due to the complexity of the RLTP, with so much information to digest.	*H
Chris Ensor, OneFortyOne New Zealand	RLTP overall	Support the values and objectives	*A
	Freight - Financial constraints	On page 30 there is mention of 'heavy haulage users of low order roads may be	*E

		<p>asked to contribute to the costs of maintaining these roads’.</p> <p>We’re committed to playing our part when our activities are causing a disproportionate level of road wear, as we have demonstrated with voluntary contributions to MDC for the Wairau Northbank Road since 2006.</p> <p>Our long term planning horizon allows us to identify high use areas of road prior to harvest commencing, and we will continue to work collaboratively with roading authorities regarding this.</p>	
	Freight	With regional freight volumes forecast to increase in future, there is a safety and access implication for both road users, and those travelling using alternative transport modes.	*E
	Freight – future scenario (p28)	<p>A move to ‘greater separation of through routes from general transport within each urban centre’ is welcomed by us, as it also improves the efficiency, safety and reliability of our freight network.</p> <p>We have been striving to increase freight route ‘separation’ in the short term using delivery timing and are currently working with Port Nelson on a proposal to open 24 hour delivery. This would allow us to reduce overlap with the peaks of road use and transit by the general public.</p> <p>We are also working to reduce the overall number of vehicles we have on the road, by gradually increasing the share of High Productivity Motor Vehicles in our contract fleet.</p>	*E
Bernie Goldsmith, Nelson Residents Association	Wishes to speak at the hearing.	No written information.	*_

Name	Category	Details
Malcolm Whitmee	Blenheim Bypass	<p>First of all Blenheim needs a by pass, to me it's the only way that the congestion in Blenheim is going to be fixed, it certainly isn't going to get better if nothing is done, properly worse with the increased traffic from the larger ferries all going through town and having to go around one major problem which is the Nelson St, Grove road roundabout, which in rush hour and ferry traffic time backs up the traffic down Grove rd and Nelson st slowing everything down to a crawl, not good for a state highway one, I've been trying to to work out how it can be improved, and all i could come up with was to put a fly over it, or make it into a much larger roundabout creating two lanes around it or use the spare land further down grove rd and take the trucks off there and use the land in front of the post office and the land on the other side of it to create a by pass around the roundabout and up to the bridge which then could be widened to take the extra lanes of traffic, but really to fix the problem Blenheim needs a bypass.</p>
Karen Tilley	Mode choice	<p>lived in Uppsala Province, Sweden (pop 211,000, main city 176k) in 2018-19. Sweden's pop is 10million, and the country is long, relatively narrow, with most living in cities and lots of rural roads. They take Vision Zero seriously. Large, connected network of footpaths and bikepaths - 100's of km. They are mostly paved, signposted, have street lights, and shared paths are wide and clearly designated. Most don't cross roads, &when they do, there are wide underpasses or Dutch roundabouts where pedestrians and bikers take priority. Residential areas speed limits of 30kph, often with chicanes of large planter boxes. Buses in urban and suburban areas every 15min, rural areas every 1 or hours. Bus routes often at 40kph through suburbs. Next to no parking is allowed on roads, limited car parks available in very old city centre, and it's expensive. Pedestrian crossings at every road junction, and every 200m on longer town roads. We bought a car initially, then sold it as it was just as easy to bike, walk, bus or train to our destinations. Rural roads without shoulders signposted at 60kph, others at 70 or 80. Separated highways at 90kph, and only motorways at 110kph. Speed cameras everywhere on the highway network, with a warning sign posted 200m ahead. Roads past schools are often single lane, so traffic needs to wait, and always 30kph or less. Result: literally everyone bikes, walks or takes the bus. Children can walk to school, elderly can do their shopping on foot safely. Electric or biofuel buses can fit 3 wheelchairs or pushchairs. National &county policy and funding achieved this, and we can implement some of these ideas for the top of the South Island too. only motorways at 110kph. Speed cameras everywhere on the highway network, with a warning sign posted 200m ahead. Roads past schools are often single lane, so traffic needs to wait, and always 30kph or less. Result: literally everyone bikes, walks or takes the bus. Children can walk to school, elderly can do their shopping on foot safely. Electric or biofuel buses</p>

Name	Category	Details
		<p>can fit 3 wheelchairs or pushchairs. National & county policy and funding achieved this, and we can implement some of these ideas for the top of the South Island too.</p>
Aggregate Association		<p>In summary, to ensure the projects identified in the Regional Land Transport Plan are able to be undertaken as cost effectively as possible, sound planning is required so that future access to aggregate resources is sufficiently recognised, protected and provided for. It is important that there is good coordination between all parts of the planning process and that planning for land use and quarries is linked to the transport plan.</p>
Ric Cullinane - New Zealand Walking Access Commission	Overall	<p>The Commission notes that the Proposed Te Taihu Regional Land Transport Plan (RLTP) has been developed by Waka Kotahi, the Marlborough District Council and the Tasman District Council. The Commission supports the approach of inter-regional collaboration and integration of land transport across the Tasman and Marlborough regions and Nelson district. There are strong linkages in walking and biking access across Te Taihu including three Great Rides, Heartland Rides, Te Araroa Trail, and planned Whale Trail from Waitohi/Picton to Kaikōura. Active transport promotes health, minimises carbon emissions and provides “slow” tourism opportunities for visitors from other parts of New Zealand and potentially overseas. The Commission supports the vision of the RLTP - to have a safe and connected region that is livable, accessible, and sustainable (p2)</p>

Name	Category	Details
	Unformed roads	<p>The Nelson, Tasman and Marlborough District Councils have a substantial network of unformed legal roads. These have significant current and potential future value, playing a central role in RLTP plans to develop a network of connecting trails and access points which allow people to get around the area by bike and foot. It is important that these unformed legal roads be retained.</p> <p>Recommendation 1: The Commission recommends that the Te Taihū Regional Land Transport Plan commit to creating an access-friendly unformed legal roads policy.</p> <p>The Marlborough and Tasman District Councils and Nelson City Councils already ask parties wanting to stop legal roads to first contact the Commission for feedback. Only once that is received, can they apply to the relevant Council. The Commission requests that this practice become policy.</p> <p>Auckland Transport, Hurunui District Council and Rangitikei District Council and Taupō District Council (the latter following a submission from the Commission) have similar well-formed policies that Te Taihū could draw upon. We recommend using the Commission’s Guidelines for the Management of Unformed Legal Roads as a best practice template.</p>
	Priorities	<p>Walking and biking has been omitted from shared priorities of the South Island Regional Transport Committee Chairs Group (Foreword, RLTP p3). This is out of step with central government thinking and priorities especially around climate change. The Commission recommends the insertion of:</p> <p>Increasing and improving the connectiveness and safety of cycling and walking routes across the South Island, within and between settlements. (Recommendation 2)</p> <p>Walking and biking access has also been omitted as a focus in the RLTP which includes supporting economic and population growth; improving safety; improving travel choice and resilience (P7) The Commission suggests the addition of:</p> <p>safe provision of active modes of transport (biking, walking, skateboards, scooters, e-bikes etc) within and between regions. (Recommendation 3)</p>
	Transport Issues	<p>Key transport issues are identified in the Te Taihū Draft RLTP. The Commission supports bullet points 2 and 3 (p7):</p> <ul style="list-style-type: none"> • safety on our roads • the design of our transport system is constraining access for those wanting to use more sustainable modes

Name	Category	Details
	Strategic Context	<p>The Commission recommends opening this section with the following (based on the Taupō District Council Draft Transport Strategy) to broaden context:</p> <p>Transport is our means of connecting to people and places. It connects us to job opportunities, education, health services, shops and essentials – like groceries and medicine. It connects us to our friends, families and communities.</p> <p>It connects us to social and cultural places – like marae or church. It connects us to and provides recreational experiences and social activities. It connects our goods to our customers, supporting our jobs and livelihoods. (Recommendation 4)</p> <p>The Commission notes that transport challenges are included solely in the preamble to the report. It is recommended that challenges be added to strategic context including the following relating to active transport:</p> <p>Challenges</p> <p>Significant safety challenges will be faced in achieving the targets of increasing walking, biking and other forms of active transport while improving safety given:</p> <ul style="list-style-type: none"> • projected 15% population growth over the next 15 years (p11) • significant residential growth in townships surrounding urban centres, (p12) • a steady increase in the 65+ age group, which, at 21 percent, is much higher than the New Zealand average of 15 percent (p13) • a 43% increase in road travel from 2001-1018 at a time when population increased 23% (p16) • projected 19% growth in freight volumes from 2022 to 2042 with an accompanying 4-5% growth in heavy vehicles, 35% growth in Cook Strait traffic (p20) • Cyclists as are identified at being at higher risk in Te Taihū than most other regions (p25) (Recommendation 5)
	Tangata whenua	<p>Te Taihū tangata whenua are listed but there is no mention of how they will be included in active transport planning or benefit from results. The Commission recommends that the following be added: That Te Taihū tangata whenua be consulted on Land Transport policies and encouraged to participate in planning for active modes of transport/cultural trails etc (Recommendation 6)</p>
	Crash History	<p>We note the significantly higher number of fatal and serious injury crashes involving vulnerable users (partially obscured by the variable</p>

Name	Category	Details
		graph scales), and suggest that these statistics are not adequately addressed in the Te Taihu Draft RLTP.
	Active Transport	<p>The RLTP says: Te Taihu ... has a significantly higher proportion of commuting cyclists than the New Zealand average, with Nelson having the highest proportion of employees travelling to work by cycle in NZ (6.6% vs 2.2%) reflecting substantial investment in cycling networks over the last 15 years. Many cycle to education (11.1% vs 3.8%). Urban cycle facilities, including on-road and share path facilities, often do not join up to create a cohesive network”</p> <p>In Tasman and Marlborough, the percentage biking to work (4.4%, 3.6%) is closer to the national average (p23). The proportion biking to education is similar across the regions and significantly above the national average (9.2%, 10.7% vs 3.8%) although still behind Nelson. The Commission recommends that this information be used to inform objectives, targets and priority investment areas. (Recommendation 7).</p> <p>Insertion of the following is recommended. (Recommendation 8) “RTL investment in doubling active travel in Te Taihu will prioritise Tasman and Marlborough, drawing from learnings in Nelson.” (also include this in table 6, p 36)</p> <p>The RLTP says: “Urban cycle facilities, including on-road and share path facilities, often do not join up to create a cohesive network”</p> <p>The Commission recommends insertion of the following: “RTL investment in increasing doubling active travel in Te Taihu will prioritise the connecting of cycle on-road and share path facilities, especially urban routes.” (Recommendation 9, also include in table 6, p 36)</p> <p>Table 6 (p23) highlights the lack of cohesive network but is inaccurate. The Commission recommends that this be replaced. (Recommendation 10).</p> <p>For example, Table 6 does not show the formed cycle route from the northern entrance to Blenheim to Spring Creek or the planned 210km Whale Trail connecting coastal communities from Picton to Kaikōura (although the Whale Trail is included in the table showing regionally significant expenditure from other funding sources, p58).</p> <p>The omission of the planned Whale Trail is surprising given that over one third of the route is owned by KiwiRail, Waka Kotahi NZTA, NCTIR and the Department of Conservation. The project gained \$18 million from Government’s Infrastructure Industry Reference Group and \$2 million from the Marlborough District Council (Marlborough Express 4/12/21) with the Marlborough District Council to contribute \$2 million in 2020-22 and MBIE’s Covid-19 Response and Recovery Fund</p>

Name	Category	Details
		<p>\$18 million. Work is underway with contractors currently sought for vegetation clearance, earthworks etc on the Picton to Seddon section.</p>
	Walking	<p>The Te Araroa Trail (TAT) passes through the Nelson and Marlborough Districts including sections on formed road where multiple walkers are exposed to danger – from Havelock to Kaiuma Bridge, for example. The Link Pathway on the secondary road from Picton to Havelock also has off-road access gaps.</p> <p>The Commission recommends the following insertion: Most urban areas have pedestrian footpaths along both sides of a road Rural areas generally do not have any walking facilities and pedestrians have to share the road, often in high speed environments. Sections of long-distance walking and biking trails are on busy highways and secondary roads. Intersections, driveways, lack of for vulnerable users.” (Recommendation 11)</p> <p>Amend table 6 (p36) to include the following (Outcomes/Healthy and safe people/ RLTP Priority investment areas): shifting nationally and regionally significant walking trails off-road. (Recommendation 12)</p>

Name	Category	Details
	Outcomes	<p>The Commission supports investment in outcomes including good walking and cycling corridors in high density areas and connectivity. It supports working alongside other key land use strategy documents to achieve these outcomes.</p> <p>The Commission agrees that lack of connectivity in cycling routes is a problem, e.g people must bike on SH1 through Blenheim to reach the cycle track which starts at the town's northern entrance at the old Grove Bridge, cycle lanes to the western entrance to Blenheim are not continuous.</p> <p>The Commission supports investment in outcomes including good walking and cycling corridors in high density</p>
	Strategy	<p>The Commission supports the following strategic objectives and related policies with the following inserts/deletions. (Recommendation 13):</p> <p>Objective 1: Mode choice – Communities are connected with access to a range of travel choices to meet social, economic, health, recreational and cultural needs</p> <p>Policy 1. Include appropriate facilities for cyclists, pedestrians and mobility device users within the transport network. Extend and connect walking and cycling routes</p> <p>Policy 2. Encourage and support people to choose walking and cycling for an active and healthy lifestyle by investment in infrastructure to create new walking and cycling routes, connect existing routes, education programmes targeted at encouraging more people to walk and cycle, setting, implementing and reviewing strategic direction at regular intervals</p> <p>Objective 2, safety and related policies</p> <p>Policy 1: Increase safe travel through improvement of transport networks. Identify roads requiring engineering intervention to reduce cycle/pedestrian serious injuries and deaths</p> <p>Objective 4: Supporting economic prosperity through providing better access across the Top of the South's key journey routes (comment – given necessary response to climate change, growth may become an outdated target)</p> <p>Objective 6: environmental outcomes, add:</p> <p>Policy 4: encourage and support people to choose walking and cycling to reduce road traffic and carbon emissions</p>

Name	Category	Details
	Targets	<p>The Commission supports the following RLTP target :</p> <ul style="list-style-type: none"> - 50% reduction in deaths and serious injuries on roads by 2030 <p>And suggests that a greater emphasis needs to be placed on the reduction of these injuries involving vulnerable users.</p> <p>Public transport and active travel are different targets requiring different policies. For this reason, the Commission requests that the active travel/public transport target be separated as follows: (Recommendation 14)</p> <ul style="list-style-type: none"> - Double the use of active travel mode share by 2030 - Double the use of and public transport mode share by 2030
	Vision	<p>The Commission supports the RLTP vision of a safe and connected region that is liveable, accessible and sustainable</p> <p>Healthy and safe people – the Commission supports this priority investment area but recommends the following insertion (Recommendation 15):</p> <p>safe and connected cycling and walking routes within and between settlements</p> <p>Inclusive access – support</p> <p>Environmental sustainability – the Commission supports this priority investment area but recommends the addition of cycling and walking networks (Recommendation 16)</p>
	Significant Activities	<p>(pp53-58, p14, Ten-year forecast table, pp 59-61)</p> <p>Funding allocated by the Marlborough District Council to walking and cycling improvements from 2021/22-2030/31 (approximately \$6.7 million) is significantly less than from the Tasman District (approximately \$36 million) and Nelson City (approximately \$40 million) Councils. Based on a population of 54,600 for Nelson, 52389 for Tasman and 47,340 for Marlborough, this equates to: Nelson \$732/head, Tasman \$687/head, Marlborough \$141/head (or \$184/head if Whale Trail Council expenditure is added).</p> <p>Given that percentage of people biking to work in Marlborough is considerably behind Nelson and Tasman and percentages biking to education also lag, the Commission is concerned at this discrepancy. About 4 to 5 times more is spent in Nelson and Tasman than Marlborough. The Commission recommends that:</p> <p>More equitable funding be dedicated to walking and cycling improvements across Nelson, Tasman and Marlborough with a considerably increased budget in Marlborough. (Recommendation 17).</p> <p>The Commission notes that works to improve motorists' safety on roads may increase the level of danger to cyclists and pedestrians. Road barriers, such as those on SH1 between Tua Marina and Picton, are an example.</p>

Name	Category	Details
		The Commission recommends that this is taken into account when planning and implementing safety improvements. (Recommendation 18)
	Monitoring Indicator Framework	(pp64,65) Objective – inclusive access, healthy and safe people. Support, but recommends that these support specified targets, e.g. doubling of walking and cycling, 50% reduction in deaths and injuries by 2021. (Recommendation 19)
Robyn Gardener - Automobile Association	Maintenance	The quality of the road surafe has real impact on safety and there are saferty gains to be made from more funding to imporve road surfaces, particulaly as vehciel kilometres driven have increased around 43% over the last decade.
	Safety	We support the use of considered and consistant corridor treatments and the provision of similar levels of service, understandable to the public and alighning with their expexctation, accross all state highway and regional highway routes in our region. Focussing on makein some parts of our networj significantly different to the other network sections in the area is not a strategy supported by our Council.
	Passing	AA supports any project to provide minimum oportunities to pass slower vehcils or provide safe oportunities to vehicles to pull over for others to pass.
	Speed	AA wants to see more regontition given to the safety benefits of 'engineering up' rather than simply reducing a speed limit without mitigating potential safety hazards.
	SH1 - Weld Pass	We support a realignment for its potential to reduce maintenance costs as well as potential road safty imporvements.

Name	Category	Details
	IREX	We support the proposed improvements in Picton to cater for the larger, rail enabled Cook Strait ferries replacing the current KiwiRail ferries.
	Maruia to Renwick	AA supports a review of the Inland Route speed limits from Blenheim through to Waipara comprising SH6, SH65 and SH7.
	SH6 - Nelson to Blenheim	AA supports the delivery of safety treatments, but consider the recently installed speeds on some sections are not self-explanatory. We support a review of the sections of 60km/h with a view to raising them back to 90km/h where appropriate.
	SH6 - Nelson to Blenheim	AA support the delivery of further safety treatments such as intersection improvements.
Hamish Gordon	SH6 - Nelson to Blenheim	I didn't agree with the speed limits being dropped on the Renwick to Rai Valley section of SHW-6 and the speed limit on this section of the road should be moved back to 100km/hr. The reduction in the speed limit makes travel times for local residents to Blenheim or Nelson longer and is a disadvantage to rural residents who already have a lower access to services due to them having to travel to regional towns. The drive by the lead agency is all about safety, but I think on the SHW-1 Nelson to Blenheim road there should be more passing bays. There are none between Blenheim and Rai Valley and only three between Rai Valley and Nelson. The Blenheim to Rai Saddle section of should have at least three sections of passing lanes. A noticeable feature of driving this road is the impatient nature of some drivers which leads to reckless passing which can cause accidents. More passing lanes would allow safer passing and help reduce conga lines of traffic building up behind slow drivers than have a low awareness of their affect on the traffic.

Submission Summary

Draft Connecting Te Taihu - Regional Land Transport Plan 2021-2031 - Submission #26674

Mr Jared Bosecke

[Redacted]

Speaker? False

Department	Subject	Opinion	Summary
Nelson Tasman Consultation	If you have feedback specifically about public transport, have you submitted this separately to either the TDC Regional Public Transport Plan or the NCC Regional Public Transport Plan?	No	
Nelson Tasman Consultation	What feedback do you have on the overall Te Taihu Regional Land Transport Plan?		Considering better public transport options from the Nelson Airport to Motueka/Kaiteriteri/Marahau. Safer cycling options between Kaiteriteri and Marahau and Marahau Riuwaka.

Submission Summary

Draft Connecting Te Taihu - Regional Land Transport Plan 2021-2031 - Submission #26693

Mr Mark Edwards

[REDACTED]
[REDACTED]
[REDACTED]

Speaker? False

Department	Subject	Opinion	Summary
Nelson Tasman Consultation	If you have feedback specifically about public transport, have you submitted this separately to either the TDC Regional Public Transport Plan or the NCC Regional Public Transport Plan?	No	
Nelson Tasman Consultation	What feedback do you have on the overall Te Taihu Regional Land Transport Plan?		<p>Firstly having prepared RLTPs for another regional council can I say good effort, great document for a relatively small Unitary Council.</p> <p>PT Step changes I fully support these. As an Upper Moutere resident the potential bus services to get to work (Nelson) or recreation (to any of the centres) I fully support. I appreciate the detailed thinking is yet to come, but how will the services operate? (via Mapua or Upper Moutere or alternate in the timetable).</p> <p>Introduction Road Safety - Fig 5 and 6 needs to be better quality and explained in the text, they are just dumped in the draft as though they are self explanatory. Traffic and Air travel projections don't appear to have been contextualised in relation to Covid, nor</p>

		<p>is working from home and the changes in this really mentioned in relation to travel, though it is touched on in the future scenario - active modes (page 28/29).</p> <p>Objectives and Policies</p> <p>Objective 5 Resilience - seemed to be focused on recovery (and the related emergency planning) rather than creating a robust and resilient system that didn't need to recover or be reliant on an emergency plan. This lack of foresight seems at odds with the term resilient.</p> <p>Objective 6 - Environmental outcomes - P1 assumes travel is a necessity, why not encourage and promote working from home for the regions major employers? P3 isn't quite the same as this, and currently the urban sprawl that is outer Richmond in itself seems at odds with P3.</p> <p>ILM</p> <p>I think the benefits are generally poorly written (eg KPI 5 is a trend / target not a KPI). KPI1&2 don't fully reflect the breadth of the benefit statement. KPI1 has no material effect on access. KPI 3 & 4 are in effect the same. Benefit - mode choice should set against all modes and KPI6 is pretty pointless (why just cycling, why not PT as well? Define "high-quality" etc) the same applies to KPI7 which does little to measure and encourage network resilience improvement. How is KPI8 attributable to transport and all the other pollutants?</p> <p>Given the encouraging PT network proposals there is very little that explicitly measures this as an outcome, which seems odd given it has a role in delivering all 5 benefits.</p> <p>Land Use planning would also seem central to some of these too.</p> <p>Resilience (page 49) is more than floods & sea level rise, what about storms (eg Takaka hill slips), quakes etc?</p> <p>I think the ILM is a bit of a missed opportunity to better set the scene and drive outcomes.</p> <p>Despite these comments, good work.</p>
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Submission Summary

Draft Connecting Te Taihu - Regional Land Transport Plan 2021-2031 - Submission #26725

Mr Timothy Tyler
Owner Latitude Supply Chain

[REDACTED]

[REDACTED]

[REDACTED]

Speaker? False

Department	Subject	Opinion	Summary
Nelson Tasman Consultation	If you have feedback specifically about public transport, have you submitted this separately to either the TDC Regional Public Transport Plan or the NCC Regional Public Transport Plan?	No	
Nelson Tasman Consultation	What feedback do you have on the overall Te Taihu Regional Land Transport Plan?		Generally positive although there seems to be a clear understanding within contract stakeholders and members of my circle that certain things just need to get on and happen. Preferably yesterday. And some that are proposed, shouldn't.
Nelson Tasman Consultation	What feedback do you have on the overall Te Taihu Regional Land Transport Plan?		SEE ATTACHMENT 26725

Irex:

JFDI, but while you're at it knock a few of the southern end string of house stragglers down in Picton and make the in/out a bit better too. Focus on Industrial to west and intensified urban above sea level to the east.

Richmond Future Transport:

A decently thought out roundabout at Queen/Gladstone intersection. Join Hill and Suffolk up.

Nelson Tasman Public transport improvements:

Erm, sod the chargin' points for cars – how about a few fast charger units for bikes at strategic locations too? Hospital, libraries, schools... Urban zone fare time based on the flat fare! E.g. can buy a daypass or week pass on the Bcard. Add a Mapua morning/evening bus. Super stops? Hmm. A simple shelter if nothing exists nearby would suffice. Put the \$ into the service, not bricks and mortar. Switch spend from regional branding to a solid fleet maintenance plan to make the service reliable. Want modal switch? Try an electric or hybrid Nelson CBD loop – Richmond A&P showgrounds or 3BC (via Tahunanui and Stoke) Metro line 1 style trambus ripoff. I nominate "The Wakatu Line" as a name. Flat, plenty of catchment & surely good spots for a Park&Ride at one end.

Berryfield/LQS Intersection Upgrade:

A mini roundabout would be less obstructive to the smooth movement of motorised traffic, with pedestrian courtesy crossings catering to walkers and cyclists. Segregated cycle lane between Gladstone/Queen intersection & Sandeman Rd, linked with the GTT at that point.

NFA:

Interesting development has seen me modify my behaviour (2x trips to Victory Sq/week) so appears to be working! So far so good. Probably down to there being other options on where to drive. E.g. funnelled along Waimea Rd.

Washington Vly:

Suburban ratrun. I'd expect measures similar to Motueka St won't work as there is simply no alternative for many users. Prefer to see the focus on upgrading paths and making smooth cycle lanes (expressway?), esp as the area has to be a dormant e-bike stronghold with those hills!

Victory-Waimea route:

No comment.

Maruia – Renwick:

Forms part of one of the 2 goat tracks into the Nelson region and Buller. Route needs to be brought fully up to HPMV standard once SH1 gets there (I'm looking at you, Weld Pass and the drag just south of Picton!).

Bridges – all 2-lane, fully up to HPMV use. Preferably engineered to take an AF8 sized hit.

Corners – the ones around Deep Gully near Maruia are but one example. The unnecessary ones on the flat just south of Murchison another. And let's not "lose sight" of the many blind summits.

Verges – give a touring cyclist a chance – and maybe the odd meandering motorist!

SH60 Richmond to Motueka:

Widen and segregated cycle-lane on one side from 3 Brothers corner to Mapua turnoff(continuing cycle lane into Mapua). Roundabout at Lansdowne Rds and Moutere Hwy junction to split the traffic better. Hated the idea of 80, and still do, but making things flow will take away some of the pain. Underpass for R turning traffic from Richmond to Mapua. And when oh when are there going to be some cabled medians along many more parts of the section between Gardner Vly Rd and Motueka?

Nelson-Blenheim:

Geez, what can I say about NZTA? Consultation? I don't think so. You just pissed a LOT of people off. Get out there and lose some corners, blind summits and remediate the sections where notably, passing lanes have been removed. Especially between Rai Valley and Renwick. Then put the speed limit back to 100 where prudent to repair travel times. The new limits are as popular as a cup of cold sick and are widely viewed with suspicion that all that will happen is increased speeding fine revenue gathering. The optics are abysmal and it is all very frustrating.

Richmond to Wakefield:

Underpasses for local traffic across the SH at both SH6 entrances to Brightwater. Mapua one would have priority but here would be #2 & #3. Close off access from Factory, Barton and Telenius to SH6, have TDC sell the road reserve and funnel the proceeds into reducing the cost of the underpasses. Widen between Spring Grove and Wakefield.

High St Motueka:

Just bite the bullet and put in a bypass by stealth – a bridge connection between River Rd and Queen Vic st and a new bit from Hau to Toad Hall roundabout. Make it 60kph. Instant heroes!

SH6 –St Leonards intersection? Just build it already!

Submission Summary

Draft Connecting Te Taihu - Regional Land Transport Plan 2021-2031 - Submission #26775

Mrs Jenny Lines

Community representative Wakefield Road Crossings group

[Redacted]

[Redacted]

[Redacted]

Speaker? True

Department	Subject	Opinion	Summary
Nelson Tasman Consultation	What feedback do you have on the overall Te Taihu Regional Land Transport Plan?		I would love to see you achieve your headline target of creating a Mode Shift which doubles the use of active travel by 2030. This would have positive flow-on effect for not only the environment, but the physical and mental health of everyone in the Te Taihu region.



UNDERPASS PROPOSAL

Submission to acquire funding

SH6 Whitby road, Wakefield

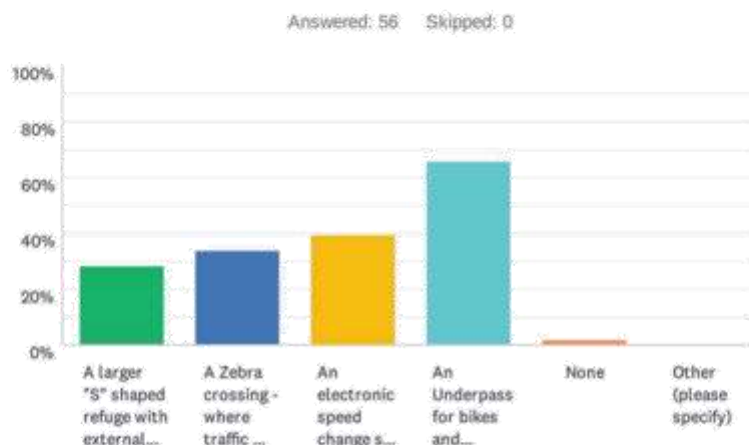
Jenny Lines – Community Representative
0274 328 936

Underpass Proposal for Wakefield - 12/03/2021

On behalf of the Wakefield Road Crossings group and the wider Wakefield community, I present the following proposal for a pedestrian underpass to be built under SH6 Whitby Road, Wakefield.

Over the last 12 months we have been working hard to highlight, to the TDC and NZTA, the urgency for improved pedestrian crossing options over SH6 Wakefield. Families and children of Wakefield school cross this road multiple times a day and it has become more dangerous and difficult to do so safely in recent years. SH6 is an extremely busy corridor, it runs right through the centre of our village and creates disconnection between the two sides. During 2020, the Wakefield Road Crossings group attended numerous meetings with both TDC & NZTA and provided factual information on the issues and dangers that our pedestrians face on a daily basis. We spoke at the TDC operations committee meeting in September 2020 and also provided a written submission which included photos, solution ideas and possible funding avenues. NZTA have taken our concerns seriously and are currently conducting a safety audit. This audit has involved assessments by NZTA safety engineers, the Multi-modal specialist walking & cycling group, and an independent civil engineer. Our safer road crossings initiative has the backing and support of our community, local police and the local trucking companies who are heavy users of this road. Last year we surveyed 56 local truck drivers and asked them for their views on the current road crossing options. Here is an excerpt of data in which we asked what sort of improvements they would like to see made. It's clear from this graph that the majority of drivers also agree that an underpass would be the safest option.

Q7. Which of the following improvements would you like to see made, to improve the current crossing options. Please tick 1-2 options.



ANSWER CHOICES	RESPONSES
A larger "S" shaped refuge with external cage to contain the Pedestrians more clearly at the Arrow Street crossing.	28.57% 16
A Zebra crossing - where traffic is required to come to a complete stop for Pedestrians.	33.93% 19
An electronic speed change sign for high volume times like before and after school.	39.29% 22
An Underpass for bikes and Pedestrians situated near the village green.	66.07% 37
None	1.79% 1
Other (please specify)	0.00% 0
Total Respondents: 56	

Potential Underpass location:

Wakefield has a logical position for an underpass next to the Village Green. There is room either side of the road for the entrances and proximity to the police station and central village would help keep it a safe pathway. Importantly, this location connects to the Railway Reserve and it's also the exact point in which the Great Taste cycle trail crosses over the road. An underpass here would connect the residents who live on the North side of the village, directly to the shops, Wakefield Primary, Wakefield Pre-Schools and the Wakefield Medical Centre etc. Below is a rough mock-up of this potential location.



We know that in this particular part of Whitby road, there would be no issue with storm-water and waste-water pipe interference. Only the water table may need further consideration.



What it might cost:

There have been underpasses built in two neighbouring communities. We have researched the costs involved in building those and here were our findings:

Brightwater Underpass (Katania Heights) = \$320,000 approx.

Spring Grove Underpass (privately owned) = \$230,000 approx.

We spoke to the CEO of the civil construction company who were involved in building the Brightwater underpass approximately 12 years ago. He estimated that building something similar in Wakefield today, might cost somewhere in the vicinity of \$400 - \$500,000. It is our understanding that any changes made to a State Highway requires a 51% monetary contribution by NZTA and 49% by Council. With this in mind, the funding we may potentially be seeking from TDC to build an underpass in Wakefield, is around **\$200 – 250,000**.

Traffic Growth:

In the 27-year period between 1991 and 2018, the daily traffic volume (measured at the nearest telemetric site in Spring Grove) increased from **3900** vehicles per day, to **8455** vehicles per day. This is an increase of 116% in one generation.

Transit New Zealand Traffic Volumes 1991

STATE HIGHWAY	DISTANCE	LOCATION	AADT
4	65	Taumarunui North Near Okaihae Rd	1830
4	73	Taumarunui Wanganui River Br (Matapuna)	4600
4	90	Owhango Rail Overbridge	1730
4	111	Raurimu South At Rail Overbridge	1560
4	114	National Park South Of SH47	1540
4	135	Horopito	1360 T
4	164	Reethi South Near Ararua Bridge	830
4	189	Kakatahi South Of Raupiu Rd	930
4	218	Wanganui North At Upokongaro Stream Br	940
4	226	Upokongaro South	1620 T
4	232	Wanganui Pauls Rd	2100
5	33	Tarukenga West of Dalbeth Rd	3500 T
5	46	Rotorua North Of Fairy Springs	13200 C
5	57	Waipa	4960 T
5	124	Waikakei North Of SH1	2700
5	137	Taupo East Of Crown Rd	2100
5	230	Te Pohue	1760 T
5	257	Eskdale North Of Yule Rd	1950
6	3	Blenheim West Boundary	5040
6	9	Woodbourne Airbase	3800 C
6	18	Renwick Wairau River Bridge	2200
6	61	Rai Falls	1620
6	100	Hira	1740 T
6	113	Nelson Northern Outlet	7520
6	123	Nelson North of Hays Corner	11100 C
6	127	Nelson Freezing Works	20300
6	129	Richmond Bypass	10200
6	130	Richmond Three Bros Corner	12130
6	135	Brightwater Wairoa River Bridge	5990
6	140	Brightwater SW At Spring Grove	3900
6	154	Wakefield - Kohatu Spooners Hill	1330
6	183	Koreng	900
6	236	Murchison Nth Longford Bridge	960 T
6	249	Murchison South	1150
6	255	Murchison West SH65 O'Sullivan's Bridge	550
6	291	Inangahua North of Inangahua	560
6	326	Buller Gorge Ten Mile Creek	770
6	340	Buller South Wilson Lead Rd	610
6	398	Punakaiki Canoe Creek Bridge	530 T
6	418	Rapahoe North Township	750
6	426	Greymouth North of Taylorville Turnoff	2690
6	430	Greymouth Grogans Lane	10080
6	438	Paroa North of Paroa School	4250
6	448	Kumara North of Junction	2380
6	449	Kumara Junction Sth of Serpentine Creek	1630 C
6	472	Hokitika South Near Timber Yard	3100
6	474	Hokitika Sth on Ruatapu Rd	520

Page 7

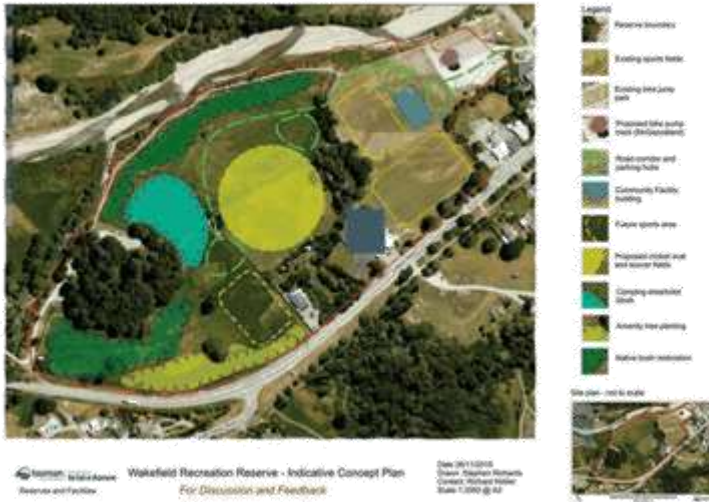
The screenshot shows an Excel spreadsheet with columns including 'Project ID', 'Location', 'Description', 'Status', 'Start Date', 'End Date', and several columns of numerical data. The spreadsheet lists various road projects and their associated metrics.

In 2020, NZTA put traffic loops on the pedestrian refuge crossing near Arrow Street in Wakefield. The data from those loops below shows that traffic is heaviest between 7am-6pm, which is also the peak time that pedestrians are moving about the village. We often have to wait for long periods of time - either at the side or in the centre of the road – for a large enough gap in traffic to cross. This is particularly an issue, before and after school. On average there are 480 vehicles passing through Wakefield between 8am – 9am in the morning and 629 vehicles between 3pm-4pm in the afternoon.

Full Hour Counts - (12340) SH6 WAKEFIELD - BETWEEN WAKEFIELD SPEED SIGNS NORTH TO EDWARD STREET / PIGEON VALLEY

Hour Intervals From To	Tue 28-Jul-20		Wed 29-Jul-20		Thu 30-Jul-20		Fri 31-Jul-20		Sat 1-Aug-20		Sun 2-Aug-20		Mon 3-Aug-20		AVERAGES (Veh/Hour)			
	North	South	North	South	North	South	North	South	North	South	North	South	North	South	North	South	Both	
0500 0100	15	13	29	13	9	21	8	12	20	9	15	20	8	15	23	6	7	19
0100 0200	8	15	23	9	10	18	8	13	21	10	10	30	7	9	5	10	15	8
0200 0300	21	18	30	11	19	30	12	21	33	18	14	32	11	12	21	7	6	11
0300 0400	15	21	36	15	29	44	11	26	37	23	27	50	10	12	22	7	6	13
0400 0500	30	36	66	32	42	74	32	32	64	28	34	60	11	13	24	8	6	12
0500 0600	67	78	145	94	69	162	79	65	144	73	75	148	24	21	45	9	17	28
0600 0700	167	109	278	162	110	272	155	122	277	154	112	266	35	35	90	25	34	54
0700 0800	328	196	524	322	197	434	260	202	448	298	192	415	45	42	152	27	36	63
0800 0900	281	336	489	348	275	463	249	217	466	289	201	466	140	123	263	80	89	169
0900 1000	234	290	464	204	230	424	236	243	479	245	264	508	225	191	406	157	158	315
1000 1100	220	290	450	205	204	400	235	226	464	236	240	484	275	278	553	188	280	477
1100 1200	205	215	423	219	177	396	228	257	485	224	245	489	215	280	475	200	245	448
1200 1300	217	221	438	238	242	478	249	236	485	296	276	564	295	263	489	272	309	583
1300 1400	223	207	430	231	222	453	210	240	450	258	287	545	240	280	523	205	253	538
1400 1500	271	236	506	250	228	478	295	241	538	301	309	609	329	211	440	349	235	584
1500 1600	347	305	652	333	326	609	327	277	604	320	333	653	202	229	431	301	211	562
1600 1700	314	304	630	312	322	634	314	320	634	330	362	712	205	197	403	307	186	525
1700 1800	246	264	510	274	359	633	247	356	603	245	377	622	213	184	371	273	158	431
1800 1900	183	197	380	182	193	375	146	196	334	154	223	377	144	114	268	174	92	268
1900 2000	84	82	174	88	97	175	75	92	170	67	96	206	78	58	134	168	89	177
2000 2100	64	64	128	37	78	110	39	67	126	66	105	171	52	96	108	48	46	94
2100 2200	38	68	106	47	62	109	42	58	100	58	60	106	41	24	60	35	49	64
2200 2300	25	24	49	25	26	51	18	38	56	43	40	82	30	38	68	21	20	41
2300 2400	11	18	29	11	14	25	13	16	29	23	24	47	23	27	50	5	7	12
Daily Totals	3,065	2,963	6,028	3,531	2,915	5,940	3,019	3,011	6,089	3,198	3,339	6,334	2,283	2,407	4,764	2,883	3,265	4,888
12hr 07-19	3,418	3,296	6,714	3,345	3,272	6,617	3,392	3,370	6,760	3,580	3,722	7,302	2,576	2,626	5,200	2,960	2,478	4,739
18hr 06-00	3,454	3,338	6,792	3,381	3,312	6,693	3,423	3,424	6,847	3,646	3,795	7,441	2,629	2,691	5,320	2,926	2,565	4,431
24hr 00-00	3,810	3,519	7,129	3,858	3,490	7,043	3,574	3,585	7,169	3,803	3,964	7,767	2,714	2,772	5,486	2,974	2,583	4,537
5 Day Average	3,065	2,963	6,028	3,531	2,915	5,940	3,019	3,011	6,089	3,198	3,339	6,334	2,283	2,407	4,764	2,883	3,265	4,888
7 Day Average	3,065	2,963	6,028	3,531	2,915	5,940	3,019	3,011	6,089	3,198	3,339	6,334	2,283	2,407	4,764	2,883	3,265	4,888

We are concerned that as the Annual Average Daily Traffic volume increases, so will the possibility that a pedestrian will be seriously injured or even killed trying to crossing SH6. Without infrastructure in place to manage pedestrian safety alongside traffic growth, it will leave pedestrians vulnerable and unable to access key facilities in the future. An underpass would solve these issues for the long term.



Active Travel:

Active travel has become a big part of our community. Wakefield School has an active travel plan that was introduced in early 2020. Since that began, there has been a big increase in the number of children who now walk/bike/scooter to school. At the end of last year, we surveyed all of the Wakefield School students and plotted how they most commonly came to school. The majority of the children are now using active travel (green dots) as their means of transportation. You can see from the image below, just how many of the students live across the other side of SH6.



WAKEFIELD SCHOOL TAMARIKI TRAVEL MAP 2020

This increase in active travel is putting more pressure on our refuge crossings and some days there is a line-up of families waiting to cross SH6. Traffic will often stop to let pedestrians cross, but since this is not how refuges are meant to work, this creates confusion and further dangers. If Wakefield School moves from being a contributing Primary School (years 0-6) to a full Primary (years 0-8) - as is currently being discussed by MOE - we can visualise this issue only getting worse.



The introduction of the Great Taste cycle trail, means we now also see hundreds of bikes passing through the village every week too. When you team this with the increased active travelling within our community and the increased traffic on SH6, we feel the current refuge crossings are no longer working.



Conclusion:

We are still currently awaiting the outcome of the official NZTA Safety Audit. Their findings will determine what level of improvement they will provide for us in the short term. We know that these improvements will likely be minimal superficial upgrades, as there is no budget currently allocated for an underpass. We feel this short-term solution and will not be a future proof option for keeping Wakefield residents safe. We strongly feel that there should be focus on a long-term solution like building an underpass. It is our goal to see an even greater mode shift in our community in coming years. We need your help to be pro-active and give Wakefield the connectivity and accessibility that would make this possible.

We sincerely hope that you acknowledge our proposal and will consider including us in your Regional Land Transport Project.

Yours sincerely

Jenny Lines

Community Representative

Email: jennlines@live.com

Phone: 0274 328 936

Submission Summary

Draft Connecting Te Taihu - Regional Land Transport Plan 2021-2031 - Submission #26777

Ms Ange van der Laan

[REDACTED]
[REDACTED]
[REDACTED]

Speaker? False

Department	Subject	Opinion	Summary
Nelson Tasman Consultation	If you have feedback specifically about public transport, have you submitted this separately to either the TDC Regional Public Transport Plan or the NCC Regional Public Transport Plan?	No	
Nelson Tasman Consultation	What feedback do you have on the overall Te Taihu Regional Land Transport Plan?		<ul style="list-style-type: none"> - effective planning for regional transport is predicated on good urban/regional spatial planning. - urban development in the Tasman district close to Nelson city has a direct negative impact on transport networks - I am in support of the proposal to introduce a single urban fare - \$2 is a reasonable fare for those people who make the effort to use public transport and who are not contributing to wider network congestion - I support the introduction of low emissions buses as soon as possible - both for climate change impacts and noise/pollution impacts - an urban bus timetable from 7am to 7pm is inadequate - at the very least there should be a later service on Fri and Sat nights - a radical step change is needed to persuade the

		<p>public to change from driving cars to using PT or biking/walking - too much money is spent on improving roads which works against encouraging people out of their cars</p> <ul style="list-style-type: none"> - the current road environment is primarily designed for cars to drive at speed - cars need to be slowed down for social cohesion, safety and to mitigate climate change impacts - one way this could be achieved is through an incremental revision of the street environment that emphasises people, community and the environment - I am an active biker and walker and appreciate the cycle lane infrastructure but it needs to be massively improved eg. bike parking is woefully inadequate throughout the district, the Rocks Rd lane is a high risk proposition - I live on Muritai St in Tahunanui - although the cycle lane is a great innovation it starts and ends abruptly and dangerously - the emphasis seems to be on Great Taste Trail users rather than urban commuters - no change has been made to otherwise slow the traffic down - this is especially noticeable around the school where children own the school environment even after school hours but the road environment is only made "safer" immediately before and after school - Muritai and surrounding streets between Tahunanui Dr and the coast should be a slow zone for vehicles - roads at the Tahunanui Beach reserve mirror normal urban roads and therefore normal urban driving practice continues - there should be a retreat of vehicles and parking beyond the roller skating rink - Queen St, Richmond is a terrible cycle environment - cyclists get sandwiched between parked cars and moving vehicles <p>I encourage NCC and TDC to be bold in your transport plan - commit to roads for people not cars - embrace the woonerf.</p>
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Submission Summary

Draft Connecting Te Taihu - Regional Land Transport Plan 2021-2031 - Submission #26788

Dr Joanna Santa Barbara

[REDACTED]

[REDACTED]

[REDACTED]

Speaker? False

Department	Subject	Opinion	Summary
Nelson Tasman Consultation	If you have feedback specifically about public transport, have you submitted this separately to either the TDC Regional Public Transport Plan or the NCC Regional Public Transport Plan?	Yes	
Nelson Tasman Consultation	What feedback do you have on the overall Te Taihu Regional Land Transport Plan?		<p>Regional Land Transport Submission</p> <p>I strongly support your aims to:</p> <ul style="list-style-type: none"> o Reduce transport's share of carbon emissions. I suggest increasing your target from 30% less emissions by 2030 to 50% less by 2030. This is a Climate Emergency; it is important to make speedy reductions in the earlier phase of our transition to net zero by 2050. o Reduce reliance on motor vehicles. I suggest a goal of halving the number of cars on the road or halving the vehicle km. travelled by 2030. o Promote the mode shift from cars to active and public transport. This is enormously important. It's a substantial cultural change. We will need to fund skilful communications and incentivisation schemes to effect this absolutely necessary shift. <p>I urge you to:</p> <ul style="list-style-type: none"> o Encourage further investigation of shipping and

		<p>rail to replace as much as possible of the road component of freight in the region.</p> <ul style="list-style-type: none"> o Facilitate electrification of remaining road transport, for example, by ensuring a good network of recharging stations. o Facilitate the implementation of an online system, South Island-wide if not national, for ride-sharing between towns. o Recognise and support hitch-hiking as a mode of transport, and establish recognized areas on the edges of towns (accessible by public transport) for people to hitch and for drivers to offer rides. o Facilitate the establishment of good bus services between towns, with fares that will attract users. Initially fares will have to be quite low, to attract users who have cars to use the bus instead. Currently high fares are a disincentive. <p>To counter the argument that this is a drain on public funds, consider the hidden cost-savings of a substantial mode shift taking a large proportion of single-occupancy cars off the road:</p> <ul style="list-style-type: none"> - Lower greenhouse gas emissions (which will ultimately be very costly to the national economy). Much lower still when the buses are electrified. - Eventual reduction of waste disposal costs of cars at the end of their life cycle. - Lower road maintenance costs - Substantial savings with lower need for new and improved roads. The Nelson Southern Link, for example, would not be needed. - Lower fatalities and injuries from road accidents.
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Submission Summary

Draft Connecting Te Taihu - Regional Land Transport Plan 2021-2031 - Submission #26813

Ms Jane Murray
Health in All Policies Advisor Nelson Marborough Health

[REDACTED]

[REDACTED]

[REDACTED]

Speaker? True

Department	Subject	Opinion	Summary
Nelson Tasman Consultation	If you have feedback specifically about public transport, have you submitted this separately to either the TDC Regional Public Transport Plan or the NCC Regional Public Transport Plan?	Yes	
Nelson Tasman Consultation	What feedback do you have on the overall Te Taihu Regional Land Transport Plan?		SEE ATTACHMENT 26813



Te Tau Ihu Regional Land Transport Plan (RLTP) 2021

17 March 2021

For more information please contact:
Jane Murray
NMDHB Public Health Service
Email: jane.murray@nmdhb.govt.nz
Phone: (03) 543 7805

Submitter details

1. Nelson Marlborough Health (Nelson Marlborough District Health Board) (NMH) is a key organisation involved in the health and wellbeing of the people within Te Tau Ihu o Te Waka a Maui. NMH appreciates the opportunity to comment from a public health perspective on the Te Tau Ihu Regional Land Transport Plan (RLTP) 2021.
2. NMH makes this submission in recognition of its responsibilities to improve, promote and protect the health of people and communities under the New Zealand Public Health and Disability Act 2000 and the Health Act 1956.
3. This submission sets out particular matters of interest and concern to NMH, particularly in relation to promoting cycling, walking and public transport.

General Comments

4. NMH supports the vision of this RLTP to have a safe and connected region that is liveable, accessible and sustainable.
5. NMH supports the Strategic Objectives especially in relation to mode choice, safety and environmental outcomes.
 - a. Communities have access to a range of travel choices to meet their social, economic, health and cultural needs.
 - b. Enable access to social and economic opportunities by investing in public transport.
 - c. Deaths and serious injuries on the region's transport system are reduced.

Specific Points

1. *Linking Transport Objectives and Significant Activities* (page 57): NMH notes that a high proportion of the activities do not have a sustainability ranking. Waka Kotahi has recently released its Toitū Te Taiao: Sustainability Action Plan¹ where it sets a vision for a "low carbon, safe and healthy land transport system" and its principles include kaitiakitanga, stewardship and equity. Therefore in order to align with that Action Plan, consideration should be given to providing a sustainability ranking for all significant activities.
2. NMH strongly supports the significant investment Nelson and Tasman are putting into public transport services and infrastructure.

¹ <https://www.nzta.govt.nz/assets/About-us/docs/sustainability-action-plan-april-2020.pdf>

3. NMH is pleased to see that all Councils are increasing their funding for walking and cycling improvements over time however it is noted that Tasman and Marlborough do not significantly increase spending in the short term, it would be useful to know why this is the case. (Pages 59-62)
4. In relation to funding (page 63), NMH notes that Waka Kotahi's funding for Walking and Cycling Improvements stays static whereas funding for other activity classes fluctuates often with larger investments being made. Consideration that mode shift is a government priority and the Toitū Te Taiao Plan has been introduced, it would be expected that funding would increase over time to support these modes.
5. *Richmond Future Transport Project (page 69)*: NMH supports aspects of this Project in relation to promoting mode choice, improving safety and sustainability in order to achieve the objective that Richmond offers a sustainable and liveable environment.
6. *Nelson/Tasman Public Transport Improvements (page 70)*: NMH is pleased to see that NCC/TDC are investing heavily into Public Transport in terms of coverage of service and reduction of fares. NMH reiterates that frequency of service is vitally important for bus patrons and the proposed changes will result in a reduction of services at peak times for a number of patrons which may negate the gains made in other areas. Frequency of services needs to be revised in the Plan
7. *Berryfield/Lower Queen Street Intersection Upgrade (page 71)*: NMH supports the objective that pedestrians, cyclists and buses are catered for as part of the upgrade. The design clearly shows there will be pedestrian and cyclist facilities. NMH notes that a key problem/issue is "that Lower Queen Street and Berryfield Drive are primary routes for active transport and public transport". Currently this is not the case, this could be a typographic error in the Plan where this phrase is better placed in the objectives section rather than the issues section.
8. *Nelson Future Access (page 72)*: NMH continues to advocate for safety improvements, improved public transport and an increase of safe and easily accessible cycle/walking connections across these routes. Consideration should also be given to adding shorter bus priority sections in the short term. NMH notes that new traffic lights are being introduced on Waimea Road/Highview Drive, as this section already has two lanes, consideration could be given to introducing bus priority at this intersection.
9. *Washington Valley Active Transport Routes (page 73)*: NMH supports plans to prioritise public transport and active modes on this route.

10. *Victory-Waimea Road Active Transport Route (page 74)*: NMH acknowledges that there are poor cycling connections from Waimea Road to the existing Railway Reserve. NMH supports improving East-West connections to the Hospital and Waimea Road. NMH is happy to work with NCC on the development of the Detailed Business Case.
11. *Maruia to Renwick (page 75)*: NMH supports safety improvements on this route that will result in fewer serious injuries and death.
12. *SH60 Richmond to Motueka (page 76)*: NMH supports safety improvements on this route that will result in fewer serious injuries and death.
13. *SH6 Nelson to Blenheim (page 77 & 79)*: NMH continues to support safety improvements on this route.
14. *SH6 Richmond to Wakefield (page 78)*: NMH continues to support safety improvements on this route
15. *SH60 High Street Motueka (page 79)*: NMH strongly supports safety improvements recommended here. This improvement package has been in the Regional Land Transport Plan numerous times, it is promising that work is set to occur.

Conclusion

16. NMH thanks the three Councils for the opportunity to comment on the Te Tau Ihu Regional Land Transport Plan (RLTP) 2021. NMH is pleased to see plans to invest further in active and public transport as this will have positive health outcomes for the community.

Yours sincerely



Lexie O'Shea
Chief Executive
Lexie.oshea@nmdhb.govt.nz

Submission Summary

Draft Connecting Te Taihu - Regional Land Transport Plan 2021-2031 - Submission #26863

Mr Brent Maru
Chair Motueka Community Board

[Redacted]

Speaker? True

Department	Subject	Opinion	Summary
Nelson Tasman Consultation	If you have feedback specifically about public transport, have you submitted this separately to either the TDC Regional Public Transport Plan or the NCC Regional Public Transport Plan?	Yes	
Nelson Tasman Consultation	What feedback do you have on the overall Te Taihu Regional Land Transport Plan?		<p>The Motueka Community Board has and continues to advocate strongly for urgent improvements to SH60 High Street, Motueka and fully acknowledge that funding allocated will allow for the commencement of already approved works in May 2021. We further advocate that the additional scope items for SH60 (High Street, Motueka) in particular the installation of traffic lights at Greenwood / Pah Street also be approved and are commenced in 2021.</p> <p>The proposed SH60 Richmond to Motueka we believe should be amended to read SH60 Richmond to the base of the Takaka Hill, taking in the widening of the Motueka Bridge and the Cooks Corner intersection. For decades the Motueka Community has expressed ongoing concern over the current bridge and whilst we believe this is</p>

			<p>included in Year 7 of the plan we request that this project be moved to years 3 or 4.</p> <p>The Board believes that the fatal accidents on SH60 Richmond to Motueka have been driver related (impaired or inattention) rather than road surface and conditions, however continue to see higher risk from the current Motueka Bridge.</p> <p>Cycling is a key active transport option in Motueka, however the main routes throughout the township and between settlements often intercepts SH60.</p> <p>The Board advocates for the provision of safe, well lit, well maintained cycleways.</p>
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Submission Summary

Draft Connecting Te Taihu - Regional Land Transport Plan 2021-2031 - Submission #26870

Mr Peter Moffatt

[REDACTED]

Speaker? False

Department	Subject	Opinion	Summary
Nelson Tasman Consultation	If you have feedback specifically about public transport, have you submitted this separately to either the TDC Regional Public Transport Plan or the NCC Regional Public Transport Plan?	No	
Nelson Tasman Consultation	What feedback do you have on the overall Te Taihu Regional Land Transport Plan?		SEE ATTACHMENT 26870

CONNECTING TE TAUIHU.**REGIONAL LAND TRANSPORT PLAN 2021 – 2031****SUBMISSION FROM PETER MOFFATT.**

The Executive Summary, which introduces the plan, expresses the well-documented transport pressures facing our region; and how vital it is to find solutions for the future of our region and its people. Exactly right.

Unfortunately though, this plan fails to deliver the obvious, and I submit that within this Executive Summary lies a generalising statement that without examination, captures the plan, restricts its reach and diminishes its value.

“Community values are starting to shift, which means that the environmental and social effects from more vehicles on the roads is becoming unacceptable”.

The simplicity of this statement asks us to believe that the publicly acceptable solution so desperately sought **will be less vehicles.**

Clearly this is not so. The statement fails to recognise that, aligned with the shift in community values comes a shift in the **type of vehicle** that will travel our roads. It also fails to recognise that the same community members have neither appetite nor willingness to lose the independence that a vehicle provides them; so that they may live, work, shop, conduct business, and recreate in Te Taihu, our far-spread Top of The South Region.

My submission then, is that an over-arching (and noble) desire to remove fossil-fuelled combustion engine cars from our roads has blind-sided us from what would otherwise be the focus. That is, that within the life of this plan the move to, and growth of, more environmentally friendly vehicles will continue at pace, driven by the shifting community values and government legislation.

Ignoring the imminent move from fossil fuels, concerns of CO2 emissions on climate change embodied in the Government GPS has limited this plan to an over emphasis on cycle-ways and public transport. Lost in this draft is the development of an adequate regional roading network; one that provides for the in-escapable growth of population with its alternatively powered vehicles.

Like it or not, we must plan for increasing, **not** decreasing volumes of commuter, visitor, commercial and industrial traffic. Further, we must acknowledge that we are already far behind in this regard. To continue to sit on our hands in the name of an environmental concern that is losing relevance is not an option.

So, I submit that this Transport Plan, while purporting to prepare for the next ten years, does not look sufficiently to a realistic future. It must plan for the development of adequate alternative arterial routes. The unavoidable consequence of not doing so is more gridlock, and the associated spread of unwanted traffic into our suburban streets and communities.

Let Auckland’s head-in-the-sand approach be a lesson for this now rapidly growing region. Otherwise, we will forever be looking at short term actions to mitigate against the failure to effectively long-term plan now. Unless this Regional Transport Plan sees some modification, blinkered long term transport planning will be followed by knee-jerk fix-it solutions, and will continue to threaten our life-styles, our economy and businesses, and our iconic amenities such as the Nelson Waterfront. Thank you.

Submission Summary

Draft Connecting Te Taihu - Regional Land Transport Plan 2021-2031 - Submission #26878

Dr Olivia Hyatt

[REDACTED]

Speaker? False

Department	Subject	Opinion	Summary
Nelson Tasman Consultation	If you have feedback specifically about public transport, have you submitted this separately to either the TDC Regional Public Transport Plan or the NCC Regional Public Transport Plan?	Yes	
Nelson Tasman Consultation	What feedback do you have on the overall Te Taihu Regional Land Transport Plan?		SEE ATTACHMENT 26878

I support the vision and welcome the strategic direction of modal shift, emissions reduction, accessibility and resilience. There is however a lack of detail on how this will be delivered, priority for funding, ambition of targets and scope.

Targets

The targets are not ambitious enough to meet our challenges this decade. While the goals of doubling active transport within 10 years originate from separate council plans, I note this is not nearly close to what is needed to facilitate rapid emissions reductions needed this decade. Also given the recent trends of increasing cycling and uptake of e-bikes, the plans for this level of only doubling of usage is likely to not keep up with demand. This does not seem consistent with significantly reducing transport emissions by 2030.

The target of reducing transport emissions of 30% by 2030 is not consistent with the purpose of the Climate Change Response (Zero Carbon) Amendment Act, "to contribute to the global effort under the Paris Agreement to limit the global average temperature increase to 1.5° Celsius above pre-industrial levels". A target consistent with our moral obligation is around 50% by 2030, as outlined by the 2018 Intergovernmental Panel on Climate Change 1.5C Report.

This plan must be more ambitious, in its emissions reductions and uptake of active and public transport.

Resilience

I am concerned about the resilience of our networks that are coming under increasing stress, wear and risk from increasing freight, earthquakes, climate change enhanced weather events and sea level rise. The costs to maintain and fix our current networks is likely to only go up, with regular events that isolate our communities, that put further strain on our councils to support those communities under stress and repair the roads. I recommend a greater focus on funding priorities that increase resilience by lowering the number of vehicles and have lower cost, thereby enabling contingencies for the rising costs. There is little consideration on reducing pressure from freight in Nelson and Tasman, except mention of the potential to get freight operators to contribute more to maintenance. Given freights increasing wear on the network and impacts on our urban communities, there needs to be more strategic planning and consideration of other options to move some of our freight, such as coastal shipping in Tasman/Nelson.

Priorities and Funding

It is unclear to me how projects are prioritised and potential funding needs further explanation. I note that the Mode Choice Priority has impacts on almost all benefits and fits with all but one strategic context. It is unclear however, whether this is reflected in the priorities for spending on pages 59-63 and those of Significant Activities pages 54-55. Mode shift is an element in a number of the projects and activities, though it is unclear how much of a priority it is in each. Some further explanation of resources and project allocation is needed.

Given the challenges the region faces in receiving government funding and council constraints, greater focus is needed on low cost options. Enabling rapid uptake of active transport is one of the most cost effective strategies, plus it comes with many co-benefits of

less pollution and increasing health outcomes. On page 30 under Outcomes of Financial Constraints, it "must" instead of "may" mean a higher emphasis is put on active modes in urban areas. There are many low hanging fruit that can be implemented now with little cost, such as lowering all roads in residential streets to 30km, reducing parking for cars and increasing parking for bikes and scooters in our main streets and shopping areas and incorporating planter boxes and other temporary structures to slow vehicles (such as the recent traffic calming on Salisbury Road for the school pedestrian crossings).

Culture Change Campaign

To enable these changes, there needs to be a clear consistent campaign to help the culture change and appeal of switching to active transport and using buses. This needs to go beyond the traditional marketing, branding and website. I suggest a coordinated campaign to promote active transport, car sharing and buses. Use local ambassadors from diverse communities and life stages, including well known locals. Tell stories of a range of people's transport changes. Partner with community groups, schools and businesses. Have competitions (like the bike month in February), with attractive prizes. These campaigns need to highlight all the co-benefits and the 'why we need modal shift'. The co-benefits are significant, especially when combined with other mode shifts. This aspect of the plan is critical and needs to be well resourced for each year of the plan.

Ngā mihi,
Olivia Hyatt

Submission Summary

Draft Connecting Te Taihu - Regional Land Transport Plan 2021-2031 - Submission #26886

Mr Paul McIntosh
Executive Member MDCA

[REDACTED]

[REDACTED]

[REDACTED]

Speaker? False

Department	Subject	Opinion	Summary
Nelson Tasman Consultation	If you have feedback specifically about public transport, have you submitted this separately to either the TDC Regional Public Transport Plan or the NCC Regional Public Transport Plan?	Yes	
Nelson Tasman Consultation	What feedback do you have on the overall Te Taihu Regional Land Transport Plan?		<p>Draft Tasman Regional Land Transport Plan – Submission</p> <p>I broadly support the objectives and timelines for the draft RLTP.</p> <p>I would propose these additions to the scope of the following specific improvement plans:</p> <ul style="list-style-type: none"> • SH60 Motueka High Street <ul style="list-style-type: none"> ◦ Investigate the feasibility of a Heavy Transport Bypass routed along Queen Victoria Street with appropriate southern and northern connections • SH60 Richmond to Motueka <ul style="list-style-type: none"> ◦ Consider reduced speed zones at ALL major intersections (similar to Maisey Road –

			<p>Westdale Road), including:</p> <ul style="list-style-type: none">□ the currently dangerous intersections at Mapua Drive – Dominion Road (which is also a School Bus Stop) and□ Aporo Road – Harley Road intersection <p>• SH6 Richmond to Brightwater</p> <ul style="list-style-type: none">o Consider reduced speed limit (70km max) for entire stretch of this road due to multiple cross intersections <p>Best regards, Paul McIntosh MDCA Executive</p>
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Submission Summary

Draft Connecting Te Taihu - Regional Land Transport Plan 2021-2031 - Submission #26902

Ms Portia King
Planner Beca

[REDACTED]

[REDACTED]

[REDACTED]

Speaker? True

Department	Subject	Opinion	Summary
Nelson Tasman Consultation	If you have feedback specifically about public transport, have you submitted this separately to either the TDC Regional Public Transport Plan or the NCC Regional Public Transport Plan?	No	
Nelson Tasman Consultation	What feedback do you have on the overall Te Taihu Regional Land Transport Plan?		SEE ATTACHMENT 26902

Sensitivity: General



Submission on draft Te Taihu Regional Land Transport Plan and draft Nelson-Tasman Regional Public Transport Plan

To: Tasman District Council
Nelson City Council
Marlborough District Council
Waka Kotahi

Name of submitter: Ministry of Education ('the Ministry')

Address for service: C/- Beca Ltd
PO BOX 13960
Christchurch 8141

Attention: Portia King

Phone: (03) 374 3160

Email: Portia.King@beca.com

This is a submission on the draft Te Taihu Regional Land Transport Plan (draft RLTP) and the draft Nelson Tasman Regional Public Transport Plan (draft RPTP).

The draft RLTP has been prepared by Waka Kotahi, Marlborough District Council, Nelson City Council and Tasman District Council. The draft RPTP has been prepared by Nelson City Council, Tasman District Council and Waka Kotahi. Both draft plans have been released concurrently for public consultation. The draft plans outline the strategic direction, objectives and policies for land and public transport, and provides indicative annual budgets for specific projects.

The specific parts of the proposal that the Ministry of Education's submission relates to are:

The Ministry is supportive of the objectives and policies of the draft RLTP, particularly the objectives that focus on increasing mode choice and safety, and network management, which will likely benefit school staff and students. However, the Ministry request engagement on projects proposed in the RLTP in the early phases of development to better understand the potential impacts on schools.

The Ministry also supports the objectives of the draft RPTP to provide public transport that is attractive, economic, and viable for the whole community. The Ministry requests engagement regarding the impact of the proposed changes to bus routes in order to understand the impact of these changes on school staff and students who travel to school by bus.

Background:

The Ministry is the Government's lead advisor on the New Zealand education system, shaping direction for education agencies and providers and contributing to the Government's goals for education. The Ministry assesses population changes, school roll fluctuations and other trends and challenges impacting on education provision at all levels of the education network to identify changing needs within the network so the Ministry can respond effectively.

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Sensitivity: General

The Ministry has responsibility not only for all State schools owned by the Crown, but also those State schools that are not owned by the Crown, such as designated character schools and State integrated schools. For the Crown owned State school this involves managing the existing property portfolio, upgrading and improving the portfolio, purchasing and constructing new property to meet increased demand, identifying and disposing of surplus State school sector property and managing teacher and caretaker housing.

The Ministry is therefore a considerable stakeholder in terms of activities that may impact on existing and future educational facilities and assets in the Nelson Tasman region.

The Ministry of Education's submission is:

In respect of the draft RLTP, the Ministry has identified the following potential impacts on schools:

- Objectives and Policies

While high level, the objectives and policies of the draft RLTP that support modal choice, safety and network management are likely to be beneficial to the Ministry by encouraging active modes of transport, improving the safety of traffic infrastructure, and improving the integration, efficiency and reliability of the network.

- Significant Projects

The draft RLTP proposes several 'significant projects' and allocates funding for further business case investigation and development. Of key relevance to the Ministry is the Waimea Road Active Transport Route, which is located adjacent and nearby by to Nelson College, Nelson College for Girls, Hampden Street School, Nelson Intermediate School, and Victory School.

The project is likely to increase active transport infrastructure such as cycling and pedestrian infrastructure which is likely to improve the safety and accessibility of staff and students travelling to and from schools in the area. While this is the case, construction activities outside of the schools have the potential to result in accessibility, disruption, safety, dust and noise impacts on schools.

It is noted that a detailed business case is required before the consultation and design phase begins and the extent of impacts will be more apparent once further detail on the project is released.

Other significant projects may impact on schools in the area in addition to the Waimea Road Active Transport Route.

In respect of the draft RPTP, the Ministry has identified the following potential impacts on schools:

- Objectives and Policies

While high level, the objectives and policies of the draft RPTP that aim to provide public transport that is attractive, economic and viable for the whole community are likely to be beneficial to the Ministry by providing better quality public transport for school staff and students travelling in the area.

- Accessibility

The proposed changes to bus routes have the potential to result in changes to the distance that school staff and students need to travel to from their homes and school, to the nearest bus stop. It is noted that the purpose of these changes is to reduce the need for connections between buses

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and that the new routes will increase the number of urban residents within a 10 minute walk of a seven-day service by 62%. It is also noted that it is stated that proposed Routes 2 and 3 are to provide better access to schools. While this is the case, it is unclear exactly how these changes will impact on schools and staff and students and we welcome the opportunity to work with Council in future to ensure that the proposed network is as effective and efficient as possible.

- Amenity and comfort:

The draft RPTP proposes the installation of bus shelters, prioritising bus stops that have higher boarding levels and those with regular boardings that are located close to various locations such as schools. This will likely improve the quality of bus stops used by school staff and students and improve the comfort of bus users in all weather.

The Ministry of Education seeks the following decision from the consent authority:

Draft RLTP:

The Ministry understands that the 'significant projects' such as Waimea Road Active Transport Route are in their early phases of design and further consultation will be conducted once detailed business cases have been developed. However, the Ministry request early engagement during the early phase of these significant projects which may impact on school staff and students.

Draft RPTP:

The Ministry requests further consultation regarding the proposed changing and consolidation of the bus routes to assess the impact of these changes on school staff and students. It is unclear from the maps in the draft RPTP how these changes will impact on schools.

The key Ministry contact is Stuart Graham. Contact details for Stuart are:

Stuart Graham
Infrastructure Manager- Asset Planning
+64 3-378 7886
Stuart.Graham@education.govt.nz

The Ministry wishes to be heard in support of their submission.



Portia King
Planner – Beca Ltd
(Consultant to the Ministry of Education)

Date: 17/03/2021

Submission Summary

Draft Connecting Te Taihu - Regional Land Transport Plan 2021-2031 - Submission #26906

Mr David Kemp

[REDACTED]

[REDACTED]

Speaker? True

Department	Subject	Opinion	Summary
Nelson Tasman Consultation	What feedback do you have on the overall Te Taihu Regional Land Transport Plan?		Walking Accessibility Public seating Rest Areas.

Submission Summary

Draft Connecting Te Taihu - Regional Land Transport Plan 2021-2031 - Submission #26970

Jude Tarr

[REDACTED]

[REDACTED]

[REDACTED]

Speaker? False

Department	Subject	Opinion	Summary
Nelson Tasman Consultation	If you have feedback specifically about public transport, have you submitted this separately to either the TDC Regional Public Transport Plan or the NCC Regional Public Transport Plan?	No	
Nelson Tasman Consultation	What feedback do you have on the overall Te Taihu Regional Land Transport Plan?		Under the "package of projects to create an active transport network that links key locations with walking and cycling facilities throughout the district." Can we please have an underpass from Headingly Lane under the Lower Queen street then wide cycling lanes through to Old Factory Corner (corner of McShane Road and Appleby Straight). This would allow cyclists to safely cross the busy Lower Queen Street in a timely manner and link both the Great Taste Trails; Coastal and Rail routes. Thanks.

Submission Summary

Draft Connecting Te Taihu - Regional Land Transport Plan 2021-2031 - Submission #26971

Mrs Laura Richards

[REDACTED]

[REDACTED]

[REDACTED]

Speaker? False

Department	Subject	Opinion	Summary
Nelson Tasman Consultation	If you have feedback specifically about public transport, have you submitted this separately to either the TDC Regional Public Transport Plan or the NCC Regional Public Transport Plan?	No	
Nelson Tasman Consultation	What feedback do you have on the overall Te Taihu Regional Land Transport Plan?		<p>With more urban development and expansion occurring in Atawhai suburbs along SH6, asphalt roading surface is needed to reduce increasing traffic noise, car damage, and loose stone chip injuries to pedestrians and cyclists along the shared pathway. I certainly hope this will be a priority while planning transport improvements in the Plan.</p> <p>Improving public transport timetables and providing safe cycleways is the healthiest option for getting around our region... healthier for our environment and healthier for our bodies.</p>

Submission Summary

Draft Connecting Te Taihu - Regional Land Transport Plan 2021-2031 - Submission #27082

Ms Adrienne Black

Regional Principal Transport Planner – Wellington Waka Kotahi - NZTA

[REDACTED]

[REDACTED]

[REDACTED]

Speaker? False

Department	Subject	Opinion	Summary
Nelson Tasman Consultation	What feedback do you have on the overall Te Taihu Regional Land Transport Plan?		<p>Can the following activity please be removed and the explanation below be included in the officers report.</p> <p>SH60 High Street Motueka [Additional Scope]</p> <p>Reason for removal: The existing SH60 Motueka High Street Safety Improvements project which is currently being delivered has been reconciled with the Road To Zero safe system approach. As are result, the 'Motueka Upgrade Additional Scope' project now not required and can be removed from the Waka Kotahi Investment Proposal.</p>

3.2 DRAFT REGIONAL PUBLIC TRANSPORT PLAN**Decision Required**

Report To:	Submissions Hearing
Meeting Date:	9 April 2021
Report Author:	Drew Bryant, Activity Planning Advisor - Engineering Services
Report Number:	RSH21-04-2

Item 3.2**1 Summary**

- 1.1 The purpose of this report is to provide the Regional Transport Committee with a copy and a summary of the submissions received during the draft Regional Public Transport Plan consultation and requests that the Regional Transport Committee hears the submissions from those that have indicated they wish to speak.
- 1.2 The Nelson Tasman Regional Public Transport Plan is a statutory document that sets out intentions and policies regarding public transport in Nelson and Tasman for the next 10 years.
- 1.3 The joint document has been developed over the past year in conjunction with Nelson City Council.
- 1.4 The draft Regional Public Transport Plan was released for public consultation on 17 February 2021 and closed 17 March 2021 during which Council received 41 individual submissions containing specific comments. In addition, Nelson City Council received another 83 submissions.
- 1.5 All submissions to the draft RPTP are included in **Attachment 1**.
- 1.6 Deliberations on the submissions will occur at the next Regional Transport Committee Meeting on 20 April 2021.

2 Draft Resolution**That the Regional Transport Committee**

- 1 receives the Draft Regional Public Transport Plan RSH21-04-2; and**
- 2 notes that staff will prepare and circulate advice on the issues raise in a deliberations report prior to the meeting on 20 April 2021.**

3 Purpose of the Report

- 3.1 The purpose of this report is to provide the Regional Transport Committee (RTC) with a copy and a summary of the submissions received during the draft Regional Public Transport Plan consultation and requests that the RTC hears the submissions from those that have indicated they wish to speak.

4 Background and Discussion

- 4.1 The Regional Public Transport Plan (RPTP) sets out the joint Tasman District Council (TDC) and Nelson City Council (NCC) intentions and policies regarding public transport in Nelson and Tasman for the next 10 years. The RPTP takes into account all relevant national and local policies, and the public transport funding from Waka Kotahi (NZTA) likely to be available to the Councils.
- 4.2 The Councils have taken a collaborative approach to this review to deliver an integrated public transport service. Existing public transport services operate as one network, and some of these services cross the territorial boundary. Both councils seek to improve public transport coverage and service levels to fully support mode shift and sustainable growth, and, in so doing, provide a regional integrated network.
- 4.3 A number of joint RTC workshops and briefings have been held (26 May 2020, 7 September 2020, 7 December 2020 and 27 January 2021) to discuss the issues identified in the public transport review and consider responses to address these issues.
- 4.4 The RPTP assists NZTA when Council when seeking public transport investment funding from the National Land Transport Fund (NLTF).
- 4.5 On 16 February 2021, the RTC approved the draft RPTP document for public consultation between 17 February 2021 and 17 March 2021. Nelson City Council undertook consultation on the draft RPTP during the same time period.
- 4.6 Over the consultation period, Council received 41 individual submissions, 5 submitters have requested to speak at the hearing.
- 4.7 Submissions sent to TDC has been passed to NCC with all submissions summarised in **Attachment 1**. The full submissions sent to TDC are included in **Attachment 2**.
- 4.8 Most of the submissions generally support the draft RPTP but make comments about changes in the following areas:
- Undertaking the stages sooner;
 - Route changes;
 - Extension of the hours of operation;
 - Bus livery;
 - Priority Lanes;
 - Timetables.

5 Options

5.1 There is no decision required to hear the submissions.

6 Strategy and Risks

6.1 The Long Term Plan (LTP) is still under consideration by Council. There may be changes to the RPTP in response to the submissions to the long term plan. The timing of the final approval of the RPTP by Full Council occurs at the same time as approval of the LTP to ensure consistency across both documents.

7 Climate Change Impact Assessment

Climate Change Consideration	Assessment	Explanation of Assessment
Is this activity associated with one of the goals in Council's Climate Action Plan?	Yes	Council's Climate Action Plan has several actions to increase investment in public transport to reduce carbon emissions.
Will this decision affect the ability of Tasman District to proactively respond to the impacts of climate change?	This decision will directly impact on Council's ability to meet transport carbon reduction targets.	Funding improvements to public transport services has a correlation with patronage.

8 Policy / Legal Requirements / Plan

- 8.1 Council has developed the draft RPTP in accordance with the Land Transport Management Act 2003 (the Act) and consultation has been undertaken in accordance with section 125(1) of the Act. Providing submitters with the opportunity to present their feedback verbally to the hearing panel enables a deeper level of understanding of the views of those submitters.
- 8.2 Following the hearings, the RTC will consider the feedback received in submissions (both written and verbal) and recommend any changes to make to the final RPTP.

9 Consideration of Financial or Budgetary Implications

9.1 There are no financial or budgetary implications to hearing the submissions.

10 Significance and Engagement

10.1 As noted elsewhere in this report submissions have been received and the hearing is a further part of the consultation process.

11 Conclusion

11.1 There has been a good level of community interest and feedback on the draft RPTP and this has been summarised in **Attachment 1**. The hearings provide a further opportunity for RTC to hear and understand the feedback from some submitters.

12 Next Steps / Timeline

12.1 Deliberations will take place on 20 April 2021. The RTC will then recommend a final RPTP to Full Council at an RTC meeting on 1 June 2021. The final RPTP document will be considered for approval by Full Council at its 30 June 2021 meeting.

Attachments

1. ↓	Summary of all Submissions	109
2. ↓	Full submissions to TDC	145

APPENDIX ONE: Summary of Submissions on the Regional Public Transport Plan

Name	Topic	Details	Topic code
Robin Whalley	Bus shelters	Men's shed	*L
Colleen	Extra routes	Stoke loop to Kendall view	*G
Laura Bruce	Frequency	Weekday evenings	*E
	Tasman routes	Support	*O
	Bus terminals	Support	*L
	Park and ride	Support	*P
	Fares	Support	*Q
	Low emission buses	Support	*R
	Frequency - increase peak	support	*S
	Other	Reporting driver behaviour	*I
Jessie Barber	Tasman routes	Support	*O
Dianne Anyan	Airport route	Support	*J
Julie Findlay	Low emission buses	Support	*R
	Shelters	Seeking rubbish bins	*L
Jenny Long	Frequency	Support	*S
	Tasman routes	Support	*O
Elaine Edwards	Tasman routes	Support	*O
	Airport route	Support	*J
Rachel Mason	Tasman routes	Motueka to Richmond routes needed for multiple users/purposes	*O
Bronwyn Webby	Tasman routes	Support	*O
Jock Sutherland	Other - priorities	Prioritise southern link above other projects due to unacceptable traffic bottlenecks between Richmond and Nelson	*T
Carol Falloon	North Nelson routes	Concerned at lack of a route	*G
David and Julie Burrowes	North Nelson routes	Seeking bus service to Hira with Glen and Todds Valley stop offs	*G
Matt Roberts	Frequency	Add five or 10 mins to departures (not on the hour or half hour)	*S
Lorraine Murdoch	Airport route	Support – consider hub at Tahunanui with smaller buses to airport	*J
Isobel Moseley	Timing of stages	Support – but don't wait until 2023	*D
	Tasman routes	Rethink timings – slightly later in am and slightly earlier in pm	*E
Briony Beddek	Timing of stages	S all proposals – but don't wait until 2023	*D

	Extra routes	Use smaller buses for a high frequency loop around the City fringe	*G
Jeremy Burton	Timing of stages	Support the proposals but the stages are too delayed.	*D
	Frequency	In particular, increased service frequency at peak times and overall frequency increases should be introduced from stage 1.	*S
	Weekday mornings and evenings	Daily timing of services needs to start earlier and finish later.	*E
Jessica Fraser	Routes	Support increased routes. (Submitter is partially sighted.)	*U
Sally Scott	Atawhai routes	Not extensive enough, and need to be more regular	*G and *S
Stephen Thomas	Airport route	Support	*J
Astrid Gluth	Airport route	Support	*J
Stephen Gray	Timing of stages	Support the proposals, but need to be sooner	*D
	Airport route	Support	*J
	Fares	Support flat fee of \$2 per zone	*Q
	Integration	Support integrating public transport and cycleways	*C
Lynley Gilchrist-Lunn	Airport/Washington route (route 4)	Support	*J
Yan Flint	Airport route	Support	*J
	Atawhai route	This service is perfectly adequate until such time as more passengers are incentivised to use existing services.	*V
Debs Martin	North Nelson	Expand a regular commuter bus service to Hira, with park & ride options for parking already at least partially available at Hira, Glenduan, Todds Valley and Clifton Terrace. Provide this service half hourly from 7.30-9.30am and from 3-6pm.	*G
		Provide for cycle lock ups at the hubs (the places listed above).	*C
	Overall proposals	Support, particularly a central hub	*L
	Priority bus lanes	Support	*A
	Other	Ensure there is free wifi on all buses.	*N
	Parking	Need to reduce the attractiveness of all-day parking in town	*W
	Shelters	Support proposed improvements	*L
	Other	Ensure bike loading systems also work for e-bikes	*C
	Other	We need to see professional people advocating bus use as a good way to get to town – not just kids, families and super gold card users	*X
Asti Maera	Frequency	Concerned that adding the airport route will slow down existing routes. Consider alternative of a direct shuttle from the CBD to the airport.	*J

	Fares	Consider free bus services for students to help reduce traffic congestion.	*Q
Michael Town	Priority bus lanes	Needed to ensure buses are a better option than private cars	*A
	Tasman routes	Support	*O
	Frequency	Support	*S
	Airport route	Support	*J
	Low emissions buses	Support	*R
Anne-Marie Richards	Overall proposals	Support	**
Annette Curran	Airport route	Support (although submitter not aware of proposal, and suggests a loop bus similar to Richmond/Stoke service).	*J
Sue Kurokawa	Fares	We need lower fares to get people out of cars	*Q
	Frequency	We need higher frequency to get people out of cars	*S
Alistair Kwan	Fares	Support for flat rates – but wants this to apply anywhere to anywhere for equitable mobility and accessibility.	*Q
	Airport route	Support	*J
	Low emissions buses	Support – but also support low noise buses	*R
	Frequency	Low frequency makes use of the current bus system impracticable.	*S
	Other	Provide for carrying groceries, for travelling with dogs and for carrying bikes.	*N and *K
	Other	Culture change plan to see public transport as core infrastructure rather than a supplementary service.	*X
	Other	Refer to passengers rather than customers	*X
	Other	Issue route maps which show the walking time to a bus stop (rather than the distance)	*X
	Other	Communications need to be user focused	*X
	Other	Consider locating the new hub at the new library	*L
	Other	Bike carriers on buses may be more useful than park-and-ride facilities.	*C
Judy Hollis	Overall proposal	Support	**
Angela Nelson	Airport route	I would like there to be a bus route to the airport from Stoke and Richmond as well as from the Nelson direction (Route 4).	*G
	Fares	Support low cost fares.	*Q
Joan Skurr	Other	Use a Citizens Assembly to get the views of the majority of the population, rather than online surveys and submission processes. Commuters should be the major group to be represented in the process of changing	*X

		travel patterns and reducing emissions. School pupils and older people should also be represented in the Citizens Assembly, to give feedback on the proposed routes and frequency – as they are unlikely to submit or advise of their needs (through this consultation process).	
	Other	Park and Ride facilities in Richmond (by 2026) may be useful, but a fleet of buses might be needed at rush hour times for this to be effective in reducing commuter cars.	*P
	Routes	Support – seems to be an improvement	*U
	Frequency	Support a regular half hour service	*S
	CBD bus terminal	The current one is totally uninviting. This terminal needs to be made into an attractive place if more bus passengers are to be encouraged.	*L
Tom Broad	Route 3 (Atawhai to Hospital)	Support	*V
	Route 4 (Brook to Airport)	Support	*J
	Low emission buses, then zero emission	Support	*R
	Fares (introduce single fare)	Support	*Q
Jacqui Deans	Route 3 (Atawhai-Hospital)	Support, but seeking clarification on the roads to be covered by the route in Atawhai	*V
Andy Wotton (Acting Chief Executive, Nelson Airport Ltd)	Airport route	Nelson Airport Ltd strongly supports this route, to connect the airport with the CBD.	*J
	Frequency	Support (airport route)	*J
	Fares	Support (airport route)	*J
Ray Weston	Tasman routes	Would like a weekend return trip service to Mapua late morning and late evening. Would like this service to connect to Mapua wharf, holiday park, cycle trails and Mapua ferry.	*O
Sally Grimmett	Overall proposal	Support	**
	Fares	Support the cheaper fares	*Q
	Routes	Support the sensible routes	*U
	Frequency	Support	*S
	Access to bus stops	It is difficult to cross Tahunanui/Annesbrook Drive now so please provide more pedestrian crossings or overhead crossings.	*B

		I presume Waimea/Main Road Stoke is also difficult to cross.	
	Other urban areas	It is a long way to walk from Tahunanui Hills to the closest route (similarly other areas). Might community transport solve this problem/or smaller vans?	*G
	Route 4: airport to Brook	Support – innovative planning and great exposure for the Brook	*J
Kathryn Switzer	Overall proposals	Support – including having a Nelson/Tasman wide approach instead of different services.	*U
	Frequency	The main factor causing me to prefer car over bus is the infrequent service out of peak hours. More frequent buses will help to solve this problem.	*S
	Airport route	Support	*J
Helen Barker	Route 4 – brook valley	Support	*J
	Tasman routes	Support Mapua/Motueka route (Any chance of a bus stop by Hody Peninsula, as per the school bus?)	*O
Kirsten Roedsgaard	Route 4: airport to brook	Strongly support Consider renaming to: Airport – Brook Waimarama Sanctuary Consider painting the no. 4 bus with images and logos from the Brook Waimarama Sanctuary, to promote the sanctuary.	*J
Kath Ballantine	Route 4: airport to Brook	Strongly support. Consider renaming to: Airport – Brook Waimarama Sanctuary Consider painting the no. 4 bus with images and logos from the Brook Waimarama Sanctuary, to promote the sanctuary.	*J
Wendy Ross	Fares	Support flat rate bus fare	*Q
	Low emissions buses	Support	*R
	Other	Stop doing the safer street initiatives, eg Muritai and Nelson South	*Z
Gina Yukich	Route 4: Airport to Brook	Strongly support. Consider renaming to: Airport – Brook Waimarama Sanctuary Consider painting the no. 4 bus with images and logos from the Brook Waimarama Sanctuary, to promote the sanctuary	*J

Jane Murray, Health in All Policies Advisor, Nelson Marlborough Health	Overall proposal	Support. As noted in the plan, the local population is growing and also ageing, and it is important that bus services can cater to a changing population. It is pleasing to see that the intended changes will result in a larger proportion of the region's residents having access to bus services.	*U
	Frequency	Concerns about the proposed changes to Routes 1 and 2 in relation to frequency at peak times – this will result in a reduced level of service for six years for those existing bus patrons.	*B
	Frequency	Support for the extended weekend services.	*H
	Frequency	Restricting the bus timetable from 7am to 7pm continues to be a barrier for those people who work early morning/evening shifts. Nelson Marlborough Health (NMH) recommends changing this to 6am to 9pm (in stage one). People working these kinds of shifts will generally have lower wages. An extension of the evening services would increase the transport options for those wishing to dine out – supporting the hospitality sector.	*E
	Frequency	This proposal is a reduction in frequency at peak times from 15 mins to 30 mins for Routes 1 and 2. 85% of bus patronage is on Routes 1 and 2, so this change could result in fewer bus patrons. NMH recommendation: that at peak times the Richmond Superstop and Nelson Superstop are serviced by buses every 10-15 minutes (Stage One).	*A
	Routes 1 and 2	Support for the route changes.	*A
		NMH Recommendation: install a new bus stop near the Salisbury/Champion intersection for easy access by supermarket/ Aquatic centre/ Garin College patrons.	*L
	Route 3	Support for the route changes. This will result in better access to the Hospital from North Nelson.	*V
	Route 4	Support. Aim to locate the bus stop close to the main airport building so that it is easily accessible.	*J

	Superstops and bus stops	Consideration needs to be given to an integrated Tahunanui bus stop where Route 4 patrons can easily transit to Route 2.	*L
	Route 4: airport	Recommendations: 1. There is easy access to the Airport bus stop 2. Frequency of airport services is regularly reviewed. The patrons can easily transfer between Routes 2 and 4.	*J
	Weekend services	Support. (NMH supports longer weekend hours of services in all areas and higher weekend frequency - stage one)	*H
	Stoke link service	Support (NMH supports a new link service that provides a route between Monaco, Marsden and Ngawhatu valleys.) Further clarification on a "demand-responsive" service is required, especially regards to pricing. Also, further details are needed on how people, especially older people, can access this service.	*Y
	Other routes	Consider running bus services into Saxton Field key locations for visitors taking part in after school activities and weekend sport.	*G
	Tasman routes	Support	*O
	Bus stops	NMH supports quality super stops at the sites proposed including Nelson Hospital. (Subject to agreement on any encroachment on the DHB campus – to avoid issues with access to the emergency department.)	*L
	Bus stops	Support for shelters with seating at bus stops, and formalisation of bus stops on all routes.	*L
	Bus stops	Consider a permanent bus stop at 281 Queen Street (currently this is only a drop off point).	*L
	Bus stops	Establish a bus stop close to the new cinema in Richmond.	*L
	Priority lanes	Support. Introduce a bus priority lane on Waimea Road/Highview Drive intersection	*A
	Tasman routes	Continue council support for community transport schemes for	*O

		Motueka, Golden Bay, Wakefield and Hira.	
	Low/zero emission buses	Support. Recommendation: that new buses have additional bike carrying capacity.	*R
	Fares	Support. NMH strongly supports the introduction of a \$2 far for anywhere in Nelson/Richmond (as seen in one summary document of the Plan). [My note: see page 14 of Plan – Zone 2 is Stoke and Zone 3 is Richmond.]	*Q
	Fares	NMH supports the revised 3 zone system that introduces Zone 2 (Ruby Bay/Wakefield) and Zone 3 (west of Ruby Bay).	*Q
	Frequency	Support for Stage 2 frequency proposals. (Excluding the half hour frequency for all buses – needs to be more frequent to achieve mode shift.)	*S
	Tasman Routes	Support for standalone Motueka and Wakefield services in Stage 2.	*O
	Limited stop express	Support (stage 2)	*A
	Park and ride facilities	Support (stage 2). NMH recommends these include toilets and covered bike parks with CCTV cameras.	*P
	Frequency	15 minute frequency in stage 3 should begin at stage 1 (2023) to encourage more commuters to use the bus.	*S and *A
	Tasman routes	Support weekend services for Motueka and Wakefield (stage 3)	*H
	Other	NMH supports the additional longer term improvements listed on page 40 of the regional public transport plan.	*ZA
Jane Murray	General proposal	Support	*
	Tasman routes	Support	*O
	Priority bus lanes	Support, and recommend for Waimea Road	*A
	Fares	Support \$2 urban fares	*Q
	Weekend services	Support extended weekend services	*H
	Frequency	Extend timetable beyond 7am to 7pm for shift workers, and to provide alternative mode of transport home for people attending events.	*D
	Frequency	I do not support a reduced frequency for Routes 1 and 2 to every 30 minutes. 10-15 minute frequency requested.	*A
	Route 3 and 4	Support	*H and *J

	Airport bus stop	Recommend this be close to the main terminal building.	*L
Gael Montgomerie	Airport to Brook route	Support Images of Sanctuary wildlife on the bus would be so cool and so Nelson.	*J
Peter Carlton	Other	The RTP needs to include a bus service for Golden Bay.	*O
Ruth Collingham	Tasman routes	We need regular buses to Wakefield. Support this plan, but it is too long until we get regular daytime and evening bus services.	*O
Carol Suddaby	Tasman routes	Support	*O
Stephanie Bryant – Debt Coach, Christians Against Poverty	Tasman routes	Support But 2029 is a long time to wait for bus services from Motueka (or Upper Moutere?) to Nelson Airport to Motueka route would be great for visitors and for locals. Note that population growth is increasing in the Moutere area.	*O
David Stones	Tasman routes	Seeking to bring forward the timing of the stage 2 services to 2023	*D
	Other	Consider bus size requirements, fitted with a trailer suited to carrying cycles, also a baggage facility for the airport, Abel Tasman bus services and Nelson bus terminal.	*N
Joanna Santa Barbara	Other	We need to cut carbon emissions and public transport is an important way to do this.	*D
Brian Alder	Timing	Strongly support the proposals, but I would like to see initial action by 2022 and stage 2 by 2023	*O
Grant Palliser	Tasman routes	Support	*O
John Hope	Tasman routes	Support	*O
Kathy Cambridge	Tasman and airport routes	Support	*D
Lynn Stones	Tasman routes	Seeking to bring forward the timing of the stage 2 services to 2023	*N
	Other	Consider bus size requirements, fitted with a trailer suited to carrying cycles, also a baggage facility for the airport, Abel Tasman bus services and Nelson bus terminal.	*J
Rodney Forlong	Route 4: airport to the Brook	Strongly support. Consider renaming to: Airport – Brook Waimarama Sanctuary Consider painting the no. 4 bus with images and logos from the Brook	*J

		Waimarama Sanctuary, to promote the sanctuary	
Pauline Huston	Airport route	Support	*J
Richard Eberlein	Route 4: airport to the Brook	Consider renaming to: Airport – Brook Waimarama Sanctuary Consider painting the no. 4 bus with images and logos from the Brook Waimarama Sanctuary, to promote the sanctuary	*J
Angel Mathis	Route 4: airport to the Brook	Support bus access to the Brook. Consider renaming the terminus as the Brook Waimarama Sanctuary Consider painting the no. 4 bus with images and logos from the Brook Waimarama Sanctuary, to promote the sanctuary. However, reconsider whether there is a need to get straight from the airport to the Brook Sanctuary. Consider whether a direct bus service from the airport to Atawhai would be more valuable in terms of providing convenient access.	*J
Nelson Youth Councillors	Low/zero emissions buses	Support. They will also be quieter. Please make this a priority.	*R
	Weekend services	We would like to see an hourly bus service on weekends, which would ideally convert to every 30 minutes in future. The bus is the only transport option for many youth during the weekend.	*H
	Tasman routes	Support. We recommend replacing buses with more suitably sized vehicles, depending on the popularity of the route, to reduce carbon emissions.	*O
	Fares	Support for the single urban fare to make the system simpler and more accessible, especially for youth. Please reduce fees as much as possible to make using the bus the cheapest and most convenient option.	*Q
	Routes	Support for all four routes, and for the connection with the Tasman region.	*U
	Route 2	However, please consider keeping route 2 along Muritai Street, as this makes it more accessible for a greater number of people.	*B

	Timing	We would like stages 2 and 3 brought forward, so that there are regular public transport options to and from Tasman earlier than is being proposed.	*D
	Frequency	Support for services running from 7am to 7pm.	*S
	Frequency	Youth are happy with the timetable upgrade for weekdays, and would also like to see buses running this frequently on weekends.	*H
	Bus stops	We support superstops with bike racks, but this is a lower priority for us than urgently establishing the new routes connecting Nelson and Tasman.	*L
	Other – driver behaviour	<p>Many of the bus drivers are rude to the public, especially towards school students.</p> <p>There is also real concern about the bus immediately taking off before passengers have the chance to find a seat – as this is a major safety issue, especially to those who need to be careful when moving.</p> <p>Nelson Youth Council strongly requests that there be urgent change made around the behaviour of bus drivers, to ensure a safe and welcoming environment.</p>	*I
	Other - Bus schedule	Buses often arrive at stops too late or too early, with the latter being a major issue. It means we have to wait for the next one to come, which can be a very long wait. We propose that bus drivers wait at each bus stop if running early, to ensure reliability of time.	*I
Elizabeth Dooley	Dogs on buses	I would like to be able to take my small dog on the bus – I do not have a car and would like to be able to access the dog park in Stoke and the back beach at Tahunanui, as well as take her with me when visiting friends.	*K
	Airport route	Support	*J
Robin Schiff	Overall proposals	<p>Support</p> <p>To decarbonise transport by 2030, to achieve climate goals.</p>	**
	Bus lane priority	Swiftly reallocate road corridors for public transport (and active transport).	*A
Lindie Nelson	Overall proposals	Support	**
	Timing	Bring forward the development of Park and Ride in Richmond (and include bike storage facilities)	*D
	Bus lane priority	Establish a bus priority lane between Richmond and Nelson to at least be	*A

		used in rush hours. If the bus is the fastest way into town it will be the preferred mode of transport.	
Alison Horn	Extra routes requested	Consider providing a bus service for the eastern end of Nile Street. This would be valuable for residents and people wishing to access swimming holes. If the bus went up the Maitai as far as Ralphine Way this would make this area more accessible and reduce the number of cars on the road.	*G
Frances Anderson	Route 2 - Tahunanui bus stop	Opposes the change from Muritai St to Tahunanui Road for the bus route – Tahunanui Road is already dangerous and adding pedestrians crossing the road for the bus (including in the dark) will make it more dangerous. A similar issue applies for Parkers Road and Quarantine Road with the new route.	*B
	Frequency	The new timetable will affect my decisions about getting the bus, as I need to get from Tahunanui to Richmond by 7.30am. Similarly my colleagues in Victory/Bishopdale cannot take the bus due to not being able to get to work in Richmond by 7.30am.	*E
	Fares	Support \$2 flat fee	*Q
	Bus shelters	I would love either a seat or a bus shelter on Muritai Street bus stops on the school side of the street. There is nothing for us in the rain and cold.	*L
Linda Kerr	Timing	Support the proposals, but the timeframes are too long. I suggest bringing forward the stage 1 proposals to 2022, and the stage 3 proposals to 2024.	*D
	Airport route	Support	*J
	Other - Airport to Richmond	Richmond should also have a connection direct to the airport.	*G
	Other – additional routes	Suggests a fast non stop commuter via Whakatu Drive service between Richmond and Nelson at peak times during the morning and evening commutes.	*A
Stefanie Kunstle	Overall proposals	Support	**
	Route 4	Particularly support, as I work in the Brook, and it provides access to green spaces around town for sports, recreation and connecting with nature.	*J

Portia King, Ministry of Education	Overall proposals	Supports the objectives.	**
	Other – engagement	<p>The Ministry of Education requests engagement regarding the impact of the proposed changes to bus routes in order to understand the impact of these changes on school staff and students who travel to school by bus.</p> <p>We note that proposed Routes 2 and 3 are to provide better access to schools. While this is the case, it is unclear exactly how these changes will impact on schools and staff and students and we welcome the opportunity to work with Council in future to ensure that the proposed network is as effective and efficient as possible.</p> <p>The key Ministry contact is Stuart Graham (Infrastructure Manager – Asset Planning)</p>	*U
	Other – amenity and comfort	Support for the proposal to install bus shelters, prioritising bus stops that have higher boarding levels and those with regular boardings that are located close to various locations such as schools.	*L
Bruce Gilkison, Business for Climate Action	Overall proposal	<p>Strongly support the objectives, direction and proposed actions. However, in certain areas we believe more urgency and action are required.</p> <p>If we don't encourage people to change now, we are committing the region to continuing private car dominance. Transport (cars and light vehicles) has been the biggest contributor to the rise in NZ's gross emissions since 1990.</p> <p>Implement the proposed actions up to a year earlier than planned. It seems both feasible and highly desirable to establish a Park and Ride facility at Richmond before 2026.</p>	*D
	Low emissions buses	While zero-emissions buses are desirable, it is important to start the changes with the available fleet, which can be upgraded to zero-emissions over time. Petrol or diesel-powered buses will still be cutting the region's emissions in the meantime.	*R
	Other – planning decisions	We stress the need for public transport and active transport to be considered	*Z

		<p>early in every subdivision and planning decisions.</p> <p>Planning rules should enable and encourage opportunities for people to live close to sources of employment, work and services, avoiding the need to commute.</p>	
	Fares	<p>Support for free fares for children under five, but we would like to see this extended to older children. This would help these young people establish bus travel as the norm, and would frequently avoid the need for parents to make another trip by private car.</p> <p>If this is unaffordable or impractical, we suggest at least an increased subsidy, eg reduction of fares to \$1 so that the cost is widely known and understood, and can be paid by a child with just one coin.</p>	*Q
	Priority bus lanes	<p>Until buses are faster than cars there will be no dramatic increase in patronage. Express lanes for buses and other priority services are essential, and will send an important message to current commuters.</p>	*A
	Frequency	<p>Support for proposals to enhance regularity and predictability. We urge that these goals be enhanced over time.</p>	**
	Other – car parking	<p>Parking for private cars is currently heavily subsidised (eg free all day parking). There need to be disincentives to discourage the use of private cars, and particularly single-occupant cars.</p>	*W
	Other – true costing	<p>It is unlikely that public transport will ever earn a profit, and significant ongoing costs are likely, under the established accounting rules. However, these rules ignore the benefits public transport offers, and the externalities from the use (and continuing growth in use) of private cars.</p> <p>In any assessment of the need for improvements in public transport it would be useful to calculate, consider and publicise a fuller range of costs and benefits. Improved public transport will provide the following benefits:</p> <ul style="list-style-type: none"> - Reduction in traffic congestion and delays 	* ZA

		<ul style="list-style-type: none"> - Reduction in the need for roading network construction, development and maintenance - Increasing accessibility of the region, including for people without a car - Overall cost savings to families and communities - Health benefits (from fewer vehicles and emissions) - Health and welfare benefits from complementing active transport options - Savings in greenhouse gas emissions – one bus might take 20 vehicles off the road - Savings in ETS costs, likely to escalate in coming years - Reduced pollution from cars (stockpiles of tyres, non-recyclable plastics and other waste) - Reduction in serious road accidents through having fewer cars on the road, competing for space - Reduced demand for valuable parking space (which can be put to far better use). 	
Jessie Cross	Overall proposal	<p>Support for all proposals to increase frequency, extend routes and make fee structures more affordable.</p> <p>However, I don't believe the proposed changes go far enough to replace the need for people to drive to work, if they live in Stoke or Richmond but work in Nelson.</p>	**
	Fees	Support for the single urban fare zone that covers (at a minimum) Richmond, Stoke and Nelson.	*Q
	Frequency	We must provide regular bus services well beyond 7pm in order to have a thriving CBD (i.e. until at least 10.30pm) This would allow people to take part in after work activities without driving.	*E
	Frequency	To be user-friendly, services need to be running every 15 minutes at peak times, and every 30 minutes at off-peak times.	*S
	Other – mobile app	It can be difficult to locate the information about routes and timetables on the Council website. NCC's Transit app is excellent and should be heavily promoted, to make using the bus as simple as ordering an Uber.	*M

		Spending money on app development would be one of the most effective ways to change behaviour and increase bus use.	
	Bus stops	Provide safe covered bike stands at major bus stops. Often you won't need your bike after you get to the bus stop, so it would be very convenient to be able to securely lock your bike at the bus stop rather than having to take it with you on the bus. This would make the bus more accessible to those who don't live close to a bus stop.	*L
	Other – light rail	This would be an awesome way to link up Wakefield, Brightwater, Richmond, Stoke and Nelson. Trains are more comfortable and faster than buses.	*Z
Joost van Rens	Overall proposal	Prioritise public transport as part of the process of decarbonising transport by 2030. (To achieve climate change goals.)	**
Alison McLeish	Route 4: airport to the Brook	Strongly support this route. Great for visitors and residents to be able to access the Brook and the Sanctuary. The terminus could be renamed Brook Waimarama Sanctuary (the Airport – Brook Waimarama Sanctuary line). Consider painting the Route 4 bus with images and logos from the Sanctuary to promote it.	*J
Kaylene Sherwood	Route 2 – Tahunanui to Richmond	Concerns about the proposed changes to the timetable and the route – the need to cross Tahunanui Drive to access the bus stops will be a problem for those with mobility issues, young children and older people. This is already a highly congested road at peak time. It is also a main road for large freight trucks, increasing risk for people walking to use the bus route.	*B
Mike Ward	Overall proposal	Support for improvements to bus services. Improving patronage will minimise the cost of the planned improvements. It will also make funding services more palatable to non-users.	*T
	Other – increasing patronage	Employers, employees and the media ought to be key allies in increasing patronage.	*X

	Extra routes	Buses to St Arnaud and Marahau (and likely other parts of our region) no longer exist, disadvantaging affected communities and those who don't drive. These routes may require subsidising but could prove self-supporting, particularly if Kiwis can be persuaded to keep holidaying closer to home.	*G
Chelsea Walker	Route 2	Oppose changing the bus route from Muritai Street to Tahunanui Drive. This is far too dangerous for our children. That road is far too busy and has only one safe place to cross the road. It will result in teenagers running across the road, dodging busy traffic – which is far too dangerous.	*B
Richard (Ru) Collin, Nelson Brook Sanctuary	Route 4	Strongly support this route. Great for visitors and residents to be able to access the Brook and the Sanctuary. The terminus could be renamed Brook Waimarama Sanctuary (the Airport – Brook Waimarama Sanctuary line). Consider painting the Route 4 bus with images and logos from the Sanctuary to promote it.	*J
Robert Schadewinkel	Overall proposals	Support	**
	Route 4: airport to the Brook	Support. Please ensure the line will go past the i-site in town as this would be the first stop for any visitors coming from the airport. Please change the name of this line to the Airport – Brook Waimarama Sanctuary, as a way to promote the sanctuary to visitors and support this great community asset.	*J
Ruth Newton	Route 3	Are buses to and from Atawhai also planned to run until 7pm?	*V
Richard Sullivan	Overall proposals	Support.	**
	Route 4	I particularly support including a service to the airport.	*J
	Fares	Support for the single low fare. This will encourage greater use of public transport.	*Q

	Other – costs	The costs identified seem reasonable for the potential outcomes. If successful, the increased patronage will reduce the need for new roading infrastructure that will cost significantly more. Benefits need to be weighed against other potential expenditure, should this investment not go ahead. Reprioritising spending towards sensible public and active transport solutions will in the end save the Council money and make the city/region a better place to live.	*T
	Frequency/timing	One way to make the system successful would be to have greater frequency of service early in the project. While this will be more costly upfront it will give the plan a greater chance of success and save considerable money on future roading.	*D and *S
Rachel Boyack, MP for Nelson	Overall proposal	Support	**
	Route 2 – Tahunanui	I note that some Tahunanui residents have raised concerns about proposed changes to the routes through Tahunanui. I encourage Council to engage with those residents to address their concerns.	*B
	Tasman routes	Support. I am pleased to see new route offerings and improved timetables in the areas of Brightwater, Wakefield, Mapua and Motueka.	*O
	Extra routes	I have been approached by constituents in the Hira area who are keen to see routes extended to their suburb and I encourage the Councils to consider this.	*G
	Frequency / timing	I am concerned to see that route frequencies are not due to increase until 2026. In my view this is too late given the need for modal shift and feedback that the frequency of bus services is one of the biggest barriers to increased usage. I urge the Councils to bring this date forward and increase route frequencies by 2023.	*D and *S
	Fares	Support for the new single urban fare zone.	*Q
	Other – accessibility features	I have received feedback from constituents that they wish to see the entire bus fleet have accessibility features, in particular that all buses should have full wheelchair accessibility.	*N

	Major bus stops	Passenger facilities at major junction points (eg Richmond, Nelson City) should have high quality public facilities, such as public toilets and the ability to purchase refreshments.	*L
	All bus stops	I am keen to see all bus stops have a shelter and a safe path from the footpath to the bus stop.	*L
	Low emission vehicles	I am interested in discussing with the Councils the options around moving to low and/or zero emission vehicles.	*R
Olivia Cunningham	Route 2 – Tahunanui	Please do not remove the bus route off Muritai Street. This street has the school and community centre on it, and has recently been upgraded to be safer for vulnerable road users. By comparison, State Highway 6 is a nightmare to cross safely.	*B
	Frequency	Please aim for 10 minute frequency. If you want this to be a smart little city which cares about climate change, then the infrastructure needs to be there to convince people to get out of their cars. Also take into account Nelson's ageing population of people who may not be able to drive.	*D and *S
	Low emissions buses	Please aim for electric buses.	*R
	Priority bus lanes	Avoid buses getting stuck in traffic.	*A
	Other	Dream big – look at examples from Germany on what to aim for so that people feel cars are not required.	*Z
Rodger Curry, Vice Chair Blind Citizens NZ, Nelson Branch	Overall proposal	Support in principle, including the proposed increase in services, more bus routes and bus stops.	**
	Other	We ask that as plans are developed further that the planning group consider how new developments will be available and accessible to blind and low vision citizens. For example, at the moment there are some routes that are designated 'Hail and Ride Services' but how are blind and low vision bus passengers to know when, or if, a bus is approaching and which vehicle to wave down?	*ZA
	Other	We are very supportive of the proposal to have one person to have oversight and management of the entire public transport service in our region on behalf of both Nelson City Council and Tasman District Council.	*ZA

	Other – Total Mobility Scheme	<p>We appreciate the increased \$15 subsidy cap, but feel this is still at the minimal level of support. In other regions the cap can be as much as \$40.</p> <p>We are concerned the subsidy cap may mean that some people are unable to afford the cost of the journey.</p> <p>Recommendation: consider different subsidy caps based on a zoning area system: Zone one: Nelson to Stoke Zone two: Nelson to Richmond Zone three or four: Nelson to Motueka</p>	*T
	Fares	<p>Recommendation: provide Total Mobility card holders with the same discount as Gold Card holders on buses, including free travel between 9am and 3pm.</p>	*Q
	Proposed routes	<p>Support. This will make local travel more accessible for our members.</p>	*U
	Frequency	<p>Our blind and low vision members can face difficulties when current bus timetables do not always allow sufficient time for the routes to align, and for passengers to continue their journey in a timely manner.</p> <p>This occurs most often when the loop buses and the main route buses have not managed to link up.</p> <p>Recommendation: review the entire bus scheduling, looking at the total picture of bus travel throughout the area, rather than disjointed sections.</p>	*F
	Other – bus drivers	<p>Many bus drivers are highly competent, friendly and helpful. However, we have heard personal stories from our members of instances where the bus drivers have been unhelpful and disrespectful to those who are blind or have low vision.</p> <p>Example: blind or low vision bus passengers may need to rely on the bus driver to stop at the correct place for them. In some cases the bus has been stopped further along the road, with an unsuitable surface. In another case, the driver forgot them, and they were told by the bus driver that 'they should take responsibility for themselves'.</p>	*I

		Recommendation: that all bus drivers are trained to realise that they work in a people-related occupation; and part of their responsibility is to assist and support bus passengers, particularly those with disabilities.	
	Other – bus drivers	The bus drivers' knowledge of the ticketing system is variable. Examples: 1) Ability to use tickets to transfer from one bus to another) 2) Requirement to stop to pick up white cane users at bus stops. Recommendation: that all current and new bus drivers have consistency, and updating if necessary, in their training to ensure they all have the same knowledge of all matters relating to their job.	*I
	Bus stops/Other – accessibility	Recommendations: Publicise the availability of flags to be used for hail and ride services. Make these flags available wherever the Bee Cards are topped up.	*X
	Other – accessibility	Questions for consideration as part of future planning (on behalf of our members): Superstops – how will blind and low vision people find the bus they need? New or changed bus stops - Where will they be located - Will they provide shelter - Will they be accessible for blind and low vision people? New and existing buses - Will they be accessible? - Will the tag on/tag off machines be more accessible than those currently in use? - Will they have enough alert buttons in easily reachable places to stop the bus? - Could buses have audio announcements for the next stop?	*F
	Timing	We support an early implementation of the proposed changes in the Regional Public Transport Plan because this plan (and our requested changes) will assist blind and low vision people to lead more interesting, fuller and	*D

		independent lives, by being able to make more use of the public transport available in our region.	
Barbara and Tim Robson	Overall proposal / other	We commend the ideals of the plan, but the plan needs to go further to make public transport a realistic and attractive option. - A comprehensive, united, region-wide approach to parking fees should be undertaken. - All day parking fees should be increased and pedestrian, car-free zones opened in city centres.	*W
	Other	Councils should petition Government for authorisation to implement congestion taxes over peak hours.	Z
	Buses	Regional bus services must offer high capacity bike racks so that biking at both ends of a journey is a realistic commute option.	*C
	Bus priority lanes	Express lanes for buses and multiple occupant vehicles will also reduce congestion and emissions.	*A
	Timing	We want to see action sooner – not in five years' time. (Some of the proposals could make a considerable difference in a short time, without major financial outlay.)	*D
	Other	The Nelson Future Access Study is keeping the 'southern link' idea alive and holding funding which could be used to expedite the public transport options, which the Climate Emergency and our Zero Carbon Bill obligations demand.	*Z
Cathy Perry	Route 4 – airport to the Brook	Support This service could draw attention to the Sanctuary and make it easier for everyone to make a visit. Painting the bus with Brook Sanctuary logo and scenery would be another way to advertise its existence.	*J
Grant Kerr, Demand Management, Nelson Marlborough Institute of Technology	Overall proposal	In principle, NMIT supports the Plan.	**
	Other – future demand	The number of NMIT employees and students (4,200 in 2021) commuting to NMIT campuses is significant and	*ZA

		<p>makes a big contribution to traffic volumes during peak times.</p> <p>Growth of the Richmond campus will bring an increase in the number of vehicle movements and public transport demand.</p>	
	Timing	We request that the timing of increased public transport schedule/routes/frequency is able to be brought forward should the need/support be recognised earlier than the proposed dates set in the plan	*D
	Other - engagement	NMIT welcomes the opportunity to meet with relevant Council representatives to provide further information if required.	Z
Claire Berthelsen	Overall proposal	Support	**
	Route 4: airport	Support	*J
	Frequency	Increasing the hours that the buses run would improve my public transport options	*E
Allen and Robyn Berthelsen	Overall proposal	Support	**
	Route 4: airport	Support	*J
	Frequency	Increasing the hours that the buses run would improve my public transport options	*E
Huon Berthelsen	Overall proposal	Support	**
	Route 4: airport	Support	*J
	Frequency	Increasing the hours that the buses run would improve my public transport options	*E
Tineke Stewart	Overall proposal	Support	**
	Route 4: airport	Support	*J
	Frequency	Increasing the hours that the buses run would improve my public transport options	*E
David Ayre	Overall proposal	Support	**
	Other – joint Nelson-Tasman approach	Support	*ZA
	Zero emissions buses	Support.	*R
	Other – buses	Support standardising vehicle type and capacity and meeting capacity requirements through frequency increases where these are justified by demand	*N
	Other – information	Support providing timetables and real time data on phone apps	*M

	Fares	Support simplification of charging and zoning schemes.	*Q
Craig Farrow	Overall proposals	Support, but I think more can be done to make the public transport system more attractive.	*X
	Other	Consider the needs of different types of public transport users and what would encourage them to use public transport: <ul style="list-style-type: none"> - Carless residents - Commuters - Casual users - Visitors and tourists 	*X
	Fares	Support single zone for urban routes, but also apply this fare for Bee cards and cash	*Q
	Fares	Allow one child/student to accompany each adult fare for free	*Q
	Fares	Introduce a monthly pass for regular users such as commuters and students	*Q
	Frequency	Provide an express service for commuters (limited bus stops, and use of the motorway)	*A
	Tasman routes	Concerns about delays due to Wakefield and Motueka connection being extensions of the Route 1 and Route 2 buses. Huge risk of delay on the urban network from hold-ups on the rural routes. Better to split the routes and connect at the Richmond hub for transfer to Nelson as required on Routes 1 and 2.	*A
	Route 4: airport	Unlikely to attract many travellers due to luggage, and need to get to a hotel, and all the suburban stops. In the long term, it would be good to have an express bus service that goes between Richmond and Nelson via the airport and Tahunanui	*J
	Timing	It would be good to introduce the single zone fare sooner than 2023, to trial the new system and start boosting number of users.	*Q
	Park and Ride	Also bring forward installation of secure car and cycle parks, eg at Talbot Street in Richmond.	* P
	Other – bike storage	The new two level bike park in Montgomery Square is a great facility, and the same can be installed at all the hubs eventually.	*L
	Other – comments on importance of frequency	(p27) Proximity and access is equally important as frequency	*L

	Other – comments on budgets	(p43) It would be helpful to be able to see how budgeted revenue fits in with overall costs	*T
	Other – comments on contracts	I note that the current bus service contract expires in 2-23 and this is an opportunity to review the Public Transport service. I would hope that future contracts will build in more flexibility for expanding and adjusting the routes and timetables, etc according to community needs, rather than being constrained by a fixed contract	*ZA
Cathy Parry (duplicate submission 26955 and 26918)	Route 4: airport to the Brook	Support This service could draw attention to the Sanctuary and make it easier for everyone to make a visit. Painting the bus with Brook Sanctuary logo and scenery would be another way to advertise its existence	*J
Richard Popenhagen, NZ Automobile Association, Nelson District Council	Overall proposal	AA supports the proposals. However, increasing the appeal of public transport must not be achieved by diluting levels of service for general traffic.	*T
Peter Olorenshaw, The Nelson Transport Strategy Group	Overall proposal	Support. We are excited about this – it really does suggest a step-change in public transport for the region.	**
	Routes 1 and 2 – express buses	We have a major concern that the new routes between Nelson and Richmond would result in slower journeys than the present bus system. What is most useful to people is a quick and efficient trip between the two centres. Our suggestions: - Express buses use a really quick route between Richmond and Nelson using the Richmond deviation and Whakatu Drive, bypassing Stoke that is well served by the two other main non-express routes going through there, but using Beatsons Road with limited stops into the city. - Express buses independent from the Motueka and Wakefield buses, so that the frequency is 15 minutes during peak times and a maximum 30	*A

		<p>minute gap between buses at other times.</p> <ul style="list-style-type: none"> - Early implementation of express buses (by the end of winter 2021) - Bus priority lanes, routes, lights, pulling out 	
	Other - Park and Ride suggestions	<p>We are less enthusiastic about a Richmond park and ride facility (people are already nearly in Nelson) but think this would be valuable in Wakefield and Motueka. (Important to have roofed, secure bike and e-bike parking.)</p> <p>We also suggest Mapua and Appleby Schools as potential bus stop/park and rides, as well as Wakefield School, Brightwater School and the Aniseed Valley Road corner (near Hope School).</p>	*P
	Fares	<p>Support \$2 flat fare</p> <p>Suggest also having a \$5 all day pass, family passes, and allow children under a certain height (marked inside the bus) to travel for free.</p>	*Q
	Low emission buses	<p>Support for zero emission buses in urban areas.</p> <p>In rural areas, consider biodiesel buses as a second best, interim option for rural buses, recognising there could be financial or other constraints (such as range) in using electric buses in rural areas.</p>	*R
	Buses – bike racks	<p>We should have six (vertical) bike racks at the back of every bus as well as the two on the front.</p>	*C
	Buses – ageing population	<p>Buses need to be easily accessible for the aged and elderly.</p>	*F
Sylvia Stephens	Route 2 – Tahunanui	<p>Please leave the bus route on Muritai Street (rather than Tahunanui Drive which is not safe for elderly people to cross).</p>	*B
Michael North	Overall proposal	<p>Getting people to use buses/active transport is essential for our carbon emissions and a liveable climate.</p> <p>Support for proposals making buses more attractive to use. Additional suggestions made.</p>	**
	Buses – bike carrying capacity	<p>Will become ever more important</p>	*C

	Buses – design	System needed for easily carrying goods on/off buses (eg grocery shopping)	*M
	Bus expressways	Taking one of the lanes from Richmond to Nelson would create massive behavioural shift, but would need buses every 5 minutes and a Richmond park and ride arrangement	*A
	Other	Ban the option of driving children to schools, and provide schoolbus/minibus system that caters for all students	*ZA
	Other	Give buses full right of way when pulling out of bus stops in 50km zones	*ZA
	Nelson bus station	Serious redesign is urgently needed	*ZA
	Fares	Buses should be free for children, students, mobility card holders, unemployed and pensioners.	*Q
	Other	Car use will need to become less attractive as an option to encourage bus patronage. <ul style="list-style-type: none"> - Both councils need to review free parking together and work out a joint strategy to make in-town parking equally expensive - Free parking at the Trafalgar Centre should no longer be an option, or in the city fringes (apart from for residents) - Stop building car parks 	*W
	Communications	Promote messages that create a massive cultural shift in how we consider car ownership and use.	*X
	Other – car sharing	Encourage businesses to encourage their employees to car share.	*X
	Other – car sharing	Encourage neighbourhood groups to promote car sharing.	*X
Cam Carter	Overall proposal	Support	**
	Frequency	Increasing the hours that buses run would improve my public transport options	*E
	Route 4: airport	Support	*J
Tord Kjellstrom	Overall proposal	Support. But would like to see a stronger link to the regional transport plan, and its focus on EVs and urban planning.	*ZA
	Timing	Too slow. A faster implementation would help us do more to reduce carbon emissions.	*D
	Other	Large supermarkets and shopping malls could promote use of buses for visits and local delivery spots in outlying villages.	*X

Anna Berthelsen	Overall proposal	Support	**
	Frequency	Increasing the hours that buses run would improve my public transport options	*E
	Route 4: airport	Support	**
Peter Olorenshaw, Nelson Tasman Climate Forum Transport Subgroup	Timing	We can't wait five years for implementation of this public transport plan – we are in a climate emergency.	*D
	Other – priorities/timing	Both Richmond Future Transport Project and Nelson Future Access Projects have tens of millions of dollars earmarked to them. Do the public transport actions first and then see if congestion eases and new roading infrastructure becomes unnecessary.	*Z
	Express buses	Express buses for commuters should be the centrepiece of the public transport plan, not tacked on to the rural services, and come in late and not very often. Establish express services with limited stops, and start them this year to bring down commuting emissions.	*A
	Bus priority lanes	We see no specific commitment to bus priority lanes. They are crucial to the success of public transport.	*A
	Timing - Park and Ride	Park and ride at Richmond should happen now, rather than in five years' time (and be for bikes and e-bikes as well as cars)	*P
	Buses – bike carrying capacity	We couldn't see a commitment to taking bikes on buses – presently there are only two bike spots on 50 seat buses. Six extras for urban buses, but Wakefield and Motueka buses might need a bike trailer as well.	*C
	Other – promotions	Suggest putting leaflets underneath commuter's windscreen wipers at monthly intervals promoting the bus services and perhaps offering a trial of five free rides.	*X
Angela Craig	Overall proposal	Support more public transport, more often.	**
	Route 4: airport	Support	*J
Caren, Stewart,	Extra route	Todds Valley bus service requested	*G

Oliver and Alice Genery			
Margaret Meeching	Route 2: Tahunanui	Oppose shift from Muritai St to Tahunanui Drive (dangerous, pedestrian unfriendly road to cross) Ask existing bus users about this proposed change.	*B
Jonathan McCallum	Overall proposal	Support	**
	Timing	I'd like to see the increases to the Nelson/Richmond route to 30min and running buses from 7am to 7pm happen in Stage 1.	*A
	Buses – bike racks	Needed	*C
Gaire Thompson	Overall proposal	Support, provided they are getting sufficient use	**
	Low emissions buses	Too much attention is given to this, when the emissions created manufacturing these vehicles is far greater than using the existing vehicles (and there is the cost of purchasing them).	*R
Bernie Goldsmith, Nelson Residents Association	(Wishes to speak at the hearing)		*Z
Ross Lampert, First Union	Bus drivers	Requests NCC and TDC to allocate the funding in the upcoming budget (and in the RPTP) to move the city's bus drivers wage rate up to at least the living wage to recognise that this is important, skilled and challenging work.	*I
Keith Morrison	Route 2 – change from Muritai St to Tahunanui Drive	I support option 3 for route 2 along Muritai Street then back to Annesbrook roundabout.	*B
	Route 4: airport	Support. Timetable it so that it goes on an alternate half hour to route 2. This would make a bus from Tahunanui to town every 30 minutes all day.	*J
	Route 1	Park and Ride with an express bus from Richmond to Nelson via the hospital is long overdue and should be a priority.	*P
	Transit app	It is great to have good mobile phone apps for getting the bus. The best I have ever seen is 'Transport for Edinburgh' combined with 'My Bus Edinburgh/ which makes it easy to plan your journey.	*M
Brenda Preece	Route 2 – change from Muritai St to Tahunanui Drive	Muritai Street buses are needed by the community, as are Tahunanui Drive buses. Could you do both routes with smaller buses, alternately?	*B

Rob Stevenson	Bus priority lanes	Council is laying the foundations for a future bus priority lane/clearway on Tahunanui Drive. This would result in job losses because the businesses on this road all rely on foot traffic.	*A
	Route 2 – change from Muritai St to Tahunanui Drive	Oppose due to the high density of housing in Muritai St area, safety issues with children crossing SH6. The Hybrid Route 2 with Nayland Beach + Golf Airport Route (Mitre 10 Roundabout) option is the more practical and community-based option for Tahunanui.	*B
Julie Baker	Overall proposal	Support	**
Alex McKenzie	Route 4: airport to the Brook	Strongly support. Consider renaming to: Airport – Brook Waimarama Sanctuary Consider painting the no. 4 bus with images and logos from the Brook Waimarama Sanctuary, to promote the sanctuary.	*J
Colleen Moss	Route 4: airport to the Brook	Support. This well thought out route will benefit both airport users and those residents in Tahunanui who currently have a 15-20 minutes walk to a bus stop (as well as Washington Valley, Bisley Ave and Brook residents).	*J
Kathryn Barlow, Pascoe Auto	Route 2: Tahunanui	Opposed to bus route travelling via Pascoe Street. Rerouting the buses from a predominantly suburban setting where customers can relatively easily access bus stops to a heavily industrialised route undoubtedly compromises safety and the ability to efficiently and reliably move goods and people. Adding buses to this road will add another level of danger to the current congestion. However, the main safety issue is expecting bus users to walk to stops in Pascoe Street and board and disembark in an already dangerous environment (with lots of trucks and private vehicles). Travelling through the industrial roads of Parkers, Pascoe and Quarantine Road does not consider the mental and physical wellbeing of those employed to drive the buses and to be	*B

		<p>responsible for the health and safety of passengers. It's taxing enough driving the route without the added difficulty of stopping at bus stops, providing customer service and anticipating the actions of hundreds of other road users in all types of vehicles as well as pedestrians and cyclists.</p> <p>The proposed route through Pascoe St is unlikely to support economic growth because the addition of a bus route will add to the congestion, and not relieve parking space or congestion to any material degree.</p>	
	Frequency	<p>All day, 30 minute frequency by 2026 is not adequate to attract employees, many of whom work a variety of shifts, and for whom the work hours can vary depending on fluctuations in supply and demand.</p> <p>Given the nature of the businesses in Pascoe Street and surrounds rarely attracts those without a vehicle, providing a bus route here does not seem likely to increase the number of people taking the bus to work in these industries.</p>	*A
	Low emission buses	<p>If the plan is to introduce electric buses, how do you intend to mitigate the impact of lithium mining, the cost of replacing the batteries at the end of their life, and how do you intend to dispose of those batteries.</p>	*R
Sally Grimmett	Route 2: Tahunanui	<p>Oppose routing the Tahunanui bus down Tahunanui Drive because:</p> <ul style="list-style-type: none"> - It assumes Tahunanui Drive will be widened to allow for priority lanes which would be a disaster for the Tahunanui community - Tahunanui Drive and Annesbrook Drive are too difficult to cross and therefore not easy access for bus passengers - This leaves the Muritai St residents without easy busy access. <p>I support the Muritai St/Pascoe St/Nayland Road option because it's really important to keep the buses away from main thoroughfares and traffic jams.</p>	*B
Liz Byrne	Frequency	<p>Is it possible to bring the 30 minute Tahunanui frequency forward from 2026 by timetabling the additional</p>	*A

		<p>airport service to run on alternate half hours to Route 2?</p> <p>Frequency has always been a major factor in determining why I changed from being a bus user to a driver after moving to Whakatū.</p>	
	Route 2: Tahunanui	<p>I support option 3 for route 2 along Muritai Street then back to the Annesbrook roundabout – for reasons of safety, convenience and meeting the needs of existing and future bus users.</p> <p>People at last week’s meeting expressed a strong preference for keeping this route rather than diverting via Pascoe Street directly to Nayland Road.</p>	*B
	Transit app	An automatically updated app allowing me to plan routes and see delays would be a game changer for me.	*M
	Other	<p>Can you please fix the two anomalies I have noticed in Whakatū:</p> <ul style="list-style-type: none"> - ‘the bus can be up to 5 minutes early’ clause, and - The lack of choice when it comes to radios being broadcast through the buses’ speakers. 	*Z
	Park and Ride	I support prioritising Park and Ride with an express bus from Richmond to Nelson via the hospital.	*P
Gavin and Lynette Cole	Route 2: Tahunanui	<p>Opposed to change of route from Muritai St to Tahunanui Drive.</p> <p>Instead we support ‘Hybrid Route 2 with Nayland and Beach/Golf airport route’.</p> <p>There is no sense in having the bus route on Tahunanui Drive between Parkers Road and Mobil Tahunanui. This stretch of road is made up of motels, tennis courts, small businesses and the back end of a school, but very few houses, while the density of residents in Tahunanui is in and around Muritai St.</p> <p>Many of the residents are elderly or younger people more inclined to use buses – it is imperative to have the bus route where the people are.</p> <p>We also strongly oppose turning Tahunanui Drive into a four lane highway with no parking. Small</p>	*B

		businesses along there depend on traffic stopping outside. The church on Tahunanui Drive also depends on street parking.	
Barbara Bowen, Principal Tahunanui School	Route 2: Tahunanui	<p>Oppose change from Muritai Street to Tahunanui Drive.</p> <p>Some children from Tahunanui School catch the bus into Nelson in the afternoon. There is a bus stop on Muritai Street just outside the school. I can see the children walk safely to the stop outside my office window. I would not allow children to wait unattended at a bus stop on Tahunanui Drive.</p> <p>Main Road Stoke is ideal for bus pick up and flow at present, and easy to access for older students via the Railway Reserve.</p> <p>Public transport is compatible with the cycle lanes already on Muritai Street. Car users are much more careful now that it feels like a well cared for avenue. Why undo this?</p>	*B
	Promotion	Subsidising bike purchase, more walk/bike to work events, and incentivising voluntary carless days could be added to other incentives for active and public transport (shared walking and cycle paths, sheltered bike parking, e-bike charging and water bottle filling stations).	*X
	Frequency	Regular buses on a wider variety of routes are essential but not on busy highways where children and elderly are at risk. If this cannot yet be afforded, upgrade the routes we already have with low emission buses, more shelters, lower fares and shorter wait times and relook at changing/increasing the routes when demand and money allows it.	*D
Donald and Carol Morgan	Routes 2, 3 and 4	<p>Support for the proposed new routes, particularly Routes 4, 3 and 2.</p> <p>Like many of our neighbours we no longer drive. Proposed new route 4 will be a great advantage to us. We will be able to get into town and back for shopping, and make an easy connection for hospital visits. We will also be able to visit family in the Brook.</p>	*U

Item 3.2

Attachment 1

		<p>Tahunanui has a large number of elderly people who no longer drive, and many more who would give up driving if public transport was improved.</p> <p>Route 2 bus going along Nayland Road will also be valuable for our young neighbours.</p>	
Ainslie Riddock, Secretary Tahunanui Business & Citizens Association	Overall proposal	Support for the goals of the Plan.	**
	Promotion	This is a generational change which will require considerable funding for education and promotion.	*X
	Route 2: Tahunanui	<p>Do not change the bus route through Tahunanui.</p> <p>Buses should be kept on Muritai St/Annesbrook Drive/Main Road Stoke where they serve the community well, providing access and preventing isolation.</p> <p>There are several retirement clusters in the Muritai St area whose residents depend on nearby buses for transport. It would be difficult and dangerous for the elderly or disabled to access buses on Tahunanui Drive, requiring them to cross the busy highway.</p> <p>Many of our elderly residents use the buses to access supermarkets, as there are none in Tahunanui. The existing service takes Tahunanui people directly to and from the supermarkets, shops and services such as the banking hub in Stoke, and with a minor adjustment to the city end of the current route would provide better access to the City, supermarkets and shopping precinct of the CBD.</p> <p>The justification given for moving the current route from Annesbrook/Main Road Stoke to Nayland Road for students from Tahunanui to access the Nayland school cluster is, in our opinion, flawed for the following reasons:</p> <ul style="list-style-type: none"> - Council has recently invested heavily in Tahunanui to encourage students to 	*B

		<p>walk and cycle to the Nayland schools cluster and there are a large number of students from our community currently choosing cycling and walking - it appears that the changes are being made to provide services for students from outside our community, and these students already use a privately funded service</p> <p>- the need for a service to Nayland College will diminish over the ensuing years as the school is introducing an enrolment zone next term.</p> <p>The use of Nayland Road to replace one of the current Stoke loop routes will not meet the needs of Nayland, Seaview Road or Monaco communities, and does not address the areas around the retirement villages in Stoke.</p>	
	Routes 1 and 2 – frequency and speed	Opposed to clearways along Tahunanui Drive	*A
	Other	More community research is required before the implementation of any route removal and changes – this plan is trying to do too much with an insufficient budget.	*ZA
	Route 4: airport to the Brook	<p>An airport service is not necessary. Due to the frequency of flight changes any scheduled bus services would be totally uneconomic and even an on-demand service is questionable.</p> <p>We fail to see how a bus service meets the needs of people flying in and out of the airport, or how adding Tahunanui stops will reduce car use. Data would be needed to support the establishment of this route.</p>	*J
	Superstops and other bus stops	<p>There is no information in the plan about the location of the superstops planned for Tahunanui and Stoke. We question whether bus interchanges/superstops are necessary.</p> <p>With improved GPS technologies, apps and the planned frequency of services, the provision of further shelters with information boards on the existing route would be an important first step – eg. there are no shelters on the eastern side of Muritai Street.</p> <p>The location of 'super stop' facilities will have a major impact on our</p>	*L

Item 3.2

Attachment 1

		community and the likely future users of public transport services. We believe these should be a part of the City's Long Term Plan and further consultation is required.	
	Clearways	We continue to be strongly opposed to clearways along Tahunanui Drive	*A
	Routes 1 and 2: frequency and speed	We support the planned route for express buses into the city from Richmond using Whakatu Drive and Waimea Road.	*A
	Process	We don't support the proposed process of lodging the current document and fine tuning the details later. The lack of detail makes forming a submission extremely difficult.	*Z
	Stoke link service	On-demand services are tantamount to a taxi service and we question the viability of such a service in competition with existing providers.	*Y
	Earlier morning and later evening bus services	7am to 7pm bus services may not meet the needs of those starting/finishing work outside these hours – so additional services may be required.	*E
Sue Sara, Grey Power Nelson President	Route 2: Tahunanui	Grey Power strongly advocates for the retention of the current route along Muritai Street. To shift this to Tahunanui Drive would mean senior residents would have to walk from Green St, Roto, Go0lf, Muritai and cross the main road to be picked up.	*B

Submission Summary

Draft Regional Public Transport Plan - Submission #26647

Mrs rachel mason
co-ordinator coastal transport services

[REDACTED]

[REDACTED]

[REDACTED]

Speaker? False

Department	Subject	Opinion	Summary
TDC - Engineering	Have you sent a copy of this submission to Nelson City Council?	No	
TDC - Engineering	What feedback do you have on the overall Regional Public Transport Plan?		There is no public transport from Motueka to Richmond and is desperately needed by every section of the community, for commuters going to work, shopping or medical appointments, for families, for attending events, evening options.

Submission Summary

Draft Regional Public Transport Plan - Submission #26657

Bronwyn Webby

[REDACTED]

Speaker? False

Department	Subject	Opinion	Summary
TDC - Engineering	Have you sent a copy of this submission to Nelson City Council?	No	
TDC - Engineering	What feedback do you have on the overall Regional Public Transport Plan?		I fully support this proposal as a motueka resident we are badly lacking in a decent bus service and I know many people who would use this regularly-myself included .I think this supports the vision for less congestion on our road as people will opt to take the bus to Nelson instead of taking there car.I also have friends that visit the region, stay in motueka and don't have a car or can't afford to hire a car often relying on friends to take them places and they have indicated they would visit more often if this service was available which would support Local and regional tourism etc . Great idea with many benefits to all

Submission Summary

Draft Regional Public Transport Plan - Submission #26663

Mrs Isobel Mosley

[REDACTED]
[REDACTED]
[REDACTED]

Speaker? False

Department	Subject	Opinion	Summary
TDC - Engineering	Have you sent a copy of this submission to Nelson City Council?	No	
TDC - Engineering	What feedback do you have on the overall Regional Public Transport Plan?		<p>As a Motueka resident I am particularly pleased to see the proposals for services to Motueka. All I can say is why wait till 2023, especially for the community transport service, which could well start earlier?</p> <p>As a senior citizen I am particularly aware of the transport needs of seniors, especially to get to Nelson Hospital. Many seniors do not drive, or feel less confident driving outside of Motueka, especially when unwell. But nearly all health tests have to be done at Nelson or Richmond. People have to rely on friends to take them, or simply don't go. So please take these needs into account when planning the regional services.</p> <p>For workers commuting from Motueka, a daily service arriving in Nelson by 8am and departing 5.35pm will make it a very long day. Perhaps arriving Nelson at 8.30am and maybe departing at 5.10 pm might be better.</p>

Submission Summary

Draft Regional Public Transport Plan - Submission #26671

Ms Miss sharon Carey
Dietitian Nmdhb

[Redacted]

[Redacted]

[Redacted]

Speaker? False

Department	Subject	Opinion	Summary
TDC - Engineering	Have you sent a copy of this submission to Nelson City Council?	No	
TDC - Engineering	What feedback do you have on the overall Regional Public Transport Plan?		I'm pleased to see road speeds are starting to come down. I travel a lot between Motueka, Richmond and Nelson hospital. There's more work to do on this, e.g. Lots of crashes on the Richmond Deviation. Can't this area be slowed to 80km? No need to be 100km with so much traffic and queues. Perhaps put sign just before the Stoke turn off where the traffic can build on a blind corner from Nelson through to Richmond. Also people still speed on highway 60 especially near Appleby school turn off and it's hard to right turn onto the main road especially now Motueka traffic is busier. There's also a dangerous right turn onto highway 60 from Landsdowne road. I suppose with new Appleby Fields development the roads are being looked at. Perhaps time for some traffic lights in area or even a roundabout at Mcshane and highway 60 intersection?? We need a helpful sign on the S bend on way to Motueka with the suggested speed for that bend like you often see on sharp bends in NZ. It's a nasty unexpected bend and if you're from out of town it can catch you out. Lots of tourists use that road as well as commuters. It's certainly better now it's 80 through there. It seems crazy there are cars turning off and on a 100km highway 60 with no slip roads for safety. That road just feels so dangerous and it's getting busier. Also tourists use it a lot and aren't

		<p>aware if the bends and tricky turns. The road needs to match other 100km roads in NZ. It's like a country lane that found itself becoming a highway and wasn't prepared for the job. A good bus service from Motueka is overdue. Final spot is Motueka bridge. Another bend that can catch you out especially as the sign coming out of Motueka changes up to 80km and one may be speeding up then hit with sharp corner onto narrow bridge. Keep it at 50 until on Riwaka side. I'm writing this on a phone so not the best grammar. Hope the comments make sense and fit with your ideas for road safety. I don't like seeing broken patients in ICU from avoidable local crashes. Thanks</p>
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Submission Summary

Draft Regional Public Transport Plan - Submission #26715

Mrs Annette Curran

[REDACTED]

Speaker? False

Department	Subject	Opinion	Summary
TDC - Engineering	Have you sent a copy of this submission to Nelson City Council?	Yes	
TDC - Engineering	What feedback do you have on the overall Regional Public Transport Plan?		<p>I believe it is essential to have some form of public transport to Nelson airport.</p> <p>We have a great asset in the new airport, but it is very difficult to get to if you don't own a car.</p> <p>Surely there could be some form of a loop bus similar to Richmond/Stoke service, that serviced the airport even if it was only every two or three hours.</p> <p>Richmond has a lot of elderly residents, many of whom no longer drive.</p> <p>The cost of a taxi from Richmond to the airport is at least \$30 which can be more than half of an airfare to Wellington.</p>

Submission Summary

Draft Regional Public Transport Plan - Submission #26719

Kathy Cambridge

[REDACTED]

[REDACTED]

[REDACTED]

Speaker? False

Department	Subject	Opinion	Summary
TDC - Engineering	Have you sent a copy of this submission to Nelson City Council?	No	
TDC - Engineering	What feedback do you have on the overall Regional Public Transport Plan?		we really need regular bus services to nelson and Motueka and the airport.the aim will be to provide a service and also to decrease vehicles on the road and help decrease global warming. we do not need big buses. when you think of all the money being blown out on the dam it is a disgrace that this money is not being better used .

Submission Summary

Draft Regional Public Transport Plan - Submission #26722

Mr Brian Alder
private

[REDACTED]

Speaker? False

Department	Subject	Opinion	Summary
TDC - Engineering	Have you sent a copy of this submission to Nelson City Council?	No	
TDC - Engineering	What feedback do you have on the overall Regional Public Transport Plan?		I strongly support the intention and specifics of the Regional Public Transport plan. However, I think the timeline for implementation is too slow, and would like to see initial action in 2022 and Stage 2 by 2023.

Submission Summary

Draft Regional Public Transport Plan - Submission #26726

Mr Tim David
N/A Self

[Redacted]
[Redacted]
[Redacted]

Speaker? False

Department	Subject	Opinion	Summary
TDC - Engineering	Have you sent a copy of this submission to Nelson City Council?	No	
TDC - Engineering	What feedback do you have on the overall Regional Public Transport Plan?		Given the age distribution in the population in the Mapua Ruby Bay Area which is skewed to toward the upper quartile it would seem important to provide public transport for those who either do not have their own transport or wish to utilise a more eco-friendly system. This lack of public transport in the above area has been made clear by the generation of a number of "private" schemes providing transport to and rom the main shopping centres of Motueka and Richmond. Having lived in both London and in Christchurch here in NZ I have considerable experience in using public transport. Particularly London where they have made considerable efforts to provide a viable system that is efficient yet financially available to all parts of the community. (I don't wish to compare London with Mapua !)

Submission Summary

Draft Regional Public Transport Plan - Submission #26732

Mr John Hope

[REDACTED]

[REDACTED]

Speaker? False

Department	Subject	Opinion	Summary
TDC - Engineering	Have you sent a copy of this submission to Nelson City Council?	No	
TDC - Engineering	What feedback do you have on the overall Regional Public Transport Plan?		I would be fully in support for the regional public transport plan regarding a bus service from Motueka to Nelson. There is a large number of retired folk living in this area now and unable to drive to Nelson. I am sure this service would be fully used. I for one would use it often Please look into it seriously. Regards Muriel Hope Motueka

Submission Summary

Draft Regional Public Transport Plan - Submission #26760

Mrs Ruth Collingham

[REDACTED]

[REDACTED]

[REDACTED]

Speaker? False

Department	Subject	Opinion	Summary
TDC - Engineering	Have you sent a copy of this submission to Nelson City Council?	No	
TDC - Engineering	What feedback do you have on the overall Regional Public Transport Plan?		We need regular buses to Wakefield. This plan is great because finally we will get buses, but it is too long till we get regular daytime ones and evening ones.

Submission Summary

Draft Regional Public Transport Plan - Submission #26761

Mr Peter Carlton
Rates payer

[Redacted]
[Redacted]
[Redacted]

Speaker? True

Department	Subject	Opinion	Summary
TDC - Engineering	Have you sent a copy of this submission to Nelson City Council?	No	
TDC - Engineering	What feedback do you have on the overall Regional Public Transport Plan?		<p>The RPTP needs to include Golden bay. A bus...</p> <ol style="list-style-type: none"> 1 offers social connections from all areas of community. The youngest to the oldest. 2 enables the youth to connect & participate independently 3 the elderly & young financial freedom from ownership of a car. 4 gets people out of cars & frees up space. 5 less pollution & safer roads. 6 enables tourism for the traveler who has no car. 7 links vital services such as the airport ,hospital, community centers & hostels. 8 advertise revenue stream potential. 9 creates jobs & opens up more possibilities. 10 gives all the community & vulnerable people positive connections which is excellent for their mental health & independence .

Submission Summary

Draft Regional Public Transport Plan - Submission #26772

Mrs Carol Suddaby
n/a n/a

[REDACTED]

[REDACTED]

[REDACTED]

Speaker? False

Department	Subject	Opinion	Summary
TDC - Engineering	Have you sent a copy of this submission to Nelson City Council?	No	
TDC - Engineering	What feedback do you have on the overall Regional Public Transport Plan?		I am 70+ and still able to drive. However, public transport to and from Richmond may be my only way of getting to Richmond if I cannot drive. I go to Richmond to the dentist, hairdresser, lawyer, shops and to use the library. We have considered moving to Richmond, for this reason, but love our home and the community in Brightwater and would like to live here as long as possible. We strongly support the transport plan which would give us a bus service to Richmond.

Submission Summary

Draft Regional Public Transport Plan - Submission #26785

Mrs Stephanie Bryant
Debt Coach Christians Against Poverty

[Redacted]
[Redacted]
[Redacted]

Speaker? False

Department	Subject	Opinion	Summary
TDC - Engineering	Have you sent a copy of this submission to Nelson City Council?	No	
TDC - Engineering	What feedback do you have on the overall Regional Public Transport Plan?		<p>Very pleased that Public Transport in my own region is being addressed. As a Debt Coach in this area I have noted that many families are running two cars for work and for child care or school. This is very costly for a family and many are struggling with debt. Food on the table can be the last amount left in the account to pay for and so we see a need for alot of help needed in the community for food banks.</p> <p>Clients with members in their house hold with health issues needed to be looked at in Nelson have the added extra expense of these trips, not to mentions getting budding sports members to Richmond or Nelson.</p> <p>2029 Is a long time to wait for all day bus services to Nelson for our area to linked with them. Can you bring it forward to next year? Paying for the trip with a payment is a good idea as long as you keep the cost of a return trip below \$10.00 which is what you would need to pay with fuel cost in ones own vehicle.</p> <p>Being linked to Richmond will be a big help too as 'Helping Families Richmond' near the Grace Church and our Mot Mums could access this support. Other helpful services like. At present we have Paper Plus and Post Office not working and this is inconvenient as trips to Rewaka or Mapua to access Postal Services. Some Banks,</p>

		<p>Spark, Physio's, Disability Service with equipment to purchase or hire are only in Richmond or Nelson.</p> <p>Getting to the Airport is another dilemma if family cannot pick you up. Imagine the use this could be for visitor's to this area on holiday.</p> <p>Personally I'm looking forward to being able to go on bus trips for the day without worrying. Paying a little more rates would be fine with rate payers to have this service.</p> <p>Lets get this Bus Service for our area running well, as the population growth here rocketing with more land being available for housing in the Moutere Area.</p>
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Submission Summary

Draft Regional Public Transport Plan - Submission #26790

Dr Joanna Santa Barbara

[REDACTED]

[REDACTED]

[REDACTED]

Speaker? False

Department	Subject	Opinion	Summary
TDC - Engineering	Have you sent a copy of this submission to Nelson City Council?	No	
TDC - Engineering	What feedback do you have on the overall Regional Public Transport Plan?		SEE ATTACHMENT 26790

Regional Public Transport Submission

My motivation in writing to you is my conviction that we must all contribute, to the maximum possible level, to reducing carbon emissions as quickly as possible. Local councils' public transport sector is a very important arena for doing this. My immediate personal interest is in being able to get to Mapua, Richmond, Stoke and Nelson from Motueka and back again by public transport.

I strongly support your goals of:

- ✓ Cutting carbon emissions. I suggest 50% by 2030 is a desirable goal.
Early, sharper cuts will give us a better chance of meeting our 2050 net zero goal.
- ✓ Reducing private car use. I suggest a goal of halving cars on the road or halving vehicle km travelled by 2030.
- ✓ An emphasis on and funding for promotion of a transport mode shift to active and public transport.
- ✓ Commitment to enabling good mobility to disabled people.
- ✓ Supporting intensification of urban areas with public transport, and building public transport into plans for new housing.

I further suggest:

- Please move the start of your staged process forward by at least a year. We are in a Climate Emergency. We need speedy action.
- Initiate planning with developers of new housing areas with the goal of maximizing public transport use by people in those areas, and minimising private car use. This will affect plans for roading, lot size, garage and street parking provision, turn-around space for buses, etc.
- Recognise that the time of transport mode shift, when people realize the benefits of shifting to public and active transport, is a different phase from before and after that shift. Public transport needs to be made very attractive during that phase. Low fares are important, together with advertisements showing the financial, safety and health advantages of mode shift.

Is it possible to make use attractive in further ways? Could the Arts and Youth communities of our region contribute to this eg by small performances en route (Shakespeare on the bus; a small guitar recital; a clown)

Is there any way of encouraging conversations between passengers? If seats were in facing segments? If there were a coffee machine?

- Reserved bus lane for part of the route. The speed of the trip is undoubtedly an attractive feature for commuters.
- Facilitate development of a ride-sharing app to enable people to move around the region, especially in the period before the roll-out of better public transport.
- Recognise hitch-hiking as a transport mode between towns. Provide a suitable marked place for hitching on the edge of towns.
- Ensure adequate bike racks on buses.
- Recognise and enable the public to recognise the public cost-savings off active and public transport in:
 - Lower greenhouse gas emissions (which will ultimately be very costly to the national economy). Much lower still when the buses are electrified.
 - Eventual reduction of waste disposal costs of cars at the end of their life cycle.
 - Lower road maintenance costs
 - Substantial savings with lower need for new and improved roads. The Nelson Southern Link, for example, would not be needed.
 - Lower fatalities and injuries from road accidents.
- Advertise to the public the co-benefits of public and active transport, including health and fitness, cost savings, strengthening community, avoiding severing communities and more land use by roads, safer streets, avoiding road congestion and frustration.

Submission Summary

Draft Regional Public Transport Plan - Submission #26792

Mr David Stones

[REDACTED]

[REDACTED]

[REDACTED]

Speaker? False

Department	Subject	Opinion	Summary
TDC - Engineering	Have you sent a copy of this submission to Nelson City Council?	No	
TDC - Engineering	What feedback do you have on the overall Regional Public Transport Plan?		SEE ATTACHMENT 26792

Draft Regional Public Transport Plan Submission (Tasman)

Currently the draft plan proposes that in July 2023 (called Step 1) one service from Motueka to Richmond and Wakefield to Richmond at peak traffic time in the morning (presumably around 7am) and one service Richmond to Motueka and Richmond to Wakefield at peak traffic time in the evening (presumably between 5-6pm).

Then in July 2026 (Step 2) the plan is for "Weekday service to Motueka (4 daily) and Wakefield (6 daily)". Presumably that means also 4 daily or 6 daily return services.

I suggest the 2023 plan (Step 1 change) does not bring significant benefits to the Māpua/Motueka region (and presumably to the Wakefield region), so I propose that in July 2023 we adopt both the Step 1 and the Step 2 changes so that from 2023 there will be a "Weekday service to Motueka (4 daily) and Wakefield (6 daily)".

My reasons are as follows:

- a) **What is the purpose for introducing public transport?:** There is no doubt that these bus services would run at a loss - Drew Bryant (TDC Activity Planning Advisor Transportation) stated at the MDCA March 2021 meeting that no public transport service in NZ runs without a subsidy. In the early days of a service, the main focus should be on a culture change as Tasman District people are so used to driving their cars to town.
- b) **Who will mostly use public transport?** A comprehensive survey of all households in Māpua and Districts showed that the major potential users of a bus service to Richmond were NOT commuters to work, education or training, but older people who wished to travel from Māpua to Richmond or Motueka for shopping (57%), for health services (48%) and for social connections (48%) like visiting social clubs and friends and relatives. People who wanted to use a bus service for Work, Education or Training only came to (26%). The numbers are more than 100% because people could make more than 1 choice.

People accessing medical Services in Richmond, Motueka and Nelson. Attending sporting events, Visiting family and friends. Visitors to the region and seasonal workers.

I am not saying that the bus at peak times should be replaced by off-peak bus services, but the off-peak bus services should be added into the peak time services in the 2023 plan. One significant advantage of this is that off peak transport is free with a Gold Card: "The government contributes to SuperGold free off-peak public transport." This would substantially increase off-peak patronage helping the "culture change".

- c) **Is less patronage expected during peak times?** Work and study practices have changed since the beginning of the Covid-19 epidemic. Workers and students are more used to spending at least some of their time on ZOOM or other video-conferencing media. There is much more flexi-time at many workplaces. These factors will reduce the patronage at peak times. My BIG concern is that if the 2023 Step Change 1 plan is implemented that after a few years there will be insufficient patronage on the service that may cause the TDC/NCC to reconsider their plans for any of the proposed expansion of services. What is proposed in 2023 is a very poor indicator of community needs for public transport.

- d) Can buses help build connected communities?** It is my experience from using public transport during peak times that many workers and students use this time to prepare for the day's work/study and reflect on the day on the trip home. There is very little social interaction during these times in buses. Also, the main purpose is getting to the place of work/study passengers will be picked up from widely spread communities. However off-peak travel is different, with people often coming from similar communities and with no specific planning/reflection time required. If bus services have this in mind they would be a marvelous forum for social interactions and so strengthening community links.
- e) Will it cost as much as estimated?** It is easy to look at the cost of the driver, associated services and the bus purchase and running costs. However other substantial cost reductions are often not included in the analysis. What is the cost of adapting our environment to the consequences of increasing green house gas emissions from cars and how much will one bus save in taking 20 vehicles off the road, especially if the buses are electric as proposed? There is also the reduction of waste from cars (stockpiles of tyres that get burned, ever increasing non-recyclable plastics in modern cars). What is the reduction of road maintenance costs with less vehicles on the road? What is the reduction of severe accidents on the road with less cars and well-trained bus drivers? One of the proposals in the Regional Land Transport Plan is to make safety improvements in the Motueka – Nelson stretch of state highway 60 and the Nelson-Wakefield stretch of state highway 6. Maybe these improvements will not be needed with the introduction of buses. Also, the \$3.5 million Nelson Southern Link may not be needed if Motueka and Wakefield travellers have been channeled onto buses rather than using their own vehicles (often with only the driver inside).

f) Other points

Consider bus size requirements, fitted with a trailer suited to carrying cycles, also a baggage facility for the airport Abel Tasman boat services and Nelson Bus Terminal.

Submission Summary

Draft Regional Public Transport Plan - Submission #26793

Mrs Lynn Stones

[REDACTED]

[REDACTED]

[REDACTED]

Speaker? False

Department	Subject	Opinion	Summary
TDC - Engineering	Have you sent a copy of this submission to Nelson City Council?	No	
TDC - Engineering	What feedback do you have on the overall Regional Public Transport Plan?		SEE ATTACHMENT 26793

Draft Regional Public Transport Plan Submission (Tasman)

Currently the draft plan proposes that in July 2023 (called Step 1) one service from Motueka to Richmond and Wakefield to Richmond at peak traffic time in the morning (presumably around 7am) and one service Richmond to Motueka and Richmond to Wakefield at peak traffic time in the evening (presumably between 5-6pm).

Then in July 2026 (Step 2) the plan is for "Weekday service to Motueka (4 daily) and Wakefield (6 daily)". Presumably that means also 4 daily or 6 daily return services.

I suggest the 2023 plan (Step 1 change) does not bring significant benefits to the Māpua/Motueka region (and presumably to the Wakefield region), so I propose that in July 2023 we adopt both the Step 1 and the Step 2 changes so that from 2023 there will be a "Weekday service to Motueka (4 daily) and Wakefield (6 daily)".

My reasons are as follows:

- a) **What is the purpose for introducing public transport?:** There is no doubt that these bus services would run at a loss - Drew Bryant (TDC Activity Planning Advisor Transportation) stated at the MDCA March 2021 meeting that no public transport service in NZ runs without a subsidy. In the early days of a service, the main focus should be on a culture change as Tasman District people are so used to driving their cars to town.
- b) **Who will mostly use public transport?** A comprehensive survey of all households in Māpua and Districts showed that the major potential users of a bus service to Richmond were NOT commuters to work, education or training, but older people who wished to travel from Māpua to Richmond or Motueka for shopping (57%), for health services (48%) and for social connections (48%) like visiting social clubs and friends and relatives. People who wanted to use a bus service for Work, Education or Training only came to (26%). The numbers are more than 100% because people could make more than 1 choice.

People accessing medical Services in Richmond, Motueka and Nelson. Attending sporting events, Visiting family and friends. Visitors to the region and seasonal workers.

I am not saying that the bus at peak times should be replaced by off-peak bus services, but the off-peak bus services should be added into the peak time services in the 2023 plan. One significant advantage of this is that off peak transport is free with a Gold Card: "The government contributes to SuperGold free off-peak public transport." This would substantially increase off-peak patronage helping the "culture change".

- c) **Is less patronage expected during peak times?** Work and study practices have changed since the beginning of the Covid-19 epidemic. Workers and students are more used to spending at least some of their time on ZOOM or other video-conferencing media. There is much more flexi-time at many workplaces. These factors will reduce the patronage at peak times. My BIG concern is that if the 2023 Step Change 1 plan is implemented that after a few years there will be insufficient patronage on the service that may cause the TDC/NCC to reconsider their plans for any of the proposed expansion of services. What is proposed in 2023 is a very poor indicator of community needs for public transport.

- d) **Can buses help build connected communities?** It is my experience from using public transport during peak times that many workers and students use this time to prepare for the day's work/study and reflect on the day on the trip home. There is very little social interaction during these times in buses. Also, the main purpose is getting to the place of work/study passengers will be picked up from widely spread communities. However off-peak travel is different, with people often coming from similar communities and with no specific planning/reflection time required. If bus services have this in mind they would be a marvelous forum for social interactions and so strengthening community links.
- e) **Will it cost as much as estimated?** It is easy to look at the cost of the driver, associated services and the bus purchase and running costs. However other substantial cost reductions are often not included in the analysis. What is the cost of adapting our environment to the consequences of increasing green house gas emissions from cars and how much will one bus save in taking 20 vehicles off the road, especially if the buses are electric as proposed? There is also the reduction of waste from cars (stockpiles of tyres that get burned, ever increasing non-recyclable plastics in modern cars). What is the reduction of road maintenance costs with less vehicles on the road? What is the reduction of severe accidents on the road with less cars and well-trained bus drivers? One of the proposals in the Regional Land Transport Plan is to make safety improvements in the Motueka – Nelson stretch of state highway 60 and the Nelson-Wakefield stretch of state highway 6. Maybe these improvements will not be needed with the introduction of buses. Also, the \$3.5 million Nelson Southern Link may not be needed if Motueka and Wakefield travellers have been channeled onto buses rather than using their own vehicles (often with only the driver inside).
- f) **Other points**

Consider bus size requirements, fitted with a trailer suited to carrying cycles, also a baggage facility for the airport Abel Tasman boat services and Nelson Bus Terminal.

Submission Summary

Draft Regional Public Transport Plan - Submission #26794

Grant Palliser

[REDACTED]

Speaker? False

Department	Subject	Opinion	Summary
TDC - Engineering	Have you sent a copy of this submission to Nelson City Council?	No	
TDC - Engineering	What feedback do you have on the overall Regional Public Transport Plan?		<p>I fully support Mapua being included in the public transport route....but would like it to be a permanent fixture rather than just an extended route.</p> <p>I fully support the Richmond to Motueka highway being upgraded. Housing developments are increasingly feeding into this route and traffic movements continue to multiply.</p> <p>I support the Active Transport Plan as it will decrease the reliance on motor vehicle transport in Mapua by improving options.....making the village of Mapua a safer environment in which to live.</p>

Submission Summary

Draft Regional Public Transport Plan - Submission #26802

jace hobbs

[REDACTED]

Speaker? False

Department	Subject	Opinion	Summary
TDC - Engineering	Have you sent a copy of this submission to Nelson City Council?	No	
TDC - Engineering	What feedback do you have on the overall Regional Public Transport Plan?		<p>Regional Land Transport Submission</p> <p>I strongly support your aims to:</p> <p>Reduce transport's share of carbon emissions. I suggest increasing your target from 30% less emissions by 2030 to 50% less by 2030. This is a Climate Emergency; it is important to make speedy reductions in the earlier phase of our transition to net zero by 2050.</p> <p>Reduce reliance on motor vehicles. I suggest a goal of halving the number of cars on the road or halving the vehicle km. travelled by 2030.</p> <p>Promote the mode shift from cars to active and public transport. This is enormously important. It's a substantial cultural change. We will need to fund skilful communications and incentivisation schemes to effect this absolutely necessary shift.</p> <p>I urge you to:</p> <p>Encourage further investigation of shipping and rail to replace as much as possible of the road component of freight in the region.</p> <p>Facilitate electrification of remaining road transport, for example, by ensuring a good network of recharging stations.</p> <p>Facilitate the implementation of an online system, South Island-wide if not national, for ride-sharing between towns.</p> <p>Recognise and support hitch-hiking as a mode of transport, and establish recognized areas on the</p>

		<p>edges of towns (accessible by public transport) for people to hitch and for drivers to offer rides.</p> <p>Facilitate the establishment of good bus services between towns, with fares that will attract users. Initially fares will have to be quite low, to attract users who have cars to use the bus instead. Currently high fares are a disincentive.</p> <p>To counter the argument that this is a drain on public funds, consider the hidden cost-savings of a substantial mode shift taking a large proportion of single-occupancy cars off the road:</p> <p>Lower greenhouse gas emissions (which will ultimately be very costly to the national economy). Much lower still when the buses are electrified.</p> <p>Eventual reduction of waste disposal costs of cars at the end of their life cycle.</p> <p>Lower road maintenance costs</p> <p>Substantial savings with lower need for new and improved roads. The Nelson Southern Link, for example, would not be needed.</p> <p>Lower fatalities and injuries from road accidents.</p>
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Submission Summary

Draft Regional Public Transport Plan - Submission #26809

Ms Jane Murray
 Health in All Policies Advisor Nelson Marborough Health

[REDACTED]

[REDACTED]

[REDACTED]

Speaker? True

Department	Subject	Opinion	Summary
TDC - Engineering	Have you sent a copy of this submission to Nelson City Council?	Yes	
TDC - Engineering	What feedback do you have on the overall Regional Public Transport Plan?		SEE ATTACHMENT 26809



**Submission on Tasman District/Nelson
City Council's
Regional Public Transport Plan**

17 March 2021

For more information please contact:
Jane Murray
NMDHB Public Health Service
Email: jane.murray@nmdhb.govt.nz
Phone: (03) 543 7805

Introduction

1. Nelson Marlborough Health (Nelson Marlborough District Health Board) (NMH) is a key organisation involved in the health and wellbeing of the people within Te Tau Ihu. NMH appreciates the opportunity to comment from a public health perspective on the Tasman District Council/Nelson City Council's Regional Public Transport Plan.
2. NMH makes this submission in recognition of its responsibilities to improve, promote and protect the health of people and communities under the New Zealand Public Health and Disability Act 2000 and the Health Act 1956.
3. This submission sets out particular matters of interest and concern to NMH including around accessibility, affordability and frequency of bus services.

General Comments

4. NMH would like to commend NCC and TDC for being very bold with the revised Regional Public Transport Plan (the Plan) to create a reliable, attractive public transport service that services the broad area of Nelson and Tasman.
5. Overall, NMH supports the Plan which introduces a raft of changes relating to fares, route design and bus stops. As noted in the Plan, the local population is growing and also ageing, and it is important that the bus services can cater to the changing population. It is pleasing to see that the intended changes will result in a larger proportion of the region's residents having access to bus services.
6. Public transport is important because it provides people with an affordable and safe means of transport. The provision of public transport has a range of benefits by
 - a. increasing people's fitness and health, enabling people to more easily reach their daily physical activity targets as bus patrons are more likely to combine bus travel with walking or cycling as part of their commute.
 - b. reducing the need for individuals to own personal vehicles thus reduces vehicle emissions that affect respiratory health and contribute to greenhouse gases and climate change which will improve air quality.
 - c. reducing congestion, and creating a safer and more efficient road network.
 - d. enabling those who do not drive access employment, education, family and friends.
7. NMH does wish to express its concerns around frequency. The proposed changes on the current Route 1 & 2 in relation to frequency at peak times will result in a reduced level of service for six years for those existing bus patrons. NMH discusses the potential ramifications of this below.

Specific Comments

Stage 1- 2023

8. NMH would like to express its gratitude to the Councils for enabling NMH to have early engagement in the Plan.

9. In regards to the timetable, NMH is pleased to see that there will be extended weekend services. However, NMH considers that restricting the bus timetable to 7am-7pm continues to be a barrier for those people who work early morning/evening shifts. American research¹ show that those working on shifts outside of 8.30-5 are employed in lower paying positions compared the median wage for day shift workers. Lower wages make it difficult for workers to afford and run cars. Therefore, NMH advocates for extended bus timetabling so that a greater number of people have access to bus services. In addition, an extension of the evening services would increase the transport options for those wishing to dine out thus supporting the hospitality sector.
10. NMH also notes that in the public transport survey that 45% of respondents noted that Times and Timetabling was what they disliked most about the current public transport service. Extension of service times aligns with the actions of the Future Development Strategy to support more frequent public transport services.
Recommendation: that the bus timetable is extended to 6am - 9pm (Stage one).
11. NMH notes that 85% of total bus patronage is on Routes 1 & 2. The Plan states that new timetable will reduce the effective frequency on the Main Road Stoke-Salisbury corridor (Route 1 & 2), in addition that all buses on the four routes will depart from key nodes at the same time every 30 minutes. The Plan notes that frequency is particularly critical to mode shift. Currently, at peak times, the frequency is every 15 minutes. The Plan will result in reduced frequency at peak times which will potentially result in fewer bus patrons. As noted on page 26 of the Plan, performance is assessed on six attributes, one of which is "convenience" – *whether services enable people to travel when they want to, swiftly and reliably*. If services operate at low frequency, waiting times are long and if transfers are required, bus travel may not be the most desirable transport option. By contrast, higher frequency lines offer a system that competes with the car.² If buses only travel every 30 minutes, that person may be more inclined to drive as a result. However if the buses ran every 10-15 minutes, then the bus routes will be more attractive. Fifteen minutes is the minimum frequency at which the service is usually considered good enough for travellers to turn up without consulting a schedule^{3,4}.
Recommendation: that at peak times, the Richmond Superstop and Nelson Superstop are serviced by buses every 10-15minutes (Stage one).

¹ <https://www.forbes.com/sites/edgarsten/2019/09/04/late-shift-workers-stuck-with-few-transit-options-says-study/?sh=7b94fd7e5914>

² <https://www.nzta.govt.nz/assets/resources/616/RR-616-Assessing-the-value-of-public-transport-as-a-network.pdf>

³ <https://www.greatauckland.org.nz/2019/07/29/the-cost-of-more-frequent-buses/>

⁴ https://www.c40knowledgehub.org/s/article/How-to-make-public-transport-an-attractive-option-in-your-city?language=en_US

12. NMH supports the route changes to Route 1 & 2 as these will result in greater bus coverage across Richmond and Stoke. The new changes to Route 1 will result in only Route 2 buses travelling past the Aquatic Centre. An additional bus stop servicing Route 2 is required at the Champion/Salisbury corner that can be easily accessed by supermarket/Aquatic centre/Garin College patrons.

Recommendation: a new bus stop is installed near the Salisbury/Champion intersection.

13. NMH supports the route changes to Route 3 because they will result in better access to the Hospital from northern Nelson.

14. NMH supports the Route 4 which will give residents access to the Airport. If possible, the Airport bus stop should be located close to the main airport building's exit so public transport is easily accessible to airport users. This is the approach Auckland Airport has taken. Frequency of bus services should be reviewed regularly to see if services are keeping up with demand. Consideration needs to be given to integrated Tahunanui bus stop where Route 4 patrons can easily transit to Route 2.

Recommendation: There is easy access to the Airport bus stop

Recommendation: Frequency of airport services is regularly reviewed

Recommendation: That patrons can easily transfer between Route 2 and 4

15. NMH supports longer weekend hours of service at all areas and higher weekend frequency (Stage one)

16. NMH supports a new Stoke Link service that provides a route between Monaco, Marsden and Ngawhatu Valleys. Further clarification on a "demand-responsive" service is required especially in regards to pricing. Also further details are needed on how people, especially older people, can access this service.

17. Saxton Field receives a high number of visitors as a result of after school activities and weekend sport. Consideration should also be given to running bus services into Saxton Field. Currently there is a bus stop located near Bunnings but this is located a distance from the places of interest within the Saxton Field grounds especially for younger children.

Recommendation: that bus services provide service to Saxton Field key locations.

18. NMH supports the introduction of regional commuter services to Motueka and Wakefield

19. NMH supports the introduction of high quality super stops at the sites proposed including Nelson Hospital. In regards to the Nelson Hospital site, NMH is interested in a superstop subject to agreement on any encroachment on the DHB campus. NMH need to reserve the right to decline especially on the hospital side of Waimea Rd until we have established the interim work around the emergency dept.

20. NMH supports the formalisation of bus stops on all routes, and supports the installation of shelters with seating at bus stops.

21. In Richmond, the only permanent bus stop is installed at the top of the shopping area. There is a drop off point outside 281 Queen Street but there is no timetabling information there and bus drivers do not pick up patrons. Given the proximity to the library, the Richmond Health Hub and the Ministry for Social Development, consideration for a permanent bus stop is recommended. This would better serve the needs of vulnerable populations who may find it difficult to walk to the main bus stop outside Tasman District Council located 550 metres away.

Recommendation: that pickups and drop offs occur at 281 Queen Street

22. There is a new cinema being built in Richmond which will become a key destination, therefore NMH advocates that a bus stop with a shelter is placed close to the cinema to enable easy and safe access.

23. *Recommendation:* that a bus stop is situated close to the new cinema

24. NMH supports the introduction of bus priority as this will make buses more attractive to bus patrons. Consideration should be given to shorter sections of the network where buses could be given priority in the short term. NMH notes that new traffic lights are being introduced on Waimea Road/Highview Drive, as this section already has two lanes, consideration could be given to introducing bus priority at this intersection. Drivers have not yet adopted to this change so it would be timely to introduce bus priority lanes at this stage.

Recommendation: that a bus priority lane is introduced on Waimea Road/Highview Drive

25. NMH supports the continuation of Council support for community transport schemes for Motueka, Golden Bay, Wakefield and Hira.

26. NMH supports the transition to low/zero emission buses. NMH would like to see the Councils investigate more options for greater bike carrying capacity. This space is in high demand so the ability to carry more bikes would be well-received by bus patrons.

Recommendation: that new buses have additional bike carrying capacity.

27. NMH supports the simplification of the public transport fares and the introduction of a single urban fare. NMH saw that one summary document of the Plan stated there could be a "\$2 fare for anywhere in Nelson/Richmond". NMH strongly supports the introduction of a \$2 fare because this will make bus journeys more affordable for a greater proportion of the Nelson/Richmond population.

28. NMH supports the revised 3 zone system that introduces Zone 2 (Ruby Bay/Wakefield) and Zone 3 (west of Ruby Bay)

Stage 2- 2026

29. NMH supports the introduction of 30 minute frequency for weekday off-peak and weekend services.

30. However, as stated earlier in this submission, NMH does not support the concept of a "7-7-7" timetable for all buses running every 30 minutes 7am-7pm. Frequency is cited

as a key concern of patrons in the Plan. Therefore buses need to run more regularly than every 30 minutes to be achieve mode shift. In addition, the buses need to operate for longer hours to cater for a greater number of people.

31.This Plan makes mention of a "7-7-7" memorable timetable however if buses are running at a high frequency then people will not need to remember the timetable because they have assurance that the bus will arrive in a relatively short time period.

32.NMH supports the introduction of a standalone Motueka and Wakefield services.

33.NMH supports the introduction of a limited stop express because this will give commuters an option that is comparable to driving times.

34.NMH supports the introduction of park and ride facilities. NMH recommends that these include toilets and covered bike parks that are fitted with CCTV cameras, to provide transport options for people.

Stage 3- 2029

35.NMH notes that the Plan seeks to improve peak service levels to 15 minutes in 2029. NMH strongly recommends that this is done in 2023 as this would encourage a greater number of commuters to use the bus. The proposed changes on the current Route 1 & 2 will result in a reduced level of service for six years for those existing bus patrons. This could potentially result in a cohort of current commuters driving and this is not in line with the objectives of this Plan and other related Strategic Plans.

Recommendation: the frequency of peak services is 15 minutes from 2023

36.NMH supports the introduction of weekend services for the Motueka and Wakefield Routes.

37.NMH supports the additional longer term improvements listed on page 40 of the Plan.

Summary of Recommendations

- a. that the bus timetable is extended to 6am - 9pm (Stage one).
- b. that at peak times, the Richmond Superstop and Nelson Superstop are serviced by buses every 10-15 minutes (Stage one).
- c. a new bus stop is installed on Champion Road to cater for Countdown/Aquatic centre/Garin College patrons.
- d. that there is easy access to the Airport bus stop
- e. that frequency of airport services is regularly reviewed
- f. that patrons can easily transfer between Route 2 and 4
- g. that bus services provide service to Saxton Field key locations
- h. that pickups and drop offs occur at 281 Queen Street
- i. that a bus stop is situated close to the new cinema
- j. that a bus priority lane is introduced on Waimea Road/Highview Drive
- k. that new buses have additional bike carrying capacity

Conclusion

38.NMH thanks the TDC/NCC for the opportunity to comment on the Regional Public Transport Plan. NMH is pleased to see that NCC/TDC are investing heavily into Public Transport in terms of coverage of service and reduction of fares.

39.NMH reiterates that frequency of service is vitally important for bus patrons and the proposed changes will result in a reduction of services for a number of patrons which may negate the gains made in other areas. Frequency of services needs to be revised in the Plan

40.NMH would like the opportunity to speak to this submission.

Yours sincerely



Lexie O'Shea
Chief Executive
Lexie.oshea@nmdhb.govt.nz

Submission Summary

Draft Regional Public Transport Plan - Submission #26811

Ms Jane Murray

[REDACTED]

[REDACTED]

[REDACTED]

Speaker? False

Department	Subject	Opinion	Summary
TDC - Engineering	Have you sent a copy of this submission to Nelson City Council?	Yes	
TDC - Engineering	What feedback do you have on the overall Regional Public Transport Plan?		<p>It is great to see that Nelson City Council and Tasman District Council plan to invest further into the bus services.</p> <p>I support the introduction of the regional commuter services to Motueka and Wakefield</p> <p>I support the bus priority lanes and recommend that these are added onto Waimea Road in the near future.</p> <p>I support \$2 urban fares to encourage a greater number of people to use the bus</p> <p>I support extended weekend services but I believe that restricting the bus timetable to 7am-7pm continues to be a barrier for those people who work early morning/evening shifts. Later evening buses mean that people can go out for dinner or watch later shows and have an easy way to return home. It would also be useful to have later buses when events such as Marchfest and the Cider Festival are on so people can have an alternative mode of transport home. I recommend that the bus timetable is extended to 6am-9pm</p> <p>I do not support the reduction on peak hour frequency on Route 1 & 2 as I believe that services only running every 30 minutes will result in fewer people opting to use the bus. If buses ran every 10-15 minutes, then people are more likely to use the bus. I recommend that at peak times, the Richmond Superstop and Nelson Superstop</p>

			<p>are serviced by buses every 10-15minutes (Stage one).</p> <p>I don't support the 7-7-7- time table. I don't think that people need to remember a timetable. It is more important that there are frequent services that people can easily access.</p> <p>I support the Route 3 & 4 changes especially the creation of an airport service. Auckland Airport have well positioned their bus stops straight outside the terminal buildings and I recommend that Nelson does the same.</p>
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Submission Summary

Draft Regional Public Transport Plan - Submission #26830

Mrs Vicky Stocker

[REDACTED]

Speaker? False

Department	Subject	Opinion	Summary
TDC - Engineering	Have you sent a copy of this submission to Nelson City Council?	No	
TDC - Engineering	What feedback do you have on the overall Regional Public Transport Plan?		I like the overall direction of the transport plan but am concerned that too much time has been allowed between each stage. It seems as if the first stage will be the commuting service, Motueka to Richmond. If there is limited uptake of that service and the decision is made to discontinue the service, the opportunity to test the next stage, middle of day services, will be lost. It could well be that the "shopping" service will be easier to fill, or at least have significant patronage. Public transport is vital for the Mapua district, as shown by the 2019 survey so the current proposals are great, but a faster roll out would be even better.

Submission Summary

Draft Regional Public Transport Plan - Submission #26845

Dr Yuki Fukuda
 Director Zero Carbon Nelson Tasman

[REDACTED]

[REDACTED]

[REDACTED]

Speaker? False

Department	Subject	Opinion	Summary
TDC - Engineering	Have you sent a copy of this submission to Nelson City Council?	No	
TDC - Engineering	What feedback do you have on the overall Regional Public Transport Plan?		It is great to see that TDC and NCC are planning for a much better connected network for public transport. Making the fare cheaper would encourage more people, but this would be further encouraged if car park fares increase significantly in Nelson CBD, to discourage solo-drivers. Because we are in climate emergency, I would like to see the Park and Ride from Richmond option to roll out much quicker (within the next two years) to reduce regional transport emissions. To encourage more people from biking, is there any way buses could carry more bikes if necessary? We would like to see more public campaigns to educate people how bad car emissions and pollution are (like the tobacco campaigns), so more people will catch buses. if you have little public campaigns, the success rate will be quite limited because most people would continue to drive their cars. overall, a great package, but please roll out these strategies asap, rather than waiting for several years.

Submission Summary

Draft Regional Public Transport Plan - Submission #26852

Ms Robin Schiff

[REDACTED]

[REDACTED]

[REDACTED]

Speaker? False

Department	Subject	Opinion	Summary
TDC - Engineering	Have you sent a copy of this submission to Nelson City Council?	No	
TDC - Engineering	What feedback do you have on the overall Regional Public Transport Plan?		SEE ATTACHMENT 26852

DECARBONISE NELSON TASMAN TRANSPORT BY 2030

I was very happy and somewhat relieved to read that Nelson Tasman Councils are planning for improved public transportation for our area. This is essential and can wait no longer.

Aotearoa New Zealand has committed to the goal of keeping global warming to less than 1.5°C under the Paris Agreement. This now has legislative status under the Climate Change Response Act 2002 (Zero Carbon Act). One of the best ways that Nelson Tasman can achieve this is to largely de-carbonise transport by 2030. This means that Nelson Tasman must dramatically reduce vehicle kilometres travelled. In 9 years we must have delivered compact urban areas and shifted towards active and public transport in addition to having largely decarbonised the vehicle fleet. This requires transforming transport's planning and funding model at the national and local level.

You are the key decision-makers and have the collective power to achieve this change. In effect, your decisions will determine whether New Zealand and Nelson Tasman can meet their 1.5°C commitments or not. You are morally and legally obliged to take action consistent with these commitments.

Specifically, I urge you to deliver these actions by 2030:

- **Reduce traffic volumes** by putting vehicle travel reduction at the core of travel demand management and using every lever available. This includes urban planning, evaluation methods and investment, regulation, enforcement, pricing regimes (including fares and parking levies), and travel plans for businesses.
- **Prioritise active and public transport modes** and de-prioritise the personal automobile in system design, operation, investment and space allocation. Swiftly reallocate road corridors to focus on walking, cycling, public transport and liveable, tree-lined public

spaces. Implement low traffic neighbourhoods throughout the residential and urban areas. Improve the customer experience of every aspect of active and public transport.

- **Reduce and decarbonise the vehicle fleet.** *Use appropriate registration charges, emissions regulations and low emissions zones to encourage a reduction in car ownership and an increase in the adoption of low and no emissions vehicles. Swiftly electrify bus and local government vehicle fleets.*
- **Improve proximity** *to reduce trip distances by delivering on a genuine compact urban strategy. Stop the release for development, of rural land which is currently used for agriculture/horticulture and which will be at risk of inundation within the next 50-100 years.*
- **Make all transport decisions with a climate and equity lens** *and ensure marginalised groups benefit. Work swiftly to ensure benefits are realised and perceived quickly by removing barriers to change. Streamline consultation by addressing our objectives for decarbonising transport at a district wide level, followed by local consultation that improves rather than delays projects.*
- **Uphold the articles of Te Tiriti o Waitangi,** *actively engage with Māori, and ensure that policies to decarbonise transport benefit Tangata Whenua.*

I recognise that these are decisions that you, as our leaders, have the power to make to ensure people in Nelson Tasman have attractive and sustainable transport choices.

Time is fleeting for Nelson Tasman to achieve this ambitious goal of decarbonising transport by 2030. We need decisions to be made now. If you choose inaction, you are in fact taking direct action to create an unsustainable future in which our children face severe environmental degradation and exponentially rising costs. To sit by

*and ignore the need to decarbonise transport is a conscious choice
and one that will contradict commitments under the Zero Carbon Act.*

*I look to your leadership to ensure you implement your commitments
and stand by your duties and responsibilities to all inhabitants of
Nelson Tasman Districts*

Sincerely,

Robin Schiff

Submission Summary

Draft Regional Public Transport Plan - Submission #26856

Laura Richards

[REDACTED]

Speaker? False

Department	Subject	Opinion	Summary
TDC - Engineering	Have you sent a copy of this submission to Nelson City Council?	No	
TDC - Engineering	What feedback do you have on the overall Regional Public Transport Plan?		<p>Low emission buses are a very high priority, as are bus stop shelters to encourage people to commute in all weather conditions.</p> <p>I totally support urgent Park and Ride facilities in Richmond (somewhere in Lower Queen Street before all the land is developed for residential subdivision would be ideal) and improved bus timetable/services to reduce private car commuter traffic. Why is this being held off until 2026?</p> <p>Another urgent service is an Airport Bus service to Nelson and Richmond.</p> <p>I am a BeeCard bus user in Nelson and also regularly cycle commute to town from home.</p> <p>Improving public transport timetables and providing safe cycleways is the healthiest option for getting around our region... healthier for our environment and healthier for our bodies.</p>

Submission Summary

Draft Regional Public Transport Plan - Submission #26859

Ms Esmae Emerson

[REDACTED]
[REDACTED]
[REDACTED]

Speaker? False

Department	Subject	Opinion	Summary
TDC - Engineering	Have you sent a copy of this submission to Nelson City Council?	No	
TDC - Engineering	What feedback do you have on the overall Regional Public Transport Plan?		<p>I believe that more could be done to make the bus service more attractive NOW, without major infrastructure costs.</p> <p>Large parts of the current routes 1 and 2 between Richmond and Nelson, in particular Main Rd Stoke and Waimea Rd, are used for car parking. These road lengths could be made into clearways during peak travel times to allow priority for buses, and/or express buses, enabling shorter travel times. This would enhance the convenience of bus travel.</p> <p>Trip travel times could be shortened now, particularly outside peak hours: often buses have to wait at time points, and this wait time could be eliminated; there is no reason to schedule the same journey length for every run on every day.</p>

Submission Summary

Draft Regional Public Transport Plan - Submission #26862

Mr Brent Maru
Chair Motueka Community Board

[REDACTED]

Speaker? True

Department	Subject	Opinion	Summary
TDC - Engineering	Have you sent a copy of this submission to Nelson City Council?	No	
TDC - Engineering	What feedback do you have on the overall Regional Public Transport Plan?		<p>The Board recognise that the only benefit to the Motueka Community in years 1-2 is a \$10,000 contribution to support a community transport service. We believe that the General Rate contribution towards the regional project would be at an estimated cost of \$10 per rateable property. The Board could fund this through an increase to Special Project rate of \$3-4 per rateable property within the Motueka Ward and so question the value to our Motueka Ward residents under the current proposal.</p> <p>The Board questions the investment in branding in 2021 at such an early phase of the proposed project over investment in wider service delivery. The Board are concerned that in 2023 the proposed service to Motueka is limited to one return trip per day, however does see potential benefit from a Richmond based Park and public transport system from Richmond through to Nelson to potentially allow commuters to drive to Richmond and then utilise a public transport system within the urban catchments.</p> <p>In 2026 the proposal is for four return trips from Motueka per day, however no provision for any weekend services until 2029.</p> <p>Whilst we strongly advocate for the need for public transport and considers it a priority, the Motueka Community Board believe that the rural</p>

		<p>settlements have been neglected in terms of the immediate need for connectivity across our district within the current proposal. It is heartening to see some progress from both the community sector and commercial sector in providing some public transport services as until recently Motueka was without any local or regional transport services. It is obvious that the benefits for the period 2021-2026 are negligible for the Motueka Community and disappointing that no immediate plans have been proposed to link Tasman's 2nd largest settlement to the Richmond / Nelson settlements, especially as transport to NMIT for our young people is a challenge and barrier to ongoing education. As such the Board strongly advocates that a targeted rate on the areas of benefit are applied until at least a minimum of 3 return trips per day would need to be offered to provide any benefit to Motueka.</p>
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Submission Summary

Draft Regional Public Transport Plan - Submission #26864

Mrs Rachel Mason
Service Co-ordinator Mapua Willing Wheels

[REDACTED]

Speaker? False

Department	Subject	Opinion	Summary
TDC - Engineering	Have you sent a copy of this submission to Nelson City Council?	No	
TDC - Engineering	What feedback do you have on the overall Regional Public Transport Plan?		I'm not sure why there are step changes in 2023, 2026 and 2029 for Motueka and Wakefield. Bus services are desperately needed now so if a new bus route is to be put in why just do morning and evening, then 3 years later add extra daily runs, and 3 years later a weekend service? This is not what residents have asked for in the surveys done last year. Just do it all in 1 go, more benefit to the community, less fuss all around? It feels like this may be a deliberate ploy to ensure the usage is poor in the 1st 3 years.... The map of proposed routes shows that anyone wishing to get to the airport from the Richmond direction means they have to travel pass the airport to Tahunanui, swap buses, then travel back the way they've just come, at more expense, to get to the airport - this is nuts. Why can't any bus that goes past the end of Quarantine Rd head down towards the airport? The airport is not a walkable distance from Quarantine Road for all people, especially with bags. Thank you for your consideration.

Submission Summary

Draft Regional Public Transport Plan - Submission #26875

Mr Ian Viapree

[REDACTED]

[REDACTED]

[REDACTED]

Speaker? False

Department	Subject	Opinion	Summary
TDC - Engineering	Have you sent a copy of this submission to Nelson City Council?	No	
TDC - Engineering	What feedback do you have on the overall Regional Public Transport Plan?		<p>This submission includes some additional points complementing the submission made by the Nelson Tasman Community Transport Trust. Note that I also contributed to this submission.</p> <p>Just to emphasise the point made in the NTCTT submission, the provision of bike racks should be considered essential for the Wakefield – Richmond and Motueka - Richmond routes. Coupled with an additional mid-day trip, also recommended in the NTCTT submission, this would open up many more options for commuters, half-day trippers and recreational cyclists. For example:</p> <ul style="list-style-type: none"> • It would allow more flexibility for commuters who can take their bikes on the bus and cycle on to their workplace which may then be in cycling range. Alternatively, commuters or recreational cyclists may catch the bus one way and cycle back. There has been some take-up on this with the Wakefield Community Bus, although more needs to be done to promote this concept. • Shoppers could take their bikes with luggage panniers on the bus. This would allow them to move around easily around Richmond and beyond before taking the bus back to Wakefield or en route to Motueka. Surprisingly large quantities of goods can be carried in two panniers. I think few

		<p>people regard the bike as a utilitarian mode of transport to be used in this way, although it has considerable potential when coupled with a suitable bus service.</p> <ul style="list-style-type: none"> • Recreational cyclists could link with both Wakefield – Richmond and Motueka – Richmond buses, provided there was also a mid-day service, which would increase hugely the scope of cycling options, and attract more users. <p>I believe cycling/public transport combinations are currently under-used, but there is great potential for more take-up with the right advertising, promotion, bus connections and rack facilities. Furthermore, I think this needs to be introduced at phase one of the plan in 2023 (or preferably earlier?), to establish the concept in the public mind.</p> <p>TEXT ALSO INCLUDED IN ATTACHMENT 26875</p>
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Submission for Regional Public Transport Plan 2021-31

This submission includes some additional points complementing the submission made by the Nelson Tasman Community Transport Trust. Note that I also contributed to this submission.

Just to emphasise the point made in the NTCTT submission, the provision of bike racks should be considered essential for the Wakefield – Richmond and Motueka - Richmond routes. Coupled with an additional mid-day trip, also recommended in the NTCTT submission, this would open up many more options for commuters, half-day trippers and recreational cyclists. For example:

- It would allow more flexibility for commuters who can take their bikes on the bus and cycle on to their workplace which may then be in cycling range. Alternatively, commuters or recreational cyclists may catch the bus one way and cycle back. There has been some take-up on this with the Wakefield Community Bus, although more needs to be done to promote this concept.
- Shoppers could take their bikes with luggage panniers on the bus. This would allow them to move around easily around Richmond and beyond before taking the bus back to Wakefield or en route to Motueka. Surprisingly large quantities of goods can be carried in two panniers. I think few people regard the bike as a utilitarian mode of transport to be used in this way, although it has considerable potential when coupled with a suitable bus service.
- Recreational cyclists could link with both Wakefield – Richmond and Motueka – Richmond buses, provided there was also a mid-day service, which would increase hugely the scope of cycling options, and attract more users.

I believe cycling/public transport combinations are currently under-used, but there is great potential for more take-up with the right advertising, promotion, bus connections and rack facilities.

Furthermore, I think this needs to be introduced at phase one of the plan in 2023 (or preferably earlier?), to establish the concept in the public mind.

Submission by Ian Viapree, Wakefield

Submission Summary

Draft Regional Public Transport Plan - Submission #26877

Dr Olivia Hyatt

[REDACTED]

[REDACTED]

[REDACTED]

Speaker? False

Department	Subject	Opinion	Summary
TDC - Engineering	Have you sent a copy of this submission to Nelson City Council?	No	
TDC - Engineering	What feedback do you have on the overall Regional Public Transport Plan?		SEE ATTACHMENT 26877

I support and commend the goals and direction of this public transport plan. The collaboration and coordination between council's is very encouraging. My main feeling is this is long overdue and get on with it! I do have the following recommendations.

Timescale and Flexibility

I would like to see the stages of the plan brought forward and a greater focus on flexibility on when improvements can be started. This decade is going to see significant changes, especially for transport with a focus on cutting emissions quickly, improving accessibility and health outcomes. This plan does mention this in part, though elaboration is needed on how much rapid change is needed this decade to meet our Paris Agreement and Zero Carbon Act goals, that are both lacking in what is needed to play our part in limiting the worse outcomes from climate change. I recommend putting more flexibility on the implementation of the stages and stating now. There are a number of projects that could be started this year, such as installing parking infrastructure for bikes at bus stops.

Culture Change Campaign

There needs to be a clear consistent campaign to help the culture change and appeal of using buses. This needs to go beyond the traditional marketing, branding and website. I suggest a coordinated campaign to promote active transport, car sharing and buses. Use local ambassadors from diverse communities and life stages, including well known locals. Tell stories of a range of people's transport changes. Partner with community groups, schools and businesses. Have competitions (like the bike month in February), with attractive prizes, like month free bus fares. These campaigns need to highlight all the co-benefits and the 'why we need modal shift'. The co-benefits are significant, especially when combined with other mode shifts. This aspect of the plan is critical and needs to be well resourced for each year of the plan,

Servicing Saxton Field

Currently there is a need to better service Saxton field. The traffic generated from after school and weekend sports is significant as times and dangerous for children walking and biking, especially in the Saxton car parks. I realise there are a number of challenges, in increasing service to the fields. I would like to see this be a potential focus sooner, than in the longer term, with links to active transport and promoting car sharing. There could be scope in the first phase to dedicate some services from Nelson to Saxton and back.

Bike and Scooter Parks

There needs to be adequate space and park facilities for bikes and scooters at all bus stops. Space could be allocated from one or two adjacent carparks and/or integrated into the bus stops.

Fares

Accessibility to young people (under 18yrs) should be prioritised and this should be reflected in the fare price. Two thirds of the adult fare is too high and prohibitive, especially to travelling in family groups. We need to normalise and make buses attractive and increasing accessibility for young people will help culture change and patronage over the longer term. Perhaps there could be family fares. Free rides to kids sports for those under 18yrs. I understand that this could go against the simplification of the fares overall, yet there seems

to be a lack of consideration of family groups. This is especially cost prohibitive to families without cars and/or on low incomes.

Disincentives to private car transport

There is little discussion here about prioritising space for public transport on our roads. Travel times are an important component of lack of patronage and this needs to be addressed as soon as possible. Buses and active transport modes need priority over private vehicles in most circumstances. All planning on our road networks needs to have this as a focus.

Ngā mihi,
Olivia Hyatt

Submission Summary

Draft Regional Public Transport Plan - Submission #26887

Mr Paul McIntosh
Executive Member MDCA

[REDACTED]
[REDACTED]
[REDACTED]

Speaker? False

Department	Subject	Opinion	Summary
TDC - Engineering	Have you sent a copy of this submission to Nelson City Council?	No	
TDC - Engineering	What feedback do you have on the overall Regional Public Transport Plan?		<p>Draft Tasman Regional Public Transport Plan – Submission</p> <p>I broadly support the objectives and timelines for the draft RPTP.</p> <p>I would propose these additions to the scope of the following specific bus route:</p> <ul style="list-style-type: none"> • Route 1M - Motueka to Richmond <ul style="list-style-type: none"> o Add additional stops on this route to include: <ul style="list-style-type: none"> - Ridgeview Road (to cater for growing Redwoods Valley subdivision) - Mapua Town Hall and/or Mapua School on Aranui Drive - Ruby Bay at Ruby Bay Kitchen or Pinehill Road intersection with Stafford Drive - Tasman General Store at Aporo Road - Baldwin Road / Kina Beach Road intersection. <p>Best Regards, Paul McIntosh MDCA Executive</p>

Submission Summary

Draft Regional Public Transport Plan - Submission #26890

Dr Joost van Rens

[REDACTED]

Speaker? False

Department	Subject	Opinion	Summary
TDC - Engineering	Have you sent a copy of this submission to Nelson City Council?	Yes	
TDC - Engineering	What feedback do you have on the overall Regional Public Transport Plan?		SEE ATTACHMENT 26890

SUBMISSION PUBLIC TRANSPORT NELSON TASMAN

This is about the future for our children.

I am very happy and somewhat relieved to read that Nelson Tasman Councils are planning for improved public transportation for our area. This is essential and can wait no longer.

Aotearoa New Zealand has committed to the goal of keeping global warming to less than 1.5°C under the Paris Agreement.

Fortunately this now has legislative status under the Climate Change Response Act 2002 (Zero Carbon Act).

One of the best ways that Nelson Tasman can achieve this is to largely de-carbonise transport by 2030.

This means that Nelson Tasman must dramatically reduce vehicle kilometres travelled. In 9 years we must have delivered compact urban areas and shifted towards active and public transport in addition to having largely decarbonised the vehicle fleet. This requires transforming transport's planning and funding model at the national and local level.

You are the key decision-makers and have the collective power to achieve this change. In effect, your decisions will determine whether New Zealand and Nelson Tasman can meet their 1.5°C commitments or not. You are morally and legally obliged to take action consistent with these commitments.

Specifically, I urge you to deliver these actions by 2030:

- **Reduce traffic volumes** by putting vehicle travel reduction at the core of travel demand management and using every lever available. This includes urban planning, evaluation methods and

investment, regulation, enforcement, pricing regimes (including fares and parking levies), and travel plans for businesses.

- ***Prioritise active and public transport modes*** and de-prioritise the personal automobile in system design, operation, investment and space allocation. Swiftly reallocate road corridors to focus on walking, cycling, public transport and liveable, tree-lined public spaces. Implement low traffic neighbourhoods throughout the residential and urban areas. Improve the customer experience of every aspect of active and public transport.
- ***Reduce and decarbonise the vehicle fleet.*** Use appropriate registration charges, emissions regulations and low emissions zones to encourage a reduction in car ownership and an increase in the adoption of low and no emissions vehicles. Swiftly electrify bus and local government vehicle fleets.
- ***Improve proximity*** to reduce trip distances by delivering on a genuine compact urban strategy. Stop the release for development, of rural land which is currently used for agriculture/horticulture and which will be at risk of inundation within the next 50-100 years.
- ***Make all transport decisions with a climate and equity lens*** and ensure marginalised groups benefit. Work swiftly to ensure benefits are realised and perceived quickly by removing barriers to change. Streamline consultation by addressing our objectives for decarbonising transport at a district wide level, followed by local consultation that improves rather than delays projects.
- ***Uphold the articles of Te Tiriti o Waitangi***, actively engage with Māori, and ensure that policies to decarbonise transport benefit Tangata Whenua.

I recognise that these are decisions that you, as our leaders, have the power to make to ensure people in Nelson Tasman have attractive and sustainable transport choices.

Time is fleeting for Nelson Tasman to achieve this ambitious goal of decarbonising transport by 2030. We need decisions to be made now. If you choose inaction, you are in fact taking direct action to create an unsustainable future in which our children face severe environmental degradation and exponentially rising costs. To sit by and ignore the need to decarbonise transport is a conscious choice and one that will contradict commitments under the Zero Carbon Act.

I look to your leadership to ensure you implement your commitments and stand by your duties and responsibilities to all inhabitants of Nelson Tasman Districts

Sincerely,

Joost PJ van Rens

Submission Summary

Draft Regional Public Transport Plan - Submission #26896

Mrs Kate Malcolm

[REDACTED]

[REDACTED]

Speaker? False

Department	Subject	Opinion	Summary
TDC - Engineering	What feedback do you have on the overall Regional Public Transport Plan?		SEE ATTACHMENT 26896

Submission on Regional Public Transport Plan 2023 -2031

I'm a regular user of the Nbus service, route 1; my preferred mode of travel between Nelson and Richmond is to bike one way according to the wind direction and bus the other way. Currently Route 1 serves me well enough though more frequent buses would give me more choice and the weekend timetable matching the weekday one would help in planning my trips.

Personally I'd be disadvantaged by the proposed addition of Hill St onto Route 1, with the extra time it would take. The reduction in fares would make no difference to me as I generally travel using my gold card in off-peak hours.

As a campaigner for sustainable travel, I'm not convinced that by grafting rural bus services onto urban routes, you have made the most of the travel opportunities available to road users in this district. Primarily you have not given any bus passenger the opportunity to bypass Stoke, an opportunity that a great many private car drivers take advantage of every day. You plan to make a long trip even longer, with no concomitant advantages to the long-haul passenger, except possibly cheapness. This in my opinion will be enough to doom the rural services to failure, an expensive and public failure that we as a society can ill-afford.

It seems obvious to me that commuter buses from Wakefield and Motueka should all travel via Whakatu Drive to Nelson, with appropriate stops in their catchment areas in Tasman district but no more until Nelson Junction, Hospital, and NMIT before the terminus in Bridge Street. To make this route more appealing a bus priority lane in-bound should be added to Whakatu Drive; Beatson Road also should be an in-bound bus priority route. Such an express service connecting the outlying towns with Nelson would serve commuters best. Day-time passengers, generally shoppers, may be served best by small buses connecting with the arterial routes, rather than by express buses all the way, as there's less time-pressure for those people. With the Wakefield Community Bus we have found that virtually no passengers proceed past Richmond although the schedule allows them to travel to Nelson and back via Nbus.

Please note that out-bound bus priority lanes are not needed as the passenger has already chosen bus travel to come in.

Our currently well-patronised arterial routes have proved that direct routes have more appeal than meandering ones. The loop routes that have failed show that passengers don't appreciate a tiki tour around the district to get where they want to go. I only hope the small diversions you plan via Hill St and Nayland Road are not too far off-course for the majority of passengers and will attract more passengers than they repel. But to risk the rural patronage, where currently car journeys are longer and more damaging to the climate, is foolish because more is at stake. We need to get this right first time, as any failed service sets us further back than where we started by "proving" that buses in Tasman don't work. Currently that hasn't been proved either way.

I would like to see a requirement in the contract with the bus company that the monthly average for each route in both directions shows at least 50% occupancy; and a limit on the total carbon emissions allowable for the whole service. This would require the company's budget to allow for effective advertising and to tailor the size of the bus to the number of passengers.

Disincentives to private car travel are needed at the same time as the bus service is rolled out. Limited/expensive parking in Nelson and Richmond is important and I believe also that congestion charging should be trialled here as soon as the government has enabled this.

Kate Malcolm, Nelson

Submission Summary

Draft Regional Public Transport Plan - Submission #26899

Mrs Kate Malcolm
Chairperson Nelson Tasman Transport Trust

[REDACTED]

[REDACTED]

Speaker? False

Department	Subject	Opinion	Summary
TDC - Engineering	What feedback do you have on the overall Regional Public Transport Plan?		SEE ATTACHMENT 26899

From Nelson Tasman Community Transport Trust Board

Kate Malcolm (Nelson), chair
 Ian Viapree (Wakefield),
 Elena Meredith (Mapua),
 Cliff Laird (Martin Conway Drive off Stringer Road) treasurer
 Mamie Puha (Motueka).

To Tasman District Council**Submission on Regional Public Transport Plan 2021-31****Extension of Scope**

We support the extended scope of a subsidised bus service to include the Waimea valley as far as Wakefield and the coastal corridor as far as Motueka. We agree with the proposed routes for these services between Wakefield and Richmond and between Motueka and Richmond, with two possible additions from Motueka, see below. We understand that people who work in Richmond would be well suited by the routes from Wakefield and Motueka. We also believe that people who have no alternative, eg NMIT students, would be served, though not well-served, by the routes proposed through to Nelson.

Richmond – Nelson Route

We do not agree that adding on these new routes to the arterial routes between Richmond and Nelson would be the best way to encourage mode shift and get people to use the bus who currently drive to work in Nelson. Full-sized buses driving virtually empty from Nelson to Wakefield and Motueka, on the return will have the capacity to pick up all the bus commuters on the route and arrive full in Nelson in the morning – one hour and 15 minutes later, from Wakefield, one hour and 45 mins later from Motueka. There will be multiple bus stops and traffic lights en route in addition to congestion. Is this going to tempt commuters from the outlying townships to leave their cars at home? The indirect route and the many stops are not appealing for people in a hurry. Nor are empty buses travelling long distances effective as climate change mitigation.

Trying to achieve benefits of scale for the Wakefield and Motueka services (by weaving them into the suburban routes) compromises the benefit of utility/usefulness for those from the outer areas.

We request smaller buses (approximately 20 seats) overnighing in Wakefield and Motueka, driven by qualified residents of these towns, stopping at your proposed stops until Richmond (Gladstone Road), but then taking the direct route - Whakatu Drive – with no further stops until Nelson Junction, Hospital, Collingwood St (NMIT) and Bridge Street. This is the express service that was petitioned for in 2018. Both the Wakefield and the Motueka buses should go through Three Brothers Corner and so be able to stop on Gladstone Road. This route would take off at least 15 minutes from the travel time that you envisage.

There's no logic in having Wakefield commuters travel to Nelson via Rocks Road while Motueka commuters go via Bishoptdale; there is some logic in having both groups go via

Bishopdale and end up closer to NMIT, as students are a prime rationale for both routes. The hospital is also a significant employer, and several schools and colleges are along this route, whose staff want to get there about 8 am, and leave about 5 pm.

Smaller buses from Wakefield and Motueka would allow for additional routes and times as the patronage grows. For example from Motueka an inland highway route catering for Lower and Upper Moutere could be added as well as a direct route across Mamaku Drive. Departure times could be varied so that commuters in these communities have more choice. Car commuters would then have little excuse to avoid trying the bus.

These smaller buses could be electric with further benefits for the climate.

Our proposal gives not only commuters from the townships a quicker bus ride into town but also commuters from Richmond to Nelson who don't want the delays of stopping and starting through Stoke. This is much more likely to tempt Richmond commuters, especially those living in the west and south of the town centre, to leave their car at home.

The concept of express buses through Stoke stopping only at "super stops" is only going to annoy passengers who are accustomed to getting on or off at their nearest stop. Express buses along Whakatu Drive will take some Richmond passengers and enable the routes through Stoke to cater for all people along the way. The two different systems will complement each other and be easy to understand.

Timetable

A one-and-a-quarter hour trip arriving in Nelson at 8 am means a start time in Wakefield of 6.45 am while Motueka commuters would need to be on the bus by 6.15 am. Departing Nelson at 5.30 pm means arriving at Wakefield at 6.45 pm and in Motueka at 7.15 pm. How many Motueka commuters want to be away from 6.15 am till 7.15 pm, a thirteen hour day? A Wakefield – Richmond commuter would be well suited by your proposed route but the timetable would get him or her to work too soon and home from work too late. Likewise with the Motueka – Richmond commuter. We feel the smaller buses travelling the more direct route will be able to make the long journeys quicker and therefore be much more acceptable.

However, we would also like to see day-time services at stage one, ie in 2023, again to give part-time workers and shoppers more choice. This could well be an extension of your Routes 1 and 2, to Wakefield and to Motueka and back, twice, although we'd prefer to see smaller buses connecting with the main arterial routes, as we doubt in either direction the large buses would be anywhere near full. Ratepayers hate seeing virtually empty buses as it seems a waste of their money.

Bus Priority Lanes

We'd also like to see a bus priority lane added to Whakatu Drive on the seaward side, so these buses could be free of the congestion in the morning rush hour, and will be seen to be quicker than cars. This lane would turn into the roundabout at Nelson Junction for a stop. Buses would then join the regular traffic up to the Beatson Road roundabout, and then branch off up Beatson Road, designated as a bus priority route, and on into Waimea Road which may also eventually have a clearway as far as the hospital. This would shave significant minutes off the travel time. Coming home, they are bound to use the same mode they travelled in on, so no

extra lanes are needed. As soon as the Beatson Road priority lane is in place the new express bus services should start, preferably much earlier than 2023 and ideally this year.

It's been reported to us by a Wakefield commuter arriving at work in Waimea Road at about 8 am that traffic flows reasonably smoothly all the way along SH6 at that hour but gets jammed up from Annesbrook roundabout and over the Bishopdale hill. If only the Beatson Road judder bars could be flattened off on the uphill side and express buses could take this short cut, with a priority exit onto Waimea Road at the top, these buses could be both seen and experienced as a faster way at this hour. We shouldn't have to wait two years for this to happen.

Park and Ride

Secure Park and Ride facilities for bikes as well as cars should be provided at each of the townships or similar hubs like schools; these should be in place before the service starts or soon after. The Gladstone Road bus stop is particularly important, being the last stop before Nelson. The Jubilee Park car park which is little used during the week should be made secure with security cameras and a lock-up cage for bikes – electric bikes being particularly prone to theft. Bike racks should be provided on the bus as well.

First Impressions Count

Starting new services is your prime opportunity to make the bus experience for new passengers an enjoyable one. If passengers from the outlying settlements are made to feel the service is tailored exactly for them and takes a route that they would take if they were driving, but minus the hassles of finding a park in Nelson and negotiating the traffic, uptake will be good. To change the route when the first one has failed loses the opportunity to make a good first impression. The current car commuters are firmly fixed in their habit; the challenge to get them to change this habit is a daunting one that we believe hasn't been adequately addressed in your plan. At least one of the priority lanes should be in place before the new services start so it's obvious to all that this is the new and preferred way to commute. The limitations on parking in Nelson have already laid the ground work for a general swing away from driving alone to work.

Within the urban area there's already a core of committed bus passengers who we hope will continue their patronage along the new routes, even though the arterial routes will be slower. However from further afield all potential passengers already have a different arrangement to get to work or study. That arrangement has to be challenged, so more effort, as we've described above, will be needed to woo them onto the bus. It must be obvious to all that the bus option is better than driving alone. What you propose does not meet this criterion.

Because starting something new, ie the services from Motueka and Wakefield, is different from improving an existing arrangement, ie the Richmond/Nelson services, we submit that the new rural services could and should start as soon as practicable, if necessary as a separate contract prior to the existing contract expiring in 2023. We consider the need to be urgent and there's no logical reason to delay the rural services while the urban service runs its course. We understand the government also regards mitigation of climate change an urgent priority, and it's likely that people living some distance from their workplace also want to limit their personal carbon footprint. Bussing to and from work or study or any other destination, if it's no slower than driving, would give them that opportunity.

Community Transport

We would appreciate financial support to maintain existing community bus services that we have created, these being Wakefield Community Bus and Motueka Community Bus/Coastal Corridor (in the pipeline). We accept that this will not be continued once you have started regular day-time services from Wakefield and Motueka.

Submission Summary

Draft Regional Public Transport Plan - Submission #26903

Ms Portia King
Planner Beca

[REDACTED]

[REDACTED]

[REDACTED]

Speaker? True

Department	Subject	Opinion	Summary
TDC - Engineering	Have you sent a copy of this submission to Nelson City Council?	Yes	
TDC - Engineering	What feedback do you have on the overall Regional Public Transport Plan?		SEE ATTACHEMENT 26903

Sensitivity: General



Submission on draft Te Taihu Regional Land Transport Plan and draft Nelson-Tasman Regional Public Transport Plan

To: Tasman District Council
Nelson City Council
Marlborough District Council
Waka Kotahi

Name of submitter: Ministry of Education ('the Ministry')

Address for service: C/- Beca Ltd
PO BOX 13960
Christchurch 8141

Attention: Portia King

Phone: (03) 374 3160

Email: Portia.King@beca.com

This is a submission on the draft Te Taihu Regional Land Transport Plan (draft RLTP) and the draft Nelson Tasman Regional Public Transport Plan (draft RPTP).

The draft RLTP has been prepared by Waka Kotahi, Marlborough District Council, Nelson City Council and Tasman District Council. The draft RPTP has been prepared by Nelson City Council, Tasman District Council and Waka Kotahi. Both draft plans have been released concurrently for public consultation. The draft plans outline the strategic direction, objectives and policies for land and public transport, and provides indicative annual budgets for specific projects.

The specific parts of the proposal that the Ministry of Education's submission relates to are:

The Ministry is supportive of the objectives and policies of the draft RLTP, particularly the objectives that focus on increasing mode choice and safety, and network management, which will likely benefit school staff and students. However, the Ministry request engagement on projects proposed in the RLTP in the early phases of development to better understand the potential impacts on schools.

The Ministry also supports the objectives of the draft RPTP to provide public transport that is attractive, economic, and viable for the whole community. The Ministry requests engagement regarding the impact of the proposed changes to bus routes in order to understand the impact of these changes on school staff and students who travel to school by bus.

Background:

The Ministry is the Government's lead advisor on the New Zealand education system, shaping direction for education agencies and providers and contributing to the Government's goals for education. The Ministry assesses population changes, school roll fluctuations and other trends and challenges impacting on education provision at all levels of the education network to identify changing needs within the network so the Ministry can respond effectively.

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Sensitivity: General

The Ministry has responsibility not only for all State schools owned by the Crown, but also those State schools that are not owned by the Crown, such as designated character schools and State integrated schools. For the Crown owned State school this involves managing the existing property portfolio, upgrading and improving the portfolio, purchasing and constructing new property to meet increased demand, identifying and disposing of surplus State school sector property and managing teacher and caretaker housing.

The Ministry is therefore a considerable stakeholder in terms of activities that may impact on existing and future educational facilities and assets in the Nelson Tasman region.

The Ministry of Education's submission is:

In respect of the draft RLTP, the Ministry has identified the following potential impacts on schools:

- Objectives and Policies

While high level, the objectives and policies of the draft RLTP that support modal choice, safety and network management are likely to be beneficial to the Ministry by encouraging active modes of transport, improving the safety of traffic infrastructure, and improving the integration, efficiency and reliability of the network.

- Significant Projects

The draft RLTP proposes several 'significant projects' and allocates funding for further business case investigation and development. Of key relevance to the Ministry is the Waimea Road Active Transport Route, which is located adjacent and nearby by to Nelson College, Nelson College for Girls, Hampden Street School, Nelson Intermediate School, and Victory School.

The project is likely to increase active transport infrastructure such as cycling and pedestrian infrastructure which is likely to improve the safety and accessibility of staff and students travelling to and from schools in the area. While this is the case, construction activities outside of the schools have the potential to result in accessibility, disruption, safety, dust and noise impacts on schools.

It is noted that a detailed business case is required before the consultation and design phase begins and the extent of impacts will be more apparent once further detail on the project is released.

Other significant projects may impact on schools in the area in addition to the Waimea Road Active Transport Route.

In respect of the draft RPTP, the Ministry has identified the following potential impacts on schools:

- Objectives and Policies

While high level, the objectives and policies of the draft RPTP that aim to provide public transport that is attractive, economic and viable for the whole community are likely to be beneficial to the Ministry by providing better quality public transport for school staff and students travelling in the area.

- Accessibility

The proposed changes to bus routes have the potential to result in changes to the distance that school staff and students need to travel to from their homes and school, to the nearest bus stop. It is noted that the purpose of these changes is to reduce the need for connections between buses

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Sensitivity: General

and that the new routes will increase the number of urban residents within a 10 minute walk of a seven-day service by 62%. It is also noted that it is stated that proposed Routes 2 and 3 are to provide better access to schools. While this is the case, it is unclear exactly how these changes will impact on schools and staff and students and we welcome the opportunity to work with Council in future to ensure that the proposed network is as effective and efficient as possible.

- Amenity and comfort:

The draft RPTP proposes the installation of bus shelters, prioritising bus stops that have higher boarding levels and those with regular boardings that are located close to various locations such as schools. This will likely improve the quality of bus stops used by school staff and students and improve the comfort of bus users in all weather.

The Ministry of Education seeks the following decision from the consent authority:

Draft RLTP:

The Ministry understands that the 'significant projects' such as Waimea Road Active Transport Route are in their early phases of design and further consultation will be conducted once detailed business cases have been developed. However, the Ministry request early engagement during the early phase of these significant projects which may impact on school staff and students.

Draft RPTP:

The Ministry requests further consultation regarding the proposed changing and consolidation of the bus routes to assess the impact of these changes on school staff and students. It is unclear from the maps in the draft RPTP how these changes will impact on schools.

The key Ministry contact is Stuart Graham. Contact details for Stuart are:

Stuart Graham
Infrastructure Manager- Asset Planning
+64 3-378 7886
Stuart.Graham@education.govt.nz

The Ministry wishes to be heard in support of their submission.



Portia King
Planner – Beca Ltd
(Consultant to the Ministry of Education)

Date: 17/03/2021

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Submission Summary

Draft Regional Public Transport Plan - Submission #26908

Mrs wendy byrne
cso TDC

[REDACTED]

[REDACTED]

[REDACTED]

Speaker? False

Department	Subject	Opinion	Summary
TDC - Engineering	Have you sent a copy of this submission to Nelson City Council?	No	
TDC - Engineering	What feedback do you have on the overall Regional Public Transport Plan?		I think a consistent weekly bus service is required for the region especially Motueka, via Mapua and the Moutere to Nelson and return. departing early 7am and returning at 6.30 to cover a working day.

Submission Summary

Draft Regional Public Transport Plan - Submission #26938

Mrs Shelia Wilson

[Redacted]

Speaker? False

Department	Subject	Opinion	Summary
TDC - Engineering	Have you sent a copy of this submission to Nelson City Council?	No	
TDC - Engineering	What feedback do you have on the overall Regional Public Transport Plan?		It would be wonderful to have a reasonably regular bus service to Richmond, Nelson hospital ,and Nelson from and to Motueka.Keeping this at a reasonable cost would be very important and good promotion of the pending service would be vital.Environmentally this is what we must strive for. The main roads around Tasman are so congested it has to help by taking more cars off the road.

Submission Summary

Draft Regional Public Transport Plan - Submission #26939

Mrs Shelley Williams

[Redacted]

Speaker? False

Department	Subject	Opinion	Summary
TDC - Engineering	Have you sent a copy of this submission to Nelson City Council?	No	
TDC - Engineering	What feedback do you have on the overall Regional Public Transport Plan?		My feedback is with regard to the Nelson-Tasman Regional Public Transport Plan 2021 - specifically urban bus route extension to Mapua>Tasman>Motueka. 100% support this. Would like it rolled out sooner than 2023. We need it now. There currently is no service, and feedback I have in my roll as a Customer Services Officer at the Motueka TDC office, as well as personally as a resident of Mapua, is that there is a huge demand for a regular service for this area from the burgeoning population. Small private shuttle/taxi type business owners are offering their services, they are not always cost effective for the demographic that is requesting public transport.

Submission Summary

Draft Regional Public Transport Plan - Submission #26973

Julie Baker

[Redacted]
[Redacted]
[Redacted]

Speaker? False

Department	Subject	Opinion	Summary
TDC - Engineering	Have you sent a copy of this submission to Nelson City Council?	No	
TDC - Engineering	What feedback do you have on the overall Regional Public Transport Plan?		I've been an avid user of the buses for almost 15 years, as up until recently I didn't have a driving license. I have seen the frequency of the buses increase and the fares decrease. Living within an easy walk of a bus link is one of my considerations when I've moved houses. I fully support the changes being undertaken and the steps being taken in order to grow the patronage. The Bee card certainly came in handy when I was in both Dunedin and Queenstown recently and when I got to Napier in the near future. In Dunedin all fares are currently \$2 (until June/July 21) and this can get you from all the way from Port Chalmers to Mosgiel. This kind of price point would certainly be attractive to non-bus users.

Submission Summary

Draft Regional Public Transport Plan - Submission #26976

Mr Thomas Fry

[REDACTED]
[REDACTED]
[REDACTED]

Speaker? False

Department	Subject	Opinion	Summary
TDC - Engineering	Have you sent a copy of this submission to Nelson City Council?	No	
TDC - Engineering	What feedback do you have on the overall Regional Public Transport Plan?		I would like an affordable bus service which serves Motueka residents going to Nelson and Nelson Airport in the morning and afternoon. Having one bus that only returns to Nelson at 5PM from Motueka is inconvenient for suitable flight times.

Submission Summary

Draft Regional Public Transport Plan - Submission #26977

Mr Paul Maurenbrecher

[REDACTED]

[REDACTED]

[REDACTED]

Speaker? False

Department	Subject	Opinion	Summary
TDC - Engineering	What feedback do you have on the overall Regional Public Transport Plan?		Being over 70 I don't think I will see a bus service come into existence. I live in Motueka and a decent bus service has been due for a long time. I would use it immediately if it came into existence.
TDC - Engineering	What feedback do you have on the overall Regional Public Transport Plan?		Why can't a progressive bus service be started now with upgrades along the way. A new transport system is needed now not in 2023. Traffic jams occur now and nearly all day and this is both in and out of Nelson and Richmond. Also Park and rides are brilliant. I have used them in England many times. The parking was free and a small cost on the bus and they ran all day.