

Notice is given that an ordinary meeting of the Tasman Regional Transport Committee will be held on:

**Date:** Tuesday 1 June 2021  
**Time:** 1.30 pm  
**Meeting Room:** Tasman Council Chamber  
**Venue:** 189 Queen Street  
Richmond

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## Tasman Regional Transport Committee

### AGENDA

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#### MEMBERSHIP

<b>Chairperson</b>	Cr S Bryant
<b>Deputy Chairperson</b>	Cr A Turley
<b>Members</b>	Cr B Dowler
	Cr C Butler
	Ms E Speight

(Quorum 2 members)

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## **AGENDA**

**1 OPENING, WELCOME**

**2 APOLOGIES AND LEAVE OF ABSENCE**

**Recommendation**

**That apologies be accepted.**

**3 DECLARATIONS OF INTEREST**

**4 PUBLIC FORUM**

**5 CONFIRMATION OF MINUTES**

**That the minutes of the Tasman Regional Transport Committee meeting held on Tuesday, 20 April 2021, be confirmed as a true and correct record of the meeting.**

**6 PRESENTATIONS**

6.1 Waka Kotahi (NZTA) Update ..... 5

**7 REPORTS**

7.1 Chairman's Report ..... 7

7.2 Regional Land Transport Plan Approval..... 9

7.3 Regional Public Transport Plan Approval..... 131

**8 CONFIDENTIAL SESSION**

Nil



## 6 PRESENTATIONS

### 6.1 WAKA KOTAHI (NZTA) UPDATE

Information Only - No Decision Required

**Report To:** Tasman Regional Transport Committee  
**Meeting Date:** 1 June 2021  
**Report Author:** Christine Vass, Executive Assistant - Engineering Services  
**Report Number:** RTRTC21-06-1

#### PRESENTATION

Ms Emma Speight Waka Kotahi – NZTA update presentation.



## 7 REPORTS

### 7.1 CHAIRMAN'S REPORT

Information Only - No Decision Required

**Report To:** Tasman Regional Transport Committee  
**Meeting Date:** 1 June 2021  
**Report Author:** Stuart Bryant, Deputy Mayor and Chairman, Operations Committee  
**Report Number:** RTRTC21-06-2

#### 1 Summary

- 1.1 We continue to be made aware of ongoing concerns about the delays in completing the work on the Takaka Hill and the costs this is causing the trucking industry and motorists generally.
- 1.2 We are pleased to see the Richmond Programme Business Case progressing along at a steady pace, despite the continuing issues with congestion around the Richmond traffic lights.

#### 2 Draft Resolution

**That the Tasman Regional Transport Committee receives the Chairman's Report RTRTC21-06-2;**





**7.2 REGIONAL LAND TRANSPORT PLAN APPROVAL****Decision Required**

<b>Report To:</b>	Tasman Regional Transport Committee
<b>Meeting Date:</b>	1 June 2021
<b>Report Author:</b>	Drew Bryant, Activity Planning Advisor - Engineering Services
<b>Report Number:</b>	RTRTC21-06-3

**1 Summary**

- 1.1 This report requests that the Tasman Regional Transport Committee recommends to Full Council that it:
- approve the final Connecting Te Taihu Regional Land Transport Plan 2021-31 (Attachment 1); and
  - submit the Te Taihu Regional Land Transport Plan 2021-31 to Waka Kotahi, the New Zealand Transport Agency, to seek funding from the National Land Transport Fund (NLTF).
- 1.2 The Te Taihu Regional Land Transport Plan 2021-31 has been developed over the past year in conjunction with our partners Nelson City Council, Marlborough District Council and Waka Kotahi, and covers Te Taihu (top of the South Island).
- 1.3 Te Taihu Regional Land Transport Plan 2021-31 meets the requirements of Land Transport Management Act 2003. Te Taihu Regional Land Transport Plan 2021-31 also uses the template developed by Transport Special Interest Group (a group representing Regional Council transport activities).
- 1.4 The Te Taihu Regional Land Transport Plan 2021-31 is broken into six major sections:
- Strategic Context looks at what is happening in Te Taihu and how it is effecting transport
  - Strategic Framework outlines outcomes, objectives and targets and how they work together
  - Objectives and Policies section outlines the policies that contribute to the objectives
  - Priorities section identifies areas in Te Taihu that will prioritised over the next 10 years and how they will be addressed
  - Programming and funding and the Financial Forecast shows the high level funds and timing for key programmes
  - Monitoring section outlines the measure that will be used to show performance against objectives.
- 1.5 The draft Regional Land Transport Plan was released for public consultation on 17 February 2021 and closed 17 March 2021 during which the Council received 37 individual

submissions containing 86 specific comments. In addition, Marlborough District Council and Nelson City Council received another six and 43 submissions respectively.

- 1.6 In response to submissions, the Regional Transport committee recommended a small number of changes be made at its meeting on 20 April 2021 (refer RTRTC21-04-1). The most significant of these were to bring forward:
  - Key elements of stage 2 of the Regional Public Transport Plan, which required approval of both Tasman and Nelson Full Councils; and
  - Projects in the walking and cycling programme, which required Tasman's Full Council approval.
- 1.7 The public transport changes were approved by both Council(s), but Tasman's Council did not approve the recommended changes to the walking and cycling programme. The revised Te Taihu Regional Land Transport Plan 2021-31 incorporates all of the recommended changes, except the revised walking and cycling programme.

<b>2 Draft Resolution</b>
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**That the Tasman Regional Transport Committee**

1. **receives the Regional Land Transport Plan Approval report RTRTC21-06-3; and**
2. **recommends to the Full Council that it approves the Connecting Te Taihu Regional Land Transport Plan 2021-31 contained in Attachment 1 of report RTRTC21-06-3; and**
3. **recommends that the Full Council submits the Regional Land Transport Plan to Waka Kotahi, the New Zealand Transport Agency, by 30 June 2021.**
3. **authorises the Regional Transport Committee Chair and Engineering Services Manager to make changes to the Regional Land Transport Plan before submitting it to Full Council for approval to reflect:**
  - (a) **changes to the Te Taihu Regional Land Transport Plan 2021-31 that are agreed to by the Committee and recorded in the minutes of this meeting; and**
  - (b) **minor editorial changes; and**
  - (c) **minor changes requested by Nelson City Council and Marlborough District Council that have no financial implications on Tasman District Council.**

### 3 Purpose of the Report

- 3.1 This report requests that the Tasman Regional Transport Committee recommends to Full Council that it:
- approve the final Connecting Te Taihu Regional Land Transport Plan 2021-31 (RLTP); and
  - submit the RLTP to Waka Kotahi, the New Zealand Transport Agency, to seek funding from the National Land Transport Fund (NLTF).

### 4 Background and Discussion

- 4.1 The Land Transport Management Act 2003 (LTMA) requires Unitary Authorities to prepare a RLTP every six years.
- 4.2 The RLTP sets out how the region'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.
- 4.3 The RLTP is a joint document with NCC, TDC, MDC and Waka Kotahi to enable the key transport objectives and policies to provide a joint voice when competing for central government funding. The joint document is titled "Connecting Te Taihu".
- 4.4 A number of joint Te Taihu 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.
- 4.5 The RLTP contains the region's strategic objectives focusing on land transport. The Plan also includes the Council's and Waka Kotahi'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 2024.
- 4.6 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 Waka Kotahi.
- 4.7 Waka Kotahi and the Department of Conservation are required under the Land Transport Management Act 2003 to also use the Council's RLTP as the mechanism for seeking funding for their projects.

#### Consultation

- 4.8 A draft RLTP was released for public consultation on 17 February 2021 and closed 17 March 2021 during which the Council received 37 individual submissions containing 86 specific comments. In addition, Marlborough District Council and Nelson City Council received another six and 43 submissions respectively.
- 4.9 Staff identified six main themes from submissions including.
- Environment

- Mode Choice
- Safety
- Electrification
- Planning
- Comments on significant projects

4.10 In addition, the RTC specifically requested further information from staff on:

- State Highway underpasses
- Public transport
- Mode shift.

4.11 In response to submissions, the RTC approved a number of changes to the RLTP. RTC also recommend that the Council consider bring forward aspects of the walking and cycling programme as well as aspects of the public transport plan in the LTP deliberations.

4.12 Full Council resolved to advance bus frequencies on the proposed Nelson, Motueka and Wakefield routes from 2026/27 (year 6) to 2023/24 (year 3) but declined to bring forward any of the proposed walking and cycling programme.

<b>5 Document Overview</b>
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5.1 In developing this RLTP staff have used best practice guidelines developed by the Transport Special Interest Group (TSIG) in partnership with Waka Kotahi, and have used a new Waka Kotahi RLTP template.

5.2 The RLTP reflects a business case focus guided by the Investment Logic Map (ILM) developed at a Joint Te Taihū RTC workshop held on the 7 September 2020.

5.3 The Land Transport Management Act 2003 requires the RTC to develop the RLTP to be consistent with the Government Policy Statement on Land Transport (GPS).

5.4 The GPS sets out national land transport objectives and the results the Government wishes to achieve from allocation of the National Land Transport Fund.

5.1 The RLTP is broken into six major sections:

- Strategic Context looks at what is happening in Te Taihū and how it is effecting transport
- Strategic Framework outlines outcomes, objectives and targets and how they work together
- Objectives and Policies section outlines the policies that contribute to the objectives
- Priorities section identifies areas the Te Taihū that will prioritised over the next 10 years and how they will be addressed
- Programming and funding and the Financial Forecast shows the high level funds and timing for key programmes
- Monitoring section outlines the measure that will be used to show performance against objectives.

**Problem Statements**

- 5.5 Waka Kotahi now requires all activities seeking inclusion into the National Land Transport Plan (NLTP) to be developed using a business case approach. As the RLTP is a direct input into the NLTP, a business case approach enables Waka Kotahi to ensure that the right investments are made to meet strategic regional priorities.
- 5.6 The problem statements have been developed by the Technical Advisory Group (TAG) and refined at a joint Te Taihu RTC workshop. The problem statements are:
- **Growth:** The transport network is unable to cope with the demands of sustained populations and economic growth and in constraining access to social and economic activities.
  - **Safety:** User behaviour and roads are no longer fit for purpose and cause death and serious injury crashes.
  - **Mode Choice:** Current transport form and design constrains access for healthy, safe and sustainable transport choices.
  - **Resilience:** The susceptibility of our network leads to loss of access for the community.
  - **Environmental Impact:** Vehicle use is contributing to atmospheric and terrestrial pollution.
- 5.7 These problem statements fit well with the problem statements developed for the Tasman AMP and have a high degree of strategic alignment.

**Objectives, Policies and Performance Measures**

- 5.8 The Draft RLTP has five strategic objectives for Te Taihu that align to the GPS 2021. The five objectives are high level and generic to all three regions:
- Mode - Communities have access to a range of travel choices to meet their social, economic, health and cultural needs.
  - Safety - Communities have access to a safe transport system.
  - Environmental Outcomes - An environmentally sustainable transport system that is integrated with well planned development, enabling the efficient and reliable movement of people and goods to, from, and throughout the region.
  - Resilient - Communities have access to a resilient transport system.
  - Economic Prosperity - Supporting economic growth through providing better access across the Te Taihu’s key journey routes.
- 5.9 The Draft RLTP’s objectives, policies and performance measures align well with the Council’s Draft Transportation Activity Management Plan and Draft Long Term Plan.

**Significant Projects**

5.10 Key projects over \$2M in cost must be identified and prioritised in the RLTP. The table below outlines these projects proposed for Te Taihu and their priority.

Priority	Activity	Description	A/O
1	Interisland Resilient Connection Project (iREX)	Construction of an overbridge to support the upgrade of the Interislander ferries.	MDC
		Upgrade two roundabouts to couple with traffic flows.	Waka Kotahi

2	Richmond Future Transport Project	Changes to the transport network in Richmond to achieve the outcomes of the Richmond Programme Business Case.	TDC
		Changes to the State Highway in Richmond to achieve the outcomes of the Richmond Programme Business Case	Waka Kotahi
2	Nelson Future Access Project	Multi-modal transport changes that supports a thriving CBD; a world-class waterfront; and a safe, accessible and resilient transport system.	NCC
		Crossing changes in Tahunanui Drive.	Waka Kotahi
4	Nelson/Tasman Public Transport Improvements	Improvements to the routes, frequency and fares to increase the patronage of the service	NCC/TDC
5	SH1 Inland Alternative Route Waipara to Renwick	Ensure speeds are safe and appropriate	Waka Kotahi
6	SH60 Richmond to Motueka	Packaged safety interventions	Waka Kotahi
7	Berryfield/Lower Queen Intersection Upgrade	Upgrade the intersection at McShane Road and Lower Queen Street to cater for residential and commercial growth in Richmond West	TDC
8	Washington Valley Road	Vehicle traffic use will be reduced in favour of public transport and active modes, like walking and cycling.	NCC
8	Victory- Waimea Road active mode route	Vehicle traffic use will be reduced in favour of public transport and active modes, like walking and cycling.	NCC
10	SH6 Nelson to Blenheim	Ensure speeds are safe and appropriate	Waka Kotahi
11	SH6 Richmond to Wakefield	Packaged safety interventions	Waka Kotahi
12	SH6 Blenheim to Nelson [Additional Scope]	Packaged safety interventions	Waka Kotahi
13	SH1 Blenheim to Seddon	Safety Management	Waka Kotahi

5.11 Prioritisation of these projects was based on a series of joint Te Taihū 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.

### Other Activities

5.12 In addition to the significant projects, the RLTP document includes all other transport activities that all three Councils, Waka Kotahi and DOC propose to undertake.

5.13 These activities have been included in Activity Management Plans (AMP) for TDC, NCC, MDC and DOC. Activities on state highways come from Waka Kotahi.

5.14 The councils, Waka Kotahi and DOC have programmes of work tailored to specific issues in their area. Some of the key programmes are:

- Road resurfacing improvements
- Walking and cycling infrastructure
- Public transport improvements
- Projects to cater for growth

- Cycle safety improvements
- Intersection safety improvements
- Walking and cycling infrastructure
- State Highway safety improvements
- Resilience improvements

## 6 Options

6.1 The RTC has three options:

- Recommend the RLTP to Full Council for approval, or
- Recommend the RLTP, with changes, to Full Council for approval, or
- Do not recommend the RLTP to Full Council for approval.

	Option	Advantages	Disadvantages
a.	Recommend for Approval	<ul style="list-style-type: none"> <li>• Meet timeframes, including for Waka Kotahi funding approval</li> <li>• Provide certainty to Transport AMP development</li> <li>• Provides certainty to other Top of the South councils</li> </ul>	
b.	Recommend for approval with changes	<ul style="list-style-type: none"> <li>• Meet timeframes, including for Waka Kotahi funding approval</li> <li>• Provide certainty to Transport Activity Management Plan development</li> </ul>	<ul style="list-style-type: none"> <li>• May be difficult to coordinate with other Te Taihū councils</li> <li>• May be difficult for staff to give advice on substantial changes</li> <li>• May require further consultation if changes are substantial</li> </ul>
c.	Decline recommending for approval	<ul style="list-style-type: none"> <li>• May be able to include further documents that central government are releasing.</li> </ul>	<ul style="list-style-type: none"> <li>• May miss timeframes</li> <li>• May have to create separate documents to the other Te Taihū councils</li> </ul>

6.2 Staff recommend Option a).

## 7 Strategy and Risks

7.1 The RLTP and the LTP processes are run at similar times with the deadline dates both being 30 June 2021. Due to consultation timing and Council approvals, there may be changes made to the LTP that cannot be incorporated into the RLTP. If there are any inconsistencies between the two plans, the RTC can make changes to RLTP after adoption.

7.2 The RLTP is written as a joint document for all of the Council's in Te Taihū. Staff have worked hard to achieve alignment and consensus across all Councils. Should any Council

wish to make a last minute change, this will cause disparity between Councils. Minor changes to the document can be made, but any changes with financial implications will be difficult to make at this stage in the process.

## Item 7.2

### 8 Policy / Legal Requirements / Plan

- 8.1 The Council is required under the Land Transport Management Act 2003 (LTMA) to adopt a RLTP every six years and to review the Plan mid-term. The LTMA has a number of key requirements that need to be included in the RLTP, which the proposed plan meets.
- 8.2 The RTC, when preparing the RLTP and its mid-term review, must consult in accordance with sections the principles of 82 and 83 of the Local Government Act (LGA) 2002. The process followed meets these requirements.
- 8.3 Once the Full Council has received the RLTP recommended to it by the Committee, it must either:
- Approve the RLTP, without modification, and submit it to Waka Kotahi; or
  - Refer the RLTP back to the Regional Transport Committee with a request that the Committee reconsider one or more aspects of the RLTP.
- 8.4 Should Council refer the RLTP back to the Committee rather than approve it, it will not be possible to meet the deadline for submitting the RLTP to Waka Kotahi. An urgent Committee meeting will be needed to consider the matters raised by Full Council and approve any changes. It will be challenging to coordinate this with the other Te Taihū councils. It is possible Waka Kotahi would withhold funding for Council's subsidised transport activities until the RLTP is approved and submitted to them.

### 9 Consideration of Financial or Budgetary Implications

- 9.1 The RLTP includes activities that are included in the LTP for which Council is seeking Waka Kotahi funding. If Council changes the LTP, the RLTP will be updated to be consistent.
- 9.2 The RLTP provides the mechanism for the Council to seek funding from the NLTF. Councils proposed programme will be assessed for funding approval to be subsidised by Waka Kotahi at a rate of 51%.
- 9.3 The Council is required to meet the deadlines set by Waka Kotahi in order to secure the NLTF. The Council's deadline for submitting the final RLTP is 30 June 2021.

### 10 Significance and Engagement

- 1.1 The RTC, when preparing the RLTP, must consult in accordance with sections the principles of 82 and 83 of the Local Government Act (LGA) 2002. The consultation process followed meets these requirements.
- 1.2 Staff do not consider that the changes made to the RLTP require further consultation.

### 11 Conclusion



- 11.1 The RLTP has been developed through a collaborative effort by Te Taihū councils. There is common over-arching strategic content at the front end of the draft RLTP plus the Council's separate locally focused works programme.
- 11.2 The RLTP has been updated to reflect the changes in Government priorities and issues identified through public consultation. It is now ready to be approved and submitted to Waka Kotahi.

## 12 Next Steps / Timeline

- 12.1 If the RTC recommends the RLTP for approval by Full Council, a report will be included in the Full Council Meeting on 30 June 2021.
- 12.2 Following the Full Council meeting, the RLTP will be submitted to Waka Kotahi on the same day to ensure the 30 June 2021 deadline is met.

## 13 Attachments

1. [↓](#) Te Taihū Regional Land Transport Plan

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# CONNECTING TE TAUHU (TOP OF THE SOUTH)

## REGIONAL LAND TRANSPORT PLAN 2021-31



Te Kaunihera o  
**te tai o Aorere**

**FOREWORD – CHAIRS OF TE TAUIHU**

Land transport plays a critical role in connecting our community by providing access to employment, education, recreation and services, as well as enabling the movement of freight in support of business and industry.

The Regional Land Transport Plan (RLTP) is a critical document for Te Taihū o Te Waka-a-Māui (Te Taihū) or the “Top of the South Island” as it underpins all of the region’s road network and transportation planning, as well as the investment priorities over the next six years on both the state highway and local road networks. From a statutory perspective, the RLTP meets the requirements of the Land Transport Management Act 2003 and contributes to the overall aim of the Act.

A core requirement of the RLTP is that it must be consistent with the strategic priorities and objectives of the Government’s Policy Statement on Land Transport and take into account the National Energy Efficiency and Conservation Strategy.

The vision of this RLTP is to have a safe and connected region that is liveable, accessible and sustainable.

Te Taihū is growing and changing, resulting in increasing transport challenges across the region. A strong, coordinated and integrated approach to developing the 10 year transport vision for the region is required to accommodate the impacts of the anticipated levels of growth, whilst maintaining economic activity levels, safety and mode choice.

Alongside this RLTP has been development of a Te Taihū Intergenerational strategy which outlines a vision, tūpuna pono, to be good ancestors. It has te oranga taihū, the wellbeing of our people and our places over the generations, at its heart. The strategy has eight “intergenerational outcomes” at its core, from te taio (the natural world) and pūtea (economy), to te taihūtanga (top of the south identity) and mātauranga (knowledge). The two bodies of work have many common elements.

This RLTP is a joint plan between Waka Kotahi, Marlborough, Nelson and Tasman to look at issues, objectives and significant projects that will benefit Te Taihū. It also introduces the great work that the South Island Regional Transport Committee Chairs Group is doing to facilitate integrated multi-modal freight and visitor journeys, advocate for funding approaches that work for the South Island context and improve South Island transport resilience.

Te Taihū has significant challenges around population growth, demands of freight, transitioning to more sustainable modes of transport and financial constraints. As such, we have the systems and people in place to deliver on the core transportation requirements to provide a safe and efficient transport system.

This is the first year that KiwiRail is able to draw on the National Land Transport Fund (NLTF) and it is included in the RLTP. This is critical for seeing the transport system as a connected network rather than discrete modes that operate in isolation. This is particularly important for Te Taihū with the Interislander ferries operating out of Picton and the Main North Line being a key freight connection between the North Island and South Island.

This RLTP acknowledges the collaboration that is already happening on planning for the future such as the new Picton Ferry Terminal, the Nelson Future Access Study and the Richmond Transport Programme Business Case.

The change of Government in 2017 resulted in a change in national land transport priorities including a greater focus on public transport, walking and cycling and rail. This change in direction was substantial, with the effects of it being reflected in the transport planning currently underway. In addition to the changes to transport priorities, the Government has introduced other changes with impacts on transport through its urban growth agenda and climate change policies.

And finally, thanks go to all those who have provided input into the development of the RLTP, specifically the community input that has helped refine this plan, our key stakeholders and the South Island Regional Chairs Group.

The Chairs of Te Taihu invite public feedback to this Regional Land Transport Plan. Consultation opens mid February 2021 and closes mid March 2021.

Cr Francis Maher

Cr Brian McGurk

Deputy Mayor Stuart Bryant

Chairman

Chairman

Chairman

Marlborough Regional  
Transport Committee

Nelson Regional Transport  
Committee

Tasman Regional Transport  
Committee

## FOREWORD – SOUTH ISLAND REGIONAL TRANSPORT COMMITTEE CHAIRS GROUP

The South Island Regional Transport Committee Chairs Group recognises that freight and visitor journeys, and concerns about resilience, do not stop at district or regional boundaries. In light of this, the Group has committed to working collaboratively to advance planning work across Te Taihū.

The transport system provides the arteries and veins that bring life to our communities, supports regional prosperity and improves the overall wellbeing of the South Island. The transport system connects our communities, allowing people to travel safely and efficiently across our diverse landscapes, and enables the safe and efficient movement of the freight. It is imperative to ensure the transport network is working as effectively as possible.

The South Island Regional Transport Committee Chairs and Deputy Chairs Group was formed in 2016 for this purpose. The Group seeks to significantly improve transport outcomes for all modes in the South Island through better inter-regional collaboration and integration.

The Group is focused on ensuring the South Island stays at the forefront of central government thinking. The formation of the Group recognises that the South Island advocating with one voice is more effective than seven regions advocating independently on the same matters.

This approach seeks to ensure that the needs and aspirations of our South Island communities are recognised and understood by Central Government. We want to be seen by Central Government as a group of one million people with a common aspiration for our transport system. Notwithstanding, each region in the South Island has unique characteristics, but at the same time will share similar transport priorities and challenges.

These shared priorities form the priorities of this Group and are listed below.

1. Advocacy for transportation in the South Island, including tracking how Central Government investment such as the National Land Transport Fund (NLTF) and the Provincial Growth Fund (PGF) is being allocated across the country.
2. Resilience of the transport network.
3. Freight journeys across the South Island.
4. Tourism journey improvements across the South Island.
5. Enabling funding approach for innovative multi-modal (road, public transport, walking, cycling, rail, air and sea) solutions.
6. Exploration of opportunities for inter-regional public transport.

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## EXECUTIVE SUMMARY

Te Taihū o Te Waka-a-Māui (Te Taihū) or the “Top of the South Island”, has seen significant change over the last five years. The population has increased and development of the primary sector is resulting in a greater number of vehicles on our roads than ever before. Community values are starting to shift, which means that the environmental and social effects from more vehicles on the roads is becoming unacceptable. This conflict is realised most acutely in Picton, Blenheim, Nelson, Richmond and Motueka where the values of place and movement on our road networks coincide.

The local climate allows us to produce high quality agricultural products which are sought after nationally and around the world. In addition, secondary processing of many of these products has enabled value to be added. Most of our freight is consumed locally or sent directly overseas, which means Port Nelson and Port Marlborough, and the transport networks connecting them with our communities, are vitally important to our region. The significant growth in products produced in the region means we have more heavy vehicles using the road network, all the way from rural roads in the hinterland to the national roads within the metro areas.

This RLTP recognises that the transport network we have traditionally relied on may not be appropriate for the future. The key transport issues in Te Taihū in the next 10 years are:

- vehicle usage growth and its effects on access
- safety on our roads
- the design of our transport system is constraining access for those wanting to use more sustainable modes
- our communities are susceptible to losing access in more frequent weather events
- vehicle usage is affecting our natural environment.

In recent years, this growth in vehicles on our roads has been recognised by central government agencies, with a number of key planning projects being initiated to help determine how the transport network will cater for this in future. Most of the significant projects are still underway, but core outcomes and key projects have been reflected in this RLTP programme.

The programme over the next 10 years envisages we will start by completing the planning projects already underway with Waka Kotahi and KiwiRail, while also carrying out local work to make sure these large projects are integrated into the local networks and that key access outcomes are met. These planning projects include the Inter-Island Resilient Connection Project in Picton, the Nelson Future Access Study and the Richmond Programme Business Case. Both central and local government are under financial strain due in part to Covid-19. This may have an impact on the delivery timing of some of the projects may be delayed.

The focus of this RLTP will be on supporting economic and population growth; improving safety; improving travel choice and resilience. The Partners to the RLTP recognize they need to continue to work together to achieve these outcomes. Examples of this work include:

- Marlborough will continue to construct the cycling network it started in 2017 and Nelson will improve the cycling network it established more than 10 years ago. Tasman will start work constructing a network of active transport routes following the completion of its Walking and Cycling strategy in 2021.
- Nelson and Tasman will work cooperatively to improve and extend public transport services both within the Nelson/Richmond urban area, but also look further afield out to Wakefield, Motueka and rural areas that make up the wider economic area. Marlborough will build on the bus trials undertaken in 2020 and continue services linking Renwick and Picton with Blenheim.

- Waka Kotahi will work on making improvements to the state highway network on specific projects such as SH6 north of Brightwater, and also work on generic activities including regional speed management planning and installation of median barriers on roads. Marlborough, Nelson and Tasman will develop speed management plans, and make improvements in urban areas for our most vulnerable users.
- Waka Kotahi will continue to work on improving network resilience for communities at risk of losing access in storm events. They will continue to reduce the risk of landslips on Takaka Hill which cuts off the Golden Bay community. In addition, Waka Kotahi and the Councils are making improvements to roads to reduce the risk of unexpected road closures, as they create significant inconvenience and cost to all users, and may increase public safety risk.

**INTRODUCTION**

This Regional Land Transport Plan (RLTP) is the primary document guiding integrated land transport planning and investment within the three unitary councils of Marlborough District Council (MDC), Nelson City Council (NCC) and Tasman District Council (TDC). Each of the councils are required to each create a RLTP as part of their requirements of regional council under the Land Transport Management Act 2008 (LTMA). However, the three councils have created a joint RLTP that recognises the high interdependency and separation from other parts of the South Island collectively known as Te Taihū o Te Waka-a-Māui (Te Taihū) or the “Top of the South Island”.

Figure 1 shows the location and extent of the Councils.

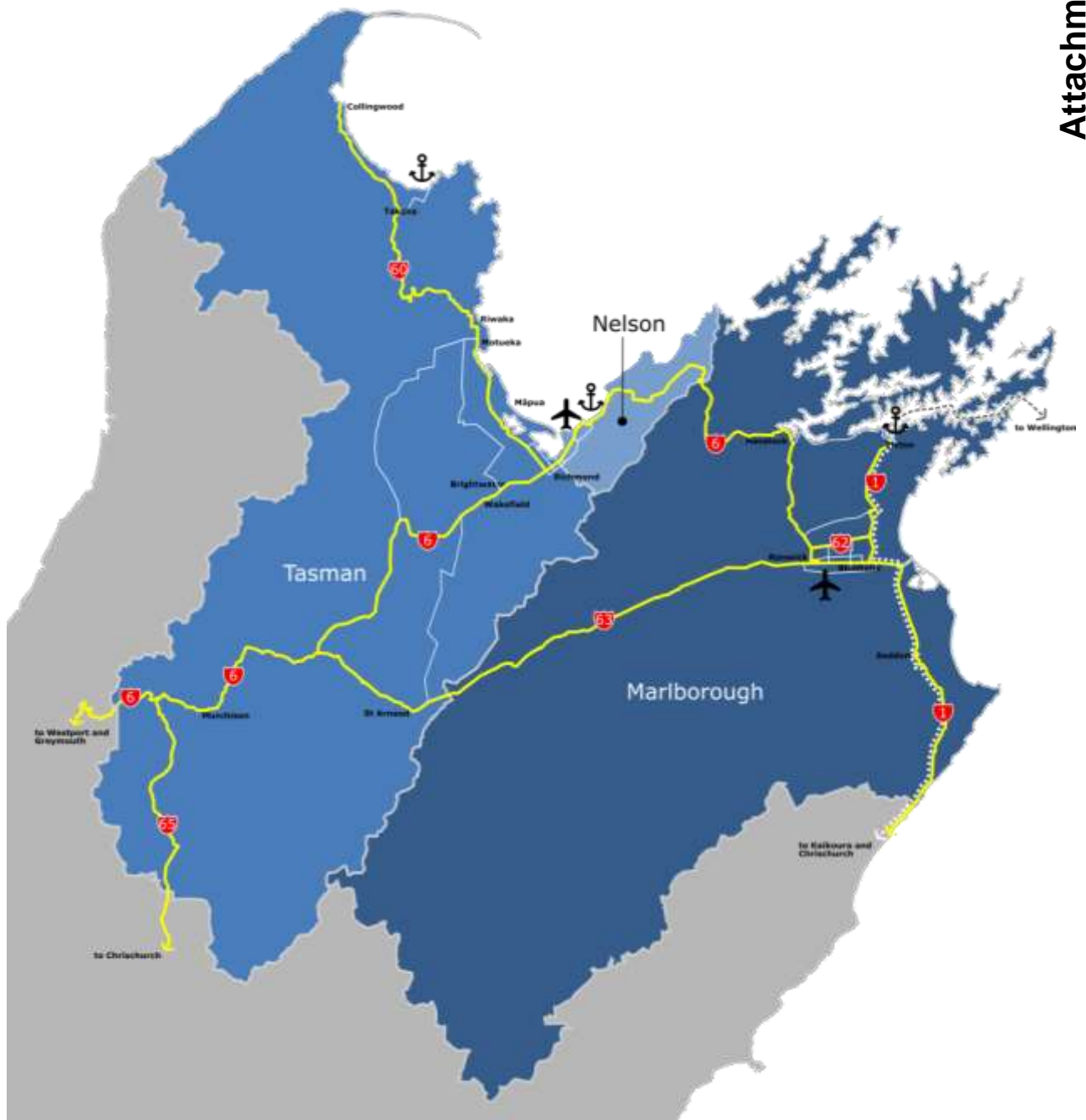


Figure 1: Location and Boundaries of Te Taihū Councils

The relationship of the RLTP with wider transport and land use planning and the funding context is set out in Figure 2.

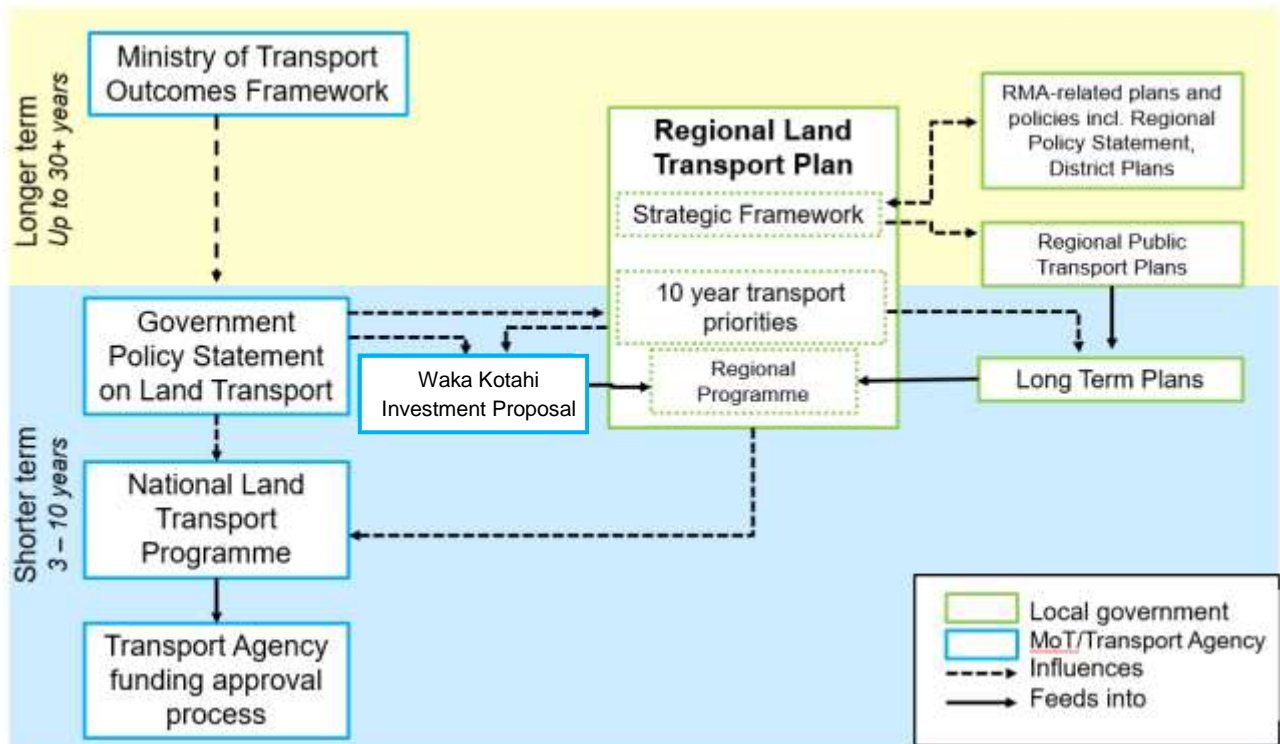


Figure 2: RLTP Planning and Funding Context

This RLTP:

- is owned collectively by the Regional Transport Committee (RTC) comprising Waka Kotahi NZ Transport Agency (Waka Kotahi) and the three Territorial Authorities in Te Taihū (MDC, NCC, TDC), each of which is a unitary authority
- sets the strategic transport direction to guide transport activities in Long Term Plans (LTPs) and identifies the agreed view of regional transport priorities to inform the National Land Transport Programme (NLTP)
- sets the long term vision and strategic direction for the region's land transport system
- identifies the agreed regional transport priorities for investment in the short to medium term
- presents the activities of approved organisations listed in Appendix A in a single coordinated 3–6 year programme, which is consistent with the Government Policy Statement on Land Transport (GPS), as a bid for funding from the National Land Transport Fund (NLTF)
- addresses issues that cross regional boundaries
- provides the basis for communication of the region's transport direction and priorities with stakeholders and the general public.

## STRATEGIC CONTEXT

Te Taihū is experiencing strong population and economic growth, and continues to face problems relating to traditional reliance on motor vehicles, such as travel reliability, severance and car-oriented development. The projected population growth of 15 percent over the next 15 years has driven a recent growth strategy that is underpinned by intensification along with some targeted urban expansion. This, coupled with projected economic growth, will place increasing pressure on Te Taihū's transport network to move increasing numbers of people and goods. For transport to play its role in supporting growth, it will require coordinated investment in public transport, safety and active modes to deliver a sustainable transport future. This approach not only provides an integrated response to growth, but also supports mode shift and safety on our transport network, recognising the economic reliance on efficient freight routes and improved network resilience to deliver MDC's NCC's and TDC's response to climate change.

The Councils have developed investment programmes with the goal of creating a sustainable, integrated regional transport network that accommodates growth and freight and:

- provides attractive, economic and viable transport choices for all sectors of the community
- reduces reliance on motor vehicles
- is safe and affordable
- improves resilience on the overall network
- is sustainable and based on reduced carbon emissions.

Without this targeted investment the region will suffer from increasing reliance on single occupancy car trips with increased journey times, increased severance caused by traffic volumes, increasing safety problems, reduced freight efficiency and increased carbon emissions, with all the associated health and wellbeing challenges this brings.

## OUR REGION

### MARLBOROUGH DISTRICT

Marlborough is situated in the north-east corner of the South Island, accessible by ferry, rail, air and road. According to the 2018 census, the resident population of Marlborough District is 47,300. The main population of Marlborough is centred in the town of Blenheim (28,260), followed by Picton (4,500). Picton is the main portal for freight, including forestry, and tourists travelling between the North Island and the South Island. A fifth of Marlborough District's workforce is employed in the primary sector. Over the last decade most of the land formerly dedicated to cropping and stone fruit has been converted into viticulture so that Marlborough is now New Zealand's largest grape growing region, with 70 percent of New Zealand's total wine production. Marlborough's long coastline results in significant aquaculture, with Marlborough having most of New Zealand's mussel farms. Rail runs north/south through Marlborough, generally parallel with SH1. Key freight hubs are located in Picton and Spring Creek, with passenger stations in Picton and Blenheim.

### NELSON CITY

Nelson is bounded by Champion Road to the south, the Bryant hill range to the east and Cape Soucis and Tasman Bay to the northwest. According to the 2018 census, Nelson's resident population is 50,880. Nelson City has Te Taihū's main airport, port, hospital and the main campus of the Nelson Marlborough Institute of Technology. Nelson provides services for the Tasman and Marlborough communities and has particular strengths in marine construction, forestry, aviation and manufacturing. Like Tasman and Marlborough, Nelson has opportunities to add value to primary products and for smaller-scale enterprises to work together to grow and to export. The information communications technology cluster in Nelson has continued to grow and drive change across all industries. Tourism is supported by premier food and beverage establishments, shopping opportunities and a thriving local

arts and crafts scene which sees the city and the tourist areas swelling to capacity during the summer months.

## TASMAN DISTRICT

The Tasman District is located in the north west of the South Island. It covers the area from the boundary of Nelson City in the east, the West Coast in the south, the coastline in the north-west and Marlborough to the east. According to the 2018 census, Tasman District has a resident population of 52,400. The main population of the Tasman District is centred in Richmond which is the largest and fastest growing town in the District with 15,300 residents. Motueka is the next largest town with 8,000 residents. Tasman District is known for the natural beauty of its landscape. Fifty-eight percent of the Tasman District is national park – with the Nelson Lakes, Kahurangi and Abel Tasman National Parks. There are a range of other forests and reserves in the area, including the Mount Richmond State Forest Park and Moturoa (Rabbit Island). Tasman District covers 14,812 square kilometres of mountains, parks, waterways, territorial sea and includes 812km of coastline. Like Marlborough, the primary sector is the main economic driver for Tasman.

## OUR PEOPLE

### DEMOGRAPHICS

The two main urban areas in Te Taihū are Nelson and Blenheim.

Census data provided by Statistics New Zealand shows that the Te Taihū region has grown by 23 percent since 2001, or 1.4 percent per annum. Since 2013 the population has grown by 2.0 percent per annum. The population is growing faster than the Statistics New Zealand population forecasts undertaken in 2013, as can be seen in Figure 3.

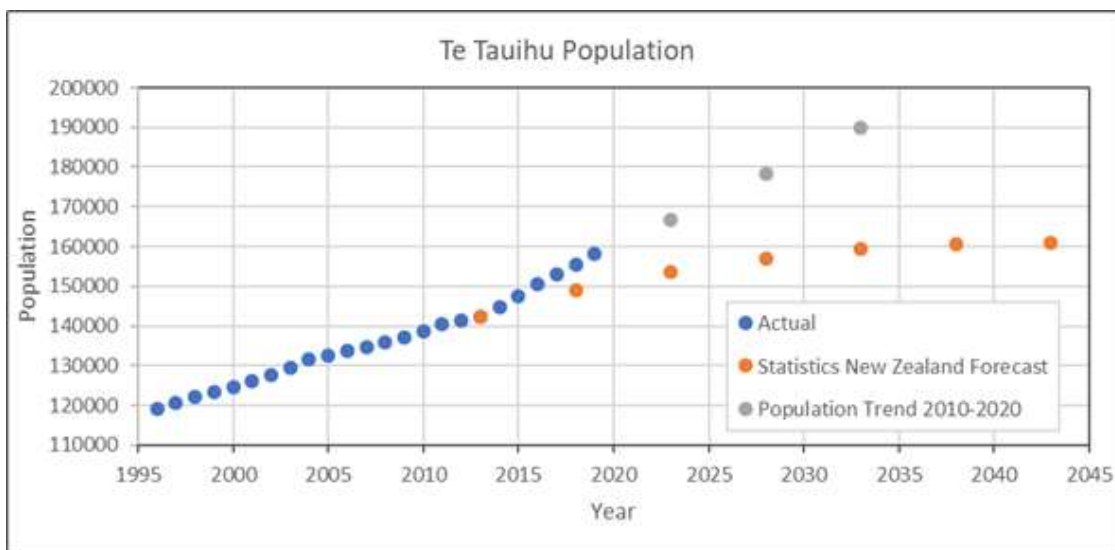


Figure 3: Te Taihū Population – Actual and Forecast

The residential growth is higher around established urban settlements such as Richmond (2.8 percent), Motueka (2.5 percent) and Picton/Waikawa (2.4 percent). Due to high house prices in key urban areas and a desire to live in rural areas, there is also significant residential growth in townships surrounding urban centres, such as Brightwater (3.8 percent), Mapua/Ruby Bay (4.2 percent) and adjoining rural areas such as Moutere Hills (4.3 percent), west Witherlea (3.9 percent) Riverlands (3.0 percent) and Woodbourne (5.3 percent).

Nelson has grown to the south and merged with Richmond within the Tasman District. Residents living in the enlarged Nelson/Richmond urban area are generally unaware of the boundary and view

the whole area as one. This is reinforced by the high levels of co-operation between NCC and TDC which includes a single public transport service and a combined Future Development Strategy. Both Tasman and Nelson have developed intensification strategies to encourage brownfields development close to existing centres over new low density greenfield development away from urban centres.

Blenheim is growing to the south and north where there is available greenfield sites for residential growth.

Te Taihu is an increasingly popular place to retire, with a steady increase in the 65+ age group, which, at 21 percent, is much higher than the New Zealand average of 15 percent. This trend comes with a corresponding decrease in the percentages of children and working age population. This emerging demographic trend will influence the communities' transport requirements and consequently the investment programme over coming years. A breakdown of the age distributions is shown in Table 1.

**Table 1: Te Taihu Age Distribution**

Age Range	Actual				Forecast		
	2001	2006	2013	2018	2023	2028	2033
0 - 14 (%)	21.5%	19.5%	19.0%	17.7%	17.3%	16.4%	16.0%
15 – 64 (%)	64.3%	65.6%	62.6%	61.2%	58.2%	55.8%	53.7%
65+(%)	14.1%	14.8%	18.4%	21.0%	24.4%	27.8%	30.4%

The demographics of the region have been slowly changing over time to become more diverse, as can be seen in the ethnic group responses within the Census data in Table 2.

**Table 2: Te Taihu Ethnic Groups**

	2013	2018
<b>European</b>	90.6%	89.1%
<b>Māori</b>	9.4%	10.8%
<b>Pacific peoples</b>	1.7%	2.3%
<b>Asian</b>	3.1%	4.6%
<b>Middle Eastern/Latin American/African</b>	0.5%	0.7%
<b>Other ethnicity</b>	2.3%	1.5%
<b>Not elsewhere included</b>	4.4%	0.0%

## ECONOMIC DRIVERS

### Economic Drivers

The Nelson, Tasman and Marlborough regional economies are interlinked and dependent on each other through horticulture, forestry, seafood, farming, tourism and aviation. Te Taihu includes 3.2 percent of New Zealand's population, and contributes to 2.7 percent of New Zealand's GDP. Several industries in Te Taihu are significant contributors to the New Zealand economy, as shown in Table 3.

**Table 3: Te Taihu Proportion of New Zealand's GDP (2020)**

Industry	Te Taihu 2020 GDP (\$ m)	NZ 2020 GDP (\$ m)	Proportion of NZ 2020 GDP	Change from Proportion of 2010 GDP

Seafood Processing	175.0	496.6	<b>35.2%</b>	+ 0.2%
Fishing & Aquaculture	131.9	483.3	<b>27.3%</b>	+ 4.9%
Beverage & Tobacco Product Manufacture	584.8	2,633.4	<b>22.2%</b>	+ 1.5%
Horticulture & Fruit Growing	210.4	1,484.5	<b>14.2%</b>	+ 0.2%
Wood Product Manufacturing	121.4	1,744.8	<b>7.0%</b>	+ 0.8%
Agriculture Support Services & Hunting	157.5	2,301.7	<b>6.8%</b>	- 1.3%
Forestry & Logging	93.7	2,016.2	<b>4.6%</b>	- 0.3%
Fruit, Cereal & Other Food Product Manufacture	111.6	2,497.6	<b>4.5%</b>	+ 0.6%
Transport Equipment Manufacturing	71.8	1,679.1	<b>4.3%</b>	- 0.2%
Supermarket & Specialised Food Retailing	172.4	4,689.7	<b>3.7%</b>	+ 0.1%
Owner-Occupied Property Operation	830.3	22,973.1	<b>3.6%</b>	+ 0.0%
Poultry, Deer & Other Livestock Farming	15.4	461.7	<b>3.3%</b>	+ 0.6%
Heavy & Civil Engineering Construction	189.7	5,807.7	<b>3.3%</b>	- 0.3%
Accommodation & Food Services	214.6	6,770.6	<b>3.2%</b>	- 0.5%
All other Sectors	5,568.4	267,978.6	<b>2.1%</b>	-
<b>Total</b>	<b>8,648.9</b>	<b>324,018.7</b>	<b>2.7%</b>	

Source: Compiled and computed from Infometrics Regional Data for Marlborough and Nelson-Tasman

Table 3 highlights the importance of Te Taihi marine industries are to New Zealand, with seafood processing in the region representing over 35% of the national GDP in that sector, and fishing & aquaculture representing over 27% of the national GDP in that sector. Most of the sectors listed show an increase from the share of New Zealand GDP in 2010, with fishing & aquaculture leading the growth with an increase of nearly 5% of the national GDP in that sector.

However, Table 3 is not a good representation of the economic contribution to Te Taihi directly, with only four of these sectors within the top 15 contributors to Te Taihi GDP, as shown in Table 4.

**Table 4: Contribution to Te Taihu GDP (2020) – Top 15 Sectors**

Industry	Te Taihu 2020 GDP (\$ m)	NZ 2020 GDP (\$ m)	Proportion of Te Taihu 2020 GDP	Proportion of NZ 2020 GDP
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Owner-Occupied Property Operation	830.3	22,973.1	9.6%	3.6%
Unallocated	676	25,317.5	7.8%	2.7%
Beverage & Tobacco Product Manufacture	584.8	2,633.4	6.8%	22.2%
Health Care & Social Assistance	528.3	19,180.7	6.1%	2.8%
Property Operators & Real Estate Services	500	17,392.5	5.8%	2.9%
Professional, Scientific & Tech Services	487.3	27,785.7	5.6%	1.8%
Other Store & Non Store Retailing	282.6	8,948.0	3.3%	3.2%
Construction Services	278.8	10,751.2	3.2%	2.6%
Wholesale Trade	255.9	16,293.4	3.0%	1.6%
Education & Training	227.9	12,042.7	2.6%	1.9%
Electricity & Gas Supply	224.5	7,223.7	2.6%	3.1%
Central Gov Admin, Defence & Safety	215.3	12,795.1	2.5%	1.7%
Accommodation & Food Services	214.6	6,770.6	2.5%	3.2%
Horticulture & Fruit Growing	210.4	1,484.5	2.4%	14.2%
Administrative & Support Services	193.6	6,846.4	2.2%	2.8%

Item 7.2  
Attachment 1

Source: Compiled and computed from Infometrics Regional Data for Marlborough and Nelson-Tasman

Table 4 highlights the importance of owner-occupied property operations with nearly 10% of Te Taihiti GDP, and also small businesses which are likely included within the 'Unallocated' category. Large industries with over 5% contribution to the Te Taihiti GDP include Beverage & Tobacco Product Manufacture, Health Care & Social Assistance, Property Operators & Real Estate Services, and Professional, Scientific & Tech Services. These top six categories generate 41.7% of Te Taihiti GDP.

Commodities produced and manufactured within the region tends to either stay in the region or be exported via one of the regions ports, with 83 percent of freight travelling within Te Taihiti staying in Te Taihiti. As such, having good transport within the region and to the ports is vital to maintaining an efficient economy.

Other domestic freight within New Zealand is reliant on our regions transport network, particularly road, rail and sea. All commodities transported between the North Island and the rest of the South Island traverses through the region, mainly on SH1 and rail, including Weld Pass, where heavy commercial vehicles make up 17 percent of the traffic flow, and requires realignment. The South Island Freight Study identified that 5.5 million tonnes of freight travelled between the two islands in 2017.

Te Tauihu o Te Waka-a-Māui is the prow of the demigod Māui’s canoe – the top of the South Island. Many different iwi (tribes) are tangata whenua of these fertile, mineral-rich lands. It is anticipated and expected that engagement between iwi, Waka Kotahi, and RTC’s will be pursued as a collaborative partnership as significant projects in this RLTP are further developed.

Details of the nine iwi of Te Tauihu are provided below:

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#### NGĀTI APA KI TE RĀ TŌ

Ngāti Apa first settled in the Marlborough Sounds region around Golden Bay and western Tasman Bay. Whanganui Inlet on the west coast, a tidal inlet ringed with flowering rātā, is at the centre of their area. Their rohe (tribal lands) include the areas around Golden Bay, Takaka, Tasman Bay, Motueka, Nelson and Saint Arnaud, including Taitapu and Kawatiri river catchments and Lakes Rotoiti, Rotoroa and the Tophouse

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#### NGĀTI KOATA

Ngāti Koata originates from the waka of Tainui that left Hawaiki and arrived in Aotearoa c.1400. Tainui was captained by Hoturoa and was finally hauled ashore to rest between the two pillar stones of Puna and Hani in Kāwhia. (located behind the Maketu Marae).

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#### NGĀTI KUIA

Ngāti Kuia first settled in the Pelorus area and then spread out across the Marlborough Sounds, Nelson and Tasman districts to Taitapu on the West Coast, and as far south as the Nelson lakes.

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#### NGĀTI RĀRUA

Ngāti Rārua are descendants of the Polynesian explorers who arrived in Aotearoa aboard the waka (canoe) Tainui. Ngāti Koata whakapapa back to Koata who lived near Kāwhia in the 17th century. She had two sons, Kāwharu and Te Wehi (founder of Ngāti Te Wehi). Te Totara pa on the south shore of Kāwhia was shared with Ngāti Toa in the early 19th century. Following the musket wars, many of the iwi moved south to Kapiti Island and then Te Tau Ihu in the mid 1820s.

Since the arrival in Te Tau Ihu, Ngāti Rārua have maintained continuous ahi kā in Golden Bay, various locations in the Abel Tasman National Park, Marahau, Kaiteriteri, Riwaka, Motueka, Nelson, and Wairau

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#### NGĀTI TAMA KI TE TAU IHU

Ngāti Tama came to Te Tau Ihu o te Waka a Maui (the northern South Island) in the late 1820s and established pā and kainga at several localities in Te Tau Ihu including Te Tai Tapu, Golden Bay, and Wakapuaka.

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#### NGĀTI TOA RANGATIRA

The Ngāti Toarangatira people, originally from Kāwhia, have survived changing fortunes. Led by the famous warrior chief Te Rauparaha, they walked south in search of a safer and more prosperous life. After facing hardships along the way, they became a rich and powerful tribe on both sides of Cook Strait (Te Moana-a-Raukawa)

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#### RANGITĀNE O WAIRAU

The name Wairau describes the rohe (tribal area) of Rangitāne, and is derived from the phrase ‘ngā wai-rau o Ruatere’ (the hundred waters of Ruatere), meaning the confluence of streams, rivers, wetlands, lakes and estuaries across the present-day Marlborough region.

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#### TE ĀTIAWA O TE WAKA-A-MĀUI

Te Ātiawa o Te Waka-a-Māui are the people of Te tiawa descent who whakapapa to Te Tau Ihu o Te Waka-a-Māui (the top of the South Island).

They originated from the Taranaki region, but by the 1830s were firmly based throughout the top of the South Island. By 1840 – when Te Ātiawa o Te Waka-a-Māui signed Te Tiriti o Waitangi at Tōtaranui (Queen Charlotte Sound) - they were a dynamic and robust society with their own lands and cultural customs that regulated their life both on land and at sea.

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#### NGĀI TAHU

Ngāti Kurī and Ngāi Tūhaitara migrated to Te Waipounamu. Maru Kaitātea established Ngāti Kurī at Kaikōura. Tūāhuriri's son, Tūrākautahi, placed Ngāi Tūhaitara at Kaiapoi Pā. With Kaikōura and Kaiapoi Pā established, and through intermarriage, warfare and political alliances, Ngāi Tahu interests amalgamated with Ngāti Māmoē and Waitaha iwi and Ngāi Tahu iwi established manawhenua or pre-eminence in the South Island. Sub-tribes or hapū became established around distinct areas, and have become the Papatipu Rūnanga that modern day Ngāi Tahu use to exercise tribal democracy.

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#### TE RŪNANGA O KAIKŌURA

Te Rūnanga o Kaikōura is one of 18 Papatipu Rūnanga as identified under Te Rūnanga o Ngāi Tahu Act. Te Rūnanga o Kaikōura is the tribal council for the hapu of Ngāti Kuri. All those that can whakapapa to Kuri can affiliate to the Rūnanga. Te Rūnanga o Kaikōura boundary is from Te Parinuiowhiti (White Cliffs South of Blenheim) to the Hurunui River and South West of the Main Divide

## OUR TRANSPORT SYSTEM

## ROAD NETWORK

Te Taihu includes the Marlborough, Nelson and Tasman Councils along with their transport investment partner, Waka Kotahi. They work together to collectively maintain and deliver a land transport system that enables economic growth, accessibility and resilience to all road users. A tabular summary of the road classifications making up our road network is shown below.

Table 3: Regional Transportation Summary

Road Type	Marlborough (km)		Nelson (km)		Tasman (km)		Total (km)
	SH	Local	SH	Local	SH	Local	
National	89	-	-	-	-	-	89
Regional	86	-	61	7	34	-	188
Arterial	-	15	-	11	134	13	173
Primary Collector	-	85	-	51	130	107	373
Secondary Collector	84	310	-	51	33	497	975
Access	-	549	-	111	-	570	1,230
Low Volume	-	581	-	41	-	512	1,134
Total	259	1,540	61	272	331	1,699	4,162

A third of the roads in the region are unsealed.

Nearly two thirds of the roads within the region are classified as Access or Low Volume, yet the majority of vehicle kilometres travelled is on our Regional and Collector roads. This can be seen in Figure 3.

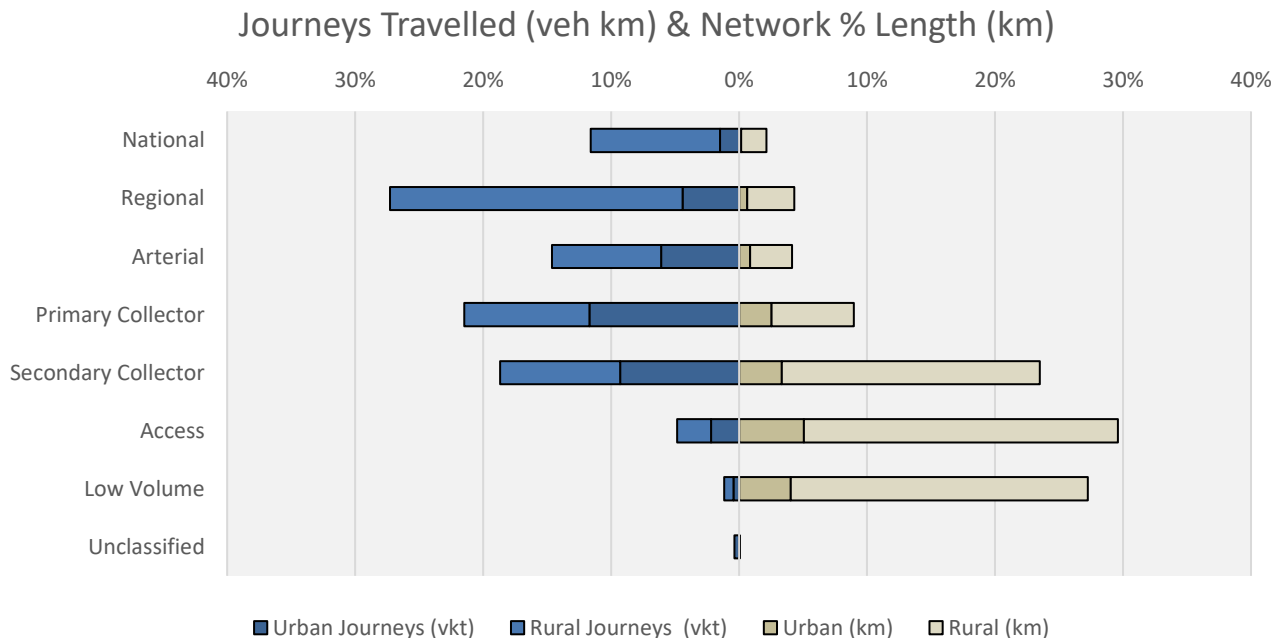


Figure 3: Network Length and Journeys Travelled in Te Taihu

Figure 4 shows that the vehicle kilometres travelled within Te Taihu has increased from 1.19 million kilometres travelled in 2001 to 1.70 million kilometres travelled in 2018, an increase of 43 percent.

During the same time population has increased by 23 percent, showing that the average person is travelling more.

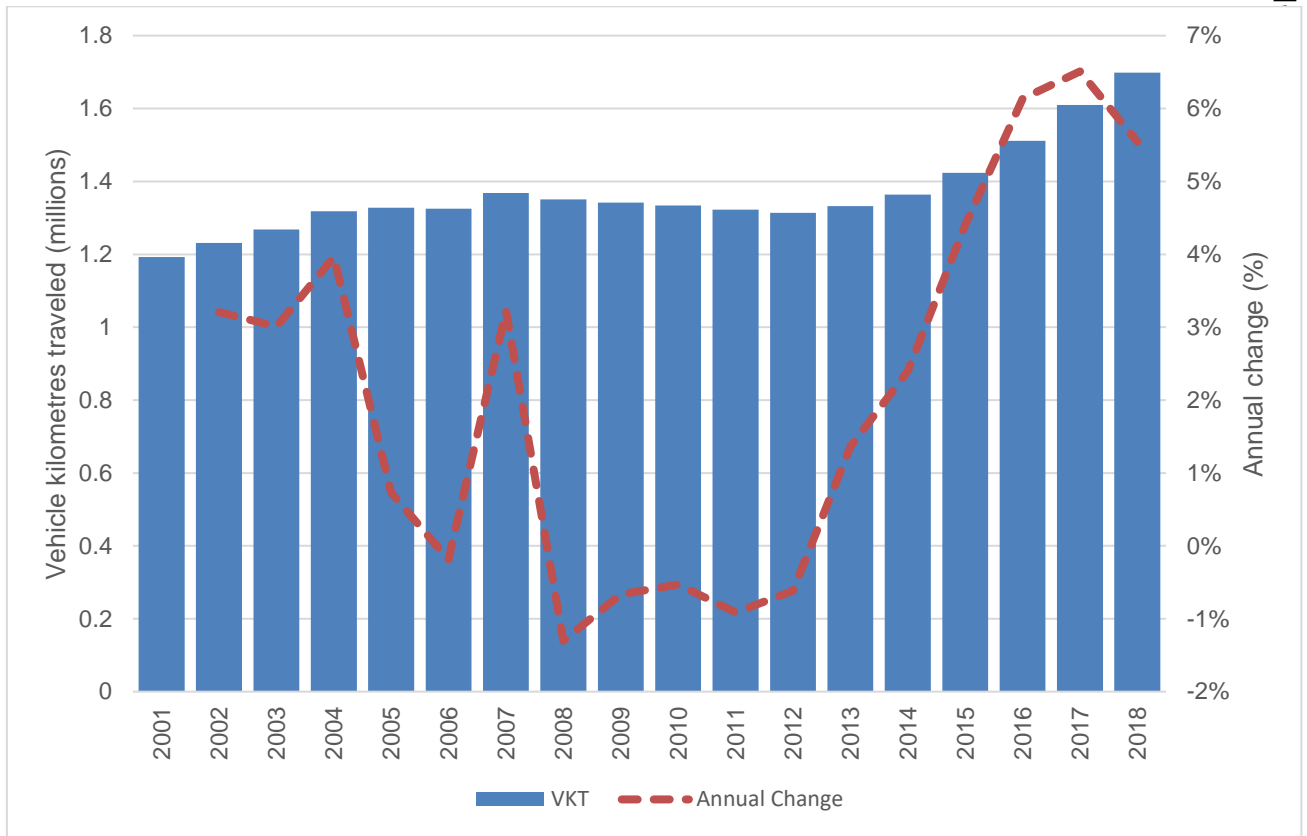


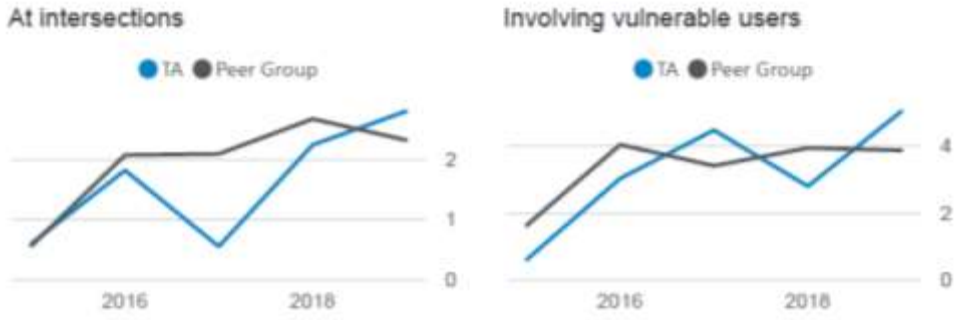
Figure 4: Vehicle Kilometers Travelled in Te Taihupo

CRASH HISTORY

Figure 5 shows the number of fatal and serious injury crashes on local roads for the Territorial Authority (TA) compared to Peer Group .

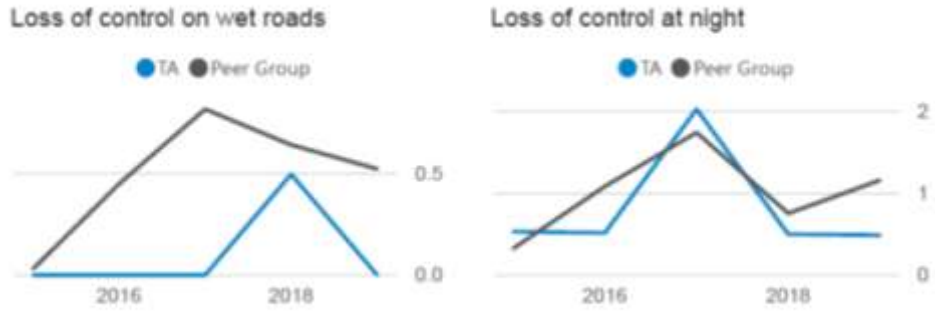
Marlborough:



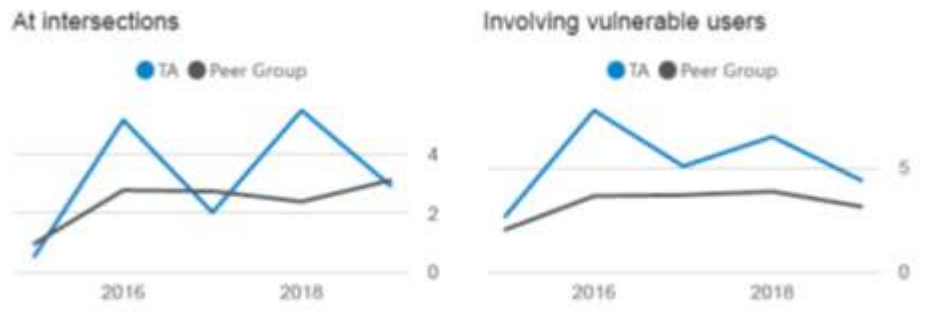


Nelson:

**Fatal and Serious Injuries (No. per 100,000,000 Vehicle km Travelled)**

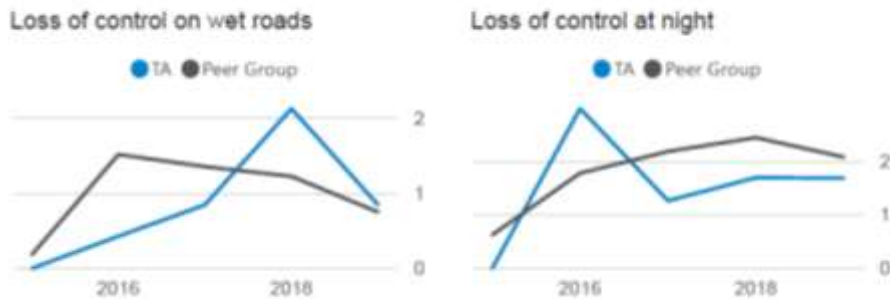


Source: Waka Kotahi Crash Analysis System and Data and Tools



Tasman:

**Fatal and Serious Injuries (No. per 100,000,000 Vehicle km Travelled)**



Source: Waka Kotahi Crash Analysis System and Data and Tools

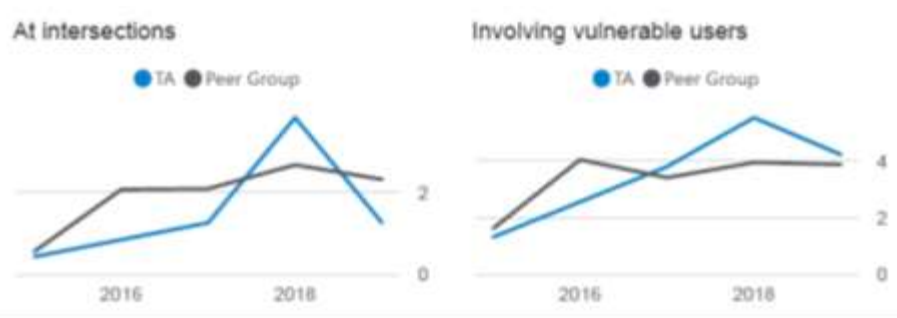


Figure 5: Local Road Fatal and Serious Injury Crashes

Figure 6 is a heat map which provides a spatial indication of where fatal and serious injury crashes have occurred between 2010 and 2020. It can be seen that many of the crashes are on state highways.

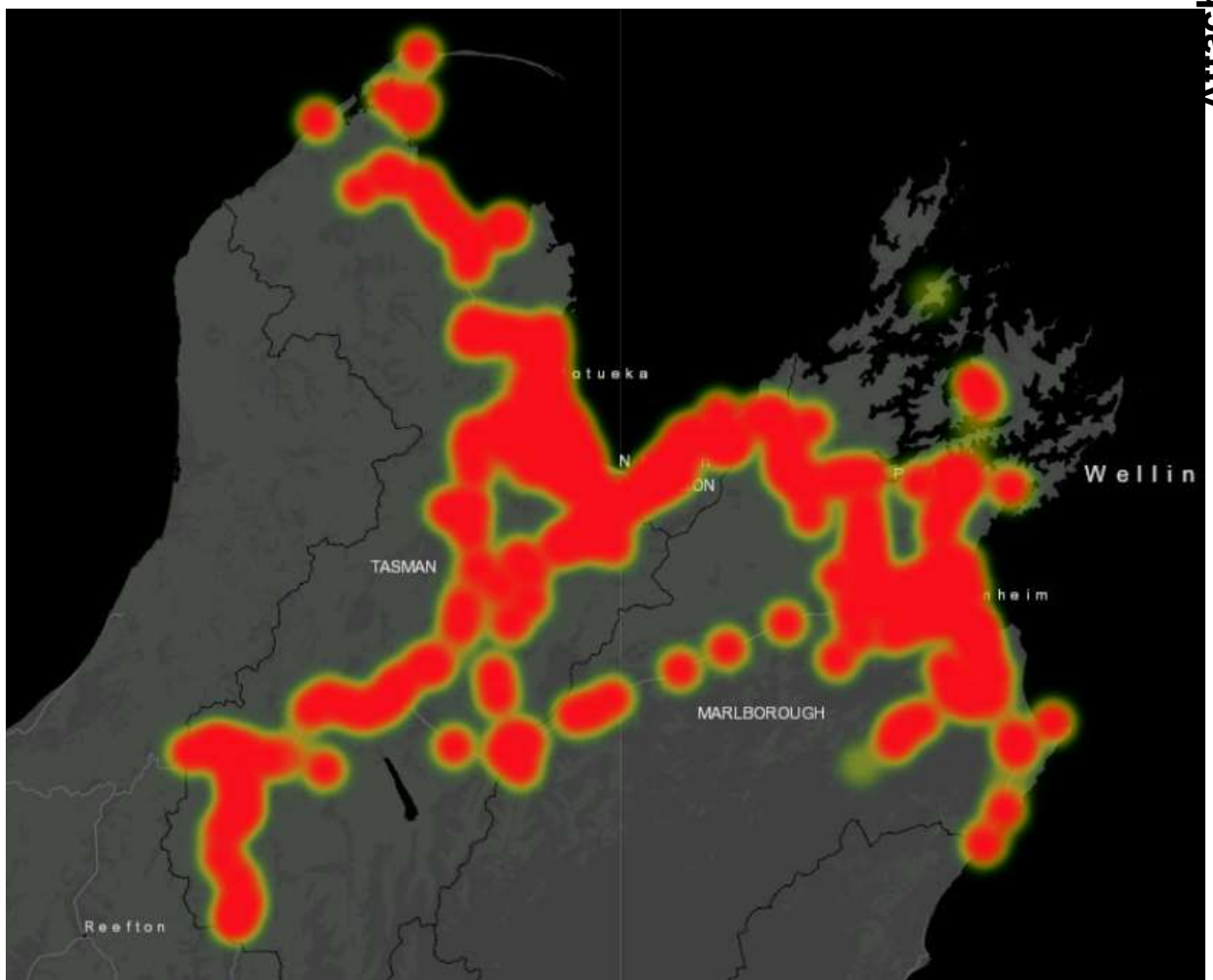


Figure 6: Te Taihu Fatal and Serious Injury Crash Heatmap

## FREIGHT ROUTES

The majority of freight moved around Te Taihu is by road. There have been significant improvements in the moving of freight by rail in recent years, but this tends to favour bulk commodities and those running long distances and improvement has not impacted on Nelson or Tasman regions due to a lack of rail network. Much of the commodities generated locally tends to

have a destination or origin at Port Nelson, Port Marlborough or Nelson Airport, predominantly using the state highway network.

SH1 from Picton south is a nationally significant freight route. SH6, SH60, SH63 and SH65 have regional significance as the connection for the majority of major townships in Te Taihū. Local roads support the state highways as feeders. Some routes such as Main Road Stoke, the Moutere Highway and Motueka Valley Highway also serve as significant freight routes due to their proximity to major freight destinations, or by creating a direct route.

Forestry makes up the greatest portion of commodity carried on our road networks (by weight). Logging trucks utilise low order unsealed roads during harvest, meaning that all three Councils work proactively with the forestry industry to target maintenance on specific roads to coincide with harvest.

Freight volumes are expected to grow from 11.8 million tonnes in 2022 to 14.0 million tonnes in 2042, a 19 percent increase. The growth in freight movements is predicted to retain similar proportions.

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## RAIL NETWORK

The Main North Line runs between Picton and Christchurch. This carries freight services between the Interislander terminal and Christchurch and the Coastal Pacific passenger train. KiwiRail operate a freight hub at Springcreek where rail freight for the Te Taihū is transferred from trains to trucks.

In 2019, 560,000 lane metres of freight equating to around \$14b was transported on the Main North Line.

The passenger train operates daily between the last Friday of September and the last Sunday of April. The train is timetabled to connect with Interislander ferry sailings. The Marlborough Flyer, a heritage steam train, operates tourist trips when cruise ships are in port between Picton and Blenheim.

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## SEA

Te Taihū has a long standing relationship with the sea. Te Taihū has historically relied on the sea to provide easy transport for goods and people in and out of the region. Consequently there is a number of historic ports and wharves around the region that used to support his activity. As road transport created better and more direct routes, many of the smaller wharves have fallen into disuse. Key ports that continue to support the export in Te Taihū are at Nelson central and Picton. Secondary ports which provide local industry or recreational facilities include Tarakohe, Motueka, Mapua, Havelock and Waikawa. All port have good road connections, with Picton also having the Main North Line rail connection.

Most port facilities are predicting continued growth with a number of projects to support this capacity. These projects include:

- An extension at Waikawa North West marina to add 251 new berths
- Improvements at Tarakohe to provide additional commercial and recreational facilities to meet current demand
- Upgrade of the main Wharf at Nelson as well the purchase of a new tug and crane
- New ferry berths at Picton to enable higher capacity ferries

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## PORT NELSON

Port Nelson occupies a sheltered corner of New Zealand, secured by a productive hinterland, topographical isolation and the absence of a rail link. It owns a portfolio of properties within the Port area, with ongoing demand for industrial development. The Port is heavily focussed on export of the regions primary production, with key trades being wine, fish, fruit and forestry. Reflecting limited



import demand, most import containers are empty. While its key trades are international export. Nelson records a high level of transshipments.

Port Nelson is the biggest fishing port in Australasia and supplies all the fuel for Te Taihū. Forestry is also important to the port whether it be raw logs or value-added timber products. Wine exports have grown significantly in the last five years particularly via the road linkage to Marlborough which supports the new Quay Connect logistics facility at Port Nelson.

Port Nelson hours of land transport freight receipt/dispatch of are outlined below;

- Container receipt operations (truck movements) are mostly limited to 7am to 5:30pm hours weekdays; these opening hours are extended during fruit export season;
- Logs are received 4am- midnight during week days – these come from both north and south on SH6.
- MDF from Nelson Pine is received from 5am Monday – 4:30pm Friday and every hour in between.
- Other cargoes, such as fertiliser will occasionally require truck movements around the clock (from the port to Lower Queen St).

The hours of land transport freight receipt/dispatch operation coincide with the greatest traffic volumes and there is a limited ability to shift truck movements to low periods of traffic at night time. Access to the port for freight carriers is important and congestion and unplanned closures has decreased the reliability of travel time.

The growth of throughput at Port Nelson is evidenced by a growth in the proportion of heavy vehicles on SH6 Rocks Rd, from 5.8 percent in 2010 to 10.5 percent in 2019.

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#### PORT MARLBOROUGH

Port Marlborough, located in Picton, is an important part of the town's identity and generates significant employment and economic activity. The port services Interislander and Bluebridge ferries, processes high volumes of bulk commodity (mainly logs) and hosts visiting cruise ships. Port Marlborough is the second largest marina operator in the country with a capacity for some 1,400 vessels.

Port Marlborough remains New Zealand's most diverse Port company, spanning property, interisland ferries, general wharves, a deep water bulk terminal, marinas and aquaculture. Notably, Port Marlborough does not have a container terminal. The Port's primary trade is log exports.

Five million tonnes of freight with an estimated value of \$20 billion crosses Cook Strait annually. More freight goes from north to south than south to north, reflecting the importance of the Cook Strait ferries to the South Island economy. The Cook Strait freight task is forecast to grow by 35% over the next 20 years.

The growth of throughput at Port Marlborough is evidenced by a growth in the proportion of heavy vehicles on SH1 from 4.6 percent in 2010 to 6.5 percent in 2019.

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#### MARLBOROUGH SOUNDS

A number of properties within the Marlborough Sounds do not have road access and land owners use boats and barging to access the area and to transport goods. MDC is encouraging the use of barging to get logs to market instead of using low volume and very fragile roads.

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#### PUBLIC TRANSPORT

Public transport (PT) within the region consists of the NBus operation in Nelson and Richmond and the Blenheim Bus Service in Blenheim. School buses services, Total Mobility and health mobility

services are also provided. The Regional Public Transport Plans (RPTP's) provide greater detail on the services and funding.

The NBus service was established in 2012 and has been developed regularly since then. NBus is made up of eight routes. Routes 1 and 2 (between Richmond and Nelson CBD) cater for 86 percent of all NBus patronage. The shorter distance routes centred around Nelson CBD (3–7) cater for 13 percent of the patronage, with the Nelson Stoke Loop and Nelson-Richmond Late-Late Bus making up the remainder.

The Blenheim Bus Service operates twin loops to the north and south of the main town centre, on hourly intervals during week days. Bus trials were currently being undertaken for commuter routes in Blenheim as well as services between Picton and Blenheim and, Renwick and Blenheim. In November 2020, the Blenheim East Commuter trial service was cancelled due to low patronage. The other trials will continue until at least June 2021.

Intercity runs long distance commercial public transport services around New Zealand, including Te Taihū. Prior to COVID-19, Atomic Shuttles also had a South Island network which connected Blenheim to Picton, Nelson, Kaikoura and Christchurch. It is unknown if, or when, these services will resume. However, it is expected that service may return when demand increases, possibly in conjunction with the resumption of international tourism to New Zealand.

Patronage numbers on public transport services provided in Te Taihū have generally plateaued or declined. This could be due to a decline in the real price of petrol over recent years and relatively high fare levels and farebox cost recovery compared to other regions.

In August 2020, NCC and TDC made improvements to the NBus service. It is still too early to know what long term impact these changes will have, but they represent the start of a range of service and network improvements aimed at providing customers with a better level of service.

Achieving a significant increase in the mode share of public transport is likely to be a fundamental requirement in order to reduce the reliance on single occupancy vehicles in our main urban areas, provide sustainable modes to meet emissions targets and to accommodate the travel demands of sustained economic and population growth. This RLTP and the associated RPTP are focused on achieving a continual increase in public transport patronage to provide an integrated approach to accommodating travel demand.

## ACTIVE TRANSPORT

The main urban areas of Te Taihū are all ideal locations to cycle or jog/walk as a primary form of transportation, with significant proportions of residents living within feasible walking and cycling distances of key destinations including shopping centres, employment nodes, schools and recreation areas.

### CYCLING

Te Taihū already has a significantly higher proportion of cyclists than the New Zealand average, with Nelson having the highest proportion of employees travelling to work by cycle in the country, reflecting substantial investment in cycling networks over the last 15 years.

**Table 4: Proportion of Commuters Cycling**

	Nelson	Tasman	Marlborough	New Zealand
<b>Percentage Cycle to Work</b>	6.6%	4.4%	3.6%	2.2%
<b>Percentage Cycle to Education</b>	11.1%	9.2%	10.7%	3.8%

Past investment programmes have built key routes in parts of Te Taihū which forms the base structure of an integrated network to provide for and encourage an even greater proportion of the

population to cycle as their main mode of transportation. Urban cycle facilities, including on-road and share path facilities, often do not join up to create a cohesive network and require cyclists to use roads with no facilities to complete journeys. Rural cycling facilities tend to be aimed at recreational cycle users, but can also double as commuter routes.

Figure 6 shows the current cycleway network across Te Taihū which includes Waka Kotahi planned routes.

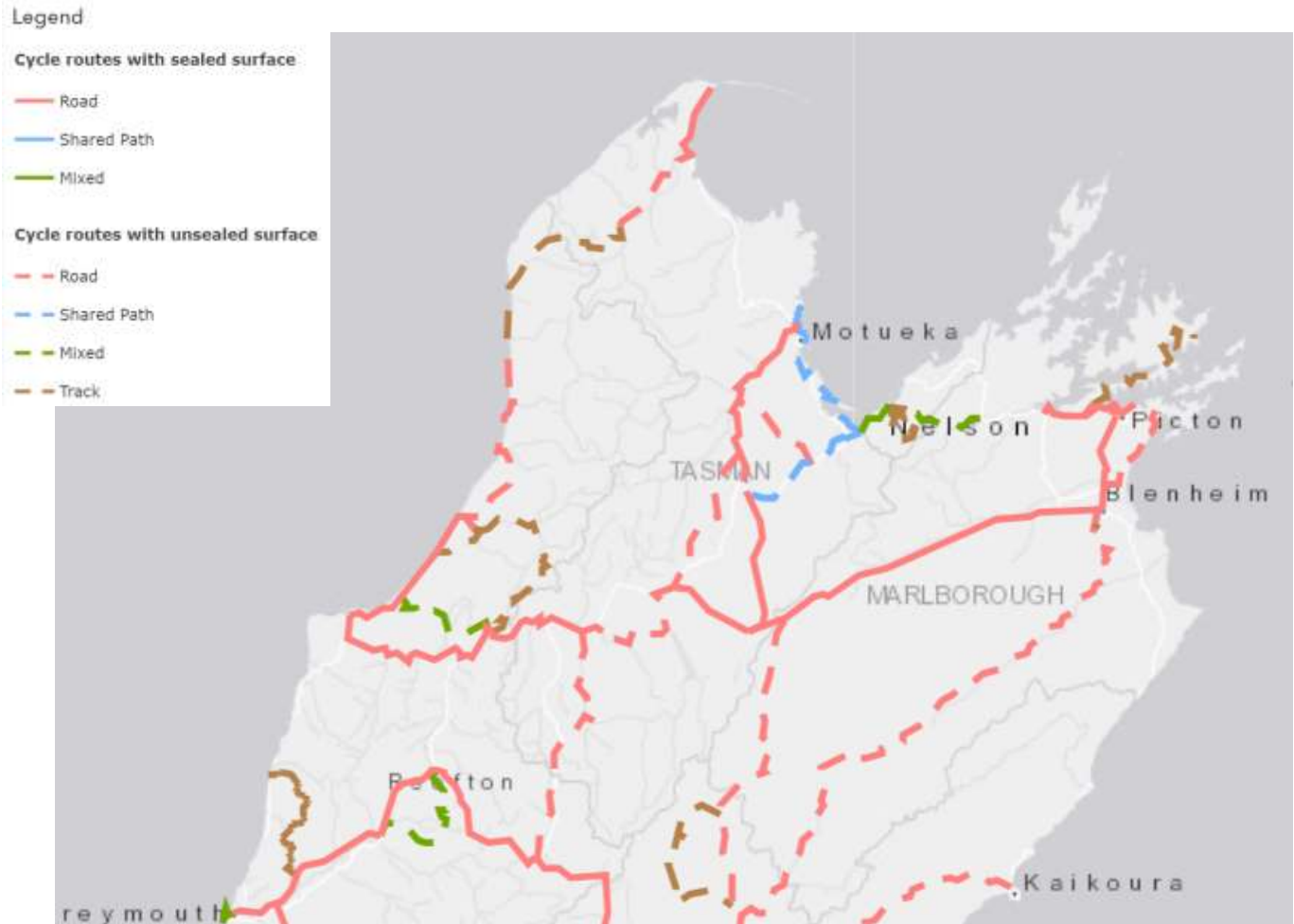


Figure 6: The planned cycleway network across Te Taihū

Figure 7 shows a closer view of the existing current cycleway in Nelson and Blenheim.





Figure 7: Cycle Network in Nelson and Blenheim

WALKING

Most urban areas have pedestrian footpaths along both sides of a road. Footpaths in central business districts tend to be of a higher standard than in residential areas. Rural areas generally do not have any walking facilities and pedestrians have to share the road, often in high speed environments. Intersections and driveways can make walking challenging for vulnerable users.

Table 5: Proportion of Commuters Walking or Jogging

	Nelson	Tasman	Marlborough	New Zealand
<b>Percentage Walk/Jog to Work</b>	7.7%	6.3%	7.3%	5.9%

<b>Percentage Walk/Jog to Education</b>	26.5%	20.2%	17.1%	21.7%
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AVIATION

Aviation makes a considerable contribution to the Te Taihū’s economy, with Nelson Airport being the fourth busiest airport in New Zealand and the busiest regional airport in the country. A review of demand at Nelson airport reveals passenger cumulative annual growth rate running at a rate of 4.6% (2000-2029) and for the last 10 years 6.14% (2009-2019) The 2040 Nelson Airport Masterplan forecasts passenger volumes to grow to 1.5 million by 2040 as a central scenario, with potential for up to 1.8 million passenger movements by 2040 in a high case scenario.

Marlborough Airport Limited has a license to operate an airfield owned by the New Zealand Defence Force.

Nelson airport and Marlborough Airport are both served by SH6 and the adjoining local road network, which are identified as key journey routes. Marlborough has also established itself as a centre for vintage aircraft restoration, with activity centred around the Omaka Aerodrome.

Motueka also has an airport with a flight school and popular tourist activities.

The aviation industry supports the economic wellbeing of the region, and the transport routes to/from these airports are important connections.

## FUTURE SCENARIOS AND OPPORTUNITIES

### RESIDENTIAL GROWTH

Te Taihu's satellite towns are growing faster than the developed urban settlements. Residents of these areas however are reliant on the urban towns for employment, shopping and education. This results in increased travel on our roads to transport people to their destinations, with traffic volumes increasing faster than population growth.

#### FUTURE SCENARIO - NELSON/TASMAN

The Nelson-Tasman Future Development Strategy (FDS) supports intensification of current urban settlements, especially Nelson, Stoke, Richmond and Motueka. However, this is unlikely to provide sufficient housing capacity or housing choices. Therefore, some greenfield development will also be needed, while minimising the use of high quality rural land wherever possible.

FDS shows that there will be a shortfall of up to 12,000 houses in the combined Nelson Tasman area by 2048. Of the extra houses at least 8,000 will be within the combined urban, predominately through intensification and up to 6,000 will be within the Tasman District outside of the Nelson urban area, predominately through greenfield development.

At least 60 percent of future housing growth in the Nelson urban area will be accommodated by intensification. This may involve two- or three-storey townhouses and terraced housing. Apartments are also provided for in and around Nelson City Centre. This level of intensification is a change from past patterns of growth. Intensification will be concentrated around Nelson City Centre, Nelson South, Tahunanui, Stoke and Richmond. Depending on further investigations into how to adapt to sea level rise, capacity for around 1,300 additional houses is possible in the Nelson City area. Mixed use development is also possible in the intensification areas in the Nelson Urban Area. Some expansion of the Nelson urban area could be provided for in Kaka Valley, Saxton and Richmond South areas. Irrespective of the areas indicated above, Nelson has limited land supply, which mean the majority of greenfields development will be taken up in Richmond or beyond.

A mix of intensification and expansion is also provided for in and around Wakefield. Brightwater, and Motueka. New housing areas in Mapua. Tapawera. Murchison. Takaka and Collingwood are also identified. A range of new rural residential areas are identified in Tasman.

How and where the Nelson urban areas grow will have an impact on the transport network.

#### FUTURE SCENARIO - MARLBOROUGH

The Growing Marlborough Strategy plans for growth in the population to 54,000 residents by 2031. Of this growth. 74 percent will be centred in Blenheim which will be catered for mostly by expansion to the north-west but also some infill and intensification.

Picton and Waikawa growth (390 new residents) will be catered for through intensification and infill only.

All other townships are expecting less than 150 new residents. This growth will predominantly be catered for through already zoned land.

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## OUTCOMES

Increasing population will place increased pressure on the networks to move freight and people. A significant proportion of private vehicle trips are in single occupancy vehicles and if current trends continue there will not be enough capacity in the network to retain the current levels of service. This will result in increased congestion and reduce travel reliability, as well as increased community severance and decreased perceptions of safety for pedestrians and cyclists. It will also impact further on the ability for freight to get to where it needs to go and meet time pressures. This RLTP is therefore signalling a greater focus on providing improved choices for people to use the transport network, lessening the reliance on single occupancy vehicles.

The higher density intensification planned for Blenheim, Nelson, Stoke, Richmond and Motueka will require consideration to how the transport spaces are used. This will provide an opportunity to plan future land use activity centres around appropriate transport networks. As an example, this may necessitate additional plantings and street furniture to enable these activities and to improve safety. Parking in these streets may come under pressure if there is less parking on private land. High density areas will need to support good walking and cycling corridors and have good public transport services and connectivity to offset the anticipated reduction in car use. This in turn should reduce pressure on the transport network, enabling it to perform its key task of moving freight and people.

Towns that are catering for growth through expansion, or from growth of a neighbouring town, will need to cater for increased traffic movements on primary vehicle routes. This is likely to cause poor community outcomes for these urban areas as these routes approach 10,000 vehicles per day and create severance. This will be difficult for the urban centres of Richmond and Nelson which will feel the impact of this growth on the key SH6 corridor. As this route already has a poor level of service during peak hours, commuting growth should be catered for using public transport and/or cycling.

The investment in these outcomes can be achieved through the RLTP, but only if it works alongside other key land use strategy documents such as the district plans, regional policy statements, development strategies and other local policies. The FDS will be reviewed in 2022 and this provides an opportunity to ensure land use and transport improves mode choice in areas where people will live, work and play in the future.

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## FREIGHT DEMANDS

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### CURRENT

The primary industries in Te Taihupo make up a significant proportion of the region's gross domestic product closely followed by secondary processing of the products made in the region. Heavy commercial vehicle use has grown around 4 to 5 percent per year, which is faster than population growth.

Since the introduction of High Productivity Motor Vehicles (HPMV), Tasman and Marlborough have observed accelerated deterioration of the sealed pavements of local roads. Selected freight routes in Nelson are also showing signs of increased deterioration and being investigated.

Significant volumes of freight pass through Marlborough using nationally significant ferry, road and rail freight routes through Picton towards Kaikoura. The 2016 Kaikoura earthquake resulted in SH1 and the Main North Line being subject to significant closures. These closures have required an alternative road freight route south along SH63, SH6 and SH65. These routes were under-prepared for these increases in traffic volumes and urgent remedial works were required to provide a minimum level of service. It is recognised that the SH1 corridor may still be vulnerable and the alternative route may be required at short notice.

Weld Pass is approximately 10km south of Blenheim and is a length of around 4.5km and is a vital link between Picton and Christchurch. The 2018 RLTP included it as a safety project due to the high

crash rate and to improve the network performance, particularly for freight. The project is presently on hold, however it is considered that without these improvements, the freight route between the North Island and Christchurch is compromised.

Other than the Main North Line through Marlborough, Te Taihū has negligible rail infrastructure to support the economic growth, especially around the key Port Nelson exporting hub.

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## FUTURE SCENARIO

There are several indicators to show that freight volumes on roads will continue to increase at a similar rate into the future. This will see heavy commercial vehicles being a greater proportion of overall traffic volumes on roads, combined with the desired reduction in the use of private motor vehicles around urban areas (see residential growth section above).

KiwiRail is committed to replacing the three current interislander ferries that are reaching the end of their life with two new ferries that will cater for current and future volumes. Using two ferries with greater capacity will mean that freight will pass through the network in bigger volumes but less often. It is likely that freight and other vehicles will dissipate and disperse by the time they reach Blenheim, but the traffic will cause significant severance to Picton for longer periods of time. MDC, Waka Kotahi and KiwiRail are working together to ensure the local road and state highway will continue to function by accommodating the larger trains,

Tasman District will complete the Waimea Community Dam in 2022. The dam will supply water to the Waimea area to ensure water security in the driest months. Whilst the intention of the dam is for water security, the water holding capacity provides for further commercial growth. TDC has already received enquiries from commercial operators wanting to establish new operations in the area. An economic assessment of the dam estimates that the total positive impact of the dam in terms of GDP would be \$742 million total.

Several other primary industry projects are being investigated and will contribute the additional freight volumes to the network. One key project is the Port Tarakohe redevelopment, which involves upgrading this facility to cater for the expected growth in offshore aquaculture in Golden Bay. Production is tipped to climb from 8,000 tonnes annually to around 41,000 tonnes annually. Much of this will be transported on road by SH60.

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## OUTCOMES

The majority of freight will likely continue to be transported by road especially on SH6 and SH 60. There will be an increase of heavy commercial vehicles on the road networks, creating severance and safety issues where the routes pass through urban areas. Access across these routes will need to be modified to ensure that pedestrians and cyclists are not cut off from social and economic opportunities. This will require a greater separation of through routes from general transport within each urban centre. A greater proportion of freight transitioning through Marlborough will move to using the rail network with an ability for more freight leaving Te Taihū to other parts on New Zealand to use the Spring Creek rail depot. This will mean changes to trucked freight volumes through Blenheim.

The risk of road closure will also need to be addressed, as the occurrence of a route outage will have a higher cost due to greater freight movements. Communities most at risk are in Golden Bay with only a single route and communities relying on roads around the alpine fault. Additional investment in maintenance, operations and renewals will need to be undertaken to ensure roads are fit for purpose and economically managed through their life cycle.

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## ACTIVE TRANSPORT DEMAND

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### CURRENT



While communities in Te Taihū largely rely on private vehicles to make trips, Te Taihū has a high proportion of people walking and cycling for transport. Nelson and Blenheim have good walking and cycling networks which predominantly use Council-owned reserve land. The respective Councils have all identified gaps in these networks which will provide better and safer connectivity.

In recent years, the Te Taihū have made substantial investments in recreational cycling with the establishment of the Queen Charlotte Track, Link Pathway, Wine Trail, Coppermine Trail and Tasman's Great Taste Trail. Use of these trails has been increasing patronage over the years since they were built. Surveys of users indicate that a majority of users are from Te Taihū, but there is increasing growth in users from other parts of New Zealand. These trails, whilst built for recreation and tourism purposes, do give some connectivity for people to use cycling as a mode of transport.

Despite the focus on cycling, walking is the main form of active transport use, largely due to the existing footpath network in our urban areas. Walking also forms part of all transport journeys.

All of the Councils have walking and cycling strategies which identify a strategic network. Marlborough last updated its strategy in 2018, and Nelson and Tasman will update their strategies in 2021.

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### FUTURE SCENARIO

All three Councils have a strategy to increase the uptake of walking and cycling. Whilst each Council has slightly different targets, most share a goal of doubling the number of people walking and cycling within the next 10 years. The Nelson Future Access Project has signalled that a short-term package of cycling infrastructure combined with other travel demand measures will be recommended irrespective of what long term package is decided on. The Richmond NOF has identified key walking and cycling priority corridors. The 2020 Nelson Annual Plan made the creation of a more sustainable transport culture, including mode shift, a key focus area for investment.

The impact of the COVID 19 pandemic has given communities an opportunity to discover what life would be like with reduced motor vehicles on the roads and opportunities to experience walking and cycling in relative safety. The number of people walking and cycling under Covid-19 alert levels 3 and 4 was significant, with cycling counters indicating that more people took the opportunity than at any other time in recent history. Additionally, people purchased new bicycles and e-bikes to the point where the supply from manufacturers couldn't keep up with demand. The number of people continuing to walk and cycle has increased since the lockdown and based on the Great Rides counters is on average around 20 percent more than the same time in previous years.

A survey undertaken in May 2020 in Nelson and Tasman asked the community about the unexpected benefits of lockdown:

- 67 percent of respondents strongly agreed that safer walking and cycling was an unexpected benefit of the lockdown
- 66 percent of respondents thought that having the ability to safely walk and cycle around their neighbourhood was extremely important
- 45 percent of the respondents felt that having the ability to drive 50km/h in their neighbourhood was not important at all.

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### OUTCOMES

In order for active transport rates to double within the next 10 years, additional cycle infrastructure and supporting travel demand measures such as parking and speed control will be needed. In the context of Te Taihū it means the network will have primary routes that are high quality, direct and separated from motor vehicles. Secondary routes will be shared environments through residential streets with low speed limits. Town centres will cater for more pedestrians. Bus stops will be better

connected to footpaths. There will be more options to carry cycles on buses or store your cycle at a secure facility.

Walking as a form of transport will be encouraged for trips that are less than 1km. Cycle networks will be designed so that trips between 5km and 15 km will be just as convenient or better by cycling than by driving a car.

Urban areas will be connected together using the existing recreational paths and creating new shared paths that follow roads or through esplanades that follow waterways.

There will be some compromises on the current priority vehicles currently get in our transport system. On some routes pedestrian and cyclists will get right of way and on others, speeds will be dropped to reduce the risk to pedestrians and cyclists. Parking policies will be revised to ensure that vehicles are paying for the space they occupy.

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## FINANCIAL CONSTRAINTS

### CURRENT

Councils are always under pressure to ensure central and local policies are being met, while keeping rates affordable. Examples include, providing infrastructure for growth, meeting new water standards, complying with safety regulations and meeting environmental standards.

The National Land Transport Fund (NLTF) which provides 100 percent funding for eligible Waka Kotahi programmes and 51 percent for eligible council programmes also has significant financial pressure. A high proportion of the funding from the NLTF is already committed for the next three years. The Government Policy Statement has signalled four investment priorities in safety, climate change, improving freight connections and improving travel choice. In addition, the Government has signalled its commitments to Auckland and Wellington transport programmes, road safety and rail improvements. The focus of the commitments, with the exception of safety and improvements at Port Marlborough, would indicate little additional investment for improvements in Te Taihu's transport networks.

The cost to undertake normal road maintenance operations and renewals, has increased over the past three years. The additional cost is made up of a number of different components such as:

- The increase in changes in direction around temporary traffic management
- The requirement to use safer and more environmentally friendly water thinned emulsion bitumen rather than kerosene cut back bitumen
- General cost increases in labour and materials
- The cost to undertake additional data collection to meet REG requirements.

### FUTURE SCENARIO

The Councils will still be catching up on projects which were deferred to meet legislatively required priorities in a timely fashion. Additionally, Councils will have new legislative requirements to meet climate change targets, with additional investment requirements in infrastructure that support greenhouse gas reductions.

Despite the limited availability of NLTF discretionary funding over the next three years, funding will continue to increase in the long term. However, Waka Kotahi will also continue to be paying for loans taken out in 2020 and ongoing payments to Public Private Partnerships.

The long-term prognosis of these two transportation funding sources means that there will continue to be pressure on the transport activities. There may be some cost efficiencies by Waka Kotahi working with the contracting industry to reduce the cost to undertake work, but it should be generally expected that costs to maintain road assets will increase.

## OUTCOMES

Councils and Waka Kotahi will be looking for cost effective ways of providing transport solutions. This may mean that a higher emphasis is put on active modes in urban areas as a more cost effective method of transporting people. It is likely that Councils will need to maximise benefits from the current levels of investment. The focus will be on urban networks that provide good value in terms of vehicle trips per road length. Heavy haulage users of low order roads may be asked to contribute to the costs of maintaining these roads.

## STRATEGIC PLANNING

The region will continue to experience population and economic growth and this will continue to have an impact on the transport network. Long term, the Councils and Waka Kotahi will focus on how best to optimise the urban network and protect key freight corridors. The next three years of this RLTP will experience constrained funding and we will be focusing on maintaining the current network and strengthening planning around optimising the network to manage additional population growth and achieve a sustainable transport outcome.

Planning for the transport network must be undertaken in conjunction with land use planning. The work below identifies the significant planning to develop a forward programme. The next three years represents an opportunity to integrate the transport planning and growth planning work to focus on supporting mode shift plan especially for the Nelson Urban Area. It will be important for the Councils to continue to plan the Nelson network together and with Waka Kotahi.

MDC and Waka Kotahi will work together to develop a network plan for Blenheim.

The regional outcomes in this section will be supported through the strategic framework and programme.

Regionally, there are five strategic work streams that are under preparation or have been completed to guide future investment programmes. These are discussed below.

## MARLBOROUGH

### SH1 – WELD PASS

SH1 is a Nationally route and key freight and journey corridor linking Picton to Christchurch. The progression of improvements to Weld Pass continues to be high priority for the Marlborough District Council. The Weld Pass realignment would improve road user safety and decrease maintenance costs. However, because the focus of the Government Policy Statement on commitments and pressure on the transport funding budgets, Waka Kotahi have signalled it will be unlikely this project can be funded and this has not been included in their programme. The Road to Zero programme has included safety work in this corridor which will help to address some of the issues. The Council will continue to work with Waka Kotahi to progress Weld Pass as opportunities arise.

### GROWING MARLBOROUGH – A STRATEGY FOR THE FUTURE

'Growing Marlborough' gives MDC and the community a platform to guide sustainable and integrated strategic investment decisions based on the response to sustained growth. The planned initiatives recognise that the pressure of growth will require new or redirected investment in transport and other infrastructure, and that conventional solutions based around a 'business as usual' mindset will not meet the needs of the wider Marlborough community into the future. There are a number of workstreams where strategic actions are required to achieve the identified desired outcomes. The transport workstream in the Strategy has informed the direction of MDC investment through this RLTP

but is comprehensively integrated with all the other initiatives. The Strategy provides a set of actions to achieve a future-proofed transport network:

- minimising the severance effects of state highways and main arterials
- raising awareness of the presence of townships on state highways and main arterials
- proposing more pedestrian and cycle friendly alternatives to the main routes
- promoting a higher degree of connectivity and accessibility in the new growth areas
- extending and enhancing the recreational movement network.

Related goals in 'Growing Marlborough' are:

- ecological sustainability
- residential growth
- land to cater for local employment growth
- identification of a range of options for the provision of new employment land to meet short term and long term demands
- stronger town centres
- strong communities
- public open space.

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#### IREX-INTER-ISLAND RESILIENT CONNECTION PROJECT

KiwiRail is introducing two new, larger, rail-enabled Cook Strait ferries to replace the three existing ferries as part of its Inter-Island Resilience Connection project (iReX) to meet future demands for inter-island freight and passenger travel. These changes will result in longer trains of up to 900m in length, and an overall increase in capacity for freight (rail and road) and passengers. The assembly of longer trains will result in the rail marshalling yard being extended over the Dublin Street rail crossing requiring the mitigation of an overbridge. The longer trains will also impact the level crossing on SH1 as the trains will take 6.5 minutes to clear. This will occur four times a day, reducing east-west access through Picton. Additionally, the amount of rail and vehicular traffic being discharged at any one time, especially at peak times, will increase with the higher capacity of the new ferries.

MDC is working with Waka Kotahi and KiwiRail to consider options for minimising the impact of the rail network improvements on the local roads and the state highway.

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## NELSON AND TASMAN

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#### NELSON FUTURE ACCESS PROJECT

The Nelson Future Access Project (NFAP) is led by Waka Kotahi, working with NCC and local iwi. NFAS will help plan a transport system that works for Nelson by identifying an investment programme that supports the community's aspirations for a thriving CBD, a people-focussed waterfront and a healthy environment. The strategic direction in this RLTP fully supports NFAP which aims to confirm the best way to provide a long-term (30 year) safe, accessible and resilient transport system that supports continued economic growth and meets the diverse needs of our community. It's important to keep Nelson moving as it grows, to reduce CO<sub>2</sub> emissions and to address the threat to infrastructure from sea-level rise.

The study area of NFAP extends approximately 4km south of the Nelson City Centre. However, there are people living further out who will be affected by this project's outcomes, and this larger area extends beyond Richmond to the south and west, and up to Atawhai in the north.

At the time of writing this RLTP the final long-term option of the NFAP has not been identified. However, the study has identified a range of short/mid-term activities targeted at making best use of existing infrastructure, improving safety and increasing the attractiveness of public transport, walking and cycling. Subject to funding availability, the NFAS recommends these short/mid-term improvements be made by 2028. The key shorter-term activities are:

- Core cycling and pedestrian improvements to support land-use intensification, connect routes, and encourage more people to walk and cycle, which is better for their health and the environment (lower carbon) and takes advantage of the emerging trends such as e-bikes.
- Public transport improvements including ticketing and service improvements.
- Local area traffic calming measures to make our streets safer and our neighbourhoods more liveable.
- Intersection upgrades to support better vehicle movement, including giving more priority to buses.
- Speed management on parts of the network to make our neighbourhoods vibrant places to live and safer for people who are walking and cycling.
- Revising parking and public transport fares to encourage walking, cycling and using the bus.
- Marketing and promotion of different ways to travel to work and school.

The RLTP includes some placeholder funding for these short to mid-term measures which are fully aligned to the strategic direction of this RLTP, together with the Richmond Business Case and the Nelson Network Operating Hierarchy.

NCC is mindful that these short term measures will deliver benefits across the transport system, including the state highway network. As the NFAP progresses through 2021 there will be more clarity around the scope of long term improvements. NCC will continue to engage with Waka Kotahi about the extent to which these short term measures are deferring significant investment required in the region's state highway network. These discussions will include consideration of the current financial assistance rates set by Waka Kotahi for Nelson City, and the need to review these rates to better reflect the value of any deferment benefit as subsidised by Nelson ratepayers.

The NFA Business Case (including the Rocks Road walking and cycling facility) is still under preparation by Waka Kotahi and no decisions on specific activities have been made. Completion of the NFA business case by Waka Kotahi will require careful consideration of the environmental factors relating to working within the coastal marine area in this corridor, as well as all the feedback we have received from residents, transport system users and other stakeholders and partners. An agreed package of activities will need to be included in the final business case, and the business case approved by Nelson City Council and endorsed by Waka Kotahi, before Waka Kotahi can consider funding. As the NFA business case is not expected to be completed before the RLTP is finalised, specific activities and funding are not included in this RLTP. Once the business case has been endorsed, the RLTP can be amended to include the relevant activities.

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#### RICHMOND PROGRAMME BUSINESS CASE

Waka Kotahi and TDC started working on a Richmond Transport Programme business case in 2019 due to the need for Tasman to make changes to its network in response to the rapid growth in the Richmond West development area. Despite residential growth being the catalyst, other key drivers for the business case are:

- impacts of a growing population and associated access concerns
- Richmond's urban transformation
- changing freight demands and connections to Port Nelson
- connections to nearby areas such as Wakefield. Brightwater. Mapua and Motueka
- TDC's goal to increase the use of alternative transport modes, including active transport modes
- Waka Kotahi's 'Hope Bypass' designation lapse in 2023
- access onto SH60 from Richmond West.

The study includes all of Richmond up to the boundary with Nelson City Council and includes the 'Three roundabouts' in the north to Wairoa River, to the South, and Waimea River to the West. This project has a wider area of influence that extends to all of Nelson, south to Wakefield and West to Motueka. The Project is separate from the Nelson Future Access Study, but it is recognised that these projects need to be 'joined-up' in their responses.

Once completed, the partners will need to determine the next steps to progress with the planning. Both Tasman District Council and Waka Kotahi have made provision for further investigation over the next three years.

This project was preceded by the Richmond NOF which sought to identify gaps in the network and recommend both an improvement plan and an operating plan. The Richmond NOF specified which modes have priority on different routes. It indicated that the North-South route of Salisbury Road and Wensley Road should be discouraged as an alternative to SH6 for vehicle use and encouraged for walking, cycling and public transport. However, another North-South route. SH60 (Gladstone Road), would be encouraged for freight and vehicles and discouraged for cycling. This means these North-South routes will have devices to respectively discourage and encourage vehicle usage, whilst East-West connections and their intersections will be improved to allow traffic to filter onto SH60. A number of routes will also be changed to reflect a greater place function than what was previously recognised, such as Queen Street which passes through the middle of the shopping precinct.

#### NELSON NETWORK OPERATING FRAMEWORK

The Nelson NOF details the relationship between the vision, objectives and targets transport hierarchy for each transport mode. This has allowed the NFAP to consider how it joins in the wider Nelson City transport network. It also recognises the boundary at Champion Rd and integrates across the boundary with the Richmond transport network and investment priorities.

It provides input into the two major projects the NFAP and the Richmond Transport Programme business case, to develop a 10 year vision for transport in the Nelson region, and this is the foundation of this RLTP programme.

At the time of writing there is still work to be done to achieve this with active transport strategies, speed management plans and intensification action plans being developed and finalised by both TDC and NCC in 2021. These form the basis for the programme tables in this RLTP.

NCC will be continuing to progress programme planning beyond 2024 as the outcome of the NFAP becomes evident. This will then be integrated in the projects and interventions required to achieve the 10 year vision of a sustainable transport framework.

#### SUMMARY OF STRATEGIC PLANNING FOR NELSON URBAN AREA

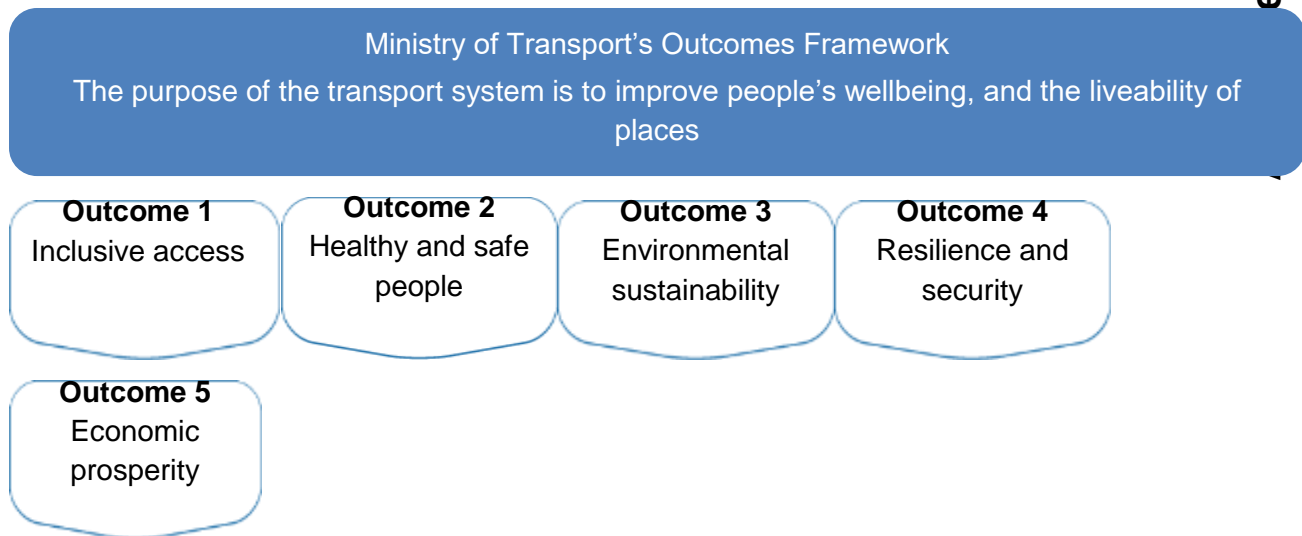
There is significant planning work underway in the Nelson Urban Area lead between the three Road Controlling Authorities. It will be important that future transport planning is integrated across the Nelson Urban Area between the three agencies. The review of the Future Development Strategy in

the next year provides an opportunity to look at how we can improve mode choice alongside future decisions on where people will live work and play in the future.

## STRATEGIC FRAMEWORK

The following section identifies the policy framework that this RLTP sits within. The Ministry of Transport has identified five long term outcomes for the Transport sector which are shown below sets out the long term direction for the transport sector. The three Regional Transport Committees have considered these outcomes alongside transport pressures likely to be experienced by Te Taihū, which is outlined earlier.

However not everything can be achieved over the next three years and the Government Policy Statement will influence short term investment. This RLTP clarifies the connections between the long term strategic outcomes and how the transport programme will achieve those outcomes.



The Land Transport Management Act 2003 seeks an effective, efficient, and safe land transport system.

## TE TAIHU STRATEGIC OBJECTIVES:



The strategic objectives are aligned the Ministry of Transport's outcomes and also take into account of the regional challenges facing Te Taihupo. The focus of this RLTP will look to improve accessibility to a range of travel options in the urban area, improve travel safety and support the local economy. The Table 6 below shows the relationship between the vision, objectives and targets and provides a line of sight between the objectives and the transport programme.

## HEADLINE TARGETS

The headline targets are outcomes we expect to achieve from this RLTP over its 10 year horizon. They are linked to the transport objectives that support growth management, safety and the economy. There is also a focus on ensuring that transport plays its part in reducing the environmental impact. We will monitor progress towards the outcomes using the key performance indicators.

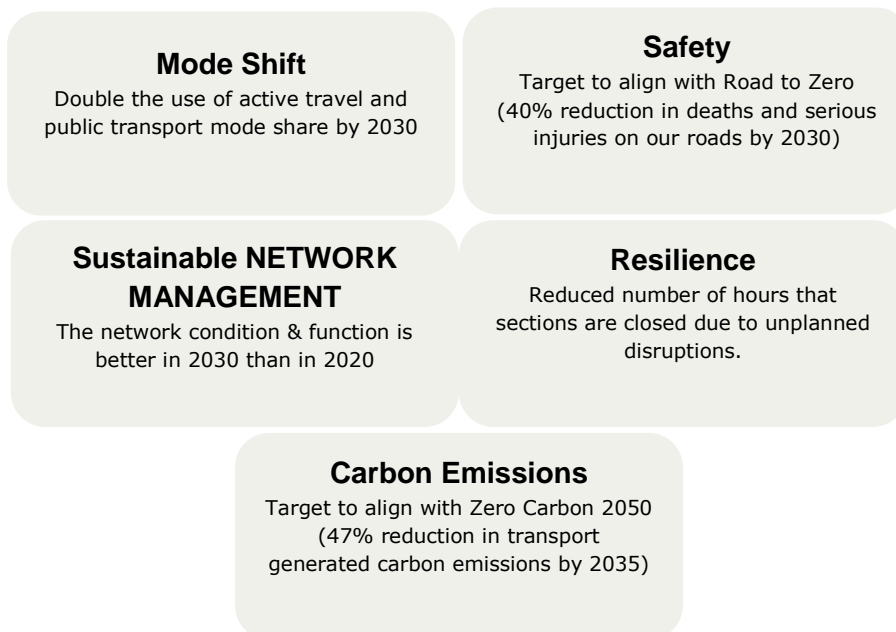




Table 6: Relationship between the vision, objectives and targets

RLTP					
Vision have a safe and connected region that is liveable, accessible and sustainable					
MoT Outcomes Alignment (Long Term)		Government Policy Priority Alignment (Short to Medium Term)			
MoT Outcomes	RLTP Objectives	RLTP Headline targets	RLTP 10-year transport priorities	RLTP Priority investment areas	RLTP Other priority implementation areas
Outcomes are the result of change. Desired outcomes are the manifestation of the future state that is envisioned in the plan.	Objectives represent what we want to accomplish. More specific than outcomes but not as specific as policies and targets	Specific level of performance sought in relation to an objective – in particular to a measure over a ten-year period.	Identify a strategic response to each problem statement and frame these as 10-year transport priorities	RLTP Investment area	Other policy or planning activities
Healthy and safe people	Communities have access to a safe transport system	Target to align with Road to Zero (50% reduction in deaths and serious injuries on our roads by 2030)	User behaviour and roads are no longer fit for purpose and cause death and serious injuries. (25%)	<ul style="list-style-type: none"> <li>Speed management areas</li> <li>Cycle safety</li> <li>Intersection safety</li> <li>Road safety programmes</li> </ul>	<ul style="list-style-type: none"> <li>Road Policing</li> </ul>
Inclusive access	Communities have access to a range of travel choices to meet their social economic health and cultural needs	Double the use of active travel and public transport mode share by 2030	<p>Mode Choice: Current transport form and design constrains access for healthy, safe and sustainable transport choices (30%)</p> <p>The transport network is unable to cope with the demands of sustained population and economic growth and is constraining access to social and economic opportunities. (30%)</p>	<ul style="list-style-type: none"> <li>Public Transportation – RPTP</li> <li>Cycling Networks</li> <li>Nelson Future Access Programme</li> <li>Richmond Growth Programme Business Case</li> <li>Car parking policies</li> <li>Marlborough bus trials</li> <li>Marlborough Cycling Strategy</li> <li>Nelson Active Transport Strategy</li> </ul>	<ul style="list-style-type: none"> <li>Future Development Strategy updates</li> <li>Intensification action plans</li> <li>Reviewing land use in district and environmental plans</li> <li>Travel Demand Management</li> </ul>

RLTP					
Vision have a safe and connected region that is liveable, accessible and sustainable					
MoT Outcomes Alignment (Long Term)		Government Policy Priority Alignment (Short to Medium Term)			
MoT Outcomes	RLTP Objectives	RLTP Headline targets	RLTP 10-year transport priorities	RLTP Priority investment areas	RLTP Other priority implementation areas
Outcomes are the result of change. Desired outcomes are the manifestation of the future state that is envisioned in the plan.	Objectives represent what we want to accomplish. More specific than outcomes but not as specific as policies and targets	Specific level of performance sought in relation to an objective – in particular to a measure over a ten-year period.	Identify a strategic response to each problem statement and frame these as 10-year transport priorities	RLTP Investment area	Other policy or planning activities
				<ul style="list-style-type: none"> <li>Tasman Walking and Cycling Strategy</li> </ul>	
Environmental sustainability	Reduced negative impact on the environment from transport activities	Target to align with Zero Carbon 2050 (30% reduction in transport-generated carbon emissions by 2030)	Environmental Impact: Vehicle use is contributing to atmospheric and terrestrial pollution (10%)	<ul style="list-style-type: none"> <li>Public Transportation – RPTP</li> <li>Cycling Networks</li> <li>Nelson Future Access Programme</li> <li>Richmond Programme Business Case</li> </ul>	<ul style="list-style-type: none"> <li>Improving stormwater treatment</li> <li>Greenways (and planting vegetation ...)</li> <li>Catchment Management Planning</li> </ul>
Resilience and security	Communities have access to a resilient transport system	Reduced number of hours that sections are closed due to unplanned disruptions	Resilience: The susceptibility of our network leads to loss of access for the community. (15%)	<ul style="list-style-type: none"> <li>Richmond Growth Programme Business Case</li> <li>Nelson Future Access Programme</li> <li>Takaka Hill Resilience Project</li> </ul>	<ul style="list-style-type: none"> <li>Sea level rise response</li> <li>Coastal hazards study</li> <li>Flood modelling</li> </ul>

RLTP					
Vision have a safe and connected region that is liveable, accessible and sustainable					
MoT Outcomes Alignment (Long Term)		Government Policy Priority Alignment (Short to Medium Term)			
MoT Outcomes	RLTP Objectives	RLTP Headline targets	RLTP 10-year transport priorities	RLTP Priority investment areas	RLTP Other priority implementation areas
Outcomes are the result of change. Desired outcomes are the manifestation of the future state that is envisioned in the plan.	Objectives represent what we want to accomplish. More specific than outcomes but not as specific as policies and targets	Specific level of performance sought in relation to an objective – in particular to a measure over a ten-year period.	Identify a strategic response to each problem statement and frame these as 10-year transport priorities	RLTP Investment area	Other policy or planning activities
				<ul style="list-style-type: none"> <li>Picton ferry precinct</li> <li>Alternative SH1 Route Improvements</li> </ul>	<b>Attachm</b>
	A sustainable transport system that is integrated with well planned development, enabling the efficient and reliable movement of people and goods	The network condition and function is better in 2030 than 2020		<ul style="list-style-type: none"> <li>Improved monitoring</li> <li>Increased renewal activities</li> </ul>	
Economic prosperity	Supporting economic growth through promoting better access across Te Taihuhu's key journey routes.		The transport network is unable to cope with the demands of sustained population and economic growth and is constraining access to social and economic opportunities.  (30%)	<ul style="list-style-type: none"> <li>Public Transportation – RPTP</li> <li>Nelson Future Access Programme</li> <li>Richmond Growth Programme Business Case</li> <li>Car parking policies</li> </ul>	<ul style="list-style-type: none"> <li>Future Development Strategy updates</li> <li>Intensification action plans</li> <li>Reviewing land use in district and environmental plans</li> </ul>

## OBJECTIVES AND POLICIES

### OBJECTIVE 1: MODE CHOICE

Communities have access to a range of travel choices to meet their social, economic, health and cultural needs.

#### POLICIES FOR OBJECTIVE 1

Investment in infrastructure and education programmes targeted at providing and promoting transport choice (walk, cycle, bus, ride share, rail, sea freight).

P1: Include appropriate facilities for cyclists, pedestrians and mobility device users within the transport network.

P2: Encourage and support people to choose walking and cycling for an active and healthy lifestyle by setting and reviewing strategic direction at regular intervals.

P3: Encourage transport choice by improving access to services provided by railway, bus, taxi, water taxi, inter-island ferry and air travel, and ensure these services are timely, convenient, affordable, connected and sustainable.

P4: Ensure information about the transport mode choices is readily available and is shared effectively using a range of communication methods.

### OBJECTIVE 2: SAFETY

Communities have access to a safe transport system.

#### POLICIES FOR OBJECTIVE 2

Investment in safety infrastructure and education programmes for locals and visitors targeted at reducing death and serious injury crashes.

P1: Increase safe travel through improvement of transport networks.

P2: Safety interventions targeted to reducing death and serious injury crashes.

P3: Create speed management plans.

### OBJECTIVE 3: NETWORK MANAGEMENT

A sustainable transport system that is integrated with well-planned development, enabling the efficient and reliable movement of people and goods.

#### POLICIES FOR OBJECTIVE 3

Prioritised investment to ensure that the road network does not degrade over the next 10 years.

P1: Maintain network operation by timely maintenance and renewal interventions.

### OBJECTIVE 4: ECONOMIC PROSPERITY

Supporting economic growth through providing better access across the Te Taihu's key journey routes.

#### POLICIES FOR OBJECTIVE 4

Target strategic investment in projects on high productivity motor vehicle freight network.

P1: Maintain and operate an effective and efficient freight network.

P2: A transport system that provides quality transport options.

#### OBJECTIVE 5: RESILIENCE

Communities have access to a resilient transport system.

#### POLICIES FOR OBJECTIVE 5

Target investment in regional route reliability and resilience improvements.

P1: Enable network to recover quickly from unplanned disruptions and natural hazard events by ensuring robust emergency planning.

P2: Identify alternative transport options for isolated communities.

P3: Consider transport network resilience as part of Council maintenance, renewal and improvement activities.

#### OBJECTIVE 6: ENVIRONMENTAL OUTCOMES

An environmentally sustainable transport system that is integrated with well planned development, enabling the efficient and reliable movement of people and goods to, from, and throughout the region.

#### POLICIES FOR OBJECTIVE 6

Target investment in projects that reduce the transport impact on the environment.

P1: Increased use of sustainable options for transporting people and freight.

P2: Understand and monitor transport pollution to air and water and develop programmes to address the adverse effects.

P3: Support land use changes that reduce the need to travel.

#### TEN YEAR TRANSPORT PRIORITIES

#### INVESTMENT LOGIC MAPPING (ILM)

The LTMA requires “statements” of transport priorities for the region for the 10 year financial years from the start of the RLTP.

An Investment Logic Map (ILM) identifies the key regional problems and their relative weighting together with benefits for the region for resolving these problems. The success in achieving the benefits will be measured through the key performance indicators linked to the transport programme

An ILM has been prepared in consultation with Regional Transport Committee members. The map below identifies the five key priority problems and the relationship between the problems and benefits.

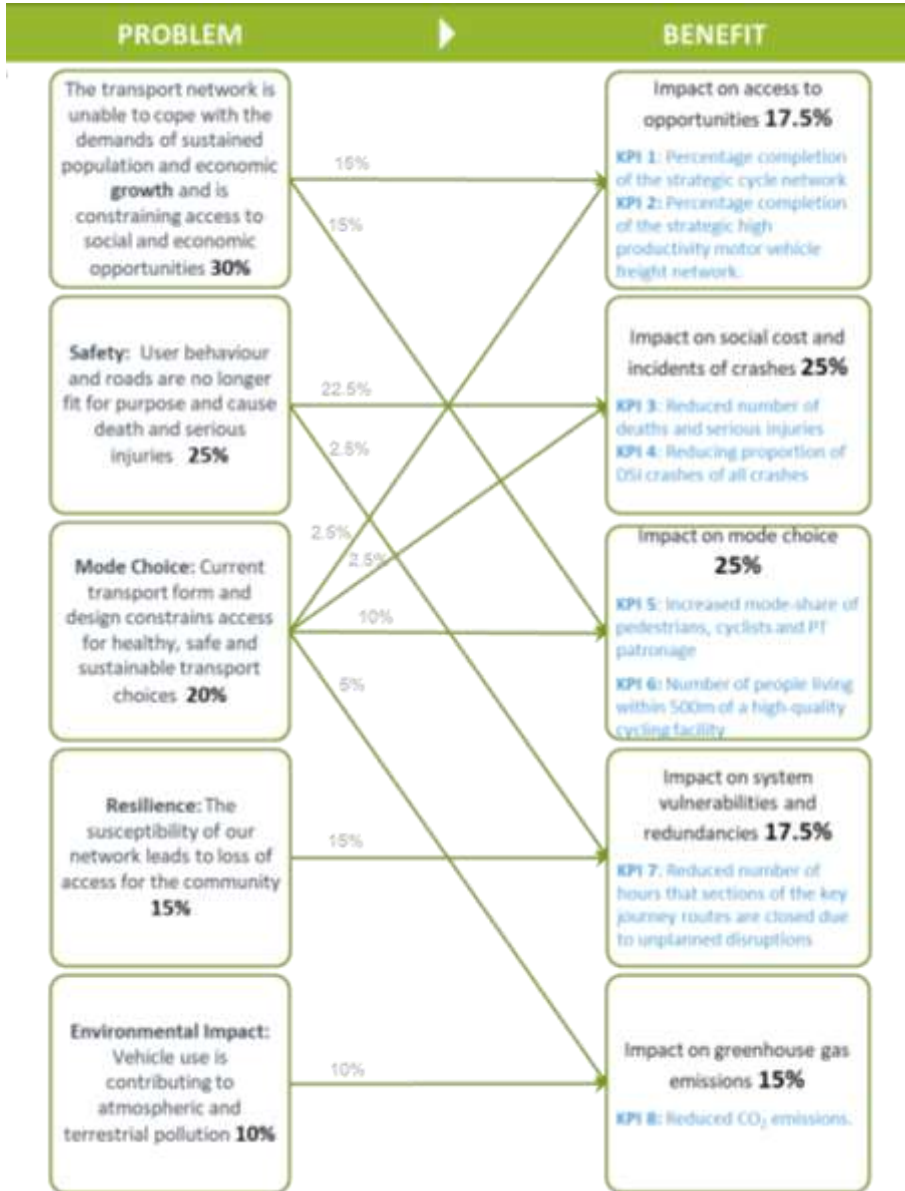
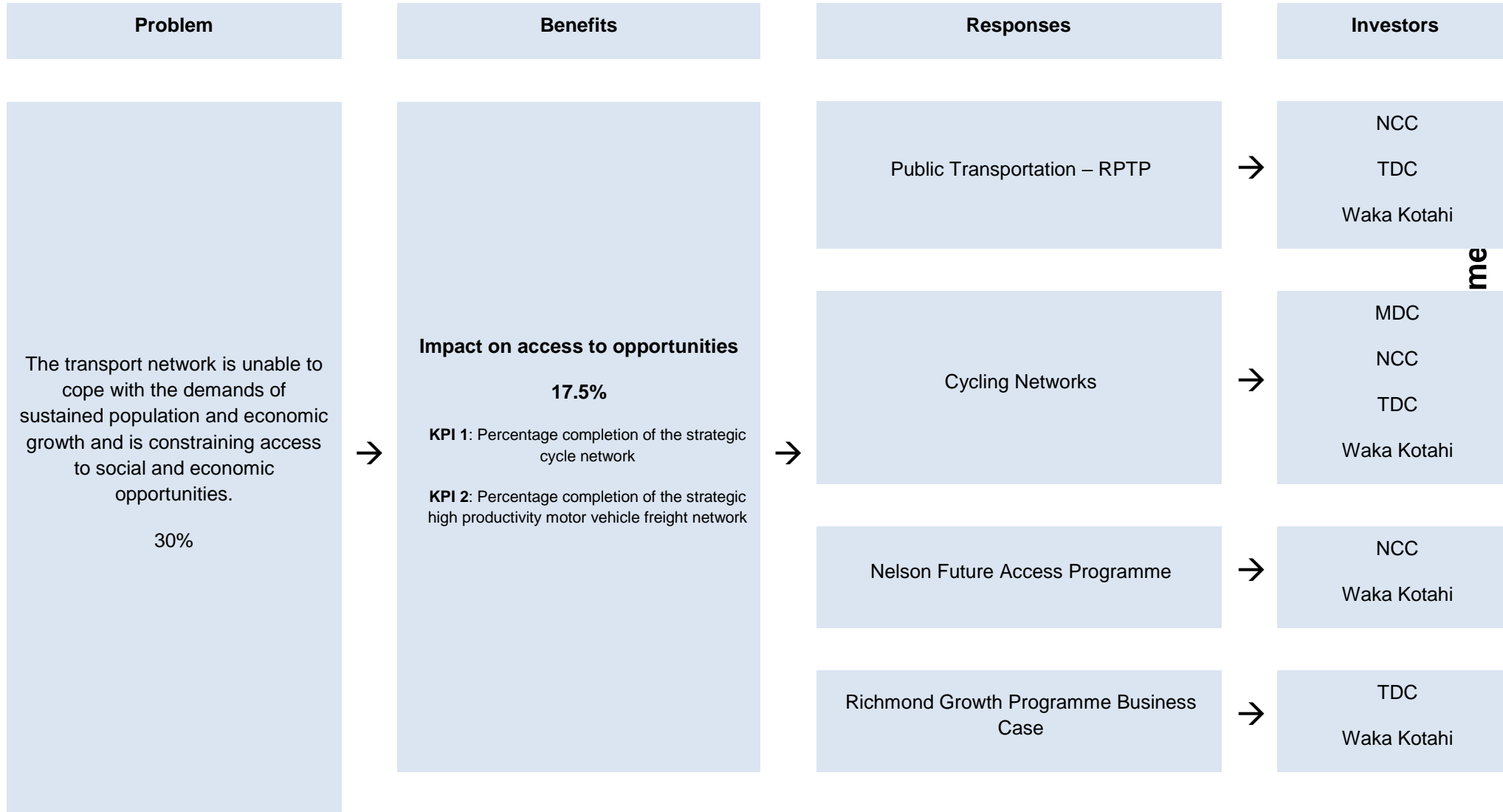
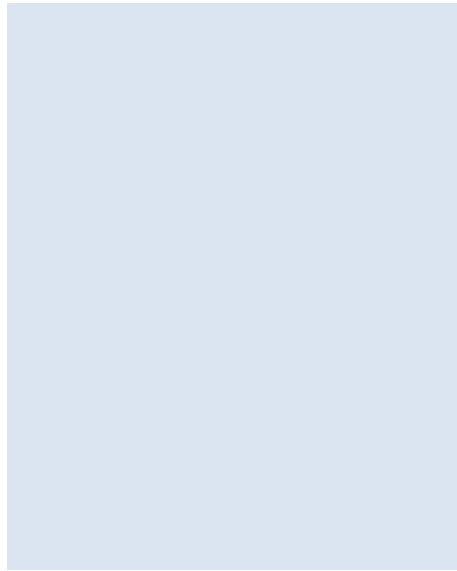


Figure 8: Investment Logic Map

There are inter-relationships between these problem and benefits, for example growth and mode choice can have similar problematic themes. Similarly, the benefits of mode choice and social cost/ incidents of crashes are both deemed equal, with secondary benefits in other areas.

TRANSPORT PRIORITY 1: GROWTH





**Impact on mode choice**

**25%**

**KPI 5:** Increased mode-share of pedestrians, cyclists and PT patronage

**KPI 6:** Number of people living within 500m of a high-quality cycling facility (primary cycling network)

Future Development Strategy updates	→	NA
Intensification action plans	→	NA
Reviewing land use in district and environmental plans	→	NA
Car parking policies	→	NA



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## SUMMARY OF EVIDENCE

### **Population growth from Statistics New Zealand Census 2018 population changes:**

<https://www.stats.govt.nz/information-releases/2018-census-population-and-dwelling-counts#text-1>

### **Vehicle growth on roads**

<https://maphub.nzta.govt.nz/public/?appid=31305d4c1c794c1188a87da0d3e85d04>

### **Commercial vehicle growth on roads**

<https://www.portnelson.co.nz/assets/Uploads/27308-Annual-Report-2020-WEB-REDUCED-FILE-SIZE-2-compressed.pdf>

<https://www.portmarlborough.co.nz/getattachment/About-us/PMNZ-Publications/Port-Marlborough-2020-Annual-Report.pdf>

Tasman District Council Activity Management Plan

### **The transport system is struggling with increased volumes**

Nelson Future Access Study <https://www.nzta.govt.nz/projects/nelson-future-access-project>

Richmond Programme Business Case

Picton Port Changes

### **Vehicles are limiting access**

Nelson Future Access Study <https://www.nzta.govt.nz/projects/nelson-future-access-project>

Richmond Programme Business Case

<https://www.nzta.govt.nz/assets/projects/sh60-motueka-investigation/SH60-motueka-investigation-detailed-business-case-draft-for-public-engagement-june-2017.pdf>

Wakefield SH60 Safety Audit

Picton Port Changes

Blenheim Bypass Study

Picton Port Changes

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## THE CASE FOR INVESTMENT

The evidence shows that the population in Te Taiuhu has grown at a faster rate than what was previously estimated by Statistics New Zealand. Additionally, there has been significant commercial growth which is evidenced by greater numbers of heavy commercial vehicles on the roads (growing at a faster rate than population growth) and greater freight volumes leaving Port Nelson and Port Marlborough. There is strong evidence that the traffic volumes on key routes that pass through urban areas create severance and safety risks, especially for vulnerable users. The evidence shows that these issues can be found in most towns, and they are most acute in key urban areas with high volumes (AADT +20,000 vehicles per day) with limited opportunities to use alternative routes, such as SH6 in Richmond and SH6 in Nelson.

FIT WITH STRATEGIC CONTEXT

Ministry of Transport Outcomes Framework					The Government Policy Statement on Land Transport (GPS)				This RLTP Strategic Objectives				This RLTP Headline Targets					
Healthy and safe people	Environmental Sustainability	Resilience and Security	Economic Prosperity	Inclusive Access	Safety	Better Travel Options	Climate Change	Improving Freight	Better Mode Choice	Safety	Sustainable	Resilient	Economic Prosperity	Resilience	Carbon Emissions	Mode Shift	Safety	Sustainable
		✓	✓			✓		✓				✓	✓	✓				

TRANSPORT PRIORITY 2: SAFETY

Problem	Benefits	Responses	Investors
<p>User behaviour and roads are no longer fit for purpose and cause death and serious injuries.</p> <p>25%</p>	<p><b>Impact on social cost and incidents of crashes</b></p> <p><b>25%</b></p> <p><b>KPI 3:</b> Reduced number of deaths and serious injuries</p> <p><b>KPI 4:</b> Reducing proportion of DSI crashes of all crashes</p>	<p>Speed management areas →</p>	<p>NA</p>
		<p>Cycle safety →</p>	<p>NCC Waka Kotahi</p>
	<p><b>Impact on system vulnerabilities and redundancies</b></p> <p><b>17.5%</b></p> <p><b>KPI 7:</b> Reduced number of hours that sections of the key journey routes are closed due to unplanned disruptions</p>	<p>Intersection safety →</p>	<p>NCC Waka Kotahi</p>
		<p>Road safety programmes →</p>	<p>MDC NCC TDC Waka Kotahi</p>
	<p>Policing →</p>	<p>NA</p>	

SUMMARY OF EVIDENCE

**User behaviour**

Nelson/Tasman Road Safety Action Plan  
 Marlborough Road Safety Action Plan

**Roads that are not fit for purpose**

<https://www.nzta.govt.nz/assets/resources/communities-at-risk-register/docs/communities-at-risk-register-2019.pdf>  
<https://www.megamaps.abley.com/maps/>

**Deaths and serious injuries on roads**

<https://www.nzta.govt.nz/assets/resources/communities-at-risk-register/docs/communities-at-risk-register-2019.pdf>  
<https://roadsafetyrisk.co.nz/maps/heat-maps#Top%20of%20the%20South>  
 Nelson/Tasman Road Safety Action Plan [\(Link to be provided\)](#)  
 Marlborough Road Safety Action Plan [\(Link to be provided\)](#)

THE CASE FOR INVESTMENT

The evidence shows rural roads (with their higher speeds) continue to have the most accidents that result in death or serious injury whilst in the urban areas the greatest concern is accidents involving cyclists and intersections. The communities at risk register also identifies cyclists as generally being at higher risk in Te Taihū than most other regions in New Zealand. Specific roads have been identified as ‘requiring a difficult conversation’ and some sort of engineering intervention. This indicates that the roads need some change and are not suitable for how they are currently being used.

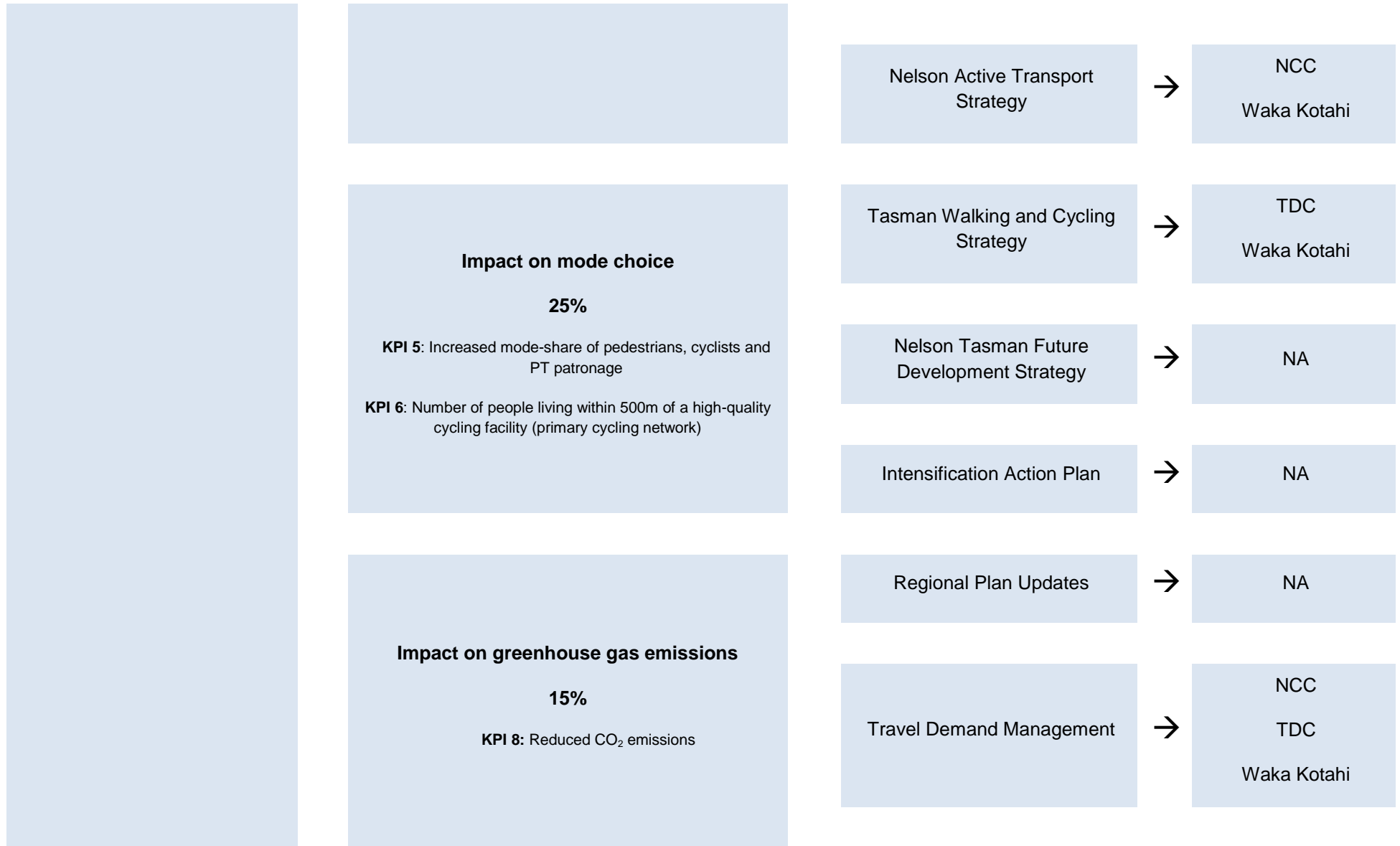
FIT WITH STRATEGIC CONTEXT

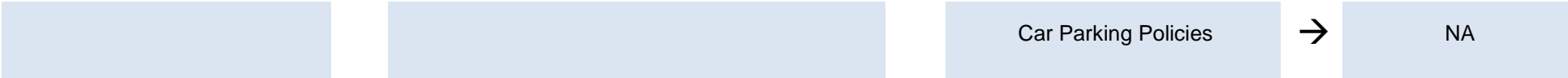
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Healthy and safe people	Environmental Sustainability	Resilience and Security	Economic Prosperity	Inclusive Access	Safety	Better Travel Options	Climate Change	Improving Freight	Better Mode Choice	Safety	Sustainable	Resilient	Economic Prosperity	Resilience	Carbon Emissions	Mode Shift	Safety	Sustainable

✓		✓		✓	✓					✓			✓	✓	✓			✓
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TRANSPORT PRIORITY 3: MODE CHOICE

Problem	Benefits	Responses	Investors
<p>Mode Choice: Current transport form and design constrains access for healthy, safe and sustainable transport choices</p> <p>30%</p>	<p><b>Impact on access to opportunities</b></p> <p><b>17.5%</b></p> <p><b>KPI 1:</b> Percentage completion of the strategic cycle network</p> <p><b>KPI 2:</b> Percentage completion of the strategic high productivity motor vehicle freight network</p>	<p>Nelson/Tasman Public Transportation Improvements – RTP</p>	<p>NCC TDC Waka Kotahi</p>
	<p><b>Impact on social cost and incidents of crashes</b></p> <p><b>25%</b></p> <p><b>KPI 3:</b> Reduced number of deaths and serious injuries</p> <p><b>KPI 4:</b> Reducing proportion of DSI crashes of all crashes</p>	<p>Nelson Future Access Programme</p>	<p>NCC Waka Kotahi</p>
	<p>Richmond Programme Business Case</p>	<p>TDC Waka Kotahi</p>	
	<p>Marlborough bus trials</p>	<p>MDC Waka Kotahi</p>	
		<p>Marlborough Cycling Strategy</p>	<p>MDC Waka Kotahi</p>




 Car Parking Policies


NA

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## SUMMARY OF EVIDENCE

### Current alternative mode network

Cycle facilities for Te Taihu <https://maphub.nzta.govt.nz/portal/home/webmap/viewer.html?webmap=1e2d93219df7405fbff11c7cd3294311>

### Constraining access

Nelson Future Access Study <https://www.nzta.govt.nz/projects/nelson-future-access-project>

Richmond Programme Business Case – Strategic Case

Nelson/Tasman Active Transport Survey

Nelson/Tasman Public Transport Survey

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## THE CASE FOR INVESTMENT

The evidence shows that each of the three Councils has varying degrees of alternative transport mode networks. Nelson has a good public transport service which covers a good proportion of the Nelson Urban Area, but none of the routes are frequent (travelling at 15 minute intervals or less). The cycle network relies principally on the shared path along the Railway Reserve. There are some good connections to this route in the Stoke area, but there are some significant gaps in the network at Tahunanui. Nelson South and Nelson CBD. In addition, the heavy traffic roads of Rocks Road. Tahunanui Drive. Waimea Road and Rutherford Street create barriers for those wishing to cross.

Marlborough has a bus loop service that runs around Blenheim with a frequency of around 90 minutes on week days. The service covers most of Blenheim's urban area, with separate services to Picton and Renwick on selected week days providing a service targeted at SuperGold Card users. Marlborough also has a cycling strategy with a future network. The network is under construction, with several important sections of the network complete, but there are still some key gaps.

Tasman shares bus services with Nelson in Richmond. All other areas have some low level of public transport service through volunteer or community services. Tasman has the beginnings of a cycling network based around the existing Great Taste Trail shared path that links many of the towns in the Tasman Bay area. However, there is no cycle network that links key destinations within the townships themselves.



FIT WITH STRATEGIC CONTEXT

Ministry of Transport Outcomes Framework					The Government Policy Statement on Land Transport (GPS)				This RLTP Strategic Objectives					This RLTP Headline Targets				
Healthy and safe people	Environmental Sustainability	Resilience and Security	Economic Prosperity	Inclusive Access	Safety	Better Travel Options	Climate Change	Improving Freight	Better Mode Choice	Safety	Sustainable	Resilient	Economic Prosperity	Resilience	Carbon Emissions	Mode Shift	Safety	Sustainable
✓	✓	✓	✓	✓	✓	✓	✓		✓	✓	✓	✓	✓	✓	✓	✓	✓	✓

TRANSPORT PRIORITY 4: RESILIENCE



		Sea level rise response	→	NA
		Coastal Hazards Study	→	NA
		Flood modelling	→	NA

SUMMARY OF EVIDENCE

**Official state highway detour routes**

<https://detours.myworksites.co.nz/>

**State highway resilience**

<https://nzta.maps.arcgis.com/apps/MapSeries/index.html?appid=5a6163ead34e4fdab638e4a0d6282bd2>

**Sealed road condition**

- Tasman AMP
- Marlborough AMP
- Nelson AMP

THE CASE FOR INVESTMENT

The evidence shows there are several sections of our state highway network that are susceptible to earthquake and storm risks, with Waka Kotahi categorising them as having a severe, extreme or catastrophic disruption in an earthquake. These areas include the Whangamoia Saddle (SH6), the waterfront in Nelson City and Richmond (SH6), the Coastal Highway along the Moutere Inlet (SH60) and Takaka Hill (SH60). Most of these routes have an official detour, other than Takaka Hill where people are reliant on that road as their only land transport connection. The sections of SH6 along the Richmond and Nelson waterfront have alternative routes. However, given the volume of vehicles they are carrying, use of alternative routes creates significant delay and disruption.

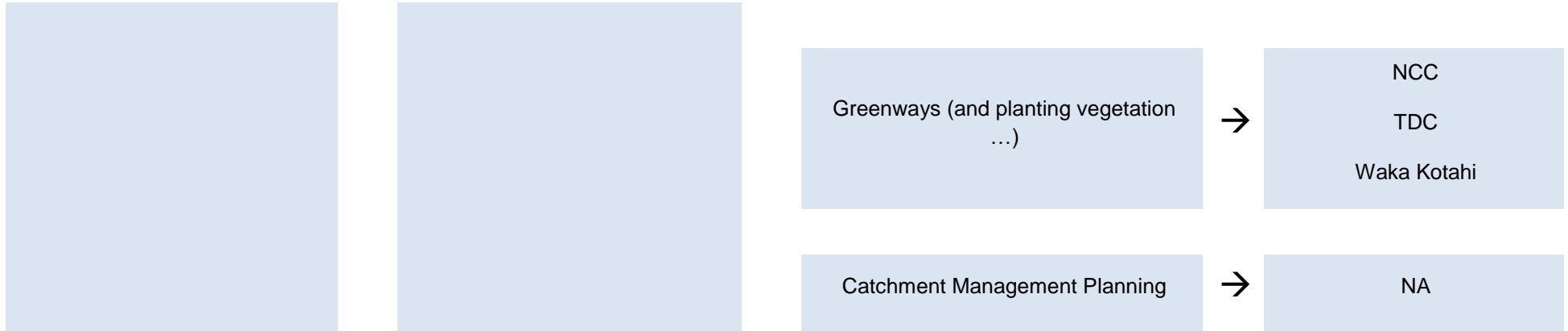
Add extra section about road condition.

FIT WITH STRATEGIC CONTEXT

Ministry of Transport Outcomes Framework					The Government Policy Statement on Land Transport (GPS)				This RLTP Strategic Objectives					This RLTP Headline Targets				
Healthy and safe people	Environmental Sustainability	Resilience and Security	Economic Prosperity	Inclusive Access	Safety	Better Travel Options	Climate Change	Improving Freight	Better Mode Choice	Safety	Sustainable	Resilient	Economic Prosperity	Resilience	Carbon Emissions	Mode Shift	Safety	Sustainable
✓	✓	✓	✓			✓			✓		✓	✓	✓	✓				✓

TRANSPORT PRIORITY 5: ENVIRONMENTAL IMPACT

Problem	Benefits	Responses	Investors
Environmental Impact: Vehicle use is contributing to atmospheric and terrestrial pollution  10%	Impact on greenhouse gas emissions  17.5%  KPI 8: Reduced CO2 emissions	Public Transportation – RPTP  Cycling Networks	NCC  TDC  Waka Kotahi
		Nelson Future Access Programme	NCC  Waka Kotahi
		Richmond Programme Business Case	TDC  Waka Kotahi
		Programme Business Case	NCC  TDC  Waka Kotahi
		Understanding stormwater contamination	NCC  Waka Kotahi



SUMMARY OF EVIDENCE:

Number of Vehicles in Te Taihu

Te Taihu fleet composition - <https://www.transport.govt.nz/statistics-and-insights/fleet-statistics/sheet/vehicle-fleet>

THE CASE FOR INVESTMENT:

The evidence shows that the vehicle fleet in Te Taihu is getting larger and travelling more kilometres on our roads. It is difficult to isolate the contribution vehicular traffic has on air quality and water quality from other sources of pollution. However, we do know that vehicles have an impact, which is getting worse with an increasing number of vehicles on the roads. The environmental effect is worse where there are higher concentrations of vehicles, particularly if vehicles are slowing down, speeding up or idling at rest.

FIT WITH STRATEGIC CONTEXT

Ministry of Transport Outcomes Framework	The Government Policy Statement on Land Transport (GPS)	This RLTP Strategic Objectives	This RLTP Headline Targets
--	---	--------------------------------	----------------------------

Sustainable	✓
Safety	
Mode Shift	✓
Carbon Emissions	✓
Resilience	
Economic Prosperity	
Resilient	
Sustainable	✓
Safety	
Better Mode Choice	✓
Improving Freight	
Climate Change	✓
Better Travel Options	✓
Safety	
Inclusive Access	
Economic Prosperity	
Resilience and Security	
Environmental Sustainability	✓
Healthy and safe people	✓

## PROGRAMMING AND FUNDING

## COMMITTED ACTIVITIES

Activity	Phase	Description	Duration	Cost	Status update
<b>Waka Kotahi</b>					
Richmond Transport Programme Business Case	Programme Business Case	Identification of a programme in response to the increases of traffic growth through and around Richmond.	January 2021 to August 2021	\$300,000	
SH60 Takaka Hill repairs	Implementation	Work to repair damage from Cyclone Gita on State Highway 60, Tākaka Hill between Riwaka and Tākaka.			Two lanes open by mid-2021, with project completion by end of 2021.
High Street, Motueka	Implementation	Government's COVID-19 Response and Recovery Fund to deliver safety upgrades to Motueka High Street, SH60.		\$6,800,000	
SH6/62 Intersection safety improvements	Implantation			\$3,300,000 plus \$600,000 in the 2021-2021 FY	Finish the site works in April 2021, defects liability continue into 2021/22 FY.
Nelson Future Access Project	Detailed Business Case	Multi-modal transport changes that supports a thriving CBD; a world-class waterfront; and a safe, accessible and resilient transport system.		Cost in 2021/22 year \$337,600	Business Case scheduled for completion in last quarter of 2021 – Note DBC funded from Accelerated Regional State Highways Package



## SIGNIFICANT ACTIVITIES

The improvement projects are the highest cost projects for Te Tahuīhu for the next 3 years and represent the highest priority for this region. The prioritisation methodology reflects the degree to which each of the projects will achieve the strategic objectives. The process undertaken to achieve this is.....

Activity	A/C	A/O	Description	Cost 21/22	Cost 22/23	Cost 23/24	Cost 24/25	Cost 25/26	Cost 26/27	Total cost	Funding source	Rank	Outcome
Interisland Resilient Connection Project (iREX)	Local Roads Improvements	MDC	Construction of an overbridge to support the upgrade of the Interislander ferries.	\$2,000,000	\$5,000,000	\$10,000,000	-	-	-	\$17,000,000	49% MDC 51% Waka Kotahi	1	Resilience
	Road improvements	Waka Kotahi	Upgrade two roundabouts to couple with traffic flows.	-	\$2,000,000	\$3,000,000	-	-	-	\$12,738,000	100% Waka Kotahi		
Richmond Future Transport Project	Local Roads Improvements/ Road improvements	TDC	Changes to the transport network in Richmond to achieve the outcomes of the Richmond Programme Business Case.	\$3,781,000	\$1,050,000	\$960,000	\$710,000	\$770,000	\$1,047,000	\$31,014,280	Local Roads 49% TDC 51% Waka Kotahi	2	Growth
	Road Improvements	Waka Kotahi	Changes to the State Highway in Richmond to achieve the outcomes of the Richmond Programme Business Case.	\$250,000	\$2,000,000	\$2,000,000	\$2,000,000	-	-	\$6,250,000	State Highways 100% Waka Kotahi		
Nelson Future Access Project	Local Roads Improvements	NCC	Multi-modal transport changes that supports a thriving CBD; a world-class waterfront; and a safe, accessible and resilient transport system.	\$50,000	\$103,000	\$106,000	\$1,193,000	\$2,004,000	\$6,855,000	\$20,200,000	49% NCC 51% Waka Kotahi	2	Growth

	Road improvements	Waka Kotahi	Crossing changes in Tahunanui Drive.	-	\$250,000	\$1,500,000	\$250,000	\$200,000	\$250,000	\$2,450,000	100% Waka Kotahi		
Nelson/Tasman Public Transport Improvements	Public Transport	NCC/TDC	Improvements to the routes, frequency and fares to increase the patronage of the service	\$1,749,000	\$1,673,000	\$2,912,000	\$2,843,000	\$2,733,000	\$4,729,000	\$34,600,000	49% NCC/TDC 51% Waka Kotahi	4	Mode Choice
SH1 Inland Alternative Route Maruia to Renwick	Road to Zero	Waka Kotahi	Ensure speeds are safe and appropriate	-	\$1,280,400	\$1,552,100	-	-	-	\$2,832,500	100% Waka Kotahi	5	Safety
SH60 Richmond to Motueka	Road to Zero	Waka Kotahi	Packaged safety interventions	-	-	-	-	-	\$18,675,094	\$59,010,000	100% Waka Kotahi	6	Safety
Berryfield/Lower Queen Intersection Upgrade	Local Roads Improvements	TDC	Upgrade the intersection at McShane Road and Lower Queen Street to cater for residential and commercial growth in Richmond West	-	\$2,854,170	-	-	-	-	\$2,854,170	49% TDC 51% Waka Kotahi	7	Growth
Washington Valley Road	Local Roads Improvements	NCC	Vehicle traffic use will be reduced in favour of public transport and active modes, like walking and cycling.	\$500,000	\$500,000	\$1,000,000	\$2,000,000	\$1,000,000	-	\$5,000,000	49% NCC 51% Waka Kotahi	8	Mode Choice
Victory-Waimea Road active mode route	Local Roads Improvements	NCC	Vehicle traffic use will be reduced in favour of public transport and active modes, like walking and cycling.	\$300,000	\$500,000	\$500,000	\$1,000,000	\$2,200,000	-	\$4,500,000	49% NCC 51% Waka Kotahi	8	Mode Choice
SH6 Nelson to Blenheim	Road to Zero	Waka Kotahi	Ensure speeds are safe and appropriate	\$2,200,000	-	-	-	-	-	\$2,200,000	100% Waka Kotahi	10	Safety
SH6 Richmond to Wakefield	Road to Zero	Waka Kotahi	Packaged safety interventions	-	-	-	-	-	\$9,500,400	\$16,380,000	100% Waka Kotahi	11	Safety

SH6 Blenheim to Nelson [Additional Scope]	Road to Zero	Waka Kotahi	Packaged safety interventions	\$800,000	\$2,100,000	\$2,100,000	-	-	-	\$5,000,000	100% Waka Kotahi	12	Safety
SH1 Blenheim to Seddon	Road to Zero	Waka Kotahi	Safety Management	-	-	-	\$480,000	\$2,520,000	-	\$3,000,000	100% Waka Kotahi	13	Safety

LINKING TRANSPORT OBJECTIVES AND SIGNIFICANT ACTIVITIES

This is how it aligns with the GPS priorities and the RLTP objectives

Activity	RLTP Objectives					Key Transport Priority				
	Better Mode Choice	Safety	Sustainable	Resilient	Economic Prosperity	Growth	Safety	Mode Choice	Resilience	Environmental Impact
Interisland Resilient Connection Project (iREX)	✓✓	✓✓	✓	✓✓✓	✓✓✓	✓✓✓	✓✓	✓✓✓	✓✓✓	✓
Richmond Future Transport Project	✓✓✓	✓✓	✓	✓✓	✓✓	✓✓✓	✓✓	✓✓✓	✓✓	✓✓
Nelson/Tasman Public Transport Improvements	✓✓✓	✓✓✓	✓✓✓	✓	✓✓✓	✓✓✓	✓✓✓	✓✓✓	✓	✓✓✓
Nelson Future Access (Local Roads)	✓✓✓	✓✓	✓✓		✓✓✓	✓✓✓	✓✓	✓✓✓	✓	✓✓
SH1 Inland Alternative Route Waipara to Renwick		✓✓✓		✓✓✓	✓		✓✓✓		✓✓✓	
SH60 Richmond to Motueka		✓✓✓					✓✓✓			
Berryfield/Lower Queen Intersection Upgrade	✓✓	✓✓		✓	✓✓✓	✓✓✓	✓✓	✓✓	✓	✓
Washington Valley Road	✓✓✓	✓✓✓	✓✓✓	✓		✓✓	✓✓✓	✓✓✓		✓✓
Victory- Waimea Road active mode route	✓✓✓	✓✓✓	✓✓✓	✓		✓✓	✓✓✓	✓✓✓		✓✓
SH6 Nelson to Blenheim		✓✓✓			✓		✓✓✓			
SH6 Richmond to Wakefield		✓✓✓			✓		✓✓✓			
SH6 Blenheim to Nelson [Additional Scope]		✓✓✓			✓		✓✓✓			

\$7349893

## OTHER PROPOSED ACTIVITIES

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### STATE HIGHWAY ACTIVITIES

The low cost low risk programme includes minor projects that will improve network safety, resilience and cycling infrastructure. Safety improvements programme include Improvements to signage, safety barriers, speed management and intersections. There is provision for minor upgrades to current cycleway networks on the state highway to improve shoulder widths, marking and targeted education/ promotion.

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### ROAD SAFETY IMPROVEMENTS NEW CYCLING NETWORKS

The low cost low risk programme includes minor projects that will improve local network safety, walking and cycling infrastructure

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### STORMWATER QUALITY IMPROVEMENTS

The low cost low risk programme includes trialling sump filters, and working with Utilities team to inform a future business case for a future significant project to address storm water quality from road/carpark run off.

## REGIONALLY SIGNIFICANT EXPENDITURE FROM OTHER FUNDING SOURCES

Activity	Approved Organisation	Description	Start year	End year	Total cost	Funding source
High Street. Motueka	Waka Kotahi	Government's COVID-19 Response and Recovery Fund to deliver safety upgrades to Motueka High Street, SH60.	2020	2022	\$6,800,000	Covid-19 Response and Recovery Fund
Whale Trail	MDC	160km cycle trail from Picton to Kaikoura	2020	2023	\$20,000,000	\$18,000,000 MBIE \$2,000,000 MDC
Lower Queen Street Bridge Capacity Upgrade	TDC	Increasing the span of the existing bridge over Borck Creek to match the new width of the creek bed.	2023	2027	\$7,000,000	TDC
Borck Creek SH60 Bridge Capacity upgrade	TDC	The existing culvert needs to be replaced with a bridge spanning the increased width of Borck Creek.	2021	2024	\$6,900,000	TDC
Reed/Andrews Drain: SH6 Culvert and Network Tasman drain upgrade	TDC	Upgrade the Reed/Andrews drain and replace the existing culvert under SH6 with a bridge to match the increased flow capacity of the drain.	2023	2026	\$3,700,000	TDC

## TEN YEAR FORECAST

## TASMAN DISTRICT COUNCIL (UNITARY COUNCIL)

	2021/22	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	2030/31
<b>Subsidised Activities - Expenditure (by GPS Activity Class)</b>										
Road to Zero	\$566,742	\$657,072	\$673,296	\$688,896	\$704,496	\$720,096	\$440,946	\$450,296	\$459,646	\$468,996
Public Transport Services	\$408,177	\$419,748	\$724,821	\$724,014	\$717,899	\$1,048,320	\$1,459,480	\$1,454,420	\$1,666,266	\$1,920,568
Public Transport Infrastructure	\$24,705	\$183,380	\$26,058	\$26,662	\$27,265	\$200,969	\$1,483,359	\$29,077	\$29,680	\$30,284
Walking and Cycling Improvements	\$1,141,668	\$1,700,069	\$1,806,246	\$1,165,272	\$1,543,343	\$3,612,597	\$9,140,198	\$5,723,254	\$6,337,953	\$3,884,265
Local Road Improvements	\$3,254,163	\$105,300	\$107,900	\$0	\$0	\$746,638	\$0	\$719,992	\$4,639,475	\$6,472,204
Local Road Maintenance	\$14,550,436	\$15,215,441	\$15,889,079	\$15,884,849	\$16,485,455	\$16,819,135	\$17,225,628	\$17,650,761	\$17,961,847	\$18,473,529
Investment Management	\$741,079	\$917,783	\$971,515	\$810,675	\$925,267	\$771,840	\$852,639	\$1,133,987	\$962,038	\$921,021
<b>Total expenditure</b>	<b>\$20,686,970</b>	<b>\$19,198,792</b>	<b>\$20,198,916</b>	<b>\$19,300,367</b>	<b>\$20,403,725</b>	<b>\$23,919,596</b>	<b>\$30,602,249</b>	<b>\$27,161,787</b>	<b>\$32,056,905</b>	<b>\$32,170,867</b>
<b>Subsidised Activities - Revenue</b>										
Approved Organisation Revenue	\$11,168,509	\$9,761,753	\$10,309,058	\$9,952,476	\$10,364,070	\$12,061,000	\$15,720,350	\$13,939,054	\$16,742,297	\$16,429,935
NLTF Revenue	\$8,602,287	\$9,280,251	\$9,695,407	\$9,152,626	\$9,823,410	\$11,635,345	\$14,644,384	\$12,918,366	\$14,889,013	\$15,540,013
Other Revenue	\$916,174	\$154,276	\$189,606	\$191,858	\$212,214	\$214,099	\$218,745	\$292,867	\$406,935	\$183,606
<b>Total revenue</b>	<b>\$20,686,970</b>	<b>\$19,196,280</b>	<b>\$20,194,071</b>	<b>\$19,296,960</b>	<b>\$20,399,695</b>	<b>\$23,910,444</b>	<b>\$30,583,479</b>	<b>\$27,150,287</b>	<b>\$32,038,245</b>	<b>\$32,153,553</b>
<b>Unsubsidised Activities - Expenditure</b>										
Unsubsidised Operational Expenditure	\$937,932	\$1,044,844	\$1,059,526	\$1,072,745	\$1,085,203	\$1,082,484	\$1,343,091	\$1,122,874	\$1,459,537	\$1,288,432
Unsubsidised Capital Expenditure	\$1,922,679	\$305,080	\$463,110	\$424,931	\$326,830	\$334,080	\$395,001	\$348,580	\$355,830	\$420,171
<b>Total expenditure</b>	<b>\$2,860,612</b>	<b>\$1,349,924</b>	<b>\$1,522,636</b>	<b>\$1,497,676</b>	<b>\$1,412,033</b>	<b>\$1,416,564</b>	<b>\$1,738,092</b>	<b>\$1,471,454</b>	<b>\$1,815,367</b>	<b>\$1,708,603</b>
<b>Unsubsidised Activities - Revenue</b>										
Local Authority Revenue	\$2,035,638	\$1,313,630	\$1,485,479	\$1,432,107	\$1,373,151	\$1,376,820	\$1,697,486	\$1,429,985	\$1,773,036	\$1,665,409
Other Revenue	\$824,974	\$36,294	\$37,157	\$65,569	\$38,882	\$39,744	\$40,607	\$41,469	\$42,332	\$43,194
<b>Total revenue</b>	<b>\$2,860,612</b>	<b>\$1,349,924</b>	<b>\$1,522,636</b>	<b>\$1,497,676</b>	<b>\$1,412,033</b>	<b>\$1,416,564</b>	<b>\$1,738,092</b>	<b>\$1,471,454</b>	<b>\$1,815,367</b>	<b>\$1,708,603</b>

## DEPARTMENT OF CONSERVATION (TASMAN DISTRICT)

	2021/22	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	2030/31
<b>Subsidised Activities - Expenditure (by GPS Activity Class)</b>										
Local Road Improvements			\$100,000	\$34,000	\$34,680	\$35,374	\$36,081	\$36,803	\$37,539	\$38,290
Local Road Maintenance	229,640	229,640	229,640	229,640	229,640	229,640	229,640	229,640	229,640	229,640
<b>Total expenditure</b>	229,640	229,640	329,640	208,996	212,671	220,696	214,257	226,485	215,858	219,682
<b>Subsidised Activities - Revenue</b>										
NLTF Revenue	\$117,116	\$117,116	\$117,116	\$117,116	\$117,116	\$117,116	\$117,116	\$117,116	\$117,116	\$117,116
<b>Total revenue</b>	\$117,116	\$117,116	\$117,116	\$117,116	\$117,116	\$117,116	\$117,116	\$117,116	\$117,116	\$117,116
<b>Unsubsidised Activities - Expenditure</b>										
Unsubsidised Operational Expenditure	\$8,333	\$8,333	\$8,333	\$8,333	\$8,333	\$8,333	\$8,333	\$8,333	\$8,333	\$8,333
<b>Total expenditure</b>	\$8,333	\$8,333	\$8,333	\$8,333	\$8,333	\$8,333	\$8,333	\$8,333	\$8,333	\$8,333



## NELSON CITY COUNCIL (UNITARY COUNCIL)

	2021/22	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	2030/31
<b>Subsidised Activities</b>										
<b>Expenditure (by GPS Activity Class)</b>										
Road to Zero	\$1,771,537	\$1,907,713	\$1,922,696	\$2,573,610	\$3,049,391	\$4,297,241	\$3,576,071	\$2,804,656	\$1,461,004	\$1,657,270
Public Transport Services	\$3,239,297	\$3,356,287	\$4,360,307	\$4,483,390	\$4,732,465	\$6,876,167	\$7,005,446	\$7,216,636	\$9,260,956	\$9,521,359
Public Transport Infrastructure	\$150,000	\$257,500	\$211,356	\$146,375	\$707,092	\$611,228	\$99,830	\$102,625	\$664,668	\$70,175
Walking and Cycling Improvements	\$1,845,078	\$3,053,735	\$3,696,611	\$6,356,319	\$6,394,320	\$6,520,032	\$3,508,582	\$1,391,983	\$1,514,281	\$5,795,065
Local Road Improvements	\$966,387	\$1,013,237	\$1,195,242	\$2,098,420	\$2,205,488	\$2,574,638	\$3,626,029	\$2,699,135	\$1,961,534	\$3,026,330
Local Road Maintenance	\$8,900,757	\$8,768,194	\$9,665,197	\$10,406,056	\$10,893,526	\$11,129,537	\$11,526,417	\$12,162,108	\$11,792,944	\$11,993,174
<b>Total expenditure</b>	<b>\$16,873,056</b>	<b>\$18,356,667</b>	<b>\$1,922,696</b>	<b>\$26,064,170</b>	<b>\$27,982,282</b>	<b>\$32,008,843</b>	<b>\$29,342,376</b>	<b>\$26,377,144</b>	<b>\$26,655,388</b>	<b>\$32,063,373</b>
<b>Revenue for subsidised activities</b>										
Approved Organisation Revenue	\$7,672,904	\$8,356,578	\$9,702,181	\$12,083,483	\$12,946,918	\$14,836,633	\$13,445,784	\$11,652,270	\$12,172,770	\$13,586,903
NLTF Revenue	\$7,986,084	\$8,697,663	\$10,098,189	\$12,576,687	\$13,475,364	\$15,442,210	\$13,994,592	\$12,127,873	\$12,669,618	\$14,141,470
Other Revenue	\$1,214,069	\$1,302,427	\$1,251,040	\$1,404,000	\$1,560,000	\$1,730,000	\$1,902,000	\$2,097,000	\$2,313,000	\$4,335,000
<b>Total revenue</b>	<b>\$16,873,056</b>	<b>\$18,356,667</b>	<b>\$21,051,410</b>	<b>\$26,064,170</b>	<b>\$27,982,282</b>	<b>\$32,008,843</b>	<b>\$29,342,376</b>	<b>\$25,877,144</b>	<b>\$27,155,388</b>	<b>\$32,063,373</b>
<b>Unsubsidised Activities - Expenditure</b>										
Unsubsidised Operational Expenditure	\$1,075,747	\$1,013,819	\$1,103,791	\$994,787	\$1,132,650	\$999,961	\$1,097,718	\$1,077,596	\$1,170,312	\$2,358,381
Unsubsidised Capital Expenditure	\$1,870,440	\$2,266,000	\$866,560	\$1,236,052	\$1,720,405	\$1,770,849	\$2,301,967	\$3,779,031	\$1,888,404	\$3,534,285
<b>Total Expenditure</b>	<b>\$2,946,187</b>	<b>\$3,279,819</b>	<b>\$1,970,350</b>	<b>\$2,230,839</b>	<b>\$2,853,055</b>	<b>\$2,770,809</b>	<b>\$3,399,685</b>	<b>\$4,856,626</b>	<b>\$3,058,715</b>	<b>\$5,892,666</b>
<b>Revenue for Unsubsidised Activities</b>										
Local Authority Revenue	\$2,946,187	\$3,279,819	\$1,970,350	\$2,230,839	\$2,853,055	\$2,770,809	\$3,399,685	\$4,856,626	\$3,058,715	\$5,892,666
<b>Total revenue</b>	<b>\$2,946,187</b>	<b>\$3,279,819</b>	<b>\$1,970,350</b>	<b>\$2,230,839</b>	<b>\$2,853,055</b>	<b>\$2,770,809</b>	<b>\$3,399,685</b>	<b>\$4,856,626</b>	<b>\$3,058,715</b>	<b>\$5,892,666</b>

## MARLBOROUGH DISTRICT COUNCIL (UNITARY COUNCIL)

	2021/22	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	2030/31
<b>Subsidised Activities - Expenditure (by GPS Activity Class)</b>										
Road to Zero	\$420,000	\$200,000	\$140,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000
Public Transport Services	\$611,180	\$587,180	\$587,180	\$606,580	\$582,580	\$582,580	\$606,580	\$582,580	\$582,580	\$606,580
Public Transport Infrastructure	\$11,750	\$12,500	\$13,250	\$14,000	\$14,750	\$15,500	\$16,250	\$17,000	\$17,750	\$18,500
Walking and Cycling Improvements	\$220,000	\$230,000	\$460,000	\$260,000	\$1,560,000	\$190,000	\$1,040,000	\$510,000	\$560,000	\$1,690,000
Local Road Improvements	\$480,000	\$1,480,000	\$1,080,000	\$1,500,000	\$1,500,000	\$1,500,000	\$8,000,000	\$1,500,000	\$1,500,000	\$1,500,000
Local Road Maintenance	\$17,518,173	\$17,518,173	\$17,518,173	\$19,518,173	\$23,018,173	\$23,018,173	\$21,518,173	\$21,518,173	\$21,518,173	\$23,518,173
Investment Management	\$82,000	\$82,000	\$112,000	\$82,000	\$82,000	\$112,000	\$82,000	\$82,000	\$112,000	\$82,000
<b>Total expenditure</b>	<b>\$19,343,103</b>	<b>\$20,109,853</b>	<b>\$19,910,603</b>	<b>\$22,980,753</b>	<b>\$27,757,503</b>	<b>\$26,418,253</b>	<b>\$32,263,003</b>	<b>\$25,209,753</b>	<b>\$25,290,503</b>	<b>\$28,415,253</b>
<b>Revenue for subsidised activities</b>										
Approved Organisation Revenue	\$9738120	\$9,813,828	\$9,756,195	\$11,260,569	\$13,601,176	\$12,944,943	\$15,808,871	\$12,352,779	\$12,392,346	\$13,923,473
NLTF Revenue	\$9,864,982	\$10,256,025	\$10,154,408	\$11,720,184	\$14,156,327	\$13,473,309	\$16,454,132	\$12,856,974	\$12,898,156	\$14,491,779
Other Revenue	\$40,000	\$40,000	0	0	0	0	0	0	0	0
<b>Total revenue</b>	<b>\$9,904,982</b>	<b>\$20,109,853</b>	<b>\$19,910,603</b>	<b>\$22,980,753</b>	<b>\$27,757,503</b>	<b>\$26,418,252</b>	<b>\$32,263,003</b>	<b>\$25,209,753</b>	<b>\$25,290,502</b>	<b>\$28,415,252</b>
<b>Unsubsidised Activities - Expenditure</b>										
Unsubsidised Operational Expenditure	\$1,009,262	\$1,029,262	\$1,009,262	\$1,029,262	\$1,009,262	\$1,029,262	\$1,009,262	\$1,029,262	\$1,009,262	\$1,029,262
Unsubsidised Capital Expenditure	\$1,157,000	\$1,157,000	\$1,096,000	\$996,000	\$996,000	\$996,000	\$996,000	\$996,000	\$996,000	\$996,000
<b>Total Expenditure</b>	<b>\$2,166,262</b>	<b>\$2,186,262</b>	<b>\$2,105,262</b>	<b>\$2,025,262</b>	<b>\$2,005,262</b>	<b>\$2,025,262</b>	<b>\$2,005,262</b>	<b>\$2,025,262</b>	<b>\$2,005,262</b>	<b>\$2,025,262</b>
<b>Revenue for Unsubsidised Activities</b>										
Local Authority Revenue	\$2,166,262	\$2,186,262	\$2,105,262	\$2,025,262	\$2,005,262	\$2,025,262	\$2,005,262	\$2,025,262	\$2,005,262	\$2,025,262
<b>Total revenue</b>	<b>\$2,166,262</b>	<b>\$2,186,262</b>	<b>\$2,105,262</b>	<b>\$2,025,262</b>	<b>\$2,005,262</b>	<b>\$2,025,262</b>	<b>\$2,005,262</b>	<b>\$2,025,262</b>	<b>\$2,005,262</b>	<b>\$2,025,262</b>

## DEPARTMENT OF CONSERVATION (MARLBOROUGH DISTRICT)

	2021/22	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	2030/31
<b>Subsidised Activities - Expenditure (by GPS Activity Class)</b>										
Local Road Improvements	-	-	\$100,000	\$34,000	\$34,680	\$35,374	\$36,081	\$36,803	\$37,539	\$38,290
Local Road Maintenance	\$248,233	\$248,233	\$248,233	\$234,595	\$238,656	\$248,144	\$239,540	\$254,259	\$240,400	\$244,591
<b>Total expenditure</b>	\$248,233	\$248,233	\$348,233	\$268,595	\$273,336	\$283,517	\$275,621	\$291,062	\$277,938	\$282,880
<b>Revenue for subsidised activities</b>										
NLTF Revenue	\$126,599	\$126,599	\$177,599	\$136,983	\$139,402	\$144,594	\$140,567	\$148,442	\$141,749	\$144,269
<b>Total revenue</b>	\$126,599	\$126,599	\$177,599	\$136,983	\$139,402	\$144,594	\$140,567	\$148,442	\$141,749	\$144,269
<b>Unsubsidised Activities - Expenditure</b>										
Unsubsidised Operational Expenditure	\$8,333	\$8,333	\$8,333	\$8,333	\$8,333	\$8,333	\$8,333	\$8,333	\$8,333	\$8,333
<b>Total Expenditure</b>	\$8,333	\$8,333	\$8,333	\$8,333	\$8,333	\$8,333	\$8,333	\$8,333	\$8,333	\$8,333

## WAKA KOTAHI (STATE HIGHWAYS)

	2021/22	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	2030/31
<b>Subsidised Activities - Expenditure (by GPS Activity Class)</b>										
Road to Zero	\$7,856,479	\$15,214,171	\$12,368,171	\$730,000	\$2,520,000	\$28,470,544	\$28,173,975	\$27,757,172	\$28,931,008	\$24,403,300
Walking and Cycling Improvements	\$847,667	\$847,667	\$847,667	\$847,667	\$847,667	\$847,667	\$847,667	\$847,667	\$847,667	\$847,667
State Highway Improvements	\$2,521,031	\$2,314,190	\$2,365,400	\$1,386,208	\$1,082,432	\$1,104,081	\$1,126,162	\$1,148,686	\$1,171,659	\$1,195,093
State Highway Maintenance	\$31,771,738	\$32,311,858	\$33,874,467	\$34,551,957	\$35,242,996	\$35,947,856	\$36,666,813	\$37,400,149	\$38,148,152	\$38,911,115
<b>Total expenditure</b>	<b>\$42,996,915</b>	<b>\$50,687,886</b>	<b>\$49,455,705</b>	<b>\$37,5158,32</b>	<b>\$39,693,095</b>	<b>\$66,370,148</b>	<b>\$66,814,617</b>	<b>\$67,153,674</b>	<b>\$69,098,486</b>	<b>\$65,357,175</b>

## MONITORING INDICATOR FRAMEWORK

The LTMA states that the plan must include “the measure that will be used to monitor the performance of activities” The measure refers to the things we will use to monitor progress toward a particular outcome

There may be more than one measure associated with a particular MOT objective and each measure has an associated indicator and data source.

### OBJECTIVE: INCLUSIVE ACCESS

Measure	Indicator	Desired Trend	Data Sources
1:: Active transport	Mode share of all trips by Walking. & cycling & PT mode share	Increasing	Journey survey/ census
	Number of people living within 500m of a high quality cycling facility	Increasing	GIS
	Cycle and walking counts	Increasing	Count Sites
2: Public Transport Network	Percentage of community living within 500m of a public transport route	Increasing	GIS
3: Public transport	Number of annual boardings	Increasing peak and off peak boardings	Bus ticket data

Attachment 1

### OUTCOME: HEALTHY AND SAFE PEOPLE

Measure	Indicator	Desired Trend	Data Sources
1: Deaths and serious injuries	Number of deaths and serious injuries	Decrease	CAS Database
2: Deaths and serious injuries	Death and serious injury crashes as a proportion of all crashes	Decreasing	CAS Database
3: Active transport	Cycle and walk counts	Increasing	Count sites

### OUTCOME: ENVIRONMENTAL SUSTAINABILITY

Measure	Indicator	Desired Trend	Data Sources
1: Air quality	Number of poor air quality exceedances	Decreasing	Environmental monitoring
2: Greenhouse gas emissions	Annual greenhouse gas emissions for transport	Decreasing	MfE greenhouse gas inventory

### OUTCOME: RESILIENCE AND SECURITY

Measure	Indicator	Desired Trend	Data Sources
1: Recovery	Number of journeys impacted due to unplanned road closure	Decreasing	Contractor data
2: Recovery	Number of hours that sections of journey routes are closed due to unplanned disruption	Decreasing	Contractor data

OUTCOME: ECONOMIC PROSPERITY

Measure	Indicator	Desired Trend	Data Sources
1: HPMV routes	Percentage completion of HPMV network	Increasing	NLTP Database
2: Travel time	The annual variation of mean time to travel key routes	No more than 20 percent	Travel Time data

**APPENDIX A – APPROVED ORGANISATIONS**

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**MARLBOROUGH**

Marlborough District Council

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**NELSON**

Nelson City Council

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**TASMAN**

Tasman District Council

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**CENTRAL GOVERNMENT**

Waka Kotahi NZ Transport Agency

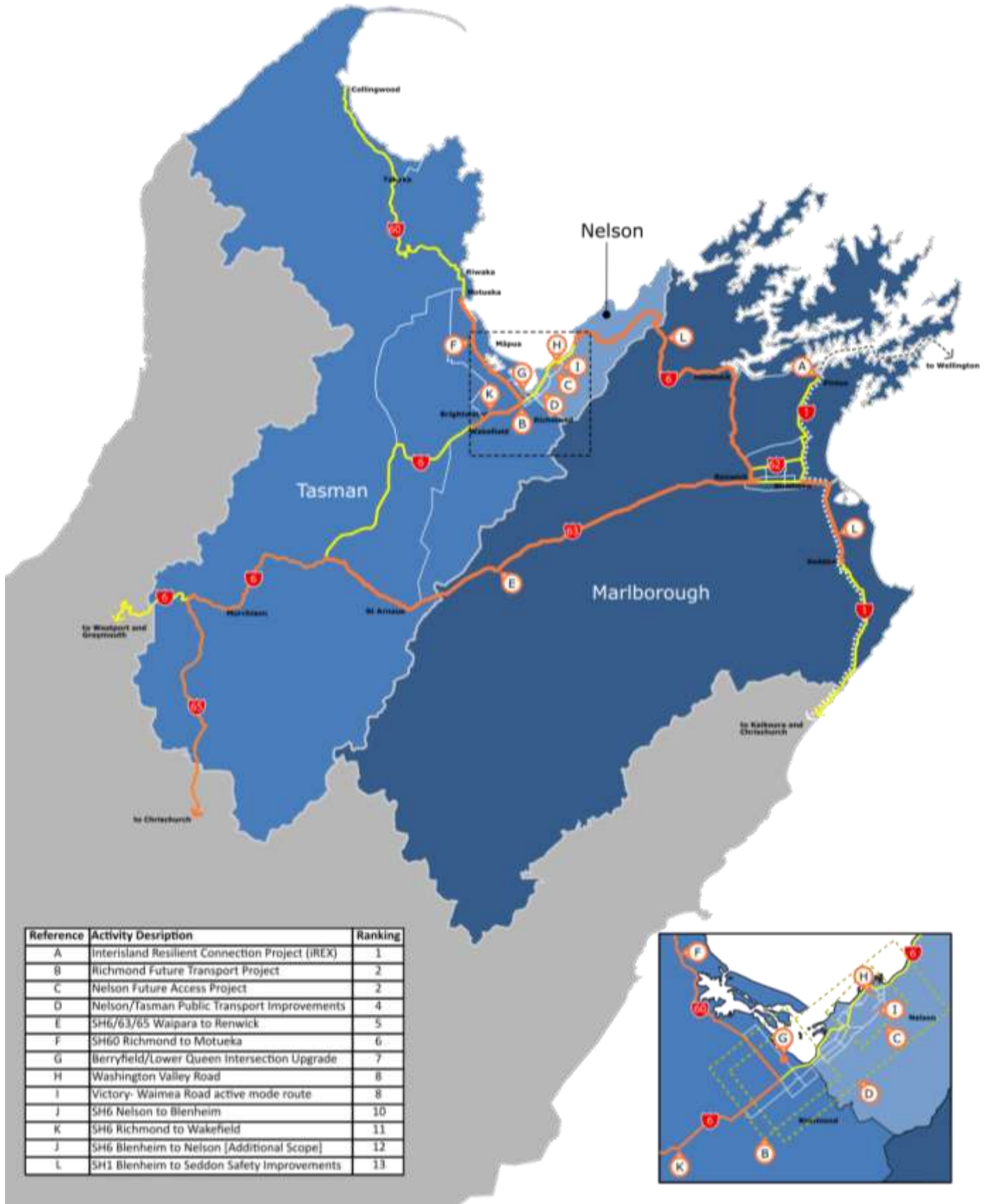
Department of Conservation

KiwiRail

Kāinga Ora—Homes and Communities

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APPENDIX B – SIGNIFICANT PROJECTS







Activity Name	iRex-Interisland Resilient Connection Project
<b>Activity Description</b>	KiwiRail are upgrading their fleet and will replace the existing three ferries with two new ferries in 2024. The ferries will be able to carry increased loadings for freight, particularly rail. This will require the reconstruction of both the Wellington and Picton ports. In Picton, the marshalling area will be relocated, changing the pattern and distribution of traffic within the township. Longer trains will be established at the port.
<b>Key Problems/Issues</b>	<ol style="list-style-type: none"> <li>1. Increasing vehicular movements to and from Port Marlborough will negatively impact residents and visitors experience, access and affect port operations</li> <li>2. Longer trains and increasing vehicular movements to and from Port Marlborough negatively impact on safety</li> <li>3. Longer trains require more space to assemble and disperse, severing the community and disrupting local and regional access</li> </ol>
<b>Activity Objectives</b>	<ul style="list-style-type: none"> <li>• Port is enabled to handle current and future passenger and freight volumes</li> <li>• Improved visitor and resident safety and wellbeing</li> <li>• Community, visitor and business access is maintained and enhanced</li> <li>• Improved walking and cycling opportunities</li> <li>• Consistent journey times.</li> </ul>
<b>Activity link to Primary Regional Objective</b>	<ul style="list-style-type: none"> <li>• Mode Choice</li> <li>• Safety</li> <li>• Sustainability</li> <li>• Resilience</li> <li>• Economic Prosperity</li> </ul>
<b>Activity status</b>	<p>The Single Stage Business Case (SSBC) is expected to be completed in mid 2021.</p> <p>The Transport interventions that are proposed within the SSBC will be subject to the 2021-24 NLTP.</p>
<b>Links to detailed information</b>	<p><a href="https://pictonferryprecinct.co.nz/">https://pictonferryprecinct.co.nz/</a></p>



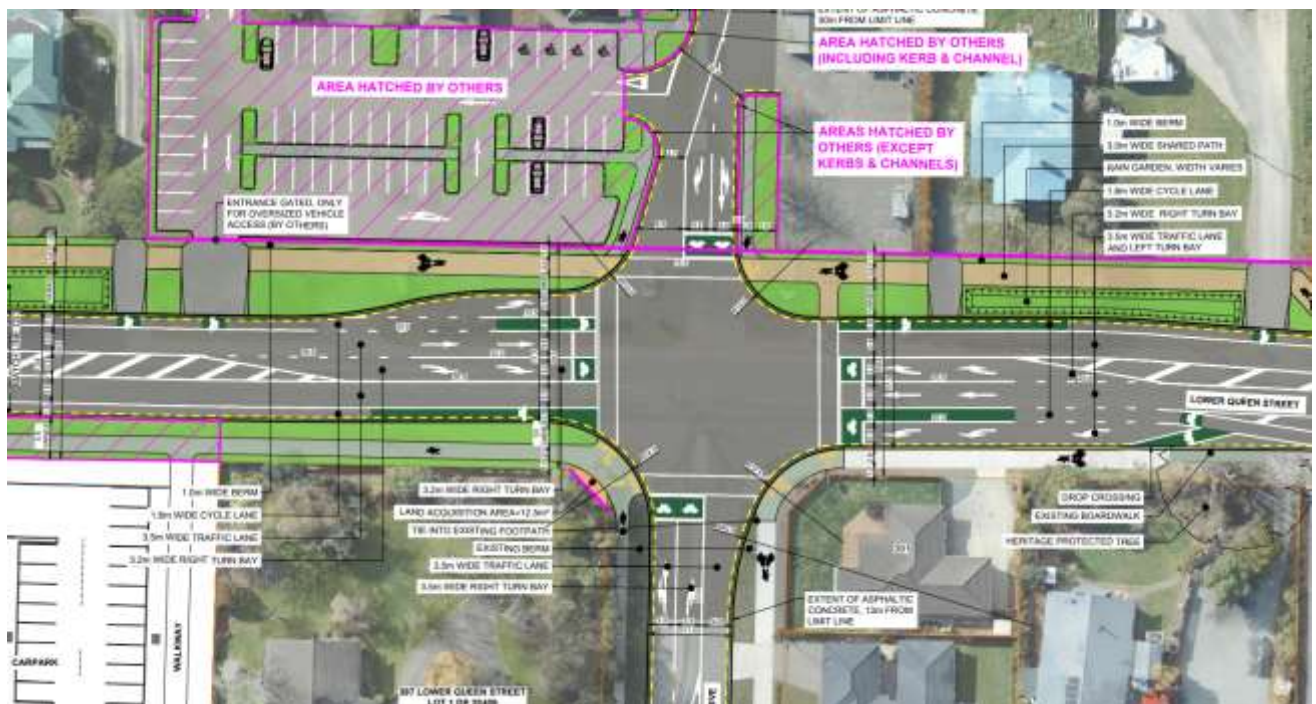
Activity Name	Richmond Future Transport Project
<b>Activity Description</b>	The Richmond Future Transport Project will facilitate the implementation of the outcomes of the Richmond Programme Business Case, with the aims of increasing the efficiency of the movement of freight and people through the Richmond area, while also improving active transport connections and central city amenity and liveability.
<b>Key Problems/Issues</b>	<ol style="list-style-type: none"> <li>1. Increasing traffic volumes as a result of growth creates severance and rat running, leading to reduced place value and increased safety risk.</li> <li>2. Traffic congestion through Richmond causes delays to people and goods reducing travel time reliability and access to economic opportunities and key destinations.</li> <li>3. Reliance on private cars for short journeys as a result of car-oriented development leads to low utilisation of public and active transport modes and conflict between modes</li> </ol>
<b>Activity Objectives</b>	Richmond offers a sustainable and liveable (urban) environment. The transport system within Richmond is optimised for the movement of people and goods, while more closely aligning with government guidelines on sustainability and carbon emissions.
<b>Activity link to Primary Regional Objective</b>	<ul style="list-style-type: none"> <li>• Mode Choice</li> <li>• Safety</li> <li>• Sustainability</li> <li>• Economic Prosperity</li> </ul>
<b>Activity status</b>	<p>The strategic case for the Richmond Future Transport Project has been completed and the Programme Business Case is expected to be completed August 2021.</p> <p>A NOF has also been completed, and projects from the NOF make up part of the programme of works.</p>
<b>Links to detailed information</b>	



Activity Name	Nelson/Tasman Public Transport Improvements
<b>Activity Description</b>	<p>Following an extensive joint public transport review, Nelson Tasman has been provided direction to develop and improve the regional public transport system. The proposals below are included in the draft Regional Passenger Transport Plan.</p> <p>Step Change 1 July 2023</p> <ul style="list-style-type: none"> <li>• New urban routes 7am and 7pm, 7 days per week</li> <li>• Hourly weekend service</li> <li>• Stoke demand responsive service</li> <li>• Single urban zone fare</li> <li>• Low emission buses</li> <li>• Community Transport services to Motueka, Golden Bay, Wakefield and Hira</li> <li>• Morning and evening bus to Motueka and Wakefield</li> <li>• Super stops at Richmond, Stoke, Tahunanui, Hospital and Nelson</li> <li>• Bus stop improvements elsewhere</li> <li>• Regional branding of the services</li> </ul> <p>Step Change 2 July 2026</p> <ul style="list-style-type: none"> <li>• All urban buses run every 30 minutes</li> <li>• Weekday service to Motueka (4 daily) and Wakefield (6 daily)</li> <li>• Park and ride facility</li> </ul> <p>Step change 3 July 2029</p> <ul style="list-style-type: none"> <li>• Addition buses at peak times</li> <li>• Weekend bus service to Motueka (4 daily) and Wakefield (6 daily)</li> </ul>
<b>Key Problems/Issues</b>	<ul style="list-style-type: none"> <li>• The current transport form and design limits access to healthy, safe and sustainable transport choices</li> </ul>
<b>Activity Objectives</b>	<p>Public transport patronage continually grows, providing an integrated approach to accommodating sustainable travel demand.</p>
<b>Activity link to Primary Regional Objective</b>	<ul style="list-style-type: none"> <li>• Mode Choice</li> </ul>
<b>Activity status</b>	<p>The Regional Passenger Transport Plan is open for public feedback.</p>
<b>Links to detailed information</b>	



<b>Activity Name</b>	<b>Berryfield/Lower Queen Street Intersection Upgrade</b>
<b>Activity Description</b>	This upgrade will improve the intersection to allow for projected growth in Richmond West.
<b>Key Problems/Issues</b>	<ol style="list-style-type: none"> <li>1. Increasing traffic volumes created as part of the residential development are experiencing long delays exiting Berryfield Drive resulting in unsafe manoeuvres to enter Lower Queen Street.</li> <li>2. Commercial and industrial development along Lower Queen Street is creating a need to cater for heavy vehicles.</li> <li>3. Lower Queen Street and Berryfield drive are primary routes for active transport and public transport.</li> </ol>
<b>Activity Objectives</b>	<ul style="list-style-type: none"> <li>• A signalised intersection is developed to cater for the traffic growth projections from the Berryfield subdivision and NMIT redevelopment.</li> <li>• Access is provided to the new commercial development adjacent this site.</li> <li>• This intersection is future-proofed to allow for future two lanes heading towards Richmond.</li> <li>• Pedestrians, cyclists and buses are catered for in accordance with the Land Development manual and national best practise.</li> <li>• The landscape gateway into Richmond town centre is enhanced.</li> <li>• Adequate treatment for roadside runoff is provided.</li> </ul>
<b>Activity link to Primary Regional Objective</b>	<ul style="list-style-type: none"> <li>• Mode Choice</li> <li>• Safety</li> <li>• Sustainability</li> <li>• Economic Prosperity</li> </ul>
<b>Activity status</b>	The design of the intersection has been completed and property is currently being purchased.
<b>Links to detailed information</b>	



Activity Name	<b>Nelson Future Access (local roads)</b>
<b>Activity Description</b>	<p>Nelson Future Access (local roads) is a package of projects on local roads including:</p> <ul style="list-style-type: none"> <li>• Kerb buildouts and central pedestrian refuges</li> <li>• speed control measures (humps/chicanes)</li> <li>• Interventions to prevent through traffic (cul-de-sac/ one way traffic channelization)</li> <li>• Widening of shared pathways</li> <li>• Improved lighting for footpaths and shared paths</li> <li>• Signalised crossing points</li> <li>• Intersection improvement through installing traffic signals</li> <li>• Bus prioritisation at traffic signals</li> <li>• Advertising and behaviour change campaigns</li> </ul>
<b>Key Problems/Issues</b>	<ol style="list-style-type: none"> <li>1. The inability of Nelson’s transport network to support the increasing movement of people and freight between Stoke and Nelson city centre is constraining the economic growth and social wellbeing of the region</li> <li>2. Conflicting uses and inappropriate use of the network severs neighbourhoods reducing their safety and amenity</li> <li>3. The susceptibility of the arterial network to natural events of increasing severity and a greater number increases the risk of significant economic shock to Nelson and the wider region</li> </ol>
<b>Activity Objectives</b>	<ul style="list-style-type: none"> <li>• A multi-modal transport system that supports community aspirations for a thriving CBD is developed.</li> <li>• Nelson has a world-class waterfront.</li> <li>• A safe, accessible and resilient transport system that will meet the diverse needs of customers and communities is created.</li> </ul>
<b>Activity link to Primary Regional Objective</b>	<ul style="list-style-type: none"> <li>• Mode Choice</li> <li>• Network Management</li> </ul>
<b>Activity status</b>	<p>The outcome of the NFAP has not yet identified a preferred option and this funding package is a placeholder but includes a programme of work that is independent of the long term options. Projects identified to date include safety improvements, lowered speeds to reduce the attractiveness for through and rat-run traffic, improved public transport, and enhanced attractiveness of walking and cycling as a transport.</p> <p>Waka Kotahi continue work to identify the preferred long term package.</p>
<b>Links to detailed information</b>	<p><a href="https://www.nzta.govt.nz/projects/nelson-future-access-project/">https://www.nzta.govt.nz/projects/nelson-future-access-project/</a></p>



Activity Name	Washington Valley Active Transport route
<b>Activity Description</b>	<p>Washington Road is within the NZTA Nelson Future Access Study (FAS) project area, and is identified as an area where vehicle traffic use could be reduced in favour of public transport and active modes.</p> <p>Sewer, stormwater, and water utility upgrades are being installed in Washington Road in 2021-24 and will result in removal and reinstatement of footpaths, kerbs and parking lanes between Hastings Street and Britannia Heights. Road upgrade is proposed now to capitalise on the opportunity to rearrange the road space allocation, accelerate mode shift to active modes and deliver safety improvements and improve active transport facilities for the area.</p> <p>Washington Road is close Nelson City Centre and is identified as a residential intensification area.</p> <p>Washington Road is identified within the NZTA Safety Pipeline because of a poor safety record. Speed management within 10 years is the recommended intervention.</p>
<b>Key Problems/Issues</b>	<ol style="list-style-type: none"> <li>1. The current transport form and design constrains access to healthy, safe and sustainable transport choice</li> </ol>
<b>Activity Objectives</b>	<p>Substantial sections of Washington Road are rearranged in a fresh layout to provide accelerated delivery of low carbon transport options, supporting urban intensification in a residential area within 1.5km to the Nelson City Centre</p>
<b>Activity link to Primary Regional Objective</b>	<ul style="list-style-type: none"> <li>• Mode Choice</li> </ul>
<b>Activity status</b>	<p>A placeholder amount of funding is proposed for this project pending further consultation and design.</p> <p>Year 1 will see the completion of the Detailed business case (\$200K) and route selection/design/consultation.</p> <p>The next phases are subject to the 2121-31 NLTP.</p> <p>Year 2- 4 will address the lower end of Washington Valley from Hastings St to Wolf Street (\$750K)</p> <p>Year 3 /4 will address the upper end of the valley. Route selection and design is not yet determined (placeholder of \$1.5 M).</p>



Activity Name	<b>Victory – Waimea Road Active Transport route</b>
<b>Activity Description</b>	<p>The area between the existing Railway Reserve in Nelson South and Waimea Road is within the NZTA Nelson Future Access Study (FAS) project area, and is identified as an area where vehicle traffic use could be reduced in favour of public transport and active modes.</p> <p>Waimea Road is the location of the Nelson Marlborough District Health Board (NMDHB) primary hospital, which has a large workforce and high visitor numbers who are currently not well catered for if they chose to come to hospital via active transport. To the east of Waimea Road are two of Nelsons main secondary schools, Nelson College and Nelson College for Girls, whose catchment includes Nelson south and west, as well as Hampden Street School. To the west of Waimea Rd is Nelson Intermediate School and Victory School. The routes to these sites (and between them) from the Railway Reserve and the Vanguard Street shared path at Victory Square, is not well defined, and existing road space allocation does not support active modes. NMDHB site development may present access coordination opportunities.</p>
<b>Key Problems/ Issues</b>	The current transport form and design constrains access to healthy, safe and sustainable transport choice.
<b>Activity Objectives</b>	The East - West connection improvements from Waimea Road to the Railway Reserve and Victory area have facilitated the delivery of low carbon transport options to support urban intensification in a residential area within 1.5km to the Nelson City Centre.
<b>Activity link to Primary Regional Objective</b>	<ul style="list-style-type: none"> <li>• Mode Choice</li> </ul>
<b>Activity status</b>	<p>A placeholder amount of funding is proposed for this project, pending further consultation and design, and possible land purchase.</p> <p>Year 1 will see the development of the Detailed Business Case. The next phases--pre implementation (design and consultation) and implementation (construction)--are subject to the 2121-31 NLTP.</p>
<b>Links to detailed information</b>	





Activity Name	Maruia to Renwick (Marlborough – Tasman Section of Waipara to Renwick)
<b>Activity Description</b>	<p>This stretch of road is part of the Inland Alternative Route from Blenheim through to Waipara comprising of SH6, SH65 and SH7 This is part of a broader corridor called the 'alternative route' between Renwick and Waipara. This route has been split to cover the three regions it traverses: Marlborough/ Tasman ,West Coast and Canterbury. The anticipated project costs have been apportioned according to route length through each region.</p> <p>A review is required of the alternate route to confirm whether sections of lower speed limit remain at 80 km/h or reverted back to 100km/h. This project is in response to Waka Kotahi commitment to the transport industry to review speed limits and ensure appropriate speed management on state highways. The current DSI per annum is 8.7.</p>
<b>Key Problems/ Issues</b>	<ol style="list-style-type: none"> <li>1. The appropriate speed for this route is unclear.</li> <li>2. Any deaths and serious injuries means Road to Zero goals have not been reached.</li> <li>3. Current DSI per annum is 8.7.</li> </ol>
<b>Activity Objectives</b>	<ul style="list-style-type: none"> <li>• A review of the posted speed limits on this route is completed.</li> <li>• There is a measurable reduction in deaths and serious injuries on this stretch of state highway.</li> </ul>
<b>Activity link to Regional Objective</b>	<ul style="list-style-type: none"> <li>• Safety</li> </ul>
<b>Activity status</b>	<p>This programme reflects the Government's priority to reduce deaths and serious injuries, introducing clear targets to reduce road trauma. The overall target is a 40% reduction in deaths and serious injuries (DSI) by 2030 when compared to 2018 levels. A strategic case has been endorsed by the Waka Kotahi Board.</p> <p>Further work by staff have reviewed the earlier list and provided a much more comprehensive programme based on targeting the highest needs along state highway corridors.</p>
<b>Links to detailed information</b>	<p><a href="https://www.nzta.govt.nz/safety/nz-road-safety-strategy/safe-network-programme/">https://www.nzta.govt.nz/safety/nz-road-safety-strategy/safe-network-programme/</a></p>

Attachment 1



Activity Name	SH60 Richmond to Motueka
<b>Activity Description</b>	<p>This activity is a package of safety improvement activities on SH60 between Richmond and Motueka to address safety problems. This programme reflects the Government's priority to reduce deaths and serious injuries, introducing clear targets to reduce road trauma.</p> <p>Potential infrastructure improvements at the Richmond-Mapua end include corridor treatments including median barrier, shoulder widening and roadside barrier at high risk locations, as well as intersection improvements including rural roundabouts.</p> <p>Potential infrastructure improvements at the Motueka end of the corridor including wide centreline, shoulder widening and roadside barrier at high risk locations.</p> <p>A Speed Management review planned for the whole corridor in conjunction with the review and planning of the infrastructure improvements noted above.</p> <p>Current DSI per annum is 1.79.</p>
<b>Key Problems/ Issues</b>	<ol style="list-style-type: none"> <li>1. This corridor is a high volume state highway (&gt;6,000 vpd AADT), with Medium-High Collective Risk at the Richmond to Mapua end, and Medium Collective Risk at the Motueka end.</li> <li>2. Current DSI per annum is 1.79</li> </ol>
<b>Activity Objectives</b>	<ul style="list-style-type: none"> <li>• Deaths and serious injuries on this stretch of the state highway network are reduced</li> <li>• There is a 40% reduction in deaths and serious injuries (DSI) by 2030 when compared to 2018 levels.</li> </ul>
<b>Activity link to Regional Objective</b>	<ul style="list-style-type: none"> <li>• Safety</li> </ul>
<b>Activity status</b>	<p>A strategic case for this project has been endorsed by the Waka Kotahi Board.</p> <p>Further work by staff have reviewed the earlier list and provided a much more comprehensive programme based on targeting the highest needs along state highway corridors.</p>
<b>Links to detailed information</b>	<p><a href="https://www.nzta.govt.nz/safety/nz-road-safety-strategy/safe-network-programme/">https://www.nzta.govt.nz/safety/nz-road-safety-strategy/safe-network-programme/</a></p>

Attachment 1



Activity Name	SH6 Nelson to Blenheim (Speed Management)	
<b>Activity Description</b>	<p>A speed review has been completed on SH6 Nelson to Blenheim, and the resulting recommendations are now being implemented through this activity programme.</p> <p>The project seeks to deliver safety treatments such as speed management, delineation improvements, and threshold/channelization treatments to reinforce the safe and appropriate speed of the state highway.</p> <p>Current DSI per annum is 1.04</p>	<b>Item Attachment 1</b>
<b>Key Problems/ Issues</b>	<ol style="list-style-type: none"> <li>1. Any deaths and serious injuries means that the Road to Zero goals have not been reached.</li> <li>2. Current DSI per annum is 1.04.</li> </ol>	
<b>Activity Objectives</b>	There is a measurable reduction in deaths and serious injuries on this stretch of the state highway network.	
<b>Activity link to Regional Objective</b>	Communities have access to a safe transport system	
<b>Activity status</b>	<p>This programme reflects the Governments priority to reduce deaths and serious injuries, introducing clear targets to reduce road trauma. The overall target is a 40% reduction in deaths and serious injuries (DSI) by 2030 when compared to 2018 levels. A strategic case has been endorsed by the Waka Kotahi Board.</p> <p>Further work by staff have reviewed the earlier list and provided a much more comprehensive programme based on targeting the highest needs along state highway corridors.</p>	
<b>Links to detailed information</b>	<a href="https://www.nzta.govt.nz/safety/nz-road-safety-strategy/safe-network-programme/">https://www.nzta.govt.nz/safety/nz-road-safety-strategy/safe-network-programme/</a>	



Activity Name	SH6 Richmond to Wakefield
<b>Activity Description</b>	<p>This activity is a package of safety improvement activities on SH6 between Richmond and Wakefield to address safety problems. This programme reflects the Government's priority to reduce deaths and serious injuries, introducing clear targets to reduce road trauma.</p> <p>Potential infrastructure improvements include corridor treatments, including wide centreline, shoulder widening and roadside barrier at high risk locations, as well as intersection improvements including rural roundabouts.</p> <p>A Speed Management review has been completed for the whole corridor. Potential speed changes are to be reviewed in conjunction with any planned infrastructure changes noted above.</p> <p>The current DSI per annum is 0.91.</p>
<b>Key Problems Issues</b>	<ol style="list-style-type: none"> <li>1. This corridor is a high volume state highway (&gt;6,000 vpd AADT), with Medium-High Collective Risk at the Richmond to Brightwater.</li> <li>2. The current DSI per annum is 0.91, which exceeds Road to Zero goals.</li> </ol>
<b>Activity Objectives</b>	<ul style="list-style-type: none"> <li>• There is a reduction in deaths and serious injuries on this section of urban state highway.</li> <li>• The overall target is a 40% reduction in deaths and serious injuries (DSI) by 2030 when compared to 2018 levels.</li> </ul>
<b>Activity link to Regional Objective</b>	<ul style="list-style-type: none"> <li>• Safety</li> </ul>
<b>Activity status</b>	<p>A strategic case for this project has been endorsed by the Waka Kotahi Board.</p> <p>Further work by staff have reviewed the earlier list and provided a much more comprehensive programme based on targeting the highest needs along state highway corridors.</p>
<b>Links to detailed information</b>	<p><a href="https://www.nzta.govt.nz/safety/nz-road-safety-strategy/safe-network-programme/">https://www.nzta.govt.nz/safety/nz-road-safety-strategy/safe-network-programme/</a></p>





Activity Name	SH6 Blenheim to Nelson – Additional Scope (Package 1)
<b>Activity Description</b>	<p>This activity is provision for additional scope within the existing (committed) project <i>SH6 Blenheim to Nelson – Blenheim to Woodbourne</i>. Initial scope was design and implement a rural roundabout at the intersection of SH6 and SH62. It includes:</p> <ul style="list-style-type: none"> <li>• Additional provision for safety improvements at the SH6-St Leonards Rd intersection.</li> <li>• Potential improvements could include a rural roundabout treatment; median barrier improvements.</li> </ul> <p>This programme reflects the Governments priority to reduce deaths and serious injuries, introducing clear targets to reduce road trauma.</p> <p>DSI =0.32</p>
<b>Key Problems/ Issues</b>	<ol style="list-style-type: none"> <li>1. The SH6-St Leonard's Rd intersection is identified as a high risk intersection with an AADT on SH6 at this intersection of approximately 7,500 veh/day, with the AADT on SH62 estimated at 3,700 veh/day.</li> <li>2. There may be a need for further applications to be identified and prepared for additional work on the corridor.</li> </ol>
<b>Activity Objectives</b>	<ul style="list-style-type: none"> <li>• There is a reduction in deaths and serious injuries on this section of the state highway network.</li> <li>• The overall target is a 40% reduction in deaths and serious injuries (DSI) by 2030 when compared to 2018 levels.</li> </ul>
<b>Activity link to Regional Objective</b>	<ul style="list-style-type: none"> <li>• Safety</li> </ul>
<b>Activity status</b>	<p>A strategic case for this project has been endorsed by the Waka Kotahi Board.</p> <p>Further work by staff have reviewed the earlier list and provided a much more comprehensive programme based on targeting the highest needs along state highway corridors.</p>
<b>Links to detailed information</b>	<p><a href="https://www.nzta.govt.nz/safety/nz-road-safety-strategy/safe-network-programme/">https://www.nzta.govt.nz/safety/nz-road-safety-strategy/safe-network-programme/</a></p>



APPENDIX C – STRATEGIC DOCUMENTS

Document & Website Reference	Relevant Points	How it affects this RLTP?
<p><b>Land Transport Management Act (LTMA) 2003</b></p> <p><a href="http://www.legislation.govt.nz/act/public/2003/0118/latest/DLM226230.html">http://www.legislation.govt.nz/act/public/2003/0118/latest/DLM226230.html</a></p>	<p>The purpose of the LTMA is to contribute to an effective, efficient, and safe land transport system in the public interest.</p> <p>Establishes legislation for planning, funding and regulation of land transport system.</p>	<p>Creates the system within which land transport must operate in New Zealand. (It established Waka Kotahi, the requirement for a Government Policy Statement of Land Transport, and more).</p>
<p><b>Intergenerational Wellbeing</b></p> <p><a href="https://auditnz.parliament.nz/good-practice/information-updates/2019/wellbeing-approach">https://auditnz.parliament.nz/good-practice/information-updates/2019/wellbeing-approach</a></p>	<p>The future wellbeing capitals are:</p> <ul style="list-style-type: none"> <li>• Natural Capital</li> <li>• Social Capital</li> <li>• Human Capital</li> <li>• Financial / Physical Capital</li> </ul> <p>The Minister of Finance has agreed the following four principles of a wellbeing approach for agency performance reporting:</p> <ul style="list-style-type: none"> <li>• Taking a long-term and inter-generational approach</li> <li>• Collectively working towards shared outcomes</li> <li>• Multi-dimensional thinking about both positive and negative impacts</li> <li>• Recognising and building on existing tools</li> </ul>	<p>Transport is an important element of the Physical Capital, and is also classified as a Lifeline Utility by the Civil Defence Emergency Management Act 2002.</p> <p>The Treasury's Living Standards Framework (LSF) aims to maximise intergenerational wellbeing by putting sustainable, or intergenerational, wellbeing at the core of policy development and evaluation.</p>
<p><b>Ministry of Transport Outcomes Framework</b></p> <p><a href="https://www.transport.govt.nz/multi-modal/keystrategiesandplans/transport-outcomes-framework/">https://www.transport.govt.nz/multi-modal/keystrategiesandplans/transport-outcomes-framework/</a></p>	<p>The purpose of the transport system is to improve people's wellbeing and the liveability of places. Transport contributes to five key outcomes:</p> <ul style="list-style-type: none"> <li>• Healthy and safe people</li> <li>• Environmental Sustainability</li> <li>• Resilience and Security</li> <li>• Economic Prosperity</li> <li>• Inclusive Access</li> </ul> <p>Government's guiding principle is 'mode neutrality'</p>	<p>This framework makes it clear what government is aiming to achieve through the transport system.</p> <p>It informs prioritisation.</p>

Document & Website Reference	Relevant Points	How it affects this RLTP?
<p><b>The Government Policy Statement on Land Transport (GPS)</b></p> <p><a href="https://www.transport.govt.nz/assets/Uploads/Our-Work/Documents/draft-government-policy-statement-land-transport-2021.pdf">https://www.transport.govt.nz/assets/Uploads/Our-Work/Documents/draft-government-policy-statement-land-transport-2021.pdf</a></p>	<p>The Draft 2021/22 – 2030/31 GPS outlines four clear priorities:</p> <ul style="list-style-type: none"> <li>• Safety</li> <li>• Better Travel Options</li> <li>• Climate Change</li> <li>• Improving Freight Connections</li> </ul>	<p>The GPS helps to guide investment in land transport by providing a long term strategic view of the Government's priorities for investment in the land transport network.</p> <p>The GPS provides direction and guidance to those who are planning, assessing, and making decisions on investment of over \$4 billion a year from the National Land Transport Fund (NLTF). It also provides signals for a further \$1 billion co-investment each year by local government.</p>
<p><b>Arataki 2021-2031</b></p> <p><a href="https://www.nzta.govt.nz/assets/planning-and-investment/arataki/docs/key-drivers-step-changes-levers-interventions-august-2020.pdf">https://www.nzta.govt.nz/assets/planning-and-investment/arataki/docs/key-drivers-step-changes-levers-interventions-august-2020.pdf</a></p>	<p>Arataki represents Waka Kotahi's 10-year view of what is needed to deliver on the government's current priorities and long-term objectives for the land transport system.</p> <p>This has been updated to include the potential impacts of CoVid 19.</p> <p>The projected outcomes of Arataki include:</p> <ul style="list-style-type: none"> <li>• A system view</li> <li>• A shared evidence base</li> <li>• A place-based focus</li> <li>• Clarity of roles</li> <li>• Sector capability and focus</li> </ul>	<p>Desired changes include:</p> <ul style="list-style-type: none"> <li>• Shared evidence and insights as a basis for engagement with partners</li> <li>• A clear view of where we will target investment for the best national outcomes</li> <li>• Targeted and staged investment and other levers to deliver shared outcomes</li> <li>• A long-term approach to deliver government objectives and ensure the land transport system meets future needs</li> <li>• A place-based approach that ensures integrated land-use and transport planning</li> </ul>
<p><b>One Network Road Classification (ONRC)</b></p> <p><a href="https://www.nzta.govt.nz/assets/Road-Efficiency-Group/docs/ONRCPMsgeneralguide.pdf">https://www.nzta.govt.nz/assets/Road-Efficiency-Group/docs/ONRCPMsgeneralguide.pdf</a></p>	<p>The ONRC was developed by Road Efficiency Group (REG), a partnership between Local Government New Zealand (LGNZ) and Waka Kotahi as a joint initiative in 2013. It divides New Zealand's roads into six categories based on how busy they are, whether they connect to important destinations, or are the only route available.</p>	<p>Each Council has an effective understanding of their respective transport networks under ONRC.</p> <p>While ONRC reflects current travel demand and how communities are interconnected, the Road Efficiency Group (REG) partnership is evolving the ONRC classifications to an updated system to be known as the One Network Framework (ONF).</p>

Document & Website Reference	Relevant Points	How it affects this RLTP?
<p><b>One Network Framework (ONF)</b></p> <p><a href="https://www.nzta.govt.nz/assets/Road-Efficiency-Group/docs/ONF-draft-movement-and-place-classification-high-level-concepts.pdf">https://www.nzta.govt.nz/assets/Road-Efficiency-Group/docs/ONF-draft-movement-and-place-classification-high-level-concepts.pdf</a></p>	<p>The ONF aims to:</p> <ul style="list-style-type: none"> <li>• Create a framework that caters for active or public transport modes and 'off road' routes which make it useful as a land transport planning tool in urban and rural environments.</li> <li>• Shift the emphasis to the overall movement of people and goods, by any mode, rather than only considering the volume of vehicles a route can support (the Movement function).</li> <li>• Consider the role transport corridors play in providing social spaces for people to interact and enjoy and the interplay with travel across and along a transport corridor (the Place function).</li> <li>• Consider the aspirational use of the corridor in the medium to long term so that planning can be put in place to achieve that aspiration.</li> </ul>	<p>Movement and Place are key elements of the ONF. Both the Richmond Network Operating Framework and the Nelson Future Access Programme (NFAP) already have adopted a hierarchy approach.</p> <p>The application of this new framework will provide a more detailed perspective of New Zealand transport network, providing a better connection between people and places,</p>
<p><b>NZ Rail Plan</b></p> <p><a href="https://transport.cwp.govt.nz/assets/Import/Uploads/Rail/The-Draft-NZ-Rail-Plan-December-19.pdf">https://transport.cwp.govt.nz/assets/Import/Uploads/Rail/The-Draft-NZ-Rail-Plan-December-19.pdf</a></p>	<p>The Government's strategic priorities are in two parts:</p> <ul style="list-style-type: none"> <li>• Establishing a new long-term planning and funding framework under the Land Transport Management Act</li> <li>• Investment priorities for a reliable and resilient rail network                         <ul style="list-style-type: none"> <li>- Investing in the national rail network to maintain freight rail, and provide a platform for future investments for growth</li> <li>- Investing in metropolitan rail to support growth in our largest cities.</li> </ul> </li> </ul>	<p>The Waitohi/Picton terminal precinct redevelopment project is a major investment in improving the inter-island rail connection.</p>
<p><b>Active Travel Plans</b></p> <p><a href="https://www.marlborough.govt.nz/repository/libraries/id:1w1mps0ir17q9sgxanf9/hierarchy/Documents/Recreation/Marlborough_Walking_and_Cycling_Strategy.pdf">https://www.marlborough.govt.nz/repository/libraries/id:1w1mps0ir17q9sgxanf9/hierarchy/Documents/Recreation/Marlborough_Walking_and_Cycling_Strategy.pdf</a></p> <p><a href="http://www.nelson.govt.nz/assets/Our-council/Downloads/Plans-strategies-policies/Revised-Out-About-Policy-Update-Oct-2018-Appendix-added.pdf">http://www.nelson.govt.nz/assets/Our-council/Downloads/Plans-strategies-policies/Revised-Out-About-Policy-Update-Oct-2018-Appendix-added.pdf</a></p> <p><a href="https://www.tasman.govt.nz/my-region/recreation/walking-and-cycling/">https://www.tasman.govt.nz/my-region/recreation/walking-and-cycling/</a></p>	<p>There is ongoing work to further develop, refine, improve, fund, construct, operate and maintain active travel alternatives within the region.</p>	<p>Active travel and public transport are significant priorities for the region.</p>

Document & Website Reference	Relevant Points	How it affects this RLTP?
<p><b>Nelson Tasman Future Development Strategy</b></p> <p><a href="https://www.tasman.govt.nz/my-council/key-documents/more/future-development-strategy/">https://www.tasman.govt.nz/my-council/key-documents/more/future-development-strategy/</a></p>	<ul style="list-style-type: none"> <li>The FDS is a high-level plan that sets out the general direction for growth that will help to promote the long term social, economic and environmental wellbeing of the Nelson Tasman region.</li> <li>The FDS identifies the choices and trade-offs that have to be made, as well as the benefits that will flow from well managed development.</li> </ul>	<p>The FDS identifies areas that will generate future traffic demand and growth.</p>
<p><b>Road to Zero</b> (New Zealand's Road Safety Strategy 2020-2030)</p> <p><a href="https://www.transport.govt.nz/assets/Uploads/Our-Work/Documents/Road-to-Zero-strategy_final.pdf">https://www.transport.govt.nz/assets/Uploads/Our-Work/Documents/Road-to-Zero-strategy_final.pdf</a></p>	<p>As a step towards achieving the vision, there is a target of a 40 percent reduction in deaths and serious injuries by 2030.</p>	<p>Road Safety is a significant priority for the region.</p>
<p><b>Climate Change Response (Zero Carbon 2050) Amendment Act 2019</b></p> <p><a href="http://www.legislation.govt.nz/act/public/2019/0061/latest/LMS183736.html">http://www.legislation.govt.nz/act/public/2019/0061/latest/LMS183736.html</a></p>	<p>The Act provides a framework by which New Zealand can develop and implement climate change policies that contribute to the global effort under the Paris Agreement to limit the global average temperature increase to 1.5° Celsius above pre-industrial levels and allows New Zealand to prepare for, and adapt to, the effects of climate change:</p>	<p>Given transportation makes up 40% on carbon emissions, significant reductions in transport related emissions. The Climate Change Commission Report, gives recommendations on significant increases in public transport and active modes. These recommendations are likely to be adopted as policy by the government.</p>
<p><b>National Policy Statement on Urban Development</b></p>	<p>The NPS-UD car parking policies have the effect of removing minimum car parking rates from the district plans of tier 1, 2 and 3 territorial authorities. The purpose of this direction is to enable more housing and commercial developments, particularly in higher density areas where people do not necessarily need to own or use a car to access jobs, services, or amenities.</p>	<p>Nelson, Tasman and Marlborough are either tier 2 or tier 3 territorial authorities. This means that they will have to remove minimum car parking requirements for their district plans. This will mean that Councils will have to improve management of Council off-street parking and on-street parking.</p>
<p><b>Waka Kotahi Sustainability Action Plan</b></p> <p><b>Toitū Te Taiao</b></p>	<p>The plan emphasizes Waka Kotahi's vision for a low carbon, safe and healthy land transport system.</p> <p>The Plan sets out the commitment of Waka Kotahi to environmental sustainability and public health in the land transport sector. It describes how Waka Kotahi will use the levers within our control and influence to deliver on our Vision.</p>	<p>Toitū Te Taiao, the new sustainability action plan, supports Arataki by setting out the actions Waka Kotahi will take to tackle climate change and create a sustainable land transport system.</p>

## APPENDIX D – SIGNIFICANCE POLICY

Each Regional Transport Committee must, in accordance with section 106(2) of the Act, adopt a policy that determines 'significance' in respect of variations it wishes to make to its RLTP as provided for by section 18D of the Act. The policy is also relevant in determining those activities that require regional ranking by the RTC in its RLTP as required by section 16(3)(d) of the Act.

If good reason exists to do so, a RTC may prepare a variation to its RLTP during the period to which it applies. A variation may be prepared by a RTC:-

- i. at the request of an approved organisation or Waka Kotahi, or
- ii. on the RTC's own motion.

Consultation is not required for any variation to the RLTP that is not significant in terms of this Significance Policy.

The Significance Policy is defined below.

The activities listed below are considered '**significant**':

- Improvement activities that are large or complex. These are activities with an estimated construction cost, including property, exceeding \$5 million and/or are of high risk and may have significant network, economic and/or land use implications for other regions; and
- Any other activity that the RTC resolves as being regionally significant.

For the avoidance of doubt, the following variations to the RLTP are considered **not significant** for purposes of consultation:

- i. Addition of an activity or combination of activities that has previously been consulted on in accordance with sections 18 of the Act;
- ii. A scope change to an activity that, when added to all previous scope changes for the same activity. does not materially change the objective(s) and proposed outcomes of the activity;
- iii. Replacement of activities within an approved programme or group with activities of the same type and general priority;
- iv. Funding requirements for preventative maintenance and emergency reinstatement activities;
- v. Changes to activities relating to local road maintenance, local road renewals, local road minor capital works, and existing public transport services valued at less than \$5 million;
- vi. Variations to timing, cash-flow or total cost (resulting from costs changes), for the following:
  - a) Improvement projects; or
  - b) Community-focused activities.
- vii. Transfer of funds between activities within a group;
- viii. End of year carry-over of allocations;
- ix. Addition of the investigation or design phase of a new activity, one which has not been previously consulted upon in accordance with section 18 of the Act; and/or
- x. Variations to timing of activities if sufficient reasoning is provided for the variation and the variation does not substantially alter the balance.





## APPENDIX E – LEGISLATIVE CONTEXT

The Land Transport Management Act 2003

The purpose of the Act is '*to contribute to an effective, efficient, and safe land transport system in the public interest*'.

The Act sets out the planning and funding framework that channels around \$3 billion of central government funding annually into roading, public transport, and traffic safety.

The Act requires three key documents to be developed:

1. The Minister of Transport must, in accordance with section 66 of the Act, issue a Government Policy Statement on land transport (the GPS);
2. Waka Kotahi must, in accordance with section 19A of the Act, prepare and adopt a national land transport programme (NLTP); and
3. Every regional council, through its RTC is required, in accordance with section 16 of the Act, to prepare a RLTP.

Section 16 of the Act outlines the form and contents of a RLTP – it must:

- set out the region's land transport objectives, policies, and measures for at least 10 financial years;
- include a statement of transport priorities for 10 financial years;
- include a financial forecast of anticipated revenue and expenditure for 10 financial years;
- include all regionally significant expenditure on land transport activities to be funded from sources other than the Fund during the first 6 financial years;
- identify those activities (if any) that have inter-regional significance;
- list those activities for which payment from the Fund is sought by approved organisations relating to local road maintenance, local road renewals, local road capital works, and existing public transport services;
- list those activities, including those relating to state highways, in the region that are proposed by Waka Kotahi or that it wishes to be included;
- contain the order of priority of the 'significant' activities;
- assess of how each activity contributes to an objective or policy;
- present an estimate of the total cost of each activity and the cost for each year and any proposed sources of funding other than the Fund;
- include the measures that will be used to monitor the performance of the activities;
- assess how the RLTP complies with section 14 of the Act;
- assess the relationship of Police activities to the RLTP;
- describe the monitoring that will be undertaken to assess the implementation of the RLTP;
- summarise consultation undertaken; and

- summarise the policy relating to significance adopted by the RTC.

Section 14 of the Act requires the Regional Transport Committee to be satisfied that the RLTP contributes to the purpose of the Act and that it is consistent with the GPS before it is submitted to the council for approval.

Take into account the Energy Efficiency and Conservation Strategy transport objective of 'A more energy efficient transport system, with a greater diversity of fuels and alternative energy technologies.'

The intention is that the RLTP should:

- be outcome focused;
- be optimised across the 'whole-of-transport' system;
- demonstrate a 'one-network' approach including activities or journeys that have inter-regional significance;
- show value for money;
- have a clear strategic case for planning and investment using benefit cost analysis principles;
- list all the planned transport activities for a ten year period, not just projects, with clear linkages between all activities and agreed outcomes, e.g. relationship between investing in different modes and activities funded outside the Fund;
- consider the infrastructure implications and/or public transport service improvements that are needed to support growth areas;

Each Regional Transport Committee must complete a review of its RLTP during the 6-month period immediately before the expiry of the third year of the RLTP. The RLTP will be reviewed every three years.

## APPENDIX F – COMPLIANCE WITH SECTION 14 OF THE ACT

### Alternative Objectives and National Energy Efficiency and Conservation Strategy

#### Alternative Objectives

Before a Regional Transport Committee submits a RLTP to a regional council for approval it must, in accordance with section 14(b) of the Act, consider alternative objectives that would contribute to the purpose of the Act as well as the feasibility and affordability of those alternative objectives.

The Regional Transport Committee considered alternative objectives that would contribute to the purpose of the Act.

#### National Energy Efficiency and Conservation Strategy

The National Energy Efficiency and Conservation Strategy sets out three transport objectives in the strategy relating to reducing the need for travel, improving the energy performance of the transport, and improving the uptake of low energy transport options. The committee has taken these into account when preparing the programme. Several of the programme's proposed activities are expected to support improvements in energy efficiency – those promoting less energy-intensive modes of transport such as public transport, walking and cycling and those improving traffic flow.

## APPENDIX G – RELATIONSHIP WITH POLICE ACTIVITIES

Section 16 6(b) of the Land Transport management Act requires the RLTP to include an assessment of relationship of police activities to the RLTP.

Road policing activities are funded through the Road Safety Partnership programme as part of the NLTP. The Road Safety Partnership programme is prepared in accordance with the LTMA and sets out:

- The activities Police will deliver
- Levels of funding for those activities
- Performance measures to monitor activities

Waka Kotahi invest around \$375 million every year. The road policing investment case is the document that outlines the desired outcomes and strategic investment priorities for road policing, consistent with Road to Zero.

Road to Zero, New Zealand's Road Safety Strategy 2020–2030 was adopted by the Government in November 2019. Its vision is "A New Zealand where no one is killed or seriously injured in road crashes". As a step towards achieving this vision, the strategy targets a 40 per cent reduction in deaths and serious injuries by 2030. This is to be achieved through action in five focus areas:

1. Infrastructure improvements and speed management
2. Vehicle safety
3. Work-related road travel
4. Road-user choices
5. System management

Police activities make both a direct and indirect contribution to all focus areas, but particularly contribute to infrastructure and speed, and road-user choices, which includes an action to prioritise road policing. Police have identified operational priorities for road safety that directly address those factors known to contribute to the greatest harm – use of restraints, impaired driving (including fatigue), distraction and speed.

The Policing district of Tasman covers the regional boundaries of Tasman, Nelson and Marlborough, therefore development of the priorities should be common to all three regional Councils. Through partnerships with external stakeholders Police ensure they have strong relationships, share information and work towards the common goals of both safer roads and Road to Zero.

The RLTP includes many land transport activities that complement the activities carried out by Police, and contributes to Road to Zero focus areas, particularly infrastructure improvements and speed management. These includes infrastructure improvements to local roads and state highways (such as intersection upgrades and cycleways), road safety education and promotion activities, and behaviour change programmes.

Nelson- Tasman have a shared road safety action plan. Marlborough District Council also as a roas safety action plan. These plans are the result of a collaboration between local councils, Police, Waka Kotahi, Nelson Marlborough District Health Board and ACC. The plans record agreed local road safety risks, objectives and targets, actions and monitoring and review processes. The plans are the primary mechanism for coordinating education, infrastructure and enforcement activities at the local level. The 2021 Community Risk Register informs this RLTP that the main safety focus for Te Taiuhu are areas of safety at intersections, distraction, older drivers, and cyclists.



## APPENDIX H – CONSULTATION

When preparing a RLTP every Regional Transport Committee:

- a) Must consult in accordance with the consultation principles specified in section 82 of the Local Government Act 2002; and
- b) May use the special consultative procedure specified in section 83 of the Local Government Act 2002.

2021- 31 RLTP Development

The following steps are proposed in the development of this RLTP:

- a) Jointly the councils' Regional Transport Committees have carried out an assessment of those activities requiring prioritisation.
- b) Following public hearings and deliberations on the submissions, a final RLTP as developed by each Regional Transport Committee will be submitted to the respective council for adoption prior to submission to Waka Kotahi
- c) If any of the councils wish to seek amendments it can submit to Waka Kotahi an unapproved RLTP, along with an explanation it has not approved the RLTP. That council is then required to submit the RLTP to Waka Kotahi by 30 June 2021; and
- d) Waka Kotahi consider the RLTP and issue its National Land Transport Programme by 31 August 2021.
- e) The final version of the RLTP will be completed by 30 June 2021

Consultation on the Draft Te Taihu Regional Transport Plan, the Nelson-Tasman Regional Public Transport Plan. and the Marlborough Regional Public transport plan will take place across February and March .

## APPENDIX I – GLOSSARY

In this document, unless otherwise stated, the following words are defined as stated:

**The Act** means the Land Transport Management Act 2003

Activity -

a) means a land transport output or capital project; and

b) includes any combination of activities

**Approved organisation** means a council or a public organisation approved under section 23 of the Land Transport Management Act 2003

**Arataki** – Waka Kotahi’s Long Term Strategic View, identifies long term pressures and priority issues and opportunities **District** means the district of a territorial authority, i.e. Marlborough. Nelson or Tasman

**Community at Risk Register** – The communities at risk register has been developed by the NZ Transport Agency to identify communities that are over-represented in terms of road safety risk. The register ranks communities by local authority area based on the Safer Journeys areas of concern.

**Economic development** – quantified by wellbeing measurements i.e. personal and household income, education levels and housing affordability.

**Economic growth** – measured by Gross Domestic Product (GDP)

**FDS** – Nelson – Tasman Future Development strategy

**Fund** means the national land transport fund

**GPS** means the Government Policy Statement on land transport 2020

**Headline targets** –refers to the specific level of performance sought in relation to an outcome or objective. In terms of RLTP’s a headline target refers to the number or trend that is aspired to in relation to a particular measure over a ten year period (and generally relative to a baseline)

**HPMV** means high productivity motor vehicle(s)

**ILM** means Investment Logic map

**Inter-regional** means across the three districts of Marlborough. Nelson and Tasman (**Te Taihu** or Top of the South)

**Land transport options and alternatives** includes land transport demand management options and alternatives

**Lifeline route** – a means or route by which necessary supplies are transported or over which supplies must be sent to sustain an area or group of persons otherwise isolated.

**Measures** mean the things we will use to monitor progress in relation to a particular outcome. There may be more than one measure associated with a particular outcome and each “measure” will have associated indicator(s) and data source.

**Mid Term Review** - a review of the Regional Land Transport Plan during the 6-month period immediately before the expiry of the third year of the plan as required by section 18CA of the Land Transport Management Act 2003.

**NLTP** – National Land Transport Programme

**NLTF** – National Land Transport Fund

**Objectives** – Objectives are what we want to accomplish. They are more specific than outcomes but not as specific as policies and targets.

**ONRC** – One Network Road Classification

**Outcomes** – Outcomes are the result of change . Desired outcomes are the manifestation of the future state that is envisioned in the plan.

**Peer Group** Waka Kotahi developed groups for the purpose of comparing road safety performance within territorial authority boundaries. They are:

- Peer group A Major urban areas with some rural areas on the outskirts. (Population > 97,500 and/or rural crashes less than 30 percent)
- Peer group B Major urban areas with some rural areas on the outskirts. (Population 40,000-97,500 and/or rural crashes less than 35 percent)
- Peer group C Large provincial towns and hinterland. (Population 35,000-75,000 and/or rural crashes less than 55 percent)
- Peer group D Provincial towns and hinterland. (Population 20,000-75,000 and/or rural crashes greater than 55 percent)
- Peer group E Small provincial towns, low traffic volumes. (Population less than 20,000 and/or rural crashes greater than 55 percent)

**Policies** - describe how we will deliver upon the strategic objectives

**RLTP** – Regional Land Transport Plan

**RPTP** – Regional Public Transport Plan

**Road controlling authority**—in relation to a road, means the Minister, department of State. Crown entity. State enterprise, or territorial authority that controls the road.

**RTC** – Regional Transport Committee

**Safe System Approach** - The Safe System approach recognises that people make mistakes and are vulnerable in a crash. It reduces the price paid for a mistake so crashes don't result in death or serious injuries.

**SH** means State Highway.

**Smooth Travel Exposure (STE)** - Smooth Travel Exposure measures the proportion (percent) of vehicle kilometres travelled in a year that occurs on 'smooth' sealed roads and indicates the ride quality experienced by motorists. A 'smooth' road is one smoother than a predetermined NAASRA roughness threshold. The thresholds used vary with traffic density and road location. Heavily trafficked roads have a lower (smoother) threshold. High volume urban roads have lower roughness thresholds than low volume rural roads.

**South Island Regional Transport Committee Chairs Group** - Established in 2016 for the purpose of significantly improving transport outcomes in the South Island through collaboration and integration.

**Sustainability** - When a sustainable land transport system is referred to it is considering the following three objectives:

- Economy – support economic vitality while developing infrastructure in a cost-efficient manner. Costs of infrastructure must be within a community's ability and willingness to pay. User costs, including private costs, need to be within the ability of people and households to pay for success.



- Social – meet social needs by making transportation accessible, safe and secure; including provision of mobility choices for all people (including people with economic disadvantages); and develop infrastructure that is an asset to communities.
- Environment – create solutions that are compatible with the natural environment, reduce emissions and pollution from the transportation system, and reduce the material resources required to support transportation.

**T.A - Territorial Authority**

**Te Taihu** or Top of the South Region means the geographical area of the three unitary authorities of Nelson, Tasman and Marlborough.

**Transport priorities** The Act requires “statement of transport priorities for the region for the 10 financial years from the start of the regional land transport plan. The transport priorities are worked back as strategic responses from the ILM problem statements.

**Vision.** The vision statement defines where we want to get to in the long term. It is an anchor and helps focus the plan on long term aspiration. The plan should help the region move toward the vision.

**Waka Kotahi** – Waka Kotahi NZ Transport Agency



**7.3 REGIONAL PUBLIC TRANSPORT PLAN APPROVAL****Decision Required**

<b>Report To:</b>	Tasman Regional Transport Committee
<b>Meeting Date:</b>	1 June 2021
<b>Report Author:</b>	Drew Bryant, Activity Planning Advisor - Engineering Services
<b>Report Number:</b>	RTRTC21-06-4

**Item 7.3****1 Summary**

- 1.1 The purpose of this report is to seek a recommendation to approve the Nelson Tasman Regional Public Transport Plan 2021-31 from the Regional Transport Committee to Full Council.
- 1.2 The Nelson Tasman Regional Public Transport Plan 2021-31 has been developed over the past year in conjunction with Nelson City Council to meet the requirements of Land Transport Management Act 2003.
- 1.3 The key parts of the Nelson Tasman Regional Public Transport Plan 2021-31 are:
  - The current public transport services are financially successful, but patronage is limited with timings and routes being the biggest issues
  - A new public transport service will commence in 2023 that consolidates the routes but makes the timing of all routes more regular.
  - The service will expand to include routes to Motueka and Wakefield.
  - New terminal and facilities will be provided to support the new routes.
  - Community transport services will be used to support rural area areas that do not have public transport services.
  - Low or zero emission buses will be used to reduce carbon emissions.
- 1.4 The draft Regional Public Transport Plan was released for public consultation on 17 February 2021 and closed 17 March 2021 during which a total of 143 individual submissions were received by both councils.
- 1.5 In response to submissions, the Regional Transport Committee recommended a small number of changes to the final Regional Public Transport Plan at its meeting on 20 April 2021 (refer RTRTC21-04-2). The most significant of these is to bring forward bus service frequency. Nelson and Tasman Full Councils have approved these changes and they have been incorporated into the revised Regional Public Transport Plan (Attachment 1).
- 1.6 The Tasman Regional Transport Committee is asked to recommend to the Full Council that it approve the final Regional Public Transport Plan, and submit it to Waka Kotahi, as required by the Land Transport Management Act 2003.

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

- 1. receives the Regional Public Transport Plan Approval report RTRTC21-06-4; and**
- 2. recommends to the Full Council that it approves the Nelson Tasman Regional Public Transport Plan 2021-31 contained in Attachment 1 of report RTRTC21-06-4; and**
- 3. recommends that the Full Council submits the Nelson Tasman Regional Public Transport Plan 2021-31 to Waka Kotahi, the New Zealand Transport Agency, by 30 June 2021; and**
- 4. authorises the Regional Transport Committee Chair and Engineering Services Manager to make changes to the Nelson Tasman Regional Public Transport Plan 2021-31 before submitting it to Full Council for approval to reflect:**
  - (a) minor editorial changes; and**
  - (b) minor changes requested by Nelson City Council that have no financial implications for Tasman District Council.**

**3 Purpose of the Report**

- 3.1 This report requests that the Tasman Regional Transport Committee recommends to Full Council that it:
- approves the final Nelson Tasman Regional Public Transport Plan 2021-31 (RPTP); and
  - submits the RPTP to Waka Kotahi, the New Zealand Transport Agency, as part of its funding bid to the National Land Transport Fund (NLTF).

**4 Background and Discussion**

- 4.1 The 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 relevant national and local policies, and the public transport funding from Waka Kotahi 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 regional 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 regionally integrated network.
- 4.3 Over the consultation period from 17 February 2021 to 17 March 2021, the Council received 41 individual submissions. A further 102 submissions were received by Nelson City Council, bring the total number of submissions on the RPTP to 143.
- 4.4 At the deliberation on 20 April, the RTC recommended to Full Council that aspects of the bus service frequency to Nelson, Wakefield and Motueka be brought forward from stage 2 (in 2026) to stage 1 (in 2023).
- 4.5 Full Council considered this recommendation at the Long Term Plan deliberations meeting and approved the recommendation. The changes have now been included in the RPTP document in Attachment 1.

**Stages timing**

- 4.6 The table below identifies the step changes in Stages 1 and 2 of the RPTP as currently proposed.

<b>Prior to Step Change 1</b>	<ul style="list-style-type: none"> <li>• Super stops at Richmond, Stoke, Tahunanui, Hospital and Nelson</li> <li>• Regional branding of the services</li> <li>• Community Transport services to Wakefield, Motueka and Golden Bay</li> </ul>
<b>Step Change 1 - July 2023</b>	<ul style="list-style-type: none"> <li>• New urban routes 7am and 7pm, 7 days per week on a 30 minute frequency</li> <li>• Hourly weekend service</li> <li>• Stoke demand responsive service</li> <li>• Single urban fare</li> </ul>

- Weekday service to Motueka (4 daily) and Wakefield (6 daily)
- Council support of community transport services to Wakefield and Motueka end
- Bus stop improvements elsewhere

**Step Change 2 - July 2026**

- Park and ride facility

**Step Change 3 - July 2029**

- Additional buses at peak times
- Weekend bus service to Motueka (4 daily) and Wakefield (6 daily)

**Routes**

4.7 The graphic below illustrates the new routes as currently proposed in the RPTP. This image was provided to the public as part of the public consultation for the RPTP.



4.8 Some of the routes may require minor adjustments prior to starting the new services in 2023.

**5 Options**

5.1 The RTC has three options:

- a) Recommend the RPTP to Full Council for approval, or

- b) Recommend the RPTP, with changes, to Full Council for approval, or
- c) Decline to recommend the RPTP to Full Council for approval.

	Option	Advantage	Disadvantage
a.	Recommend for Approval	<ul style="list-style-type: none"> <li>• Meet timeframes for funding approval</li> <li>• Provide certainty for Transport Activity Management Plan development and funding applications to Waka Kotahi</li> <li>• Provides certainty to Nelson City Council</li> </ul>	
b.	Recommend for approval with changes	<ul style="list-style-type: none"> <li>• Meet timeframes for funding approval</li> <li>• Provide certainty to Transport Activity Management Plan development</li> </ul>	<ul style="list-style-type: none"> <li>• Changes may be difficult to coordinate with Nelson City Council</li> <li>• Limited opportunity for staff to provide advice to the committee on substantial changes</li> <li>• May require further consultation if changes are substantial</li> </ul>
c.	Decline recommending for approval	<ul style="list-style-type: none"> <li>• May be able to include further documents that central government are releasing.</li> </ul>	<ul style="list-style-type: none"> <li>• May miss timeframes, which would jeopardise funding</li> <li>• May have to create separate documents to the other top of south councils</li> </ul>

5.2 Staff recommend Option a).

## 6 Strategy and Risks

- 6.1 The RPTP and the LTP processes are run at similar times with the deadline dates both being 30 June 2021. Due to consultation timing and Council approvals, there may be changes made to the LTP that cannot be incorporated into the RPTP. If there are any inconsistencies between the two plans, the RTC can make changes to RPTP after adoption.
- 6.2 The RPTP has been written as a joint document for Tasman and Nelson. Staff have worked hard to achieve alignment and consensus across all Councils. Should any Council wish to make a last minute change, this will cause disparity between Councils. Minor changes to the document can be made, but any changes with financial implications will be difficult to make at this stage in the process.

## 7 Policy / Legal Requirements / Plan

- 7.1 The Council is required under the Land Transport Management Act 2003 (LTMA) to adopt a RPTP every six years and to review the Plan mid-term. The RPTP content meets the requirements of the LTMA.

**8 Consideration of Financial or Budgetary Implications**

- 8.1 The RPTP only represents activities that are included in the LTP. If Council changes the LTP, the RPTP will be updated to be consistent.
- 8.2 Together with the Regional Land Transport Plan, the RPTP provides the mechanism for the Council to seek funding from the NLTF for its public transport activities. Council's proposed programme will be assessed for funding approval to be subsidised by Waka Kotahi at a rate of 51%.

**9 Significance and Engagement**

- 9.1 The RTC, when preparing the RPTP, must consult in accordance with sections the principles of 82 and 83 of the Local Government Act (LGA) 2002. The consultation process followed meets these requirements.
- 9.2 Staff do not consider that the changes made to the RPTP require further consultation.

**10 Conclusion**

- 10.1 The RPTP has been developed through a collaborative effort by TDC and NCC. The final RPTP document makes some changes to take into account the public feedback in advancing parts of the draft plan and, Full Councils consideration of this during the LTP deliberations.
- 10.2 Approval of the RPTP for consultation is required to ensure that Tasman District Council gain investment funding from Waka Kotahi to undertake its public transport services.

**11 Next Steps / Timeline**

- 11.1 If the RTC recommend that the RPTP be adopted by Full Council, the process to finalise the RPTP is as follows:
- 30 June 2021: Full Council meeting to approve the final RPTP document; and
  - 30 June 2021: Officers submit the final RPTP document to Waka Kotahi.

**12 Attachments**

1. [Download](#) Nelson Tasman Regional Public Transport Plan 2021-31

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A2569A883 – Draft Regional Public Transport Plan 2021-2031

## 1. Summary

This Regional Public Transport Plan (RPTP) details the investment programme required to increase the role public transport (PT) plays in the delivery of a multimodal sustainable transport future for the Nelson Tasman region. This, combined with other key strategies, will contribute to achieving the mode shift and carbon emission reduction targets set. Both Nelson City Council and Tasman District Council have placed Climate Change and carbon emission reduction amongst their highest priorities and community outcomes for the coming years.

This RPTP has been prepared to deliver a step change in the public transport network and system in the wider Nelson Tasman area over the next 10 years. It focuses on delivering a system that builds on the existing services, with significant increases in frequency and greater geographic coverage for all users and areas.

This programme of investment has been developed recognising both:

1. Very strong community support for increased service frequency, introduced as early as possible. Feedback through the consultation process has resulted, subject to funding, in the frequency and service improvements originally proposed for introduction in 2026 to be brought forward for introduction with a new contract in 2023,
2. The extent of mode shift required to fulfil the outcomes of the Nelson Future Access Study (NFA) and the Richmond Business Case (RBC). Mode shift is an essential aspect of the overall packages of works to achieve the outcomes of these two projects critical to the management of the future travel requirements of our growing communities across Te Taihū. The NFA has identified specific public transport use targets within the overall package of projects and targets, similarly the RBC includes public transport improvements in the key packages of work required. The investment in frequency and service improvements proposed in this RPTP form a fundamental part of the delivery of the outcomes sought by these two programmes of work.

It supports accessibility and good urban design, provides a larger proportion of our residents with a viable alternative to using the private car, is sustainable, affordable, and contributes to meeting our emission reduction targets.

It has been prepared as a partnership between Tasman District Council and Nelson City Council, with our funding partner New Zealand Transport Agency (Waka Kotahi), with the intent of providing the wider community with an aligned, improved public transport service integrated across the district.

Investment is to improve the service delivery and integrate public transport with other active mode options. The programme links closely with other investments in active transport, linking journeys, accessibility between modes, minimising journey barriers and enabling users to identify and enjoy all the health, choice, access and wellbeing benefits that transport choices provide.

The Future Development Strategy (FDS) has provided an important direction to this review, since it indicates where population is expected to increasingly concentrate in the future, both within the urban area and in the surrounding regional areas, which fall within the review's scope. The regional areas lie outside of the current contracted bus network, but planned

growth is likely to amplify demand for public transport services between these areas and from them to the Nelson-Richmond urban area.

This RPTP has been prepared in conjunction with the Regional Land Transport Plan (RLTP). These two investment programmes are aligned in their long-term outcomes, objectives and investment focus. It takes into account other on-going strategies such as Nelson City Council's and Tasman District Council's draft Active Transport Strategies, Parking Strategies and Speed Management reviews, which together will deliver an overall viable travel alternative to the use of private vehicles reducing both carbon emissions and the number of vehicle kilometres travelled.

It has also recognised that the services must deliver value for money for the co investors, continue to maintain or improve levels of service for existing users and attract new users to improve fare revenue and reduce overall transport related carbon emissions.

It achieves this by identifying public transport improvements in 3 yearly stages from 2023 to 2029, within Waka Kotahi guidelines, coordinating with the objectives of the draft 2021-2031 RLTP, the Nelson Future Access Project, the Richmond Programme Business Case, FDS, the wider regional strategic objectives of the two Councils Long Term Plans, and the Government Policy Statement on Transport 2020 (GPS).

The focus in this programme is to deliver a more frequent service as early as possible. The review undertaken, including the submissions made on the draft of this plan, have highlighted the existing user, broader community and political support for a more frequent public transport service, providing significant increases in frequency, timetable and geographic coverage from Stage 1 in 2023 when a new Public Transport Contract will be in place.

This aligns strongly with the Land Transport Benefits Framework and Management Approach Guidelines August 2020 for impact on Mode Choice benefits ( Benefits No:10.2.2 to 10.2.9) and with the recent Ministry of Transport draft discussion paper Emissions Pathways to Net Zero 2050 theme *Changing the Way we Travel* which strongly supports investment in public transport.

#### **Stage 1:**

- Single urban fare zone,
- Simplification of urban route network
- All day 30 minute frequency on all urban routes, 7am – 7pm, 7 days a week, , routes 1 and 2 will continue to operate earlier than 7am,
- Introduction of regional commuter service from Motueka and Wakefield to Richmond, connecting to Nelson running as express services between Richmond and Nelson,
- On demand local Stoke service, to replace the existing loop services
- Community transport support for Golden Bay, and Hira,
- Bus stop improvement programme started
- Shorter term bus priority measures, with the inclusion of any priority measures from the Nelson Future Access Project and Richmond Programme Business Case,
- low emission buses,
- Estimated net cost \$4.95m (excludes bus priority measures)

**Stage 2:** - implementation will follow a review of the Stage 1 initiatives and timing will be adjusted as required, additional routes and any route changes will be identified in the 3 and 6 year RPTP reviews. There is potential for the 2029 frequency improvements to be brought forward to 2026:

- Bus stop improvement programme continued,

- Additional weekend bus services on regional routes,
- Park and ride facility in Richmond,
- Estimated net cost \$4.5m (excludes bus priority measures)

**Stage 3:** - implementation will follow a review of the Stage 2 initiatives and timing will be adjusted as required, additional routes and any route changes will be identified in the 3 and 6 year RPTP reviews:

- Increased peak hour frequencies on key urban routes,
- Estimated net cost \$5.73m (excludes bus priority measures)

Maximising the benefits from investment in the frequency, service and network improvements requires a commitment to the delivery of focussed short and longer term bus priority on the road network. These will target the improvement in the reliability of the services timetable, increasing the attractiveness of public transport compared to private cars, and a visual demonstration of the priority public transport has in the overall transport network. Both the NFA and the RBC have included bus priority measures in the short-term programme priorities for investment, with priority lanes in the longer term.

Both Tasman and Nelson Councils have funding proposals to improve the interchange facilities in both Richmond and Nelson as the service levels increase.

Implementation of these proposals over the coming 10 years, and particularly in the first 3 years, will provide more affordable, frequent, accessible and extended PT coverage to a larger proportion of the region's residents, more frequent timetable, better infrastructure and improved information. This step change to public transport for Nelson Tasman is a key part of a larger strategic vision to improve access to alternative modes of transport and facilitate an integrated sustainable transport network across the region. This RPTP takes into account other on-going strategies such as Nelson City Council's and Tasman District Council's draft Active Transport Strategies, Parking Strategies and Speed Management reviews.

## 2. Introduction

This RPTP sets out the joint Tasman District Council and Nelson City Council intentions and policies regarding public transport in Nelson and Tasman for the next 10 years. It takes into account all relevant national and local policies, and the public transport funding from Waka Kotahi likely to be available to the Councils, as well as potential new sources of funding that may become available in the next two years

Government have signalled very clearly the need to improve the investment in mode shift incentives. This plan strongly aligns with Government advice and focusses on improving the frequency, network and timetable of the public transport network. These have been planned to coordinate with the development of walking and cycling strategies to provide integration.

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 that meets the PT objectives.

The plan's primary focus is on Nelson City, and Tasman District north of Wakefield and east of Motueka. This includes the Nelson-Richmond urban area, where all existing scheduled public transport services are provided. The plan also extends to introduce PT services for parts of Tasman District that fall outside of the focus area.

The plan has been based on a PT review undertaken jointly by the two councils in 2020 to achieve an integrated enhanced Nelson Tasman PT network. The outcome reflects input from a wide range of stakeholders and interested parties, although it has been conducted during the Covid-19 pandemic, which limited the scale and extent of engagement. Beyond the joint NCC and TDC workshops, these include:

- Waka Kotahi which co-funds public transport with the councils,
- the current bus operator SBL Group,
- Nelson Marlborough District Health Board,
- Nelson Youth Council,
- Nelson 2020 Residents Survey, and
- The general public, through engagement using online surveys and the Shape Nelson platform,
- Special Consultative Procedure consultation during February and March 2021

### 3. Purpose of the RPTP

The Land Transport Management Act 2003 (LTMA) states that the purpose of an RPTP is to provide:

- A means of encouraging Council and public transport operators to work together in developing public transport services and infrastructure; and
- An instrument for engaging with the public on the design and operation of the public transport network; and
- A statement of:
  - The public transport services that are integral to the public transport network;
  - The policies and procedures that apply to those services; and
  - The information and infrastructure that support those services.

This RPTP has been prepared in accordance with the LTMA requirements.

#### **4. Objectives**

This regional public transport development programme is based on a stepped customer focused approach to meet the objectives agreed during its development. That is to provide a regional integrated network which:

- Provides frequent, attractive, economic and viable transport choices for all sectors of the community,
- Reduces the reliance on private cars,
- Is sustainable and reduces carbon emissions.



## 5. Strategic alignment

This RPTP has been prepared to align with national and regional direction for public transport together with local strategies, policies and plans, as shown in Table 1 below.

This RPTP also takes into account other on-going strategies such as Nelson City Council's and Tasman District Council's draft Active Transport Strategies, Parking Strategies and Speed Management reviews.

Document	Relevance
Land Transport Management Act 2003	Part 5 sets out the statutory provisions relating to the regulation and management of public Transport in NZ. This RPTP aligns closely with these requirements.
Government Policy Statement on Transport 2020 (GPS)	Identifies the Government priorities for land transport and funding allocations for next 10 years. This RPTP aligns with the GPS priorities by providing travel options that facilitate and encourage alternative modes of transport which are more sustainable than private car use.
Climate Commission Report 2021	This RPTP aligns with the draft Climate Change Commissions recommendation to increase public transport patronage by 120% by 2030.
Land Transport Benefits Framework August 2020	This document provides a framework to assess the Benefits and Measures of projects to achieve the GPS targets. This RPTP is aligned with measures 10.2.2 to 10.2.9.
Ministry of Transport Emissions Pathways to net zero by 2050 (Discussion document) 2021	Identifies Government actions in relation to transport emissions. This RPTP aligns with the <i>Changing the way we travel</i> theme.
Te Taihū Regional Land Transport Plan 2021-2031	This RPTP is a fundamental part of the delivery of both the short and longer term goals, objectives and desired outcomes of the Te Taihū RLTP. PT is a cornerstone element in achieving the sustainable transport vision for the region through improving access, transport choices, supporting and integrating with active options, improving health, wellbeing and urban amenity whilst contributing to reducing carbon emissions.
Nelson City Council LTP 2021-2031	NCC have identified developing a sustainable transport culture as a key target for the next 3 years. This RPTP provides an investment in PT proposals that aligns with this and that will contribute to achieving this community outcome.

Tasman District Council LTP 2021-2031	The Tasman LTP outlines the projects and services that are planned for a ten year period, including those from the Transportation Activity Management Plan. These projects include the development of an improved regional public transport service.
Tasman Resource Management Plan	The TRMP is the principle document that determines where commercial and residential growth will occur within the Tasman region, which in turn influences future demand for public transport services.
Nelson Plan	The Draft Whakamahere Whakatū Nelson Plan is a resource management plan for managing how Nelson grows and develops, and for protecting our natural environment. This RPTP supports the sustainable transport aspects of the draft plan.
TDC Transport Activity Management Plan (AMP)	The TDC Transport AMP is the key document that lays out changes to the transport activities in the region, including active and public transport.
NCC Transport Activity Management Plan (AMP)	The NCC Transport AMP provides the strategic investment activities for the next 10 years. PT is a key part of this framework for investment.
Nelson Tasman Future Development Strategy (FDS)	The Nelson Tasman Future Development Strategy outlines a long-term picture of future urban growth in the region over the next 30 years. This RPTP aligns with the FDS by taking into account urban growth, both greenfield and intensification, in the development of our Public Transport network, with the intention of providing future areas of growth with access to passenger transport services
Richmond Business Case (RBC)	The RBC seeks to provide a sustainable and liveable urban environment and optimise the transport system within the Richmond area and includes PT priority measures. The RPTP includes PT improvements in Richmond and regional Tasman which support the RBC programme of investment.
Nelson Future Access Project (NFA)	The Nelson Tasman Future Development Strategy outlines a long-term picture of future urban growth in the region over the next 30 years. This RPTP aligns with the FDS by taking into account urban growth, both greenfield and intensification, in the development of our

	Public Transport network, with the intention of providing future areas of growth with access to passenger transport services
Richmond Network Operating Framework (NOF)	The Richmond NOF is a framework that seeks to plan for an integrated transport network that provides access to all mode users. This RPTP aligns closely with the Richmond NOF by planning to achieve the NOF's strategic objective for public transport
Nelson Network Operating Framework (NOF)	The Nelson NOF provides the transport framework for the areas of Nelson not included in the NFA.
Tasman Parking Strategies	The Tasman Parking Strategy outlines a high-level plan for the future management of parking in the Tasman region, with a focus on encouraging safe alternative travel routes over car parking facilities, and limiting the amount of long term parking close to the town centres. This RPTP strategically aligns with the Parking Strategy by planning for a public transport system that will provide people with a reliable and efficient alternative transport
Nelson Parking Strategy	Currently being developed, with a sustainable transport focus.
Zero Carbon Act	Recognises PT must respond to the environmental priorities set by government

## 6. Current services

Public transport services have operated in the Nelson-Richmond urban area since 1927. The contracted bus network dates from 1998, when four local routes (to Atawhai, The Brook, Toi Toi/Hospital, and Washington Valley) were introduced along with the Late Late Bus in Nelson. The network expanded to include the two major and previously commercially operated Nelson-Richmond routes when a new contract was introduced in 2012. It has gradually evolved since then to include a Stoke loop service, which was introduced in 2015 but withdrawn and replaced with three off-peak only local routes in 2017; as well as a pair of local Richmond routes, which were introduced on 3 August 2020; and other minor changes to services.

### 6.1 Routes

The current network consists of the eleven distinct routes shown in Figure 6-1, plus the Late Late Bus.



Figure 6-1: Current Bus Routes

Table 6-1: Current Bus Routes – Frequency and Hours of Operation

Bus Route	Description	Weekdays	Weekend Days
Route 1	Nelson to Richmond via Waimea Rd and Main Road Stoke	30min (7:00am-9:00am) 60min (9:00am-3:00pm) 30min (3:00pm-6:00pm) 60min (6:00pm-7:00pm)	120min (8:00am-6:00pm)
Route 2	Nelson to Richmond via Rocks Rd and Main Road Stoke	30min (6:45am-8:45am) 45-60min (8:45am-3:15pm) 30min (3:15pm-5:45pm) 45min (5:45pm-6:30pm)	120min (9:00am-5:00pm) 105min (5:00pm-6:45pm)
Route 3	Nelson to Atawhai	30min (7:15am-8:15am) 45-60min (8:15am-4:00pm) 30min (4:00pm-6:00pm)	Saturday only: 60-70min (9:30am-12:40pm) 30min (12:40pm-1:10pm) 60min (1:10pm-2:10pm)
Route 4	Nelson to The Brook	30min (7:15am-8:15am) 55-75min (8:15am-3:30pm) 30-35min (3:30pm-6:05pm)	Saturday only: 60-70min (9:00am-2:10pm)
Route 5	Nelson to Toi Toi loop via Nelson Hospital. Limited services extend to Kawai St South	30min (7:15am-8:15am) 45-70min (8:15am-4:00pm) 30min (4:00pm-6:00pm)	Saturday only: 60-70min (09:30am-2:40pm)
Route 6	Nelson to Tahunanui via Washington Valley	115-120min (9:35am-1:30pm)	No services.
Routes 7A, 7B and 7C	Three one-way loops around Stoke	60min (9:15am-11:15am) 120min (11:15am-1:15pm) 60min (1:15pm-2:15pm)	No services.
Routes 8E and 8W	Two one-way loops around Richmond	60-95min (6:45am-6:25pm)	Saturday only: 85-120min (7:45am-2:40pm)
Late Late Bus	Late night bus between Nelson and Richmond	Friday night only: 60-120min (9:55pm-3:10am)	Saturday night only: 60-120min (9:55pm-3:10am)

The table shows that service levels vary considerably within and between routes.

**Routes 1 to 5** operate roughly between 7:00am and 7:00pm on weekdays, at 30-minute frequencies during peak periods (7:00am-9:00am and 4:00pm-6:00pm) and 30 to 75-minute frequencies outside of the peak, depending on the route and time of day. Routes 1 and 2 overlap from Main Road Stoke southwards, effectively doubling the peak hour frequency to every 15 minutes between Stoke and Richmond on this section.

Service levels reduce significantly on weekend days. Routes 1 and 2 operate throughout the day on both Saturday and Sunday but drop to 120-minute frequencies. Routes 3 to 5 operate between 9:00am and roughly 2:30pm on Saturday only, running to typically 60 to 70-minute frequencies.

**Route 6 and the three Route 7** one-way loop variants provide a basic level of access at weekday off-peak periods only. Route 6 operates between 9:30am and 1:30pm at a 115 to 120-minute frequency. Routes 7A, 7B and 7C operate between roughly 9:00am and 3:00pm at a 60-minute frequency, but with a 120-minute gap in the middle of the day. Some residents of the areas served by the four routes are within a reasonable access distance of other routes that provide a higher level of service.

**Routes 8E and 8W** are new routes that significantly increase public transport coverage within Richmond. They operate as one-way loops between roughly 7:00am and 6:30pm on weekdays and 8:00am and 3:00pm on Saturdays, making their service span broadly consistent with Routes 3-5. However, their frequencies are low and do not follow a consistent

pattern (fluctuating between 45 and 95 minutes on weekdays and 85 and 120 minutes on Saturdays).

The Late Late Bus is a late-night route that follows a one-way loop via the Route 1 and 2 corridors (northward and southward respectively). It thus provides only indirect service to the areas north of Main Road Stoke. It operates between roughly 10:00pm and 4:00am on Friday and Saturday nights only, at a 60 to 120-minute frequency.

Engagement with the Tasman and Nelson communities has clearly indicated that these service levels do not provide an attractive travel option.

## 6.2 Fare Structure

The current fare structure and new electronic payment system, the Bee Card, were introduced to the Nelson and Tasman regions on 3 August 2020, in conjunction with the roll-out of the new Richmond routes.

The Bee Card is a tag-on tag-off prepay travel card that can be used on public transport systems in various regions around New Zealand<sup>1</sup>, including the Nelson-Tasman network. It replaces the previous paper-based ticketing system, providing a modern means of payment and discounted fare for customers, and improved data on public transport usage.

The new fare structure consolidated a four-zone fare structure to three zones by collapsing previous zones 1 and 2, and in doing so, reduced fares and significantly simplified the fare product range. The new zones are shown on the Figure 6-1 map and schematically in Figure 6-2 below.



Figure 6-2: Current Fare Zones

The simplified fare structure is outlined below. A one-hour free transfer between services is provided to Bee Card users.

<sup>1</sup> Northland, Waikato, Bay of Plenty, Hawke's Bay, Taranaki, Manawatu-Whanganui, Nelson, Otago, Invercargill, Nelson and Tasman.

### FARES AND ZONES

The fare table below applies to NBus services around town and between Nelson and Richmond.

ZONES	1	2	3
Child/Student/CS card cash	\$1.50	\$2.00	\$2.50
Adult cash	\$2.50	\$3.00	\$3.50
Late Late Bus (flat fare)	\$4.00	\$4.00	\$4.00

Child/Student/CS with Bee Card	\$1.35	\$1.80	\$2.25
Adult with Bee Card	\$2.00	\$2.40	\$2.80
Late Late Bus (flat fare)	\$4.00	\$4.00	\$4.00

### 6.3 Customer Journeys

The network has a customer base that is typical of provincial centres and suburban areas in the larger centres. Figure 6-3 shows that adult and concession fare users each account for around 40% of current customers, with the balance being primarily SuperGold Card holders. Concession fares are available to children, students, and Community Services Card holders as noted above.

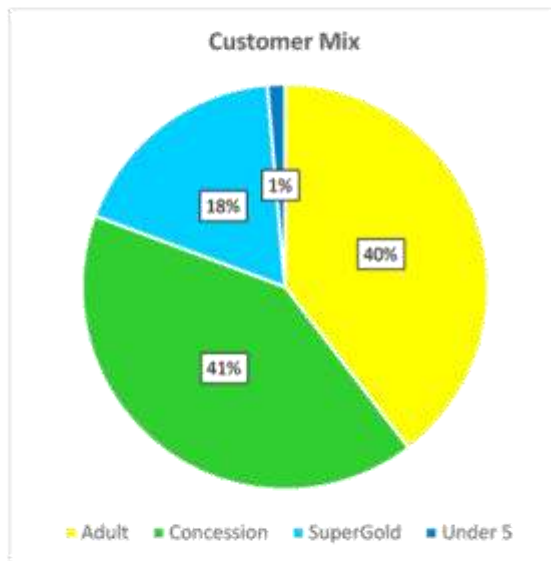


Figure 6-3: Customer Mix

Figure 6-4 shows the typical distance travelled by customers under the previous four-zone fare structure. It indicates that more than two thirds of customers travelled more than one zone, even though it is only possible to do this on routes 1 and 2. This suggests that the network is predominantly used for longer journeys to destinations that fall outside of a reasonable

journey by active modes, highlighting a potential issue with most of the routes, which fall within one zone and thus only provide for short distance transfer-free travel.

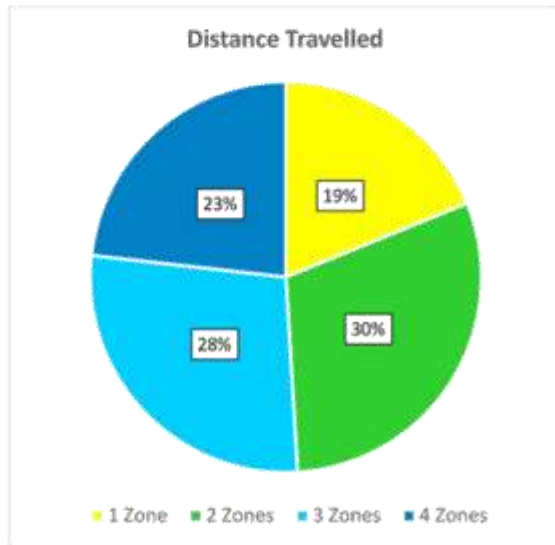


Figure 6-4: Distance Travelled

#### 6.4 Institutional Framework

The contracted bus network is branded as NBus. Services are currently operated by SBL Group under contract to NCC, through a single unit gross contract which varied the previous net contract on 3 August 2020. This contract is due to expire in June 2023. TDC contributes to the cost of providing services within the Tasman district. Each council is responsible for public transport infrastructure within its area.

##### Total Mobility scheme

Whilst most of the buses in Nelson are designed to be as user-friendly as possible, and are wheelchair accessible, there are some users (particularly those with various disabilities) that are either unable to use the buses or can only use them at some times during the day. Council therefore provides administration support and funding for the Total Mobility Scheme in Nelson and Tasman. This scheme provides transport assistance to people with disabilities through the provision of half-priced taxi fares (up to maximum subsidy per trip of \$10 per one way trip). Total Mobility operates in Nelson, Richmond and Motueka, with about 1,400 people using the scheme.

Approximately 40,002 trips are made annually through the scheme in Nelson and Tasman. The annual subsidy cost of this service is approximately \$280,000. Waka Kotahi meets 50% of this cost<sup>(1)</sup>; NCC meets its share of the costs incurred in Nelson (\$126,000), and Tasman District Council meets the costs incurred in Tasman district (\$42,000).

The scheme also provides taxi-vans capable of carrying people in wheel-chairs, and provides for an extra \$10 subsidy per trip for the use of these taxi-vans in recognition of the costs and time involved in carrying passengers using a wheelchair. Assistance with the costs of installing the necessary equipment into the vans to enable them to carry wheelchairs and

<sup>(1)</sup> The Transport Agency subsidy rate is 60%, but it also provides an additional \$10 payment for each wheelchair trip. This has the effect of increasing the overall The Transport Agency subsidy rate



electric chairs is 50% reimbursed by Waka Kotahi and 50% by the operator but subsidy must be applied for through Council as the approved organisation.

NCC administers the scheme, including contracting assessment agencies. In 2018 Nelson/Tasman migrated from paper vouchers to an electronic ID card system (known as RIDEWISE). NCC administers payments to the service providers including taxi companies through this system. A national upgrade to RIDEWISE2 is programmed for 2021.

Because Total Mobility is a nation-wide scheme, there are certain rules, aimed at ensuring consistency between the places where the scheme operates, about how the scheme is run. Councils will continue to comply with these rules and thus ensure Nelson and Tasman members of the scheme can use the scheme elsewhere in NZ.

Both Councils intend to continue to support and provide the Total Mobility scheme, increasing the subsidy to \$15.

## **6.5 Regional Transport Priorities and Planning Context**

There are a number of regional plans that outline the integration of PT into the overall planning for the Tasman Nelson region (Section 5). They recognise the role PT has to play in the delivery of the overall transport system, how it contributes to ensuring our changing demographics have access to all services and places, how economic activity can be supported by improved PT, how growth can be supported by good PT planning and delivery.

The investment programme identified in this RPTP has been closely aligned to contribute towards achieving the targets and objectives set in the regional plans, and is discussed further in Sections 6.5.1 – 6.5.4 and 10.3 below.

The objectives have a strong sustainability emphasis, which is consistent with the wider RLTP objectives. The RPTP specific objectives identified in Section 4 provide clear justification for investment in improvements to coverage and service levels, and to other improvements that will increase its competitiveness with private vehicles, such as bus priority, or make it generally more attractive and easier to use as a transport option.

### **6.5.1 Regional Land Transport Plans (RLTP)**

Nelson and Tasman RLTPs are jointly developed by NCC, TDC and Marlborough District Council (MDC), to provide a coordinated transport planning approach for Te Taihū (Top of the South) region.

The RLTP for the period 2021-2027 set out objectives that are consistent with the GPS. Public transport is directly related to all the following RLTP objectives: mode choice, safety, network management, resilience and environmental outcomes.

### **6.5.2 Nelson Tasman Future Development Strategy**

The Nelson Tasman Future Development Strategy (FDS) was adopted in July 2019. It sets out a high-level plan for longer term growth, in response to significant recent and projected population growth, which could see up to 40,000 extra people and require an 24,000 extra homes over the next thirty years. It recommends catering to growth through a mix of intensification in existing urban areas and greenfields expansion around them. Figure 6-5 shows the growth areas where development will be focused.

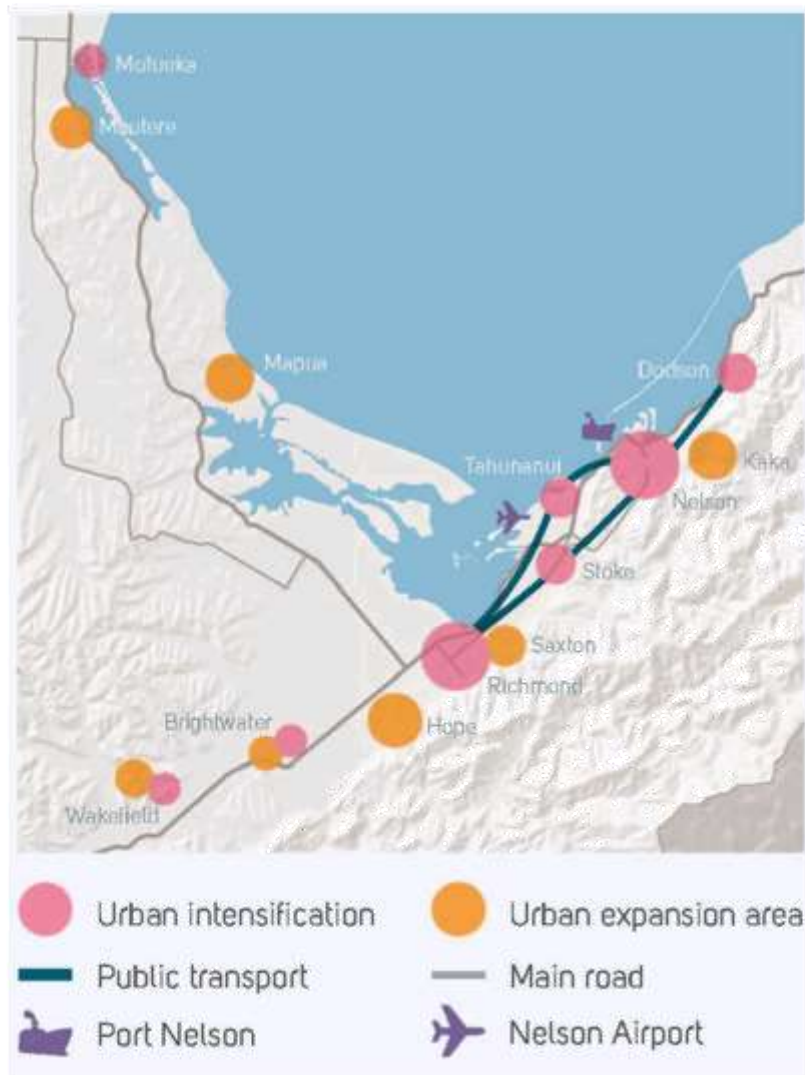


Figure 6-5: Growth Areas Anticipated by the FDS

Many of these areas have been identified as areas where PT will have a significant role to play in catering to the transport demand generated by population growth, particularly in the Nelson-Richmond urban area. With respect to public transport, the FDS consequently identifies specific actions to:

- promote intensification in a way that supports public transport and active modes,
- develop a transport system that is supportive of intensification, such as a public transport spine,
- support more frequent and efficient public transport services, and
- invest in transport projects that help to lead urban growth, such as proactive development of public transport.

The FDS complements the RLTP and RTP by supporting investment in public transport improvements, particularly to coverage and service levels, to enable the public transport network to take on an increasingly important role within the Nelson Tasman transport system. A clear link is also drawn between the roles of public transport and the complementary active transport modes. Improvements to walking and cycling routes around the urban areas in Nelson and Richmond will mean that more people can safely and easily access their nearest bus stops on foot, bike or scooter, thereby combining PT and active transport options to achieve Nelson Tasman's vision for a more sustainable transport system.

### **6.5.3 Nelson Future Access and Richmond Business Case**

The **Nelson Future Access Study (NFA)** is led by Waka Kotahi, working with NCC and local Iwi. NFA will help plan a transport system that works for Nelson by identifying an investment programme supporting the community's aspirations for a thriving City Centre, a people focussed waterfront and a healthy environment. The strategic direction of this RTP fully supports the NFA which aims to confirm the best way to provide a long term (30 year) safe, accessible and resilient transport system, supporting continued economic growth and meeting the diverse needs of our community. It's important to keep Nelson moving as it grows, to reduce carbon emissions and to address the threat to infrastructure of climate change.

It is currently investigating options to future-proof the transport system between Stoke and Nelson city centre, and seeks to address problems relating to the inability of the transport network to support the increasing movement of people and freight, neighbourhood severance caused by conflicting use of the road network, and the susceptibility of the arterial road network to natural events.

The public was consulted on three long term packages in mid-2020. All assume significant investment in public transport services and infrastructure, including intersection bus priority, with one package proposing future investment in priority lanes on the Waimea Road and State Highway 6 corridors. Further community engagement is currently underway (June 2021).

The **Richmond Programme Business Case (RPBC)** is currently underway and is expected to be completed in late 2021 by Waka Kotahi and TDC. It seeks to provide a sustainable and liveable urban environment and optimise the transport system within Richmond by addressing problems relating to increasing traffic volumes resulting from growth, and delays caused by traffic congestion. The implementation stage of the Richmond Transport Project may include upgrading intersections with bus optimisation, creating localised priority lanes, and building park and ride facilities by 2024. These changes would accelerate the ability to provide express routes, bus priority lanes, and park and ride facilities in the Tasman district by 2024, as well as potentially impacting routes and timetabling.

## 7. Current Performance

### 7.1 Patronage

*All patronage figures in this report are up to March 2020. After March, COVID 19 had a significant impact on patronage, and after which bus services were offered free. The introduction of electronic ticketing will provide additional data on patronage levels and characteristics. Updated patronage figures will be included prior to finalising the document in June 2021.*

Patronage is a key indicator of public transport performance - both its level and rate of growth. Figure 7-1 shows the patronage performance of the contracted network as a whole for the 8-year period, since the introduction of the enhanced services, ending February 2020. This period predates the impact of Covid-19, which had a negative patronage impact due to the Level 4 and 3 lockdown and social distancing requirements at Level 2 and above, although patronage rebounded at Level 1. It also predates the August 2020 introduction of the new Richmond routes and changes to fares and ticketing, which were expected to have had a positive patronage impact.

The chart shows that network patronage grew strongly over the first three years of the period, reflecting the network effect created by incorporating routes 1 and 2 into the contracted network, and associated service changes. The patronage increase of approximately 40% over the period was well above population growth of around 5%. This suggests that there is an underlying propensity for public transport use within the service area, which responds when services are improved in the right way.

Patronage has been largely static since 2015, despite some minor service changes and additional population growth of around 8%. The lack of growth over this period is likely to have been influenced by a range of exogenous and endogenous factors. These include the introduction of 1 hr free parking in the Nelson city centre in early 2015, a decline in the real price of petrol over the period, the limited improvement of services, and relatively high fare levels and farebox cost recovery compared to other regions.

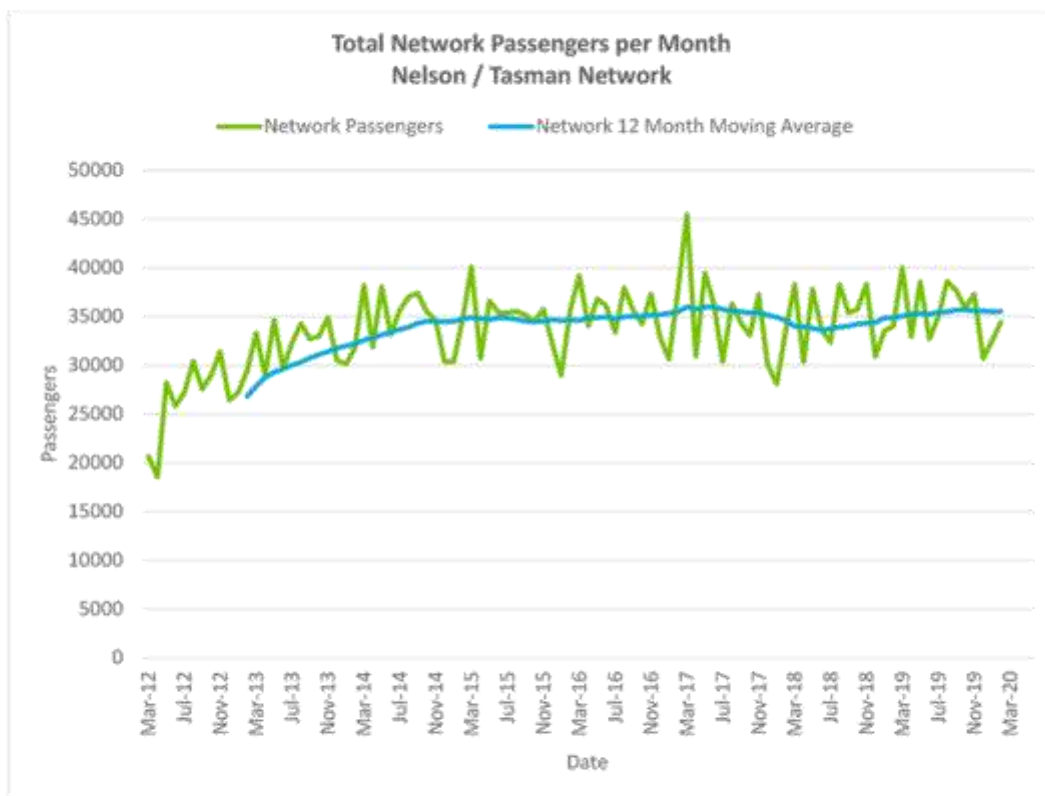


Figure 7-1: Total Monthly Patronage on the Bus Network

Appendix A provides individual patronage profile charts for each route over the same period as Figure 7-1. The Stoke routes are combined to enable comparison of changes in that area over time. The individual route charts indicate that most of the routes have broadly similar patronage profiles to the network total, particularly Routes 1 and 2, which account for 85% of total patronage and therefore dominate the total. However, Route 4 (The Brook) has shown a noticeable jump of around 35% since 2018, albeit off a low base, and Route 5 (Hospital) declined by around 20% in 2015-16 and has only marginally recovered since then. It is unclear what is driving these local differences, as neither route, nor the communities that they serve, has been subject to significant change that would explain the difference. The Route 5 decline may possibly relate to the removal of Nelson city centre parking charges, which would make up a high share of the cost of driving from the areas that the route serves.

Several routes have not followed the general network patronage trends. Route 6 had a flat patronage profile throughout the period, reflecting its very basic access level of service. Local Stoke patronage grew strongly under the original loop routes, but it has been low and declining since these were replaced with access-based services. Much of the Stoke catchment lies within walking distance of routes 1 and 2, so it is likely that some people have switched to these services. Patronage on the Late Late Bus declined continuously throughout the period and is now around a third lower than in 2012.

Table 7-1 compares the performance of each route over the 2019 calendar year. It shows the dominance of two Nelson-Richmond routes, which serve a large population base and range of key destinations along the north-south spine, and consequently carry more people in total and per service km than the other routes. The remaining daytime routes carry around a quarter of

the number of passengers per service km of the main routes, reflecting their narrower population base and focus on a single node. This requires passengers to transfer to other routes to reach a broader range of destinations and is likely to be a deterrent. The Late Late Bus is the poorest performing route within the network on a per service km basis, although it is provided for primarily social and safety reasons.

Table 7-1: Performance by Route (2019 Calendar Year)

Bus Route	Annual Patronage	Share of Total Patronage	Passengers Per Week	Passengers Per Round Trip	Passengers Per Service Km
Route 1	183,068	43%	3560	34.9	1.37
Route 2	181,373	42%	3527	34.6	1.24
Route 3	22,942	5%	446	5.5	0.34
Route 4	12,803	3%	249	3.1	0.30
Route 5	15,549	4%	302	3.7	0.37
Route 6	2,414	1%	47	3.1	0.29
Routes 7A, B, C	5,692	1%	111	4.4	0.24
Late Late Bus	3,227	1%	63	6.3	0.23
Total	427,068				

## 7.2 Comparison with Other Regions

Table 7-2 outlines the Nelson-Tasman network's performance on key performance criteria compared to eight benchmark regions with urban populations of between 50,000 and 300,000 residents.

Table 7-2: Comparison with Benchmark Regions (2018-19 Financial Year)

Region	Patronage per Capita <sup>2</sup>	Farebox Cost Recovery
Southland	3.6	27%
Hawke's Bay	4.9	33%
Northland	5.9	51%
<b>Nelson-Tasman</b>	<b>6.2</b>	<b>58%</b>
Manawatu-Wanganui	8.2	34%
Taranaki	9.3	33%
Bay of Plenty	12.4	23%
Waikato	14.4	32%
Otago	29.9	42%

<sup>2</sup> Annual patronage as a ratio to urban population. Urban population includes the main and secondary urban areas in each region. It excludes minor urban areas (towns of less than 10,000 people) and rural areas. Public transport is generally provided in the main and secondary urban areas, and to link those areas with each other, in each region.

The table shows that, as a general rule, regions with higher per capita patronage tend to have lower farebox cost recovery, reflecting the cost of investment in higher service levels and (often) lower fares. There are some exceptions to this relationship, most notably Hawkes Bay and Southland, which have both low per capita patronage and farebox cost recovery, and Otago, which has high per capita patronage and relatively high farebox cost recovery. Otago benefits from high tourist (i.e. non-resident) use of public transport in Queenstown and has seen strong patronage growth following recent service improvements there and in Dunedin.

Nelson-Tasman has one of the lower patronage per capita levels (at 6.2) and the highest farebox cost recovery level (at 58%) of the nine regions. The network's per capita patronage is two thirds that of Taranaki, which has a broadly similar urban population base, and a fifth that of Otago, which has approximately double the urban population. This suggests that Nelson-Tasman is under-performing and that a much higher per capita patronage level should be achievable if across the board improvements are made as they have been in Otago.

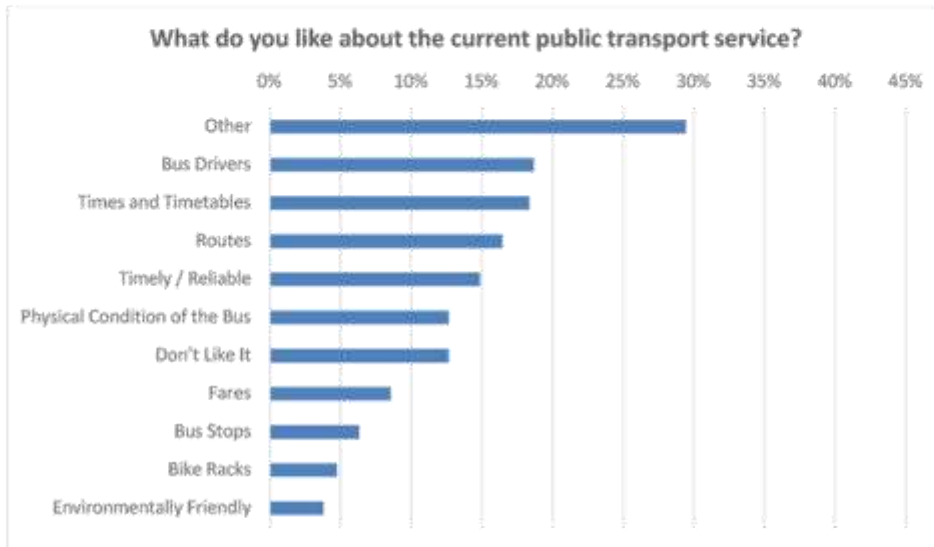
The network's farebox recovery has been consistently one of the highest in the country over the last decade and the highest in the country outside Marlborough in 2018-19. It will reduce with the recent service improvements and fare reductions but is likely to remain well above most comparable regions. Investment in further service improvements and fare reductions, which would further lower farebox recovery but make public transport a more viable option for a broader range of customers, may therefore be justifiable if supported by NCC, TDC and Waka Kotahi.

### **7.3 Public Feedback**

#### **7.3.1 Issues and Needs Survey**

Public feedback provides a qualitative way to measure performance and public expectations. An issues and needs engagement was conducted for this review via the Shape Nelson website between March and May 2020. Respondents were asked questions about their household's use of public transport and given the opportunity to provide feedback to open ended questions in their own words. The survey received 490 responses (a good response given that it was conducted during the Covid-19 lockdown period), 41% from households that use public transport and 59% from those that don't.

A total of 316 responses were received to a question on what respondents like about the current public transport service. Figure 7-1 provides a breakdown of their responses by category.



*Figure 7.1: What Survey Respondents Like About the Network*

The positive responses were mostly generic, such as “it’s good”, “it exists” and “there is space to sit down”, which have been characterised as “other”. Overall, respondents most like the bus drivers, timetables, and routes, however the proportions are low (less than 20% each). This indicates that there are a wide range of aspects that people like about the service, but that no one particularly stands out.

There was much more consensus about what respondents’ dislike about the service. Figure 7-2 shows that, of the 374 responses received to this question, 45% dislike the timetables and 39% dislike the routes. The substantial difference between those that like and those that dislike timetables and routes suggests that there is an issue with timetables and routes that needs to be addressed. Less than 20% of respondents raised fares as an issue, and a similar number highlighted “other” issues, including things such as “lots of empty buses” and “not possible to practise social distancing”. Reliability was not raised as a major issue, which is significant, as traffic delays are a problem on the Route 1 and 2 corridors, and reliability is generally very important to public transport users.



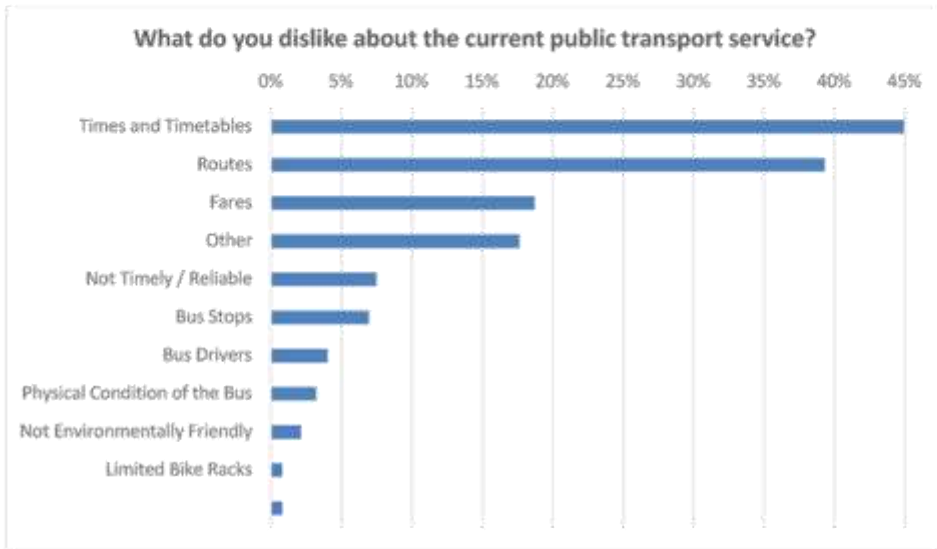


Figure 7-2: What Survey Respondents Dislike About the Network

Respondents were also asked what changes would make public transport more convenient and easier to use, the response to which shown in Figure 7-3.

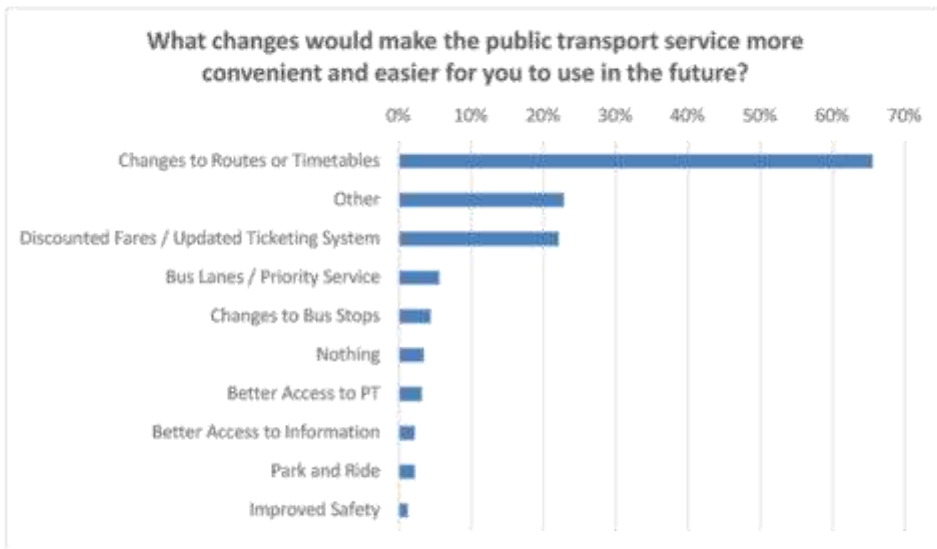


Figure 7-3: Changes Respondents Would Make to the Network

Responses to the last question were generally aligned with what respondents did not like about public transport services, with improvements to frequency, timetables, routes and fares being the priority. More than 60% suggested changes to the routes or timetables, covering service to new destinations (particularly in Tasman) and improvements to days of service, hours of service, and particularly frequency. Over 20% suggested changes to the fares (particularly fare reductions), or the ticketing system. It is important to note that the survey was conducted prior to the introduction of the new Richmond routes, and fares and ticketing

changes that reduced the average fare, so some suggested route, fare and ticketing priorities have since been at least partially addressed.

Bus priority, bus stop, information, park and ride, and safety changes were raised in response to the last question, but only in relatively small numbers. It is, however, clear from the comments that some people feel that the service could be better promoted. 20% of responses were generic, such as "make it better".

#### **7.4 Other Surveys**

A wide range of other public feedback on public transport needs has been collected over recent years. The following examples represent some of the themes.

A survey on active transport in the Tasman district in 2018, which received over 500 responses, found that 8% see bus as their preferred mode of transport. The most common reasons stated for not taking the bus were distance, safety and time.

A community wellbeing survey in Mapua and surrounding areas in July 2019, which received over 300 responses, found that more than half would use public transport if it were available. Most stated that their current means of transport is private car. Suggestions from the survey included the following:

- provide services to Motueka, Mapua, Richmond and Nelson
- provide public transport options for disabled people and teenagers, and
- use rates/taxes to create a public transport system.

Public transport-related submissions on the 2018 and 2021 Nelson LTP and Tasman LTP include feedback on the following:

- increase frequency or expand bus routes to encourage mode shift away from private vehicles and reduce congestion
- improve public transport access for the elderly
- introduce clearways for buses to improve journey times
- extend services to outlying townships, such as Mapua, Brightwater and Tapawera
- improve bus services within Richmond, and
- provide services to the airport and encourage tourists to use public transport.

Services within Richmond have recently been improved as previously noted. However, this review has considered whether there may be a better long-term option.

#### **7.5 Consultation on Draft Regional Public Transport Plan - February/March 2021**

A full Special Consultative procedure consultation was undertaken in early 2021 with hearings and deliberation in April/May 2021.

144 submissions were received between NCC and TDC, generally supporting the increased investment in public transport but requesting:

- Introducing the stages sooner,
- Increasing the frequency of the services,
- Route changes,
- Extension of hours of operation beyond those proposed,

- Bus branding,
- Priority lanes,
- Express routes, and
- Improved timetables.

The final RTPP has taken these submissions into account and, as a result, has been amended to respond to this public feedback.

## 7.6 Assessment

Current performance has been assessed across six key attributes – five that focus on the customer and drive public transport use, and another that relates to how the service is delivered. These attributes are:

- coverage – whether the network links people to the places that they want to get to
- convenience – whether services enable people to travel when they want to, swiftly and reliably. A key element in this is frequency, supported by bus priority,
- facilities – whether the supporting infrastructure and vehicles are comfortable and attractive
- fares – whether the fare is intuitive and affordable
- information – whether it is easy for new users to find, understand and use services, and
- delivery framework – whether the institutional framework is appropriate.

Most of the public feedback outlined in Section 7.3 relates to the five customer-focused attributes, particularly to access/coverage, convenience and fares.

Convenience is frequently cited as a key reason for not using public transport (including in the above feedback, and is critical to public transport's attractiveness. Frequency is the most important element of convenience – the lower the frequency the more people must schedule other activities around public transport times and thus the more it is only useful people who cannot drive. It is therefore particularly critical to mode shift. A route that provides good access to a range of destinations is an essential prerequisite to any convenience-related improvements.

Appendix B details the Issues and Needs Survey results. The development of the proposals in this RTPP have been focussed on delivering well planned PT service and network to address the key barriers to PT use identified

## 8. Proposed Improvement Investment Programme

The proposed programme is based on a medium change programme option. It has been selected as the programme that focuses on significant improvements in frequency and a reconfiguration of routes to improve geographic coverage. It includes the identified range of improvements, meets the objectives identified earlier, and provides a strong patronage response while also being affordable. It consists of improvements to:

- the route network
- service levels/frequency
- facilities
- vehicles
- fares, and
- brand and information.

It is anticipated that the programme will be implemented over three key stages, in July 2023, 2026, and 2029 respectively. This staged approach will ensure that the most important programme elements are introduced first to provide a good platform on which to build, with later improvements incrementally increasing service levels to further strengthen the overall public transport offering. The staged approach will maintain affordability for ratepayers and taxpayers, since significant public investment will be required, and the benefits will accrue over a long period.

It is proposed the programme will be supported by a more formalised shared approach to public transport planning and delivery by NCC and TDC, delivered by a joint regional resource. This delivery framework will ensure that a coordinated system view is taken, and that the network effect will be maximised as public transport adapts over time, while maintaining clear cost and decision accountability.

Table 8-1 below summarises the stepped change approach. More specific details of the route, timetable and service improvements are outlined in Sections 8.1-8.4 below.

*Table 8-1: Summary of Proposed Route and Timetable changes*

Stage 1- July 2023	Stage 2 (Reviewed in 2024 RPTP)	Stage 3 (Reviewed in 2027 RPTP)
<ul style="list-style-type: none"> <li>• a new simplified urban route network, which will operate seven days a week with improved service levels,</li> <li>• all day 30-minute frequencies on all urban routes, 7 days,</li> <li>• a new demand responsive service to replace the current loop routes in Stoke,</li> <li>• new weekday regional commuter services from Motueka and Wakefield to Richmond (and onwards to Nelson as express services),</li> <li>• supporting community transport in Golden Bay, and Hira,</li> <li>• new high-quality super stops at Richmond, Stoke, Tahunanui, Hospital and Nelson,</li> <li>• bus stop improvements elsewhere in the network</li> <li>• low emission buses,</li> <li>• a new fare structure based around a single urban fare zone,</li> </ul>	<ul style="list-style-type: none"> <li>• Tasman Park and ride facilities</li> <li>• The addition of weekend bus services on regional routes</li> <li>• Review of urban development and intensification proposals to target any new PT opportunities</li> </ul>	<ul style="list-style-type: none"> <li>• increased peak frequencies on urban routes</li> <li>• Review of urban development and intensification proposals to target any new PT opportunities</li> </ul>

Stage 1- July 2023	Stage 2 (Reviewed in 2024 RPTP)	Stage 3 (Reviewed in 2027 RPTP)
<ul style="list-style-type: none"> <li>• information improvements</li> <li>• new branding</li> <li>• rights for advertising on the buses to be retained by Council, (This may need a Council policy.)</li> <li>• the services are delivered by a dedicated single regional staff member who will manage the contract procurement and operation, reporting to the two Councils jointly</li> </ul>		
<b>Ongoing current work: 2021 -2023</b>		
<ul style="list-style-type: none"> <li>• Improvements that can be achieved within 2021-2023 including                             <ul style="list-style-type: none"> <li>- Negotiations with the current provider (SBL) to make minor improvements to routes and timetables within the current budget prior to 2023.</li> <li>- discussions with NMIT regarding student travel and increasing bus options for school aged student</li> </ul> </li> <li>• bus stop infrastructure and information improvements to build and improve convenience and broaden public awareness of the current services,</li> <li>• Bus priority investment</li> <li>• Urban Interchange development</li> <li>• Review of fare concession categories</li> <li>• Review of role public transport can contribute to emission reduction and climate change</li> <li>• Promote and enhance bus apps.</li> <li>• Supporting community transport to Wakefield and Motueka</li> </ul>		

In order to plan for this step change in 2023 the following programme of work will be required in the 2021-2023 timeframe:

- Work with the broader community to plan the bus routes through Tahunanui, Stoke, Annesbrook and potentially Victory,
- Working with community to establish Community transport in Golden Bay and Hira,
- Develop a Fares Policy,
- Develop a Policy for Dogs on buses,
- Work with various community representatives and the Ministry of Education,
- Investigate the development of a Public Transport reference group for ongoing ideas and advice
- Preliminary Identification of Tasman Park and Ride sites

### 8.1 Stage 1- 2023

Stage 1 will include the most significant improvements of the programme, particularly increasing frequency across all urban routes, and introducing regional routes. It will be implemented (subject to funding) in July 2023, aligned with the start of a new bus operating contract.

The Stage 1 package will include:

- a new simplified urban route network, which will operate seven days a week with improved service levels
- Increased frequency to all urban routes to every 30 min, from 7 am to 7pm. 7 days a week. Maintenance of the current hours of operation on Routes 1 and 2.
- a new demand responsive service to supplement the main routes in Stoke

- new regional commuter services from Motueka and Wakefield to Richmond (and express onwards to Nelson), providing four return trips to Motueka and six return trips to Wakefield per weekday.
- formalised community transport in Golden Bay, and Hira
- new high-quality super stops at Richmond, Stoke, Tahunanui, Hospital and Nelson
- bus stop improvements elsewhere in the network
- low emission buses
- a new fare structure based around a single urban fare zone, and
- public information improvements.

The focus of this stage will be on the introduction of increased frequency, a simplified and planned network of connected and regular services in the urban area, and establishing formal public transport in regional areas, supported by improvements to facilities, fares, and information, branding, and marketing. These changes will make public transport easier to understand, use and remember, and a more competitive and compelling option for more journeys, providing the basis for growth.

Stage 1 will significantly improve service levels on the four standard routes, by increasing weekday off-peak and weekend frequencies to 30 minutes, in line with peak frequencies. This will provide a highly intuitive and memorable timetable that builds on the '7-7-7' timetable concept, with all standard routes offering a bus every 30 minutes, between 7am and 7pm, seven days a week, connecting to all other points on the urban network.

This improvement will provide a good level of service that will maximise travel options for customers across all time periods, and significantly improve their ability to use public transport to get around. It will be very easy to promote and market. It will be the final planned improvement in off-peak services.

The following sections provide details of the proposed Stage 1 changes.

#### **8.1.1 Urban Network and Services**

The proposed simplified urban route network consists of the four standard routes shown in Figure 8-3, supplemented by a new demand responsive service in Stoke, and the Late Late Bus.



The proposed standard routes are based on current routes, which have been modified and combined to improve access in both existing and new areas, reduce the need to connect while facilitating better connections, provide direct two-way service that is more intuitive and faster than the current loops, and function collectively as a network. The proposed routes are:

- **Route 1 (Nelson-Richmond via Waimea Road):** will follow the existing Route 1 with routing changes in Richmond to travel via Champion Rd, Hill St, and Queen St to improve PT access for these growing residential areas.
- **Route 2 (Nelson-Richmond via Rocks Road):** a modified version of the current Route 2, which will follow the existing route for much of its length, but travel via Muritai St, Parkers Rd (potentially Pascoe Street) and Nayland Road, to replace part of the existing Stoke loop routes, and provide better connectivity within and from Tahunanui and Stoke, better access to schools, and better access to employment in the Annesbrook area.
- **Route 3 (Atawhai-Hospital):** a new north-south Nelson route, which will combine and replace the current Route 3 (Atawhai) and most parts of Route 5 (Hospital via Toi Toi), to provide better access to a range of destinations across the wider Nelson city centre from both ends of the route, and better access to schools and the hospital from the north. The exact route is still provisional at this stage. It will be

dependent on development in the area, the size of the buses procured and public demand for the service, and

- **Route 4 (The Brook-Airport):** a new east-west Nelson route, which will combine and replace current Route 4 (The Brook) and most parts of Route 6 (Tahunanui via Washington Valley), and extend to the airport, to provide better access to a range of destinations across the wider Nelson city centre from both ends of the route, including NMIT from the west, significantly enhanced access to Washington Valley and surrounding areas, better connectivity within and from Tahunanui, better access to employment in the Annesbrook area, and an airport link.

All four standard routes will operate between 7am and 7pm seven days a week ('7-7-7'). This will improve service levels on all routes by providing:

- Higher frequency on all urban routes
- longer weekday hours of service to many areas
- longer weekend hours of service to all areas
- higher weekend frequency to many areas, and a 30 minute sunday service on all routes

These improvements will increase the number of urban area residents within a 10-minute walk of a seven-day service by 62%, from 35,200 to 57,100.

The four standard routes will operate to a 'pulse' timetable, where they will all be scheduled to depart from key nodes (e.g. Nelson, Stoke and Richmond) at the same time, with a short dwell to enable customers to connect between services. This will maximise network connectivity across all time periods, allowing anyone to travel anywhere within the standard network with a maximum of one connection and minimal wait, providing a level of convenience that is usually associated with larger higher-frequency networks.

One downside of the pulse timetable is that it will reduce the effective frequency on the Main Road Stoke-Salisbury Road corridor, where routes 1 and 2 currently overlap and operate on alternating timetables. There will be less overlap between these routes in the future. Consequently whilst there will be less opportunity to take advantage of this frequency, many current customers from this area will benefit from the route changes that will significantly reduce their walk to public transport, provide better links to other parts of the urban area, and provide better weekend service levels. The decoupling of routes 1 and 2 will also enable them to individually adapt to growth and take advantage of new roading links in the future.

The standard route network will be supplemented by a new demand-responsive Stoke Link service. It will replace the existing Stoke local routes and provide a basic access service to connect residents of Monaco, the parts of Stoke that will fall outside of a reasonable (5 to 10-minute) walk of routes 1 and 2, and the Marsden and Ngawhatu valleys, with the Stoke suburban centre. The service will pick up customers at their door, but it will run only at low frequency during off-peak times on weekdays (9am and 3pm), and only if booked in advance.

The Late Late Bus service will be retained as it is, but the reasons for the patronage decline will be investigated and improvements made if identified.

Appendix D provides a description of the routing of the four standard routes and an indication of the intended Stoke Link service area.

### 8.1.2 Regional Network and Services

Regional Commuter and express services



Stage 1 will establish formalised public transport in regional areas. This will include the introduction of peak commuter and all day express services and formalised community transport services.

Two new regional services will be established:

- Route M departing Motueka travelling via Tasman, Ruby Bay, and Mapua in each direction; and
- Route W departing Wakefield travelling via Brightwater in each direction.

Figure 8-4 shows the proposed routing of these services, which is also described in Appendix D.

These routes will operate as a stopping service into Richmond and then as express routes between Nelson and Richmond. The express section of the route will be from the Richmond terminus to the Nelson terminus, follow Wakatu Drive, rather than Main Road Stoke, and stop only at either the Nelson Hospital (RM) or the Tahunanui super stop (RW) before arriving in Nelson.

Their limited stop express pattern between Richmond and Nelson will reduce regional customers' travel time on this leg, and provide an express alternative for some urban area customers, since the routes will overlay routes 1 and 2 in the urban area and stop at key nodes. Both elements can be expected to drive patronage growth, as will the additional frequency that they provide in the urban areas. The associated capacity increase will be particularly useful at peak periods because these new routes will not replace, but will supplement the services provided by the established R1 and R2 buses, increasing peak hour frequency.

As these services will only stop once between Richmond and Nelson, they will offer a viable travel alternative to private vehicles both in terms of the travel time, arrival/departure location in the centre of both Richmond and Nelson (reducing walking time to destinations), and reduced requirement to find all day parking in the centres.

The timetabling for these regional-express routes will be determined prior to the 2023 launch of Stage 1, and will look to increase frequency to facilitate greater commuter patronage, ensure smooth connections at super stops, and deliver minimal wait times between route connections

Whilst the timing is yet to be determined, the intent is to enable a Nelson arrival by 8am and a Nelson departure by 5:30pm, to allow some flexibility around a standard working day. The services are not intended to cater to school travel, but they will facilitate travel to before-school and from after-school activities, and they will therefore complement school services.



Figure 8-4: Proposed Regional Bus Routes. A large scale plan is attached in Appendix D

#### 8.1.2.1 Community Transport

Volunteer-run and community-supported community transport offers an effective means of providing basic access in regional areas, and community transport services have recently been established in Wakefield and Mapua. Some support is provided to these services through council grants, but it is not currently treated as transport system investment.

It is proposed to formalise and extend support for community transport, in the same way as several other regions with a similar urban-rural mix to Nelson-Tasman, and use it to complement peak commuter services by providing basic access to healthcare, public services, and other similar services and activities that often require off-peak journeys. Formalised community transport links will be supported between Golden Bay and Nelson, and Hira and Nelson during Stage 1, with each council providing support to the transport trusts that run the services.

### 8.1.3 Facilities and Vehicles

#### 8.1.3.1 Network Nodes

Bus stops at key activity centres and interchanges (Nelson, Nelson Hospital, Tahunanui, Stoke and Richmond) will be upgraded with high quality 'super stop' waiting facilities, to recognise their importance as key destinations within the network, support the new network and facilitate connections between services, and provide an improved customer experience. Details are to be confirmed and will be specific to the location, but these bus stops will have enclosed shelters, with good lighting, ample seating, and information in the form of network maps, timetables and real time information, along with supporting facilities such as secure cycle parking.

The bus stops will be located where routes cross and shared by multiple routes where feasible. They will have sufficient capacity to enable services from all routes serving the location to arrive, enable interchange, and depart within the same timeframe, as required by the pulse timetable.

#### 8.1.3.2 Other Bus Stops

Bus stops will be formalised on all bus routes, and located close to walking links to maximise the access catchment within a 5 to 10-minute walk via the footpath network. They will have a concrete pad if not located on a footpath, and be equipped with a branded bus stop flag, and

route and timetable information. These actions will clearly establish the presence of the bus service from a branding perspective, and provide both the point and the information needed for new users to understand and access the service.

Both councils will step up the installation of shelters (with seating) at bus stops, focusing on the stops with higher boarding levels, and those with regular boardings that are located close to rest homes, schools, shops, community facilities, and other similar locations. Shelter is an important feature from a customer experience perspective.

#### 8.1.3.3 Bus priority

Bus priority, both short and long term, will be required to maintain public transport reliability and contain operating costs as traffic congestion worsens on key corridors. Any investment in priority will also improve public transport's travel time competitiveness relative to private vehicles, which is a key element of encouraging mode shift.

Both councils will support the establishment of bus priority at locations where traffic congestion is a problem, particularly at and near intersections, where delay is typically most acute and the benefit to public transport is the highest. Bus priority opportunities are being identified and addressed through the Nelson Future Access and Richmond Transport business cases.

#### 8.1.3.4 Buses

The retendering of the bus operating contract presents a unique opportunity to make a step change and replace the current vehicle fleet with one that meets higher customer and environmental standards than the current fleet, which is of variable quality and quite old.

There are two key options:

- move to a low emission Euro 5 or 6 bus fleet (or higher Euro standard if applicable), or
- move to a zero-emission bus fleet, powered by electricity (battery), hydrogen or other zero carbon source.

Low emission buses have a longer range, the ability to support features such as air conditioning, and use established technology that is widely supported. Zero-emission buses support environmental goals more strongly and they are very useful from an image and marketing perspective. However, zero-emission technologies are still developing, and some require additional infrastructure, particularly charging infrastructure for battery electric buses, which can also require upgrades to non-transport infrastructure such as substations. Cost is also a factor, but the Government has recently signalled that it will provide subsidies to support fleet conversion.

There is, however, some risk of delivery of electric buses in 2023 due to world supply and demand issues.

The fleet will be upgraded to one of the above standards when the new contract comes into effect. The choice will be determined closer to retendering, and tenderers may be asked to provide options for both.

The new fleet will be standardised to provide consistent quality (including features like low floor with full wheelchair accessibility, air conditioning, Wi-Fi and USB charging points), to demonstrate that all routes have an important network function, and to provide operational flexibility. It may therefore use a bus type that is much larger than the buses that are currently used on local routes, but smaller than those currently used on routes 1 and 2. Details will be confirmed at tendering. Any capacity requirements will be met through frequency increases where these are justified by demand.

#### 8.1.4 Fares

Public transport fares will be further simplified, shifting from the current three zone structure to a single urban fare zone, similar to Queenstown, Rotorua, Tauranga, and other comparable urban areas. This change will provide a simple, highly intuitive, and competitively priced fare structure, particularly if it is based around current one zone fare levels and is supported by increased car parking charges (like in Queenstown). It is expected to drive patronage growth, by attracting new customers from other modes, and making it more economic for existing customers to use public transport more frequently. Crucially, it will make public transport more cost-competitive for longer journeys (such as those between Richmond and Stoke to Nelson), where private cars are the main competitor, traffic congestion is an issue, and mode shift is desired.

The single urban fare zone will be the first zone in a new three-zone system, which will extend to Motueka and Wakefield to include the new regional services to those points. This will include two regional zones:

- Zone 2 encompassing communities beyond the urban area, as far as Mapua and Ruby Bay in the west and Wakefield in the south, and
- Zone 3 encompassing communities beyond Ruby Bay, including Motueka.

Fares will increase in an even increment to ensure that they are consistent and intuitive to customers. For example, if the current one zone Bee Card adult fare is \$2, so the two-zone fare could be \$4 and the three-zone fare \$6 if current fare levels are in place in 2023. Actual fare levels will be determined when the new zonal system is implemented and subject to review over time, but they will be competitively priced to provide a strong mode shift incentive.

No further changes are proposed to the fare product range, which was significantly simplified with the introduction of the Bee Card.

#### 8.1.5 Brand and Information

A key aspect of the success of the revised services will be the new joint public transport brand to be developed to support the unified approach to public transport planning and delivery, underline the step change improvements being made, and position public transport as a desirable transport option. It will replace all existing branding, including information material, bus stop signage, and buses. Marketing will be stepped up to support brand positioning and the roll out of the changes.

The new brand will be supported by a brand-specific web site, which will provide 'one source of the truth' for information, and ensure that it is easy to find and accessible. Improvements to bus stops, at network nodes and elsewhere, will also improve information availability, particularly the provision of some form of real-time information at network nodes, and timetable information at other stops, which may be simplified and supported by a web link using QR codes or other means.

#### 8.2 Stage 2

The Stage 2 package will be implemented in July 2026 following a review of Stage 1 initiatives. The improvements may be accelerated if justified by demand, changed or delayed if the review finds that the patronage response has been slower than expected.

The Stage 2 package will include:

- introduction of park and ride facilities in Tasman,
- introduction of weekend services on the regional routes,

- review of urban development and intensification proposals to target any new PT opportunities,
- Ongoing upgrading of bus stops around the network.

### **8.2.1 Regional Network and Services**

Earlier stages focused on a weekday regional bus service, where peak services contribute to mode shift and congestion reduction, and community transport (and off-peak services) provide access to services and other activities that have a weekday focus. Stage 2 extends weekday service levels on the Motueka and Wakefield routes to the weekends, recognising that travel for work and other activities is not limited to the weekdays, and that many residents of regional areas are currently reliant on private vehicles to travel into Richmond and Nelson. This improvement introduces a consistent 'all day all week' timetable to regional services, in a similar way to the urban '7-7-7' timetable bringing similar benefits to those living inside the urban area. It also ties the communities in the study area together in a way that they have not previously been.

### **8.2.2 Facilities and Vehicles**

Stage 2 will also see the introduction of trial park and ride facilities in Tasman. The regional park and ride facilities will allow commuters from further afield in Tasman to leave their car at a regional hub and travel by bus into Richmond or Nelson. These will perform a gateway function by enabling car drivers to park at the urban fringe and then travel by bus to their destination, avoiding later congestion and parking difficulties.

The shelter installation programme will continue through Stage 2, with emphasis moving to lesser-used stops once higher-priority stops have been addressed.

## **8.3 Stage 3**

The **Stage 3** package will be implemented in July 2029 following a further network review. The improvements may be accelerated if justified by demand, or changed or delayed if the review finds that the patronage response has been slower than expected, as with Stage 2.

The Stage 3 package will include:

- increased peak frequencies on urban routes
- review of urban development and intensification proposals to target any new PT opportunities

### **8.3.1 Urban Network and Services**

Earlier stages focus on establishing a simple, connected, and regular urban network of services that is easy to understand, use and remember. Stage 3 will improve peak service levels on routes 1 and 2, and other routes if justified by demand, moving them from 30 minutes to 15 minutes (or 10 minutes if justified by demand). This improvement will provide a frequent level of service to the two main public transport corridors at peak times, offering a high level of convenience to customers, which will drive further patronage growth. It will also boost capacity to a level required by the Nelson Future Access project.

All other service levels will be maintained as proposed in previous sections, providing that the review finds that they are operating successfully. This includes the overlaid regional services, which further boost frequency and capacity on the two main corridors.

**8.3.2 Facilities and Vehicles**

The shelter installation programme will continue through Stage 3, with emphasis on lesser-used stops.

**8.4 Longer Term**

The programme has a 10-year focus, based on the RPTP horizon. However, it is expected that improvements will continue beyond the first decade, and some revisions/additions to the network maybe be required should growth justify it. The following may be considered:

- diversion of Route 1 between Hill Street in Richmond and Suffolk Road/Saxton Road in the Saxton area if a new road link is constructed, to provide better access to the sports complex and the southeast area of Stoke
- route changes or a new route connecting The Ridgeway, and the Marsden and Ngawhatu valleys (which would be facilitated via a road link between the two), with Stoke, if development in the area reaches sufficient scale
- route changes or a new route serving the southwest area of Stoke
- extension of Route 3 beyond Atawhai to Todds Valley and possibly beyond
- route changes or a new route serving the southeast area of Richmond, if development in the area reaches sufficient scale
- route changes or a new route connecting the Maitai Valley with Nelson, if development in the area reaches sufficient scale
- A route to service the Princes Drive/ Tahunanui Hills area,
- connecting the above new routes with each other or possibly Route 3, to provide better access to a range of destinations
- route changes or a new route connecting Kaiteriteri with Motueka
- additional park and ride at gateway locations, such as the southern side of Richmond and at Atawhai or Todds Valley
- ferry links where suitable wharf facilities are available, potentially supported by park and ride.

All of the above have been considered through this review and cannot be justified at present, but they may be justifiable beyond the first decade.

**8.5 Total Mobility**

- Continue to administer and support the region-wide Total Mobility scheme;
- Continue to improve the administration and management of the scheme, and to meet any The Transport Agency requirements;
- All taxi companies in the scheme are required to have contracts with Council;
- Facilitate the provision of wheelchair hoist vehicles where demand warrants it and funding permits;
- Admittance to become a service provider is at the discretion of Council and is not restricted to taxi companies. Each application will be considered on its merits, but generally the requirements are that drivers be appropriately licensed and trained, the service availability hours are at least 7am to 7pm, and the fare structure is clear, similar to other providers and has been approved by Council. The provision of a wheelchair service is desirable but not mandatory;

- Review fares and the rules applying to the fares as part of the fare level and fare structure reviews;
- Investigate extension of the Total Mobility subsidy to include all public transport services

## 9. Impacts

### 9.1 Anticipated Service Levels and Patronage

Table 9.1 shows the service level impact of the proposed programme, as expressed in service km (the distance travelled while in service). It shows the substantial increase in service that residents of both the urban and regional areas will experience over the decade, with total service km more than tripling over the period.

Table 9-1 Proposed Network Service Km

Stage	1				2			3		
Financial Year	21-22	22-23	23-24	24-25	25-26	26-27	27-28	28-29	29-30	30-31
Urban (000)	493	493	1,121	1,121	1,121	1,121	1,121	1,121	1,292	1,292
Regional (000)	0	0	203	203	295	295	295	295	295	295
Network (000)	493	493	1,324	1,324	1,416	1,416	1,416	1,416	1,587	1,587

Table 9-2 shows projected network patronage demand over the decade, including that resulting from the impact of the 2023 improvements and those associated with the proposed programme. The full patronage impact of any intervention can take up to a decade, so some of the longer-term effect of later stage improvements falls outside of the timeframe shown in the table. Whilst the patronage increases primarily reflect the effect of service level increases and fare reductions, some allowance has been made for the system effect of the full suite of improvements.

Table 9-2: Projected Network Patronage

Stage	1				2			3		
Financial Year	21-22	22-23	23-24	24-25	25-26	26-27	27-28	28-29	29-30	30-31
Patronage (000)	488	503	1,043	1,135	1,189	1,250	1,340	1,400	1,1460	1,540

The ramp up effect of changes may be faster or slower than shown in the tables, so performance and patronage will be monitored to identify the response over time. A faster than anticipated response to early stage improvements may require the implementation of some or all of the later stage improvements to be accelerated, particularly if additional peak capacity is needed to meet demand, since peak frequency improvements are not scheduled for introduction on Routes 1 and 2 until Stage 3 in 2029.

The enduring impact of Covid-19 is not currently well understood and could be wide ranging – influencing land use, employment, trip rates and mode choice. However, Waka Kotahi's assessment of the impact of Covid-19 on the land transport system does not expect significant change in the nature, scale and location of transport demand over the medium to long-term in the Top of the South region<sup>3</sup>, so the projections assume that any long term public transport demand impact will be minor.

<sup>3</sup> Regional summary 10 – Top of the South potential impacts of Covid-19 (<https://www.nzta.govt.nz/assets/planning-and-investment/arataki/docs/regional-summary-10-top-of-the-south-potential-impacts-of-covid-19.pdf>).



## 9.2 Costs

Operating costs form the bulk of costs, totalling \$36.4m over the decade (including existing costs shows that net operating costs<sup>4</sup> increase from approximately \$1.4m in the 2021-22 financial year to \$5.6m in the 2030-31 financial year. They are expected to reduce beyond that point, as the full patronage and revenue impact of later interventions is realised. Net costs are subject to patronage and to any inflation over the period, and could be positively or negatively impacted by the competitiveness of the bus contract retendering process, and by the choice of vehicle type (low emission vehicles are assumed). The cost projections in the table are deliberately conservative given this uncertainty.

Table 9-3: Projected Public Investment Requirements - Services

Stage	1				2			3		
Financial Year	21-22	22-23	23-24	24-25	25-26	26-27	27-28	28-29	29-30	30-31
Nelson CC (\$k)	\$562	\$565	\$1,740	\$1,710	\$1,686	\$1,748	\$1,633	\$1,608	\$2,059	\$2,026
Tasman DC (\$k)	\$122	\$123	\$569	\$553	\$553	\$708	\$695	\$685	\$670	\$655
Waka Kotahi (\$k)	\$712	\$716	\$2,412	\$2,412	\$2,355	\$2,811	\$2,270	\$2,260	\$2,500	\$2,450
Total (\$k)	\$1,396	\$1,404	\$4,720	\$4,729	\$4,594	\$5,267	\$4,600	\$4,553	\$5,239	\$5,131

Super stops at network nodes are likely to have the largest direct capital cost impact. Their cost will depend on specification but is likely to be in the vicinity of \$5m for the five stops. The improvements to bus stops across all routes could cost up to \$1m, depending on their specification. An increase to the bus shelter installation programme would be additional.

It is expected that vehicle replacement and network rebranding and information changes will be made when the new bus contract is introduced, which will minimise these costs. However, zero emission buses are likely to require additional infrastructure (at additional cost) if chosen, as noted in Section 8.1.3.4.

Bus priority requirements and costs will be assessed through the Nelson Future Access and Richmond Transport business cases. Park and Ride carpark requirements and costs are also subject to further investigation.

<sup>4</sup> The cost of operating the service after fare revenue has been deducted, which is the cost that is subsidised by central and local government.

## 10. Specific Council policies relating to bus services

### 10.1 Fares Policy

*Placeholder text Waka Kotahi are currently reviewing their Fares policy, see Appendix E*

The LTMA requires the RTP to set out policies on passenger fares, and how fares will be set and reviewed. The current fares and fare setting/changing processes are set out in the current bus contract. The contract (due to be rewritten and retendered in 2023) provides for Council to set the maximum fares for the bus service, to review fares annually, and to change fares where that is considered appropriate (with a proportionate change in the contract price if necessary). This is the current situation with Nelson City Council, and it is, therefore, necessary for NCC and TDC to align their services and policies.

Fares are currently based on distance travelled, with the recent reduction of zones from four to three fare zones. This has effectively reduced many fares and this RTP seeks to further reduce and simplify fares.

As is required by Waka Kotahi, fare levels will be reviewed annually and the fare structure will be reviewed every six years. This review of fare levels has taken into account matters such as inflation (particularly relating to the cost of providing the bus service), fare-box recovery, Council and Waka Kotahi funding levels and policies, and users' ability to pay.

Waka Kotahi are currently reviewing their Regional Fare Policy guidelines for this RTP. These guidelines are in draft form and subject to a consultation process. The final Fare Policy included in this RTP will be in accordance with the relevant Waka Kotahi guidelines. Refer Appendix D.

The contractor's views will be sought as part of any fare review.

### 10.2 Integration with other transport modes

The fundamental outcome of the 10 year vision for transport in the Nelson-Tasman region is to provide a fully integrated and sustainable transport system where:

- all modes of transport are catered for and complement each other,
- the barriers for access are removed,
- the benefits of alternative transport modes for individuals, the community and the environment are fully apparent and recognised, and
- public transport services in the region are a fundamental part of an integrated network of transport services.

These goals recognise that all journeys usually involve other modes of transport as well as the bus trip (there is almost always a walking component of any bus journey, and increasingly, a cycling component). Other factors that will be considered to ensure the public transport system integrates with other modes include:

- The needs of bus passengers who use wheelchairs,
- The bike rack capacity of Nelson buses,
- If bus-stops are conveniently situated and are easily accessible by all active modes,
- If car-parking facilities are available near to stops (particularly in Richmond) to enable car users to include public transport or multimodal journey options in their journey planning,

- How Car parking availability and charges impact on bus use.

### 10.3 Objectives and Policies

Historically the basic objectives of the Council-provided public transport network have been to provide services which:

- Reduce traffic congestion between Richmond and Nelson; and
- Meet the basic needs of the community, particularly those without access to private transport, to provide transport choices.

These two objectives are replaced with three which closely align with the 2020 Government Policy Statement on Transport, the Councils' community outcomes and carbon emission reduction. That is to provide a regional integrated public transport network that:

1. Provides attractive, economic and viable transport choices for all sectors of the community,
2. Reduces the reliance on private cars,
3. Is sustainable and reduces carbon emissions.

These link to all of the six Te Taihu strategic objectives adopted in the Regional Land Transport Plan 2021-31 below:

<p><b>MODE CHOICE</b></p> <p>Communities have access to a range of travel choices to meet their social, economic, health and cultural needs</p>	<p><b>SAFETY</b></p> <p>Communities have access to a safe transport system</p>	<p><b>NETWORK MANAGEMENT</b></p> <p>A sustainable transport system that is integrated with well planned development, enabling the efficient and reliable movement of people and goods</p>
<p><b>ECONOMIC PROSPERITY</b></p> <p>Supporting economic growth through providing better access across the Top of the South's key journey routes</p>	<p><b>RESILIENCE</b></p> <p>Communities have access to a resilient transport system</p>	<p><b>ENVIRONMENTAL OUTCOMES</b></p> <p>Reduced negative impact on the environment from transport activities</p>

### Services provided

- Jointly deliver public transport in the Nelson Tasman region as a coordinated integrated service and network
- Provide and fund bus services which:
  - Contribute to the development of a sustainable transport framework in the Nelson Tasman region and/or
  - Are planned to provide transport choices and specifically provide choices and improve accessibility for those without other transport options;
  - Provide transport choices within both the urban and regional areas;
- Regularly assess the needs of the community with regard to its public transport and accessibility needs,
- Work with its bus contractors to improve its services and increase patronage levels.

**New services**

- New services will be provided:
  - where there is demand;
  - to encourage behaviour change;
  - to improve accessibility and urban spaces; and
  - where local and Waka Kotahi funding is available.

**Funding**

- Fund its share of the services set out in this RPTP;
- Seek appropriate funding contributions from Waka Kotahi;
- Both councils to jointly collaborate to continue to secure funding for the bus services;
- Seek funding from Waka Kotahi for any service improvements.

**Contractors**

- For all new contracts:
  - Prepare a business plan in conjunction with each contractor setting out the actions, aimed at improving the service, that will be taken during the next year of the contract;
  - Review the business plan annually;
  - Regularly meet with the contractors to discuss progress with achieving the actions set out in the business plan, progress generally with the services, and ways to increase passenger numbers;
- Meet regularly with existing contractors to discuss contractual matters, including how the service might be improved and patronage increased;
- Generally involve the contractor in decisions relating to the service, while at the same time recognising that it is the Councils that are the primary decision maker regarding the services.

**Contract format**

- The tendering of the bus contracts will follow the process set out in the Council's Procurement Strategies and Waka Kotahi Procurement Manual;
- Subject to the Procurement Strategy and Procurement Manual, contract length will generally be nine years;
- Contracts will require operators to tender on the annual gross price of providing the service and Council will retain passenger revenue;
- The services will be operated as a single operating unit,
- There will be one contract per unit, and thus currently there will be one contract;
- All new contracts will contain a financial incentive mechanism aimed at encouraging the contractor to increase patronage;
- Tenders will reflect the policies in this RPTP and the two Councils.

**Procurement Strategy**

- Tenders will be evaluated on price and quality. Quality features will include relevant experience, track record, relevant management and technical skills, methodology and vehicle quality.

**Vehicles and drivers**

- All buses should comply with the vehicle standards set out in Waka Kotahi's guidelines, including modern low floor buses on all routes,
- Vehicle specifications to include low or zero emission buses when the specifications are developed for the new contract in 2023.
- Comply with the vehicle standards as set out in Waka Kotahi guidelines.

**Requirements for all buses as a minimum.**

These will be further developed over 2021-2022 for the new contract

- Require bike racks on all routes;
- Wifi,
- Require electronic ticket systems on all buses;
- Require GPS tracking on buses to assist with real time tracking for customers and monitoring by Council;
- Include, in any new public transport contract, a suitable driver standard with which all bus drivers must comply;
- Require branding as specified by Council.

**Fare system**

- Require electronic ticketing on all buses that records all trips and issues tickets as appropriate;
- Enable introduction of national ticketing incentives including Project Next;
- Fares:
  - Child fares will be available
    - i) Children are defined as those aged 5-15 inclusive, or enrolled at school while wearing a school uniform or on presentation of a school ID card;
    - ii) The child fare will be approximately two-thirds<sup>5</sup> of the adult fare;
    - iii) Children under 5 travel free.
  - A tertiary students/Community Service Card holder fare will be available to those aged 18 and under or enrolled in a Nelson or Tasman tertiary institution on presentation of an ID card, and Community Services Card holders on presentation of their card;
  - The SuperGold Card scheme providing free off-peak travel<sup>6</sup> is available to those with a SuperGold Card (generally those over 65 years of age);
  - Fares will be set on a zone structure or as adopted in this RPTP;

<sup>5</sup> The exact discount will be influenced by the necessary rounding

<sup>6</sup> For travel between 9am and 3.00pm weekdays, and on Saturdays, Sundays and public holidays

- For the late bus, a separate fare structure will apply (currently a flat fare);
- Smartcards will be available from designated outlets (currently the bus company, NCC and TDC council offices, and Nelson, Stoke and Richmond libraries);
- Fare levels will be reviewed annually, which may result in the above fares and ticket availability changing;
  - The contractor will be involved in these discussions. In setting fares, the primary considerations will be the level of inflation as it relates to the costs of providing the service, affordability, Waka Kotahi, TDC and NCC funding levels and policies, and the joint Council Fare Policy<sup>7</sup>;
- Fare structures will be reviewed up to every six years. The last review was in 2017, implemented in 2020, this RPTP has included a fare structure review for implementation in 2023;

#### **SuperGold Card**

- Bus contractors will be required to participate in the SuperGold Card scheme as it relates to public transport;
- NCC and TDC will jointly administer the SuperGold Card scheme subsidies.

#### **Monitoring**

- Monitor services based on Waka Kotahi requirements;
- Collect monthly patronage data;
- Contracts will provide for reliability data to be collected by the contractor and made available to the Councils;
- Future contracts will require vehicles on all bus service to have a GPS monitoring system to assist in measuring service reliability;
- In conjunction with the contractor, regularly review the routes and timetables to ensure they continue to meet the needs of the community;
- Undertake an annual survey of passengers as required by Waka Kotahi

#### **Infrastructure**

- Look to improve the central urban bus stops, in Nelson and Richmond, through the provision of improved shelter, seats, timetable information and other facilities;
- Develop 'superstop' facilities at up to 5 locations: Nelson and Richmond City Centres, Stoke, Tahunanui and the Hospital, ultimately this level of facility will be developed in other key locations;
- Conveniently located bus-stops;
- Look to improve bus-stop facilities including providing shelters and easy access to the stops for those in wheelchairs.

#### **Integration with other transport modes**

- Actively deliver public transport investment as part of the sustainable 10 year transport vision for the region,

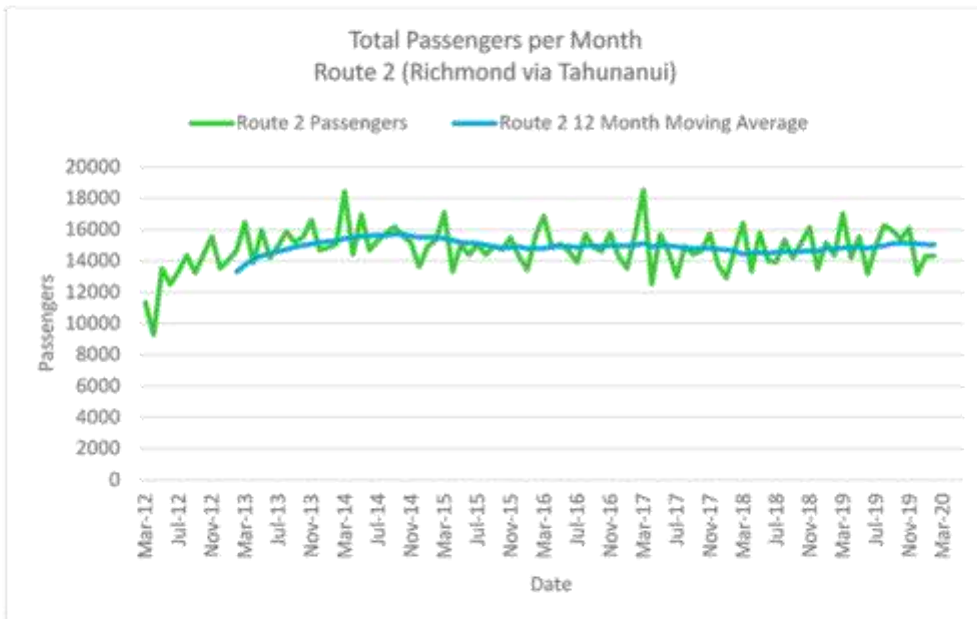
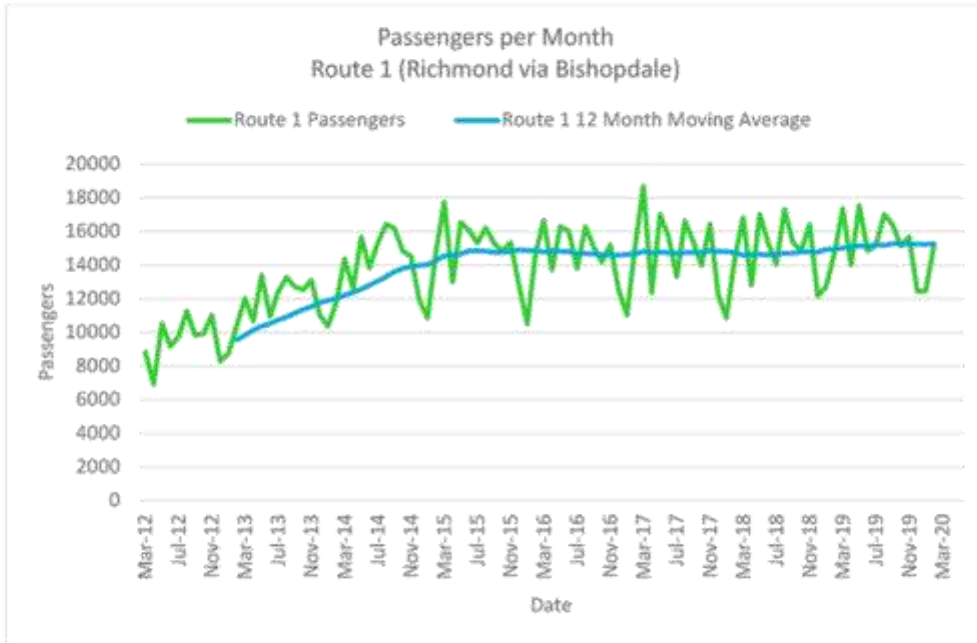
<sup>7</sup> This policy is re-produced in Appendix E

- Encourage further integration between the buses and walking and cycling through promotion, infrastructure and specific facilities, including road crossing safety, safety for vulnerable users accessing bus stops, public transport access around schools, NMIT, nodes of employment, shopping, recreation and activity centres
- Require bike racks on all buses routes;
- Consider buses when addressing car-parking availability and charging;
- Ensure bus-stops are conveniently located, high quality and easily accessible.

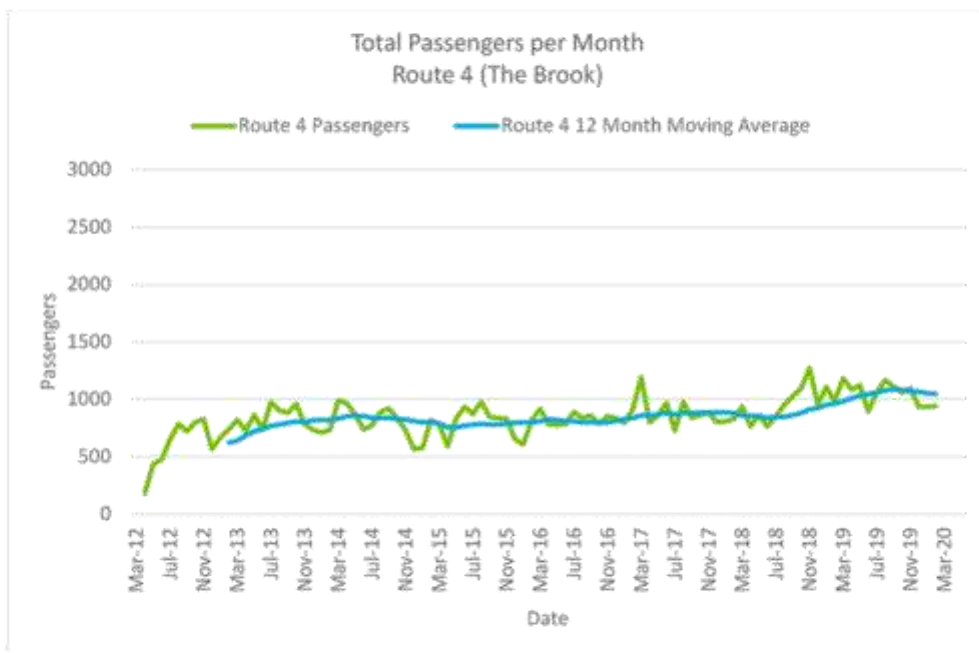
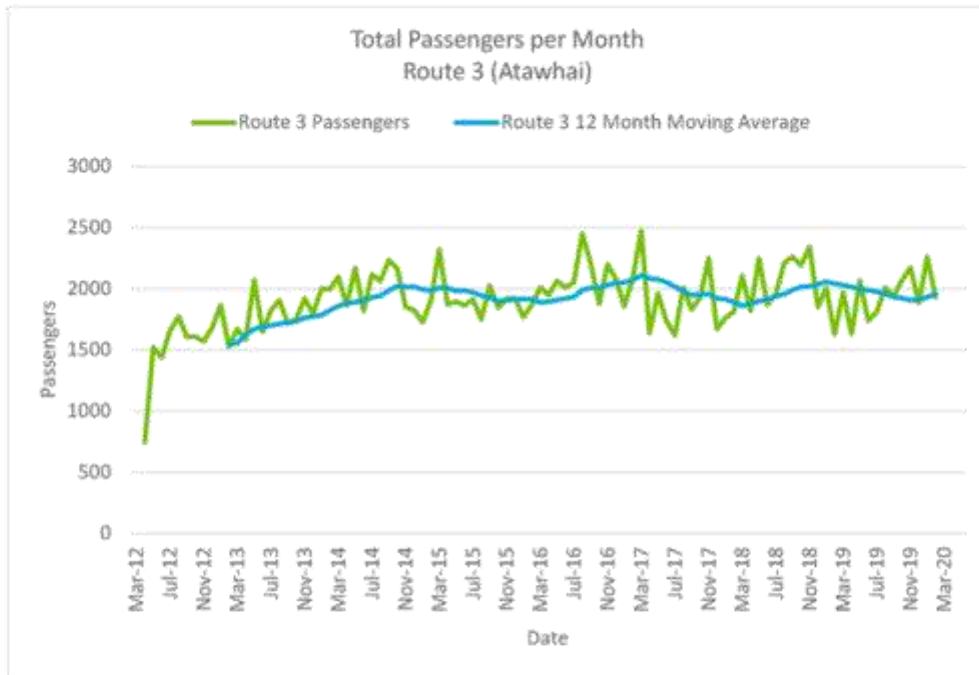
**Promotion and advertising**

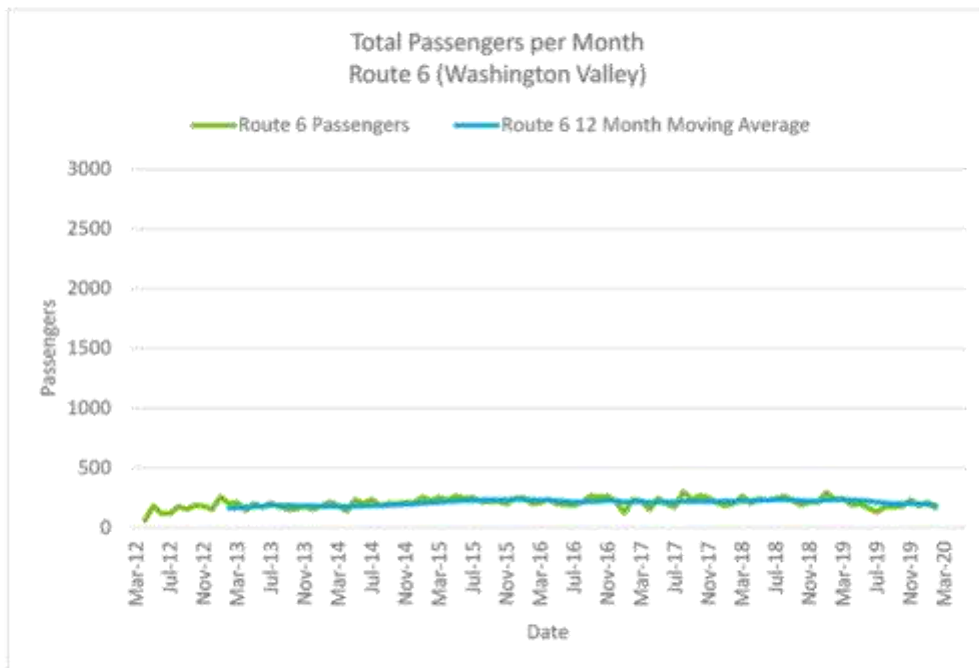
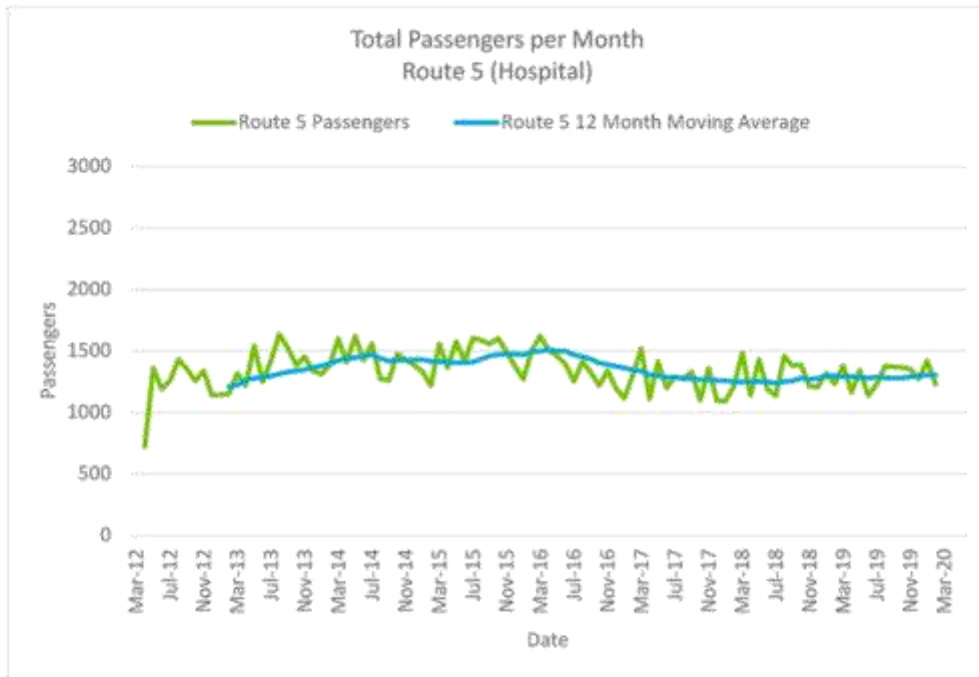
- Undertake an innovative and enhanced promotion campaign to increase the attractiveness of PT to the wider community, to identify how everyone can benefit and gain by increased PT use, to promote opportunities to improve health, well being , urban spaces and amenity, whilst contributing to achieving the emission reduction targets,
- Through information being available at key bus stops and on the NCC and TDC website;
- Through the production of a freely available printed timetable;
- Through strong social media;
- Through an easy to use phone app, and Google Transit;
- Through local newspapers (including community newsletters) and radio;
- On-bus advertising, including opportunities to advertise on the back of buses when the contract is renewed;
- Buses will provide for the internal display of Councils and public transport promotional material.

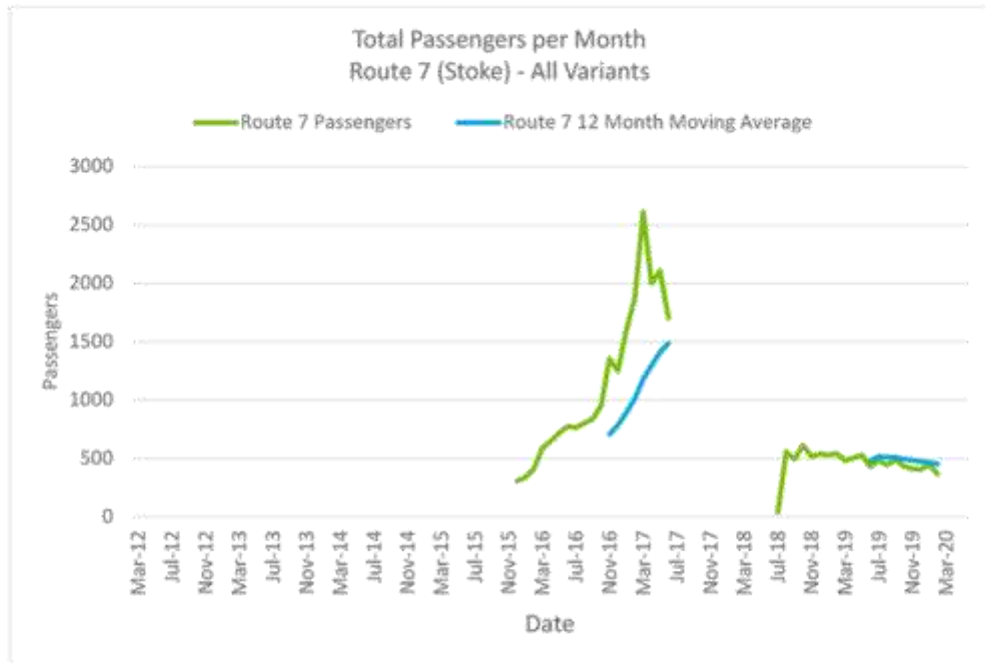
**APPENDIX A - Service use graphs**

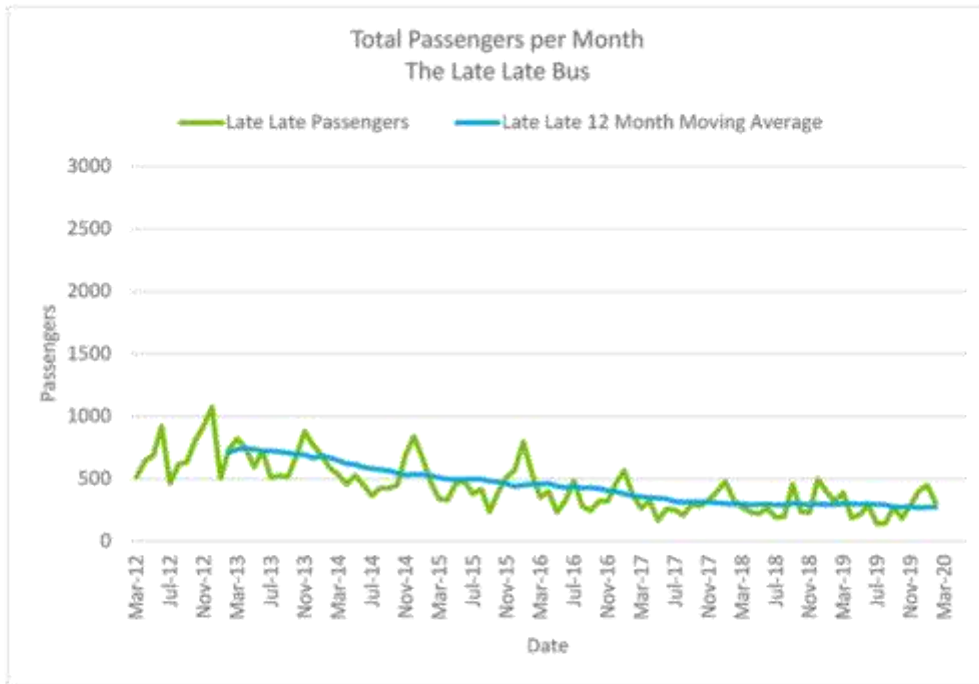












**APPENDIX B - Issues and Needs Survey**

Public feedback provides a qualitative way to measure performance and public expectations. An issues and needs engagement was conducted for this review via the Shape Nelson website between March and May 2020. Respondents were asked questions about their household’s use of public transport and given the opportunity to provide feedback to open ended questions in their own words. The survey received 490 responses (a good response given that it was conducted during the Covid-19 lockdown period), 41% from households that use public transport and 59% from those that don’t.

A total of 316 responses were received to a question on what respondents like about the current public transport service. Figure 7.1 provides a breakdown of their responses by category.

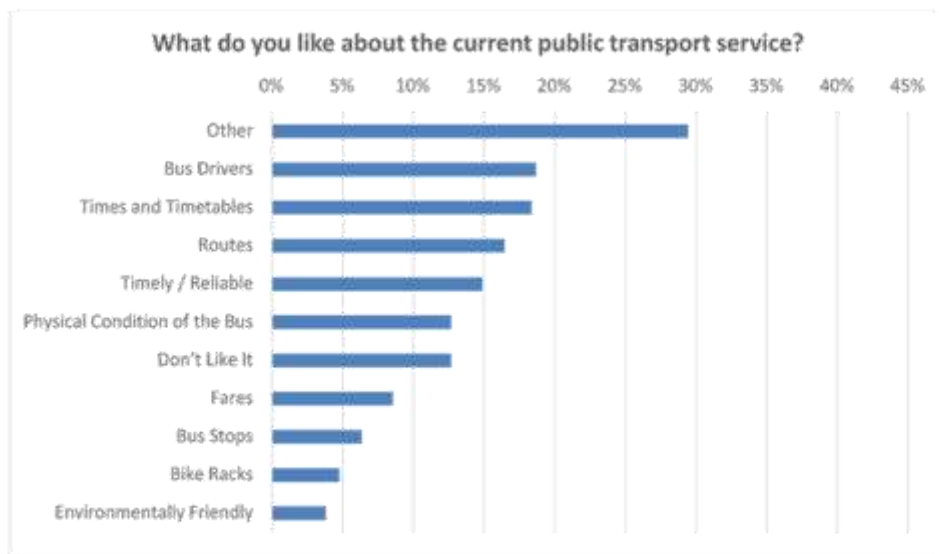


Figure 0-2: What Survey Respondents like about the Network

The positive responses were mostly generic, such as “it’s good”, “it exists” and “there is space to sit down”, which have been characterised as “other”. Overall, respondents most like the bus drivers, timetables, and routes, however the proportions are low (less than 20% each). This indicates that there are a wide range of aspects that people like about the service, but that no one thing particularly stands out.

There was much more consensus about what respondents dislike about the service. Figure shows that, of the 374 responses received to this question, 45% dislike the timetables and 39% dislike the routes. The substantial difference between those that like and those that dislike timetables and routes suggests that there is an issue with timetables and routes that needs to be addressed. Less than 20% of respondents raised fares as an issue, and a similar number highlighted “other” issues, including things such as “lots of empty buses” and “not possible to practise social distancing”. Reliability was not raised as a major issue, which is significant, as traffic delays are a problem on the Route 1 and 2 corridors, and reliability is generally very important to public transport users.

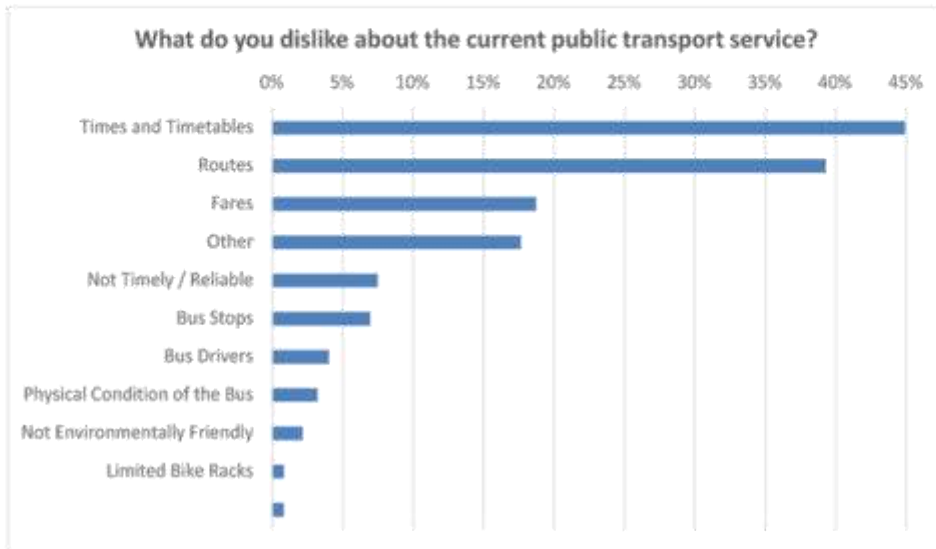


Figure 0-3: What Survey Respondents dislike about the Network

Respondents were also asked what changes would make public transport more convenient and easier to use, the response to which shown in Figure .

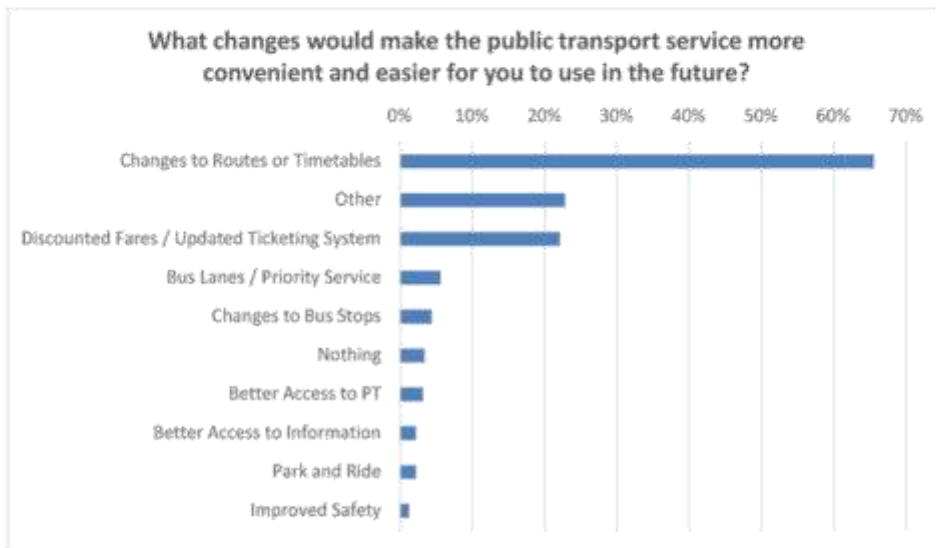


Figure 0-4: Changes Respondents would make to the Network

Responses to the last question were generally aligned with what respondents did not like about public transport services, with improvements to timetables, routes and fares being the priority. More than 60% suggested changes to the routes or timetables, covering service to new destinations (particularly in Tasman) and improvements to days of service, hours of service, and particularly frequency. Over 20% suggested changes to the fares (particularly fare reductions), or the ticketing system. It is important to note that the survey was conducted prior to the induction of the new Richmond routes, and

fares and ticketing changes that reduced the average fare, so some suggested timetable, route, fare and ticketing priorities have since been at least partially addressed.

Bus priority, bus stop, information, park and ride, and safety changes were raised in response to the last question, but only in relatively small numbers. However, it is clear from the comments that some people feel that the service could be better promoted. 20% of responses were generic, such as "make it better".

### Other Surveys

A wide range of other public feedback on public transport needs has been collected over recent years. The following examples represent some of the themes.

A survey on active transport in the Tasman district in 2018, which received over 500 responses, found that 8% see bus as their preferred mode of transport. The most common reasons stated for not taking the bus were distance, safety and time.

A community wellbeing survey in Mapua and surrounding areas in July 2019, which received over 300 responses, found that more than half would use public transport if it were available. Most stated that their current means of transport is private car. Suggestions from the survey included the following:

- provide services to Motueka, Mapua, Richmond and Nelson
- provide public transport options for disabled people and teenagers, and
- use rates/taxes to create a public transport system.

Public transport-related submissions on the Nelson RLTP and Tasman RLTP include feedback on the following:

- increase frequency or expand bus routes to encourage mode shift away from private vehicles and reduce congestion
- improve public transport access for the elderly
- introduce clearways for buses to improve journey times
- extend services to outlying townships, such as Mapua, Brightwater and Tapawera
- improve bus services within Richmond, and
- provide services to the airport and encouraging tourists to use public transport.

Services within Richmond have recently been improved as previously noted. However, this review has considered whether there may be a better long-term option.

### Assessment

Current performance has been assessed across six key attributes – five that focus on the customer and drive public transport use, and another that relates to how the service is delivered. These attributes are:

- coverage – whether the network links people to the places that they want to get to
- convenience – whether services enable people to travel when they want to, swiftly and reliably
- facilities – whether the supporting infrastructure and vehicles are comfortable and attractive
- fares – whether the fare is intuitive and affordable

- information – whether it is easy for new users to find, understand and use services, and
- delivery framework – whether the institutional framework is appropriate.

Most of the public feedback outlined in this Appendix relates to these five customer-focused attributes, particularly to access/coverage, convenience and fares.

Convenience is frequently cited as a key reason for not using public transport (including in the above feedback), and it is thus critical to public transport's attractiveness an option. Frequency is the most important element of convenience – the lower the frequency the more people must schedule other activities around public transport times and thus the more it is only useful for people who cannot drive. Frequency is therefore particularly critical to mode shift. A route that provides good access to a range of destinations is an essential prerequisite to any convenience related improvements.

The findings of this review are summarised in Table 1

Table 01: Findings by Attribute

Attribute	Sub-Attribute	Findings
Coverage	Access to bus services	Good basic access coverage in the urban area, particularly with the introduction of the new Richmond services However, urban coverage is very poor in most areas if days and frequency of service, and travel time, are considered (e.g. some routes are off-peak weekdays only, most don't run on Sunday, and many are indirect) Coverage is poor outside of the urban area, being limited to a small number of community transport services and some tourism-focused commercial services that most people cannot easily access.
	Access to destinations	Routes 1 and 2 provide good access to destinations along the core corridor between Nelson and Richmond However, there are some gaps – particularly to employment destinations and the airport All other routes are focused on a local activity centre and require at least one transfer to reach other destinations – this will be a barrier to many people.
	Potential to support growth	The Route 1 and 2 corridor provides a good base on which to improve services and support intensification. Routes 1 and 2 could be extended to provide better services in greenfields areas Routes 3 and 4 are also relatively linear and provide a good basis for improvement or extension. The other routes are difficult to modify to support growth in a user-friendly way, particularly in Richmond.
Convenience	Frequency	Frequencies generally follow a clockface approach, but there are many exceptions, with gaps in service and variability by time of day and day of week,



		<p>making timetables quite unintuitive and unnecessarily complex.</p> <p>Many service timings appear to be driven by operational considerations like driver breaks (which reduce cost) rather than from a customer perspective.</p> <p>Peak frequencies are reasonable although not good at around 30 minutes on most routes that provide peak service, but poor at 45-60 minutes on the new Richmond routes.</p> <p>Weekday off-peak frequencies are poor at around 60 minutes or less on most routes (including routes 1 and 2) and very poor on Route 6, where they drop to 120 minutes, Route 7, where there is a 120 minute break in the middle of the day, and the new Richmond routes, where they fluctuate between 60 and 95 minutes.</p> <p>Weekend frequencies range from poor to very poor on all routes that provide weekend service, being best at around 60 minutes on routes 3 to 5 and worst on routes 1 and 2 and the new Richmond routes at up to 120 minutes.</p> <p>Frequencies of 60 minutes or less are generally regarded as only providing very basic access.</p> <p>Routes 1 and 2 have poor frequencies considering that they serve the core corridor between Nelson and Richmond and carry 85% of system patronage – only on the Stoke-Richmond section, where they overlap, do peak frequencies achieve the minimum 15-minute standard for a frequent service and a reasonable 30-minute weekday off-peak frequency. However, this is only useful if customers are traveling within that section or to/from the Nelson city centre.</p> <p>The low and varying frequencies of the new Richmond routes is likely to make them unintuitive and confusing to customers and can be expected to hamper patronage growth.</p>
	Days and hours of service	<p>Only routes 1 and 2 operate seven days a week. All other routes run only on weekdays or Monday to Saturday, which does not fit with the travel needs of modern society that are spread across the week. Evening services are essentially non-existent on all routes, which prohibits travel at a time of day when many social activities take place.</p>
	Travel time	<p>Running times are generally acceptable, but roughly double that for car – they need to be more competitive to support mode shift.</p> <p>All routes are either one-way loops or have one-way sections, which are complex and circuitous by their nature and consequently provide poor travel times to most people (it will be quicker to walk in many cases) and difficult for new users to understand.</p> <p>Connections between routes are poor at many times and locations (e.g. someone travelling from Atawhai</p>

		to the hospital during off-peak periods has a 33-minute wait in Nelson).
	Reliability	Does not appear to be a major issue at present for most services, but route 1 and 2 services get caught in traffic congestion throughout the day, particularly through Bishopdale and Tahunanui where the lack any form of priority hampers their reliability. Traffic congestion is increasing in several locations in Nelson and Richmond – it will be an increasing problem for public transport if not addressed by suitable priority measures.
Facilities	Bus stops and interchanges	Parts of the network are well served by conveniently located bus stops with good facilities, but routes 3 to 8E/W generally do not have formalised bus stops and rely on hail and ride, which is likely to be confusing for new users and can be expected constrain patronage. A bus shelter programme is in place, but only adds a small number of new shelters per year, and many stops with regular boardings still lack such facilities, making them unpleasant to wait in during inclement weather. The Nelson hub – the most important point on the network – is poor quality from a customer perspective. It is located on the northwest side of the city centre and away from many important destinations like NMIT, split around a corner that makes connections between services unintuitive (undermining the network effect), and lacking the high quality shelter, lighting, seating and information that is usually provided where large numbers of customers wait and transfer. The current Richmond hub is also poorly located at the southeast end of the town centre, on one side of the street, which requires buses to utilise an indirect one-way routing, and also lacks high quality shelter, lighting, seating and information. The facilities at other key network nodes such as Tahunanui, Stoke and the hospital are also poor given their use and the connections that can be made at the latter two.
	Park and ride	Park and ride is not provided at any point on the network, although there few locations where it makes sense due to cost.
	Vehicles	Full-sized buses of a good standard are used on Routes 1 and 2. Vehicles are more variable on the other routes, being smaller and generally older than the vehicles used on main routes (and missing some of their features), and, while fit for purpose, may convey a message that they are only intended to provide a basic service and are not well used. The emissions standards of the vehicles are unknown but are likely to be much lower standard

		than the current Euro 5 and 6 standard for new diesel buses, due to their age.
Fares	Fare structure	The fare structure has recently been greatly simplified by removing a fare zone and reducing the number of fare products, but there are still more zones than needed for the size of urban area, which makes the structure more complex and less intuitive than it should be. The fare structure is now supported by a good electronic ticketing system.
	Fare Level	The average fare reduced with the removal of a fare zone, which has made cost of all public transport trips more competitive with the cost of driving, and patronage is expected to increase as a result. However, fares remain high relative to the cost of driving, particularly while parking remains free for a majority of trips, and they could be further reduced to improve public transport's attractiveness.
Information		Information provision is generally good, with a website that provides timetables and other information, including real time information via TrackABus, printed timetables, and some at-stop timetable information. However, public feedback suggests that many people do not know where to find information and the profile of the overall service could be improved. The relevant web pages are somewhat buried on both councils' web sites. The lack of bus stops (and associated branding and timetable information) is likely to contribute to the lack of public knowledge of the service. At-stop real-time information is not provided, even at key interchange points, which may limit peoples' understanding of frequency, where services overlap, and connections where they cross.
Delivery framework		The current arrangement, whereby NCC delivers services on behalf of both councils, is pragmatic and it has been a good option historically. However, the current arrangement may be a limiting factor as the network grows, and there is a risk that the offering may become fragmented if the governance, planning, and delivery of services is not done jointly in a more formalised way.

## APPENDIX C - Long List Options

The following potential long list options were identified by NCC and TDC prior to the review commencing based on public feedback, and have been considered through the option development process:

- new public transport routes:
  - services to provide a step-change in public transport provision in Nelson-Tasman, servicing growing residential areas and urban intensification
  - express services between Richmond and Nelson
  - additional or varied routes between and within Nelson-Richmond
  - Motueka, Mapua, Brightwater and Wakefield to Richmond services
  - Hira, and the Glen to Nelson services
  - airport service
  - feeder services from the valleys, suburbs and greenfield developments
  - increased services to cater for youth demands
  - park and ride opportunities
- infrastructural changes:
  - new bus hub in Nelson, Richmond and potentially Stoke
  - electric buses
  - bus priority infrastructure
  - opportunities for public transport priority measures including what service and timetable improvements this would offer
  - opportunities for active transport and public transport integration such as bike hubs at Nelson, Stoke and Richmond centres
- improvements to existing services:
  - smaller buses more frequently on Routes 1 and 2
  - improving customer levels of service
  - changes to existing timetables to extend times and frequency of service
  - better services for NMIT, Hospital and larger employment nodes
  - free student trips
  - removal of zoning
  - opportunities for through-city centre routes
  - other improvements to be identified during stakeholder engagement
- non-bus options.

## APPENDIX D - Proposed Route Descriptions

The services in the proposed urban network will take the following proposed routes **(subject to confirmation and working with the broader community to confirm routes, particularly Routes 2 and 4 through Tahunanui and Route 3 in Victory):**

- Route 1 (Nelson-Richmond via Waimea Road) will follow the existing route for much of its length, other than:
  - minor routing changes in the Nelson city centre to access a new public transport hub
  - routing changes in Richmond – to travel via Champion Rd, Hill St, Queen St, where a temporary public transport hub will be located in the vicinity of the current Richmond terminus, and will later be altered to travel via a replacement and more centrally-located public transport hub in Warring Car Park
  - providing two-way service along the full length of the route
- Route 2 (Nelson-Richmond via Rocks Road) will follow the existing route for much of its length, other than:
  - minor routing changes in the Nelson City Centre to access a new public transport hub
  - routing changes between Tahunanui and Stoke – to travel via Muritai St Parkers Rd, (potentially) Pascoe St, Quarantine Rd, Nayland Rd and Songer St,
  - routing changes in Richmond – to initially travel via Salisbury Rd, and Queen St, where a temporary public transport hub will be located in the vicinity of the current Richmond terminus, and will later be altered to travel via a replacement and more centrally-located public transport hub in Warring Car Park
  - providing two-way service along the full length of the route
- Route 3 (Atawhai-Hospital) will follow the routing of the existing routes 3 and 5 for much of its length, other than:
  - minor routing changes in the Nelson city centre to access a new public transport hub
  - routing changes between Dodson Valley and Bay View – to travel via Dodson Valley Road, Frenchay Drive, a new roading link<sup>8</sup>, and Bay View Road
  - routing changes in the Toi Toi/Victory area (to replace the current circuitous one-way routing) – to travel via St Vincent, Toi Toi, Emano, Murphy, Jenner, St Vincent, Totara, Vanguard, and Motueka to a Waimea Road connection with Route 1 services at the hospital then return via Franklyn. These changes are provisional and will be confirmed closer to the implementation date
  - providing two-way service along the full length of the route, outside of small return loops at each end

<sup>8</sup> This roading link is yet to be constructed, but is planned and will enable the route to provide significantly better service through this developing area

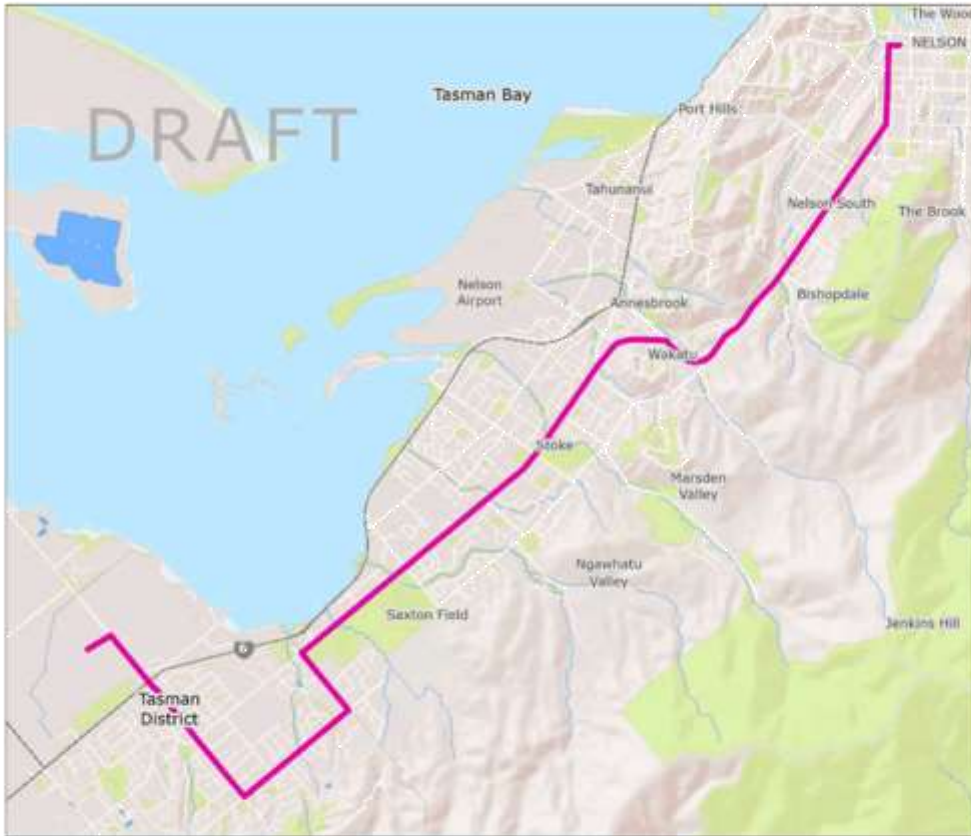
- Route 4 (The Brook-Airport) will follow the routing of the existing routes 4 and 6 for much of its length, other than:
  - minor routing changes in the Nelson city centre to access a new public transport hub
  - routing changes in the Washington Valley and Tahunanui areas (replace the current circuitous one-way routing and extend to the airport) – to travel via Washington, Princes, Moana, Bisley, Beach, Golf, Parkers, Bolt and Trent to a new airport terminus
- The Stoke Link demand responsive service will not have a prescribed route, and will instead provide door to door service to the Stoke suburban centre from the areas around Stoke that area not within a reasonable walk of routes 1 and 2, which are expected to include Monaco, the south end of Nayland Road and neighbouring streets, Suffolk Road and The Ridgeway and neighbouring streets, and the Marsden and Ngawhatu valleys
- The Late Late Bus will follow its current routing.

The regional routes will take the following proposed routings (subject to confirmation):

- The new Motueka route (initially designated as Route M) will travel via the following proposed routing, starting near Te Awhina Marae in Motueka: Pah, Atkins, Poole, State Highway 60, Aporo, Stafford, Aranui, Higgs, Mapua Drive, State Highway 60, McShane, and Berryfield, where it will follow the Route 1 routing.
- The new Wakefield route (initially designated as Route 2W) will travel via the following proposed routing, starting near Wakefield Village Hall: Edward, Arrow, State Highway 6, Lord Rutherford Road North, Ellis, and State Highway 6 to Bateup, where it will follow the Route 2 routing.



Figure 8-1 Proposed Urban Network

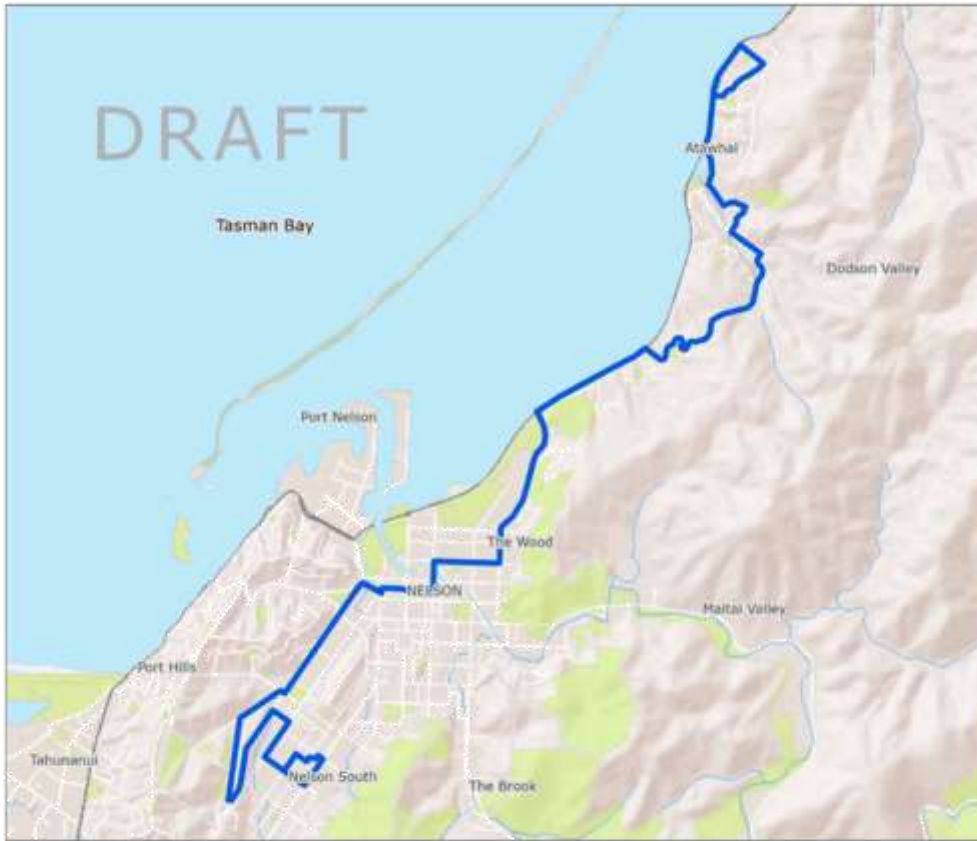


Route 1





Route 2



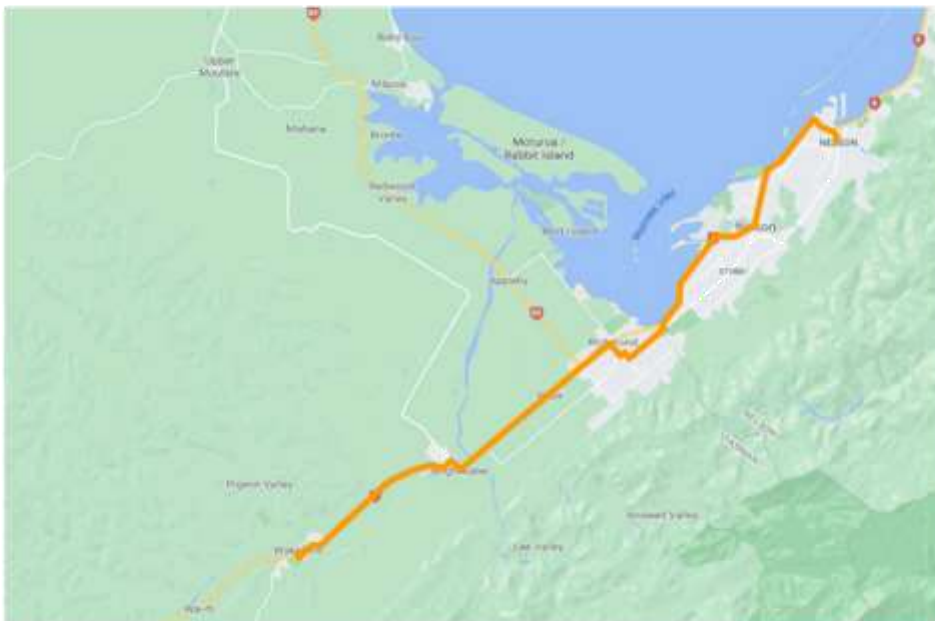
Route 3



Route 4



Route M



Route W

## APPENDIX E - Background and context

### Legislative requirements

Section 124 of the Land Transport Management Act 2003 requires that a Regional Public Transport Plan must:

- Contribute to the purposes of the LTMA<sup>14</sup>;
- Have been prepared in accordance with The Transport Agency guidelines;
- Be consistent with any Regional Land Transport Plan;
- Apply the principles specified in the Act, namely:
  - Councils and operators should work in partnership to deliver services and infrastructure necessary to meet the needs of passengers;
  - The provision of services should be coordinated with the aim of achieving the levels of integration, reliability, frequency, and coverage necessary to encourage passenger growth;
  - Competitors should have access to public transport markets to increase confidence that services are priced efficiently;
  - Incentives should exist to reduce reliance on public subsidies to cover the cost of providing public transport services;
  - The planning and procurement of public transport services should be transparent.
- Take into account:
  - Any national energy efficiency and conservation strategy;
  - Any relevant district plan;
  - The public transport funding likely to be available;
  - The need to obtain the best value for money, having regard to the desirability of encouraging a competitive and efficient market for public transport services;
  - The views of public transport operators;

Council has taken into account all the above requirements when preparing this RPTP.

### Assistance of the transport disadvantaged

The RPTP is required to describe how it will assist the *transport disadvantaged*<sup>15</sup>. This RPTP assists the transport disadvantaged through supporting routes, timetables designed to take passengers from where they live to places they want to go at a reasonable fare.

### Fare-box Recovery Policy - Placeholder text

Waka Kotahi has previously required Councils to include a *Fare-box Recovery Policy* in their regional public transport plans. Fare-box recovery is the percentage of the costs of providing the service that are covered by passenger fares. Waka Kotahi were previously concerned that fare-box recovery was declining nationally, and wanted to reverse that trend. Waka Kotahi has previously set out what a fare-box policy must contain, which

includes a target ratio of costs that are to be covered by passenger fares, and how the target is to be achieved.

Council policy has previously been that in the long-term passenger fares should cover between 45 and 55% of the costs of providing the bus service, and its fare-box policy is based on that. Recent fare-box recovery rate has been around 58%.

In November 2020 Waka Kotahi issued a Draft Public Transport Fares Investment Policy with Draft updated regional public transport plan (RPTP) guidelines for regional fare policy development, for consultation.

The draft guidelines clearly recognise the role fare policy plays in achieving transport outcomes and that this should be made explicit when planning public transport systems. They encourage clear RPTP objectives that outline how regional fare policy will deliver and balance financial sustainability, system efficiency and greater equity, with a strong focus on fare revenue management, and sustainable cost recovery.

This consultation document indicates National Land Transport funding is limited, and that there will *"no longer be a national farebox recovery target but there is still an expectation that fare policy and adjustments to fare settings are managed as part of the broader 3 year transport revenue plan"*. The consultation document also indicates Waka Kotahi support Regional Councils considering other income source and operating cost savings and efficiencies to ensure *"a satisfactory level of revenue is collected to meet the costs of the public transport serves an Authorised Organisation has committed to provide"*.

At this stage there has been no indication of how a 'satisfactory level of revenue' is quantified.

The revised guidelines indicate Waka Kotahi supports small annual fare increases, but states clearly *"Waka Kotahi does not support the introduction of fare-free public transport at a network level as this places the sustainability of public transport provision at risk and makes it difficult to reinstate fares if required."* It is clear from this consultation document Waka Kotahi will not support free PT services and that they see some potential to remove cash fare payments.

The proposals and costings in this RPTP were developed prior to the publishing of the consultation document and have been based on continuing to achieve between 45 and 55% farebox recovery. However, there are many aspects of these proposals that align with the draft Guidelines:

- Free fares are not proposed;
- Alignment with future cash collection is provided;
- Currently cash fares will remain, but will be reviewed regularly

Based on the draft guidelines this RPTP will require to adopt an updated Regional Fare Policy.

The guidelines clearly indicate funding is conditional on taking these guidelines for regional fare policy development into account when setting fare policy objectives. Councils must provide evidence that a robust 3 year PT revenue plan is in place.

### **Significance Policy**

All regional public transport plans are required by the LTMA to include a "significance policy". This policy determines if any proposed change to a RPTP is significant (in which case it must follow certain consultation requirements as set out in the Act) or not (in which case an abbreviated process can be used).

The Council significance policy in relation to this RPTP is set out in **Appendix F**. Essentially the policy states that small changes, and changes that have already been the subject of consultation, can be treated as "not significant" and thus need not be the subject of extensive consultation. More significant changes may require the preparation of a new Regional Public Transport Plan (and associated consultation).

## **APPENDIX F – Regional Public Transport Plan Significance Policy**

This policy is required, in accordance with section 120(4) of the Land Transport Management Act 2003, to set out how to determine the significance of proposed variations to this RPTP. The level of significance determines the consultation regarding the proposed variation that must be undertaken.

### **Application**

This RPTP can be varied at any time. However in accordance with section 126(4) of the Land Transport Management Act 2003, the usual consultation will not be required if the proposed variation is considered not significant under this policy.

The approach to consultation will reflect the level of significance of any proposed variation. Consideration will be given to the costs and benefits of any consultative process or procedure and the extent to which consultation has already taken place.

The implication of not meeting the significance threshold is that the full consultation requirements of the LTMA will not need to be followed. However, Council may undertake targeted consultation on matters affecting specific communities and stakeholders, even if the significance threshold outlined in this policy is not invoked.

### **General determination of significance**

The significance of variations to this RPTP will be determined by Council on a case by case basis. When determining the significance of a variation, consideration must be given to the extent to which the variation:

- Signals a material change to the planned level of investment in the public transport network;
- Impacts on the purpose of the LTMA;
- Affects residents (variations with a moderate impact on a large number of residents, or variations with a major impact on a small number of residents will have greater significance than those with a minor impact);
- Affects the integrity of this RPTP, including its overall affordability;
- Has already been the subject of consultation with affected parties.

### **Significant and non-significant matters**

Matters that will always be considered 'significant' are:

- Any variation that amends this policy on significance;
- Major changes to existing services, or the introduction of new services, (other than changes to or the introduction of trial services), for which no consultation regarding the change or introduction has occurred.

Matters that will usually be considered 'significant' are:

- Changes to units that significantly affect the financial viability of the contractor of that unit.

Matters that will always be considered 'not significant' are:



- Minor editorial and typographical amendments to this RPTP;
- Minor changes to fare levels in accordance with current policy and funding levels;
- Matters that will usually be considered 'not significant' are:
  - A matter that has already been consulted on, including the addition, removal or amendment of any matter or service;
  - Minor changes to the description of services following a review of that service e.g. changes to the frequency, route or hours of a service which result in the same, or better, level of service;
  - Changes to the description of services or grouping of services as a result of an area wide service review, provided that there is no significant increase in cost;
  - Minor changes of routes and/or timetables to existing services;
  - The introduction, alteration or deletion of trial services;
  - The introduction of a new unit provided the contractors of existing units are not affected.

#### **Targeted consultation on non-significant variations**

Where Council determines that a proposed variation is not significant, it may still undertake targeted consultation as follows:

##### ***a. Consultation for minor changes in the delivery of existing public transport services***

For minor changes in service delivery which are required to improve the efficiency of existing services, such as the addition or deletion of trips and minor route changes, and which have only a local impact, consultation will generally be undertaken at a low level with the operator/s involved, the relevant territorial authority, and passengers who use the services. If consultation has already occurred as part of a service investigation or review, no additional consultation need occur.

##### ***b. Addition of new services***

Where a new service is proposed and the new service has been the subject of community consultation, no additional consultation need occur.

##### ***c. Other non-significant variations***

Any proposals for changes that affect only a sector of the community or the industry (e.g. a change in Total Mobility provision, or a change to specific vehicle quality standards) may be worked through with those most likely to be affected, as well as other relevant stakeholders