

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

Date: **Wednesday 9 May 2018**
Time: **1.30 pm**
Meeting Room: **Tasman Council Chamber**
Venue: **189 Queen Street**
Richmond

Tasman Regional Transport Committee

AGENDA

MEMBERSHIP

Chairperson	Cr S G Bryant
Deputy Chairperson	Cr P F Sangster
Members	Cr C M Maling
	Cr D E McNamara
	Cr D J Ogilvie
	Mr J Harland
Advisers	Mr K Thompson
	Ms J Murray
	Inspector D Mattison
	Ms D Smith
	Mr F Hippolite
	Mr W Findlater

(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 Monday, 19 March 2018, be confirmed as a true and correct record of the meeting.

6 PRESENTATIONS

Nil

7 REPORTS

7.1 Regional Land Transport Plan (Mid Term Review) Deliberations Report..... 5

7 REPORTS

7.1 REGIONAL LAND TRANSPORT PLAN (MID TERM REVIEW) DELIBERATIONS REPORT

Decision Required

Report To:	Tasman Regional Transport Committee
Meeting Date:	9 May 2018
Report Author:	Drew Bryant, Activity Planning Advisor - Engineering Services
Report Number:	TRTC18-05-01

1 Summary

- 1.1 The Tasman Regional Land Transport Plan contains the region's strategic objectives focusing on land transport along with the funding requirements to maintain and manage the road network.
- 1.2 The Regional Land Transport Plan has been developed in collaboration with the other Top of the South councils and the New Zealand Transport Agency (NZTA). The Draft Plan was consulted on between 19 January 2018 and 23 February 2018.
- 1.3 This report summarises the key matters raised in the consultation of the Regional Land Transport Plan. It recommends changes on a number of issues identified throughout the consultation period.
- 1.4 Ninety five submissions were accepted. Twenty one submitters asked for their submissions to be heard.
- 1.5 A majority of the submissions addressed safety concerns on State Highway 60 between Three Brothers Corner and the Mapua turn-off (Appleby/Coastal Highway). Other themes of the submissions included requests for:
 - Additional walking and cycling infrastructure;
 - Expanded public transport;
 - Addressing congestion in Richmond and Motueka;
 - Improved road safety.
- 1.6 The Ministry of Transport has recently updated the draft 2018 Government Policy Statement (GPS) on land transport. The Draft GPS has two new strategic priorities of *safety* and *access* with supporting priorities of *value for money* and *environment*.
- 1.7 The Regional Land Transport Plan has been updated to take into account:
 - Submissions
 - Changes to the new Draft GPS to priorities, activities and funding.
 - A revised NZTA work programme.

- Minor editorial changes.

1.8 Priority of activities changes made as part of the consultation process include:

- Moving 'SH60 Richmond to Upper Takaka Safety and Resilience Improvements' from ranking 7 to ranking 4;
- Moving 'SH60 Motueka Investigation' from ranking 4 to ranking 5;
- Moving 'Nelson and Richmond Urban Optimisation (NOF)' from ranking 5 to ranking 7;
- Removal of the 'Hill Street Extension'.

1.9 Funding changes made as part of the consultation process include:

- Moving the Berryfield/Lower Queen Intersection Upgrade (\$990,000) project servicing development in Richmond West in the low cost low risk activity from 2025/26 to 2023/24;
- Moving the Borck Creek Shared Ford (\$673,700) project servicing development in Richmond West in the low cost low risk activity from 2026/27 to 2023/24.
- Moving the Champion/Salisbury Route Improvement (\$899,000) project in the low cost low risk activity from 2021/22 to 2019/20;
- Adding a Public Transport Study (\$60,000) alongside Nelson City Council in the Land Transport Planning activity in 2019/20.

1.10 The final Regional Land Transport Plan will be submitted to the NZ Transport Agency to meet their 30 June 2018 deadline after its adoption by the Council. The Council meets on 24 May 2018.

1.11 All members of the committee may deliberate on the submissions and proposed changes to the RLTP. However, only the statutory members of the committee can vote on adopting the plan.

1.12 The situation leading up to this report being completed was rapidly evolving as a consequence of a revised NZTA programme, the need to coordinate between the Top of the South Councils, and Council's own Long Term Plan deliberations. As a result, some aspects of this report or the RLTP may need to be updated when they are considered at the Regional Transport Committee meeting. Staff will present to the committee at the meeting, providing a comprehensive summary of all changes, and bring the committee up to date with any further recommended changes.

2 Draft Resolution

That the Tasman Regional Transport Committee

- 1. receives the Regional Land Transport Plan (Mid Term Review) Deliberations Report TRTC18-05-01; and**
- 2. recommends to the Full Council that it approves the Regional Land Transport Plan (Attachment 1); and**

- 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 Regional Land Transport Plan (Attachment 1); that are agreed to by the committee and recorded in the minutes of this meeting; and**
 - (b) minor editorial changes; and**
- 4. recommends that the Full Council submits the Regional Land Transport Plan to the New Zealand Transport Agency by 30 June 2018.**

3 Purpose of the Report

3.1 The purpose of this report is to:

- Provide a summary on submissions to the Draft Regional Land Transport Plan and the Draft Regional Public Transport Plan.
- Provide the committee members with the opportunity to discuss and obtain advice from staff on the matters raised in the submissions.

3.2 This report requests that:

- the Tasman Regional Transport Committee recommends the final Regional Land Transport Plan to the Full Council in order to approve its adoption; and
- the Tasman Regional Transport Committee recommends to the Full Council that it submits the plan to the New Zealand Transport Agency (NZTA) to seek funding from the National Land Transport Fund (NLTF).

4 Background

- 4.1 The RLTP contains the region's strategic objectives focusing on land transport. The plan also includes the Council's and NZTA's regional transport programme for ten years. The Council is required (under the Land Transport Management Act 2003) to adopt a RLTP every six years. The RLTP works programme is reviewed every three years. The Council is required to carry out the three-yearly mid-term review by 30 June 2018.
- 4.2 The RLTP provides the mechanism for the Council to seek funding from the NLTF through submission of its work programme to NZTA.
- 4.3 The NZTA and the Department of Conservation (DoC) are required under the Land Transport Management Act 2003 to use the Council's RLTP as the mechanism for seeking funding for their projects.
- 4.4 The RLTP's two components are:
- Regionally focused key issues, objectives and strategic responses for the Top of the South Councils (Nelson, Marlborough and Tasman) and NZTA that have been jointly developed; and
 - A locally focused key issues, objectives, policies and the formal work programme for land transport for Tasman District Council, NZTA and DoC.
- 4.5 For this mid-term review, DoC's roads are included for the first time to enable them to access subsidy funding from the National Land Transport Fund.
- 4.6 The Top of the South councils work collaboratively on land transport issues. Staff from each Council and NZTA work within a Technical Advisory Group (TAG) to assist in the development of the Top of South issues and priorities.
- 4.7 The Tasman Regional Transport Committee approved the Draft Regional Land Transport Plan – Mid Term Review and the Draft Regional Public Transport Plan for public consultation at its meeting on 27 November 2017.
- 4.8 Submissions opened on 19 January 2018 and closed on 23 February 2018.

- 4.9 Ninety five submissions were accepted. One submission relating to aviation activity over Motueka was declined and referred to the Environment & Planning Manager for response.
- 4.10 Nelson City Council made a submission (17660) which included submissions they received during their consultation period of their RLTP that were relevant to the Tasman RLTP. This submission has been counted as a single submission, but requests have been counted separately.
- 4.11 Twenty one submitters presented their submissions at the RTC meeting held on 19 March 2018.
- 4.12 A majority of the submissions were from residents concerned with the safety of the Appleby/Coastal Highway. Almost all submissions relating to the Appleby/Coastal Highway asked for the speed to be reduced and for safety changes to the road environment including:
- Road and Waimea River bridge widening;
 - Addition of dedicated cycle lanes including on the Waimea River bridge;
 - Addition of turning lanes or merging lanes;
 - Changes to the road marking;
 - Additional policing of the road including speed cameras;
 - Signage that warns users of the dangers associated with the road;
 - Roundabouts at key intersections;
 - Longer or more passing lanes;
 - Excluding slow vehicles or having secondary side roads;
 - Central barriers.
- 4.13 Along with State Highway 60 safety concerns, submissions focused on a range of topics including:
- Expansion of bus services to Wakefield, Brightwater, Motueka, Mapua and around Richmond;
 - Improvement in active transport modes around the District;
 - Traffic growth;
 - Changes to the Tasman Resource Management Plan;
 - Speed restrictions;
 - Better use of sea transport;
 - A broad range of road safety changes, from 3-star kiwi-RAP ratings to discouraging overseas visitors from using self-drive vehicles.
- 4.14 Nelson City Council presented a submission which was made up of the combined submissions they received to their review of the Nelson Regional Land Transport Plan that were relevant to the Tasman Regional Land Transport Plan. Most of these submissions addressed bus services or walking and cycling in Richmond.

- 4.15 Nelson City Council (17660) also supported projects that Tasman had included in the RLTP, strongly support investment in public transport and advised that they would be renaming the 'Hill Street Extension' activity to 'Saxton Growth Area Transport Project'.
- 4.16 The Council has also recently undergone consultation on the Long Term Plan (LTP). One hundred and twenty three (123) submitters commented on Transportation projects in the LTP, with a number commenting on more than one project. The general themes covered in LTP submissions included:
- Sixty-eight (68) submitters in support of Pohara to Takaka cycleway;
 - Sixteen (16) submitters expressed support for cycleways in general;
 - Seven submitters requested improved public transport;
 - Five submitters expressed support for the Great Taste Trail;
 - Two submitters requested that projects around Richmond West be brought forward;
 - One submitter requested that the Champion/Salisbury intersection work be brought forward.
- 4.17 The individual LTP submissions have not been included in this report, but staff recommendations made in relation to the LTP consultation will be considered.
- 4.18 The Government signaled in November 2017, that they would make changes to the Government Policy Statement (GPS) on transportation. In March, a new GPS was released, and in April, NZTA updated the Investment Assessment Framework (IAF) to give effect to the GPS.
- 4.19 All these recent changes have required staff making last minute updates to the RLTP. This report was written prior to NZTA publishing the State Highway Investment Programme (SHIP). Staff will present on changes to the RLTP that is required by an updated SHIP at the meeting on 9 March 2018.

5 Government Policy Statement on Transport

- 5.1 The Land Transport Management Act 2003 requires the Tasman Regional Transport Committee to develop the RLTP to be consistent with the Government Policy Statement on Land Transport (GPS).
- 5.2 The GPS sets out national land transport objectives and the outcomes the Government wishes to achieve from allocation of the National Land Transport Fund.
- 5.3 A Draft GPS was released in February 2017 by the previous Minister of Transport and the draft RLTP approved for community consultation was based on that 2017 document.
- 5.4 On 14 March 2018, the Draft GPS 2018 was re-released to reflect the Government's transport priorities. The Draft GPS 2018 includes the following key strategic priorities; That the transport system:
- Is a safe system, free of death and serious injury;
 - Provides increased access to economic and social opportunities;
 - Enable transport choice;
 - Is resilient.

- 5.5 Along with the key strategic priorities, the Draft GPS 2018 includes the following supporting strategic priorities; That the transport system:
- Reduces the adverse effects on the climate, local environment and public health;
 - Delivers the right infrastructure and services to the right level at the least cost.
- 5.6 The Ministry of Transport (MoT) will release a second stage of the GPS in 2019 for the Government to fully realise their direction for transport investment. This is to allow the MoT to review rail, develop a road safety strategy and account for recommendations by the independent Climate Change Commission.
- 5.7 NZTA has subsequently released a Draft Investment Assessment Framework (IAF) and Transport Agency Investment Proposal (TAIP).
- 5.8 The IAF creates a framework around the assessment of funding proposals to reflect the new direction of the GPS. Projects have now been reassessed to determine their respective new priority.
- 5.9 The Draft GPS key strategic priorities compliments the key issues and responses in the Tasman Transportation Activity Management Plan (AMP). The AMP key issues can be mapped to the GPS strategic issues and are shown in the table below.

Transportation AMP Key Issue	GPS Strategic Priority
Population growth leading to traffic delay	Access: provides increased access to economic and social opportunities
Aging population creating transportation diversification demand	Access: enables transport choice and access
Commercial growth accelerating asset damage	Value for Money: delivers the right infrastructure and services to the right level at the best cost
Natural hazards results in service disruptions	Access: is resilient

- 5.10 It is recommended that the all references in the RLTP to the previous Draft GPS be updated to reflect the intent and priorities of the revised Draft GPS. Refer to section 11.2 for specific changes to the document.

6 Transport Agency Investment Proposal

- 6.1 The TAIP (previously called the State Highway Investment Proposal) outlines the activities that NZTA will undertake on the state highway network. This makes a number of changes to the state highway activities.
- 6.2 NZTA have removed the following activities within the Tasman District from the TAIP:
- SH60 Motueka Investigation
 - Nelson and Richmond Urban Optimisation (NOF)

- SH65 Hutchinson Bridge

6.3 NZTA have included the following new activities within the Tasman District in the TAIP:

- SH6 Wakefield to Richmond Safer Corridor
- SH6/63 I/S to Lamb Valley Road Safety Management
- SH6 south of Tapawera Safer Corridor

6.4 NZTA have split 'SH60 Richmond to Upper Takaka Safety and Resilience Improvements' into three sections. Detail on these activities are addressed in section 7 below.

6.5 SH60 Motueka Investigation is currently in development, with NZTA already completing the business case, consultation with the community and identification of options. The objectives of the activity were safety and access, which has good alignment with the GPS. Consultation of the RLTP and the LTP, highlighted that Motueka residents saw traffic through Motueka interacting with local residents as being a key issue.

6.6 It is recommended that the RLTP retain the SH60 Motueka Investigation activity. Staff will work with NZTA to bring this activity into the TAIP.

6.7 Nelson and Richmond Urban Optimisation (NOF) is currently in progress. The study is currently tendering the network modelling work. Whilst this activity has been removed from the TAIP, funding for the current financial year should enable the study to be completed. It is envisaged two activities in the Nelson part of TAIP (SH6 Nelson to Richmond Safe Systems Enhancements and Nelson Southern Link) could address outcomes of the study.

6.8 SH65 Hutchinson Bridge has also been removed. Given the safety of the single lane bridge and the poor visibility on the Northern approach, staff recommend that this is retained in the RLTP.

6.9 None of the activity changes proposed in the TAIP for Tasman nor the staff recommendations require consultation under the significance policy.

6.10 Nelson and Marlborough have significant activity changes under the TAIP. These changes are likely to require Nelson and Marlborough to undertake consultation to be included. At the time of writing this report we are not aware how they will be undertaking this.

6.11 All Top of the South projects have been assessed by staff to indicate a relative priority. Previously the priority of the activities was determined through numerical ranking from 1 to 10. Staff have changed this to use a three tier priority rank. 'A' is the highest priority and 'C' is the lowest priority.

7 State Highway 60 Safety

7.1 Sixty-three (63) submissions commented on safety of State Highway 60 between Three Brothers Corner and the Mapua turn-off.

7.2 Forty-eight (48) submitters requested that the speed be reduced with a majority of those indicating that 80km/h was more appropriate for the road environment.

7.3 Thirteen (13) submitters requested that turning lanes or merging lanes are added to the road to prevent traffic from stacking up behind turning vehicles and queues on side roads from turning vehicles waiting for a safe gap. One submitter (17540) described the stress and the

feeling of their life being at risk when waiting in the middle of the road with heavy trucks passing on both sides.

- 7.4 Twelve (12) submitters requested that signage be improved or changed to ensure that people are aware that they are entering a dangerous area that has a high crash rate.
- 7.5 Nine submitters requested that visibility be improved at intersections, citing power poles, vegetation and turning vehicles as impediments to safe maneuvering. Submitter (17621) refuses to use the Redwood Road intersection with the State Highway due to not having the distance to see the approaching traffic.
- 7.6 Nine submitters requested that the State Highway road width be increased to either increase shoulders to limit the consequences of leaving the lane, add an additional lane on each side or have space for slow vehicles to use the road without holding up regular traffic.
- 7.7 Seven submitters requested that a dedicated cycle lane including a lane on the Waimea Bridge be added to allow cyclists to safely use the route. One submitter (17618) pointed to the region having the highest level of cyclists in the country and indicated that a lack of connected cycleways prevent less confident cyclists from travelling.
- 7.8 Seven submitters requested roundabouts at key intersections. One submitter (17629) suggested a roundabout the same size and design as that on State Highway 1 at Pegasus turn-off or Three Brothers Corner as being appropriate for allowing good State Highway flow.
- 7.9 Submitters made several other requests to improve the safety of State Highway 60 which included:
 - Bring the programme of works detailed in the draft RLTP forward;
 - Adding more or increasing the length of the passing lanes;
 - Excluding slow or agricultural vehicles from using this section of road;
 - Central barriers;
 - Higher level of policing including using speed cameras;
 - Dedicated bus pick up and drop off zones;
 - Removing central merging lanes;
 - Driver education.
- 7.10 The RLTP had an activity that has been described as ‘SH60 Richmond to Upper Takaka Safety and Resilience Improvements.’ This activity had a budget of \$30,050,552 and was in the ‘Detailed Business Case’ phase.
- 7.11 The new TAIP has made changes to this project to split this one project into three:
 - SH60 Richmond to Appleby Safer Corridor
 - SH60 Richmond to Motueka Safer Corridor
 - SH60 Motueka to Collingwood Safer Corridor
- 7.12 Due to this change in the activity and the previous work only being in the Detailed Business Case phase, it is too early to determine what, if any works will be undertaken.
- 7.13 The activities align well with the Draft GPS and the revised IAF and address road safety between Three Brothers Corner and Mapua turn-off and resilient access across Takaka Hill.

- 7.14 NZTA have assessed these activities as priority 5 and 6 in the new TAIP. Staff believe the priority should be higher than this based on recent accident trends and road closures.
- 7.15 Irrespective of NZTA's assessment of priority, there will need to be a detailed business case assessment to justify funding any works. This work is time consuming with at least two further phases prior to works being undertaken. It is unlikely this activity could be advanced to make implementation within the next year.
- 7.16 It is recommended that staff continue the process of reviewing the speed on the Appleby/Coastal Highway with the intent of reducing the speed limit to reduce the consequences in the event of an accident. Refer to section 12.3 for specific interventions.
- 7.17 It is recommended that the priority of existing projects that will make safety improvements to the Appleby/Coastal Highway be lifted in the RLTP. Refer to section 12.4 for specific changes.

8 Public Transport

- 8.1 Thirty one (31) submissions commented on extending or creating new public transport service within the District. Of these requests, 15 came from the submissions attached to the single submission from Nelson City Council and focus on extension of Nelson's existing public transport service further afield. Seven submitters to the LTP requested improved public transport services.
- 8.2 Eight submitters requested a bus service from Wakefield going through Brightwater into Richmond and Nelson. A further four requested a Mapua/Appleby service going through Richmond into Nelson. One submission (17690) requested that a trial of an express service be undertaken from Wakefield to Nelson as the only true method of determining patronage.
- 8.3 Three submitters supported the proposed Richmond loop service and a further two proposed an extension to the existing Nelson service to include a larger area in Richmond than the current service. One submission (17265) requested that a loop service be created around Richmond to cater for expected growth but also to service existing retirement clusters like Waimea Village.
- 8.4 Four submitters requested that there be park and ride facilities. One submission (17634) requested that along with commuter bus services from settlements like Wakefield, Brightwater, Upper Moutere and Mapua that there parking facilities. Another submission (17080, part of the Nelson City Council submission) requested that park and ride facilities be added to the Richmond Mall and WOW in Nelson.
- 8.5 One submitter (17690) requested a specific bus lane or a clearway for buses and trade vehicles. According to the submission, the bus lane would compliment an express service and make it desirable to queuing in traffic. Trade vehicles would make economic savings from minimising delays with single occupancy commuter traffic.
- 8.6 In 2017 the Council undertook a study into the viability of a commuter service from Wakefield and Motueka into Richmond and Nelson. This was in response to a petition signed by 1000 Wakefield residents. The results indicated that this type of service was unlikely to be viable.
- 8.7 Motueka and Wakefield are two of the largest settlements within commuting distance to Richmond/Nelson. The study showed they were unlikely to be viable and therefore smaller settlements were also unlikely to be viable. The study concentrated on a commuter service to address the specific nature of the petition. No inter-peak service was investigated.

- 8.8 The 2017 study also investigated the viability of a loop service around Richmond. The study showed that such a service could be viable and was worthy of further consideration or a trial service. A Richmond loop service has been included in the Transportation AMP and the RLTP. Specifics of where such a service would travel were to be determined in 2018/19 with the trial service to begin in 2019/20.
- 8.9 In addition to this RLTP submission process, several opportunities that the community have had to provide feedback has indicated a high desire for public transport services beyond those that currently service Richmond. There is particular interest from youth and the elderly who cannot drive.
- 8.10 It is recognised that there is a high public interest in providing public transport services for a wider portion of the population in the District. Previous studies have indicated that there was not the population to support commuter services to the settlements. It is recognised that the studies were very specific in-line with addressing the request of a petition.
- 8.11 The Government has indicated that supporting public transport services were a key strategic priority. This may mean a change in the fare-box policy to support new public transport services.
- 8.12 Nelson City Council is seeking to make changes to its public transport services to encourage higher patronage and achieve better living and environmental outcomes. Nelson and Tasman transport systems are linked due to commuters traveling both directions across the boundary with Richmond and Nelson experiencing delays.

9 Walking and Cycling

- 9.1 14 submissions commented on making changes to walking and cycling in the District. Seven of these were on a cycling link on State Highway 60 between Three Brothers Corner and the Mapua turn-off and have been commented on above.
- 9.2 Two submissions requested greater or better planning for pedestrians and cyclists within the District. One submission (17693) discusses development designed to suit vehicular transport at the expense of other forms of transport. Another submission (17636) requested cycling interventions as a priority in Motueka along with parking.
- 9.3 One submission (17690) requested that 30km/h shared zones with appropriate planting and trees become a default for all new subdivisions.
- 9.4 A number of other submitters requested improvements like covered bike parking in town centres, sealing the entire length or large sections of Tasman's Great Taste Trail, marking all pedestrian crossing points with refuges zebra crossings and making changes to stormwater covers to become more cycle friendly.
- 9.5 When these submissions are added to the LTP submissions on walking and cycling, it indicates that there is a large public interest in active transport modes.
- 9.6 The Transport AMP identified transport diversification as a key issue and the Draft GPS 2018 highlights enabling transport choice as a key strategic priority. When the RLTP and LTP submissions are taken into account, there was a significantly higher interest in walking and cycling than vehicular route improvements.
- 9.7 The RLTP includes a number of projects in the Low Cost Low Risk activity to make improvements for pedestrians and cyclists around Richmond. These projects were identified

during development of the Richmond Network Operating Framework (NOF) for primary and secondary cycle routes and walking routes.

- 9.8 Staff recognise that a similar level of development should be undertaken for all settlements around the District, especially as they do not have the same level of public transport as Richmond.
- 9.9 It is intended that the walking and cycling strategies be reviewed in 2019 with the view to having a connected and integrated network of routes.

10 Traffic Growth

- 10.1 Thirteen (13) submissions from eight submitters commented on issues regarding traffic growth.
- 10.2 Four submitters are in favour of particular projects like the Southern Link, Gladstone Road improvements, a Coastal Highway bypass around Richmond and a wider Motueka Bridge to improve congestion.
- 10.3 Four submitters are in favour of measures to discourage further vehicle growth such as congestion charges, user pays parking, housing intensification in Richmond and a reduction in lifestyle block subdivision.
- 10.4 All of the projects identified by submitters to advance are all state highway projects that are not addressing aspects of safety. Under the Draft GPS, these projects would be assessed against the key strategic priority of 'Access'. These projects would only address the 'providing increased access to economic and social opportunities' objective. The Draft GPS has an influencing theme of 'a mode neutral approach to transport planning and investment decisions'.
- 10.5 This would suggest that preferred solutions to these congestion issues are more likely to be increased public transport or improved facilities to encourage walking and cycling.
- 10.6 Two submissions (17210, 17265) requested that the Champion/Salisbury roundabout upgrade be brought forward to 2018/19 to address existing traffic levels in anticipation of the Countdown supermarket that will be built on the corner of the same intersection. The upgrade is a requirement of the private plan change to allow this supermarket to operate.
- 10.7 Staff are concerned that upgrading this intersection without other interventions will result in reduction in safety for cyclists and pedestrians between Nelson and Richmond on primary cycling and walking networks.
- 10.8 The timing of this project coincided with a walking/cycling underpass through the same intersection to address these safety concerns. The cost of the underpass project was estimated at \$2.3 million which had to be appropriately timed to ensure the Council did not exceed the financial strategy.
- 10.9 Long Term Plan submissions also addressed the timing of projects to cater for growth in the Richmond West developments. They suggested that these projects be brought forward to 2018/19 for the Berryfield/Lower Queen intersection and 2020/21 for the Borck Creek crossing.

11 Safety

- 11.1 Nineteen (19) submissions requested changes be made to improve safety around the District other than those already addressing State Highway 60 around Appleby.
- 11.2 Eight submitters requested speed reductions in places like SH60 south of Takaka (four), outside of Appleby School (two), Riwaka – Sandy Bay Road (one) and SH6 around Brightwater (one).
- 11.3 Three submissions addressed physical works. Two of these requested improved signage. One at Lower Queen Street to alert users of heavy vehicle traffic and the other near Appleby School to alert people to the school zone. One other of these submissions requested improved visibility at the Old Wharf Road/King Edward Street/High Street intersection.
- 11.4 The signage requests can be reviewed and implemented within existing budgets if required. The improved visibility request will be changed when NZTA implement their changes to High Street.
- 11.5 One submitter (17601) outlines a range of interventions to address safety on roads such as speed reductions and better delineation of safe overtaking spaces. The submitter advocates for better infrastructure like a minimum 3-star Kiwi-RAP rating with a programme of specific interventions and better policing. The submitter also notes that education programmes do not work.
- 11.6 Another submitter (17642) outlines a number of interventions to assist with safety. The first is a detailed analysis of accidents to assist with planners. The second is punitive penalties for those convicted for dangerous driving and lastly encourages tourists to take public transport rather than driving.
- 11.7 Analysis of crash statistics indicates that Tasman does have an elevated number of Death or Serious Injuries (DSI) on the Appleby/Coastal Highway. For the local road network, there is a small increase in DSI (collective risk) but compared to the additional traffic using the road network (personal risk) safety has been improving for the last three years. Tasman's safety compares well nationally.
- 11.8 The RLTP does have a project to improve safety on the Appleby/Coastal Highway and work is underway to make speed adjustments.
- 11.9 Tasman, NZTA and DoC all have low cost low risk programmes to address specific safety issues.
- 11.10 NZTA manages a Crash Analysis System (CAS) which is New Zealand's primary tool for capturing information on where, when and how road crashes occur. An analysis of this has not identified any trends in the types of drivers that are crashing. Overseas drivers do not feature disproportionately in Tasman District crash statistics.
- 11.11 The Draft GPS has indicated that there will be an increase in funding for road policing and road safety promotion.

12 RLTP Changes

- 12.1 The changes to the RLTP have been highlighted in the document so they can be easily identified. Changes highlighted green indicate changes made following consultation.

Changes highlighted in Magenta indicate changes made in response or due to the release of the draft GPS 2018.

- 12.2 The RLTP has been updated to include the new strategic priorities of the Draft GPS. Key sections in the RLTP that have been updated include:
- Section B2: Changed the key strategic priorities from the previous Draft GPS to the new Draft GPS;
 - Table 3 in Section D2: Changed the key strategic priorities from the previous Draft GPS to the new Draft GPS;
 - Table 5 in Section F: Changed the key strategic priorities from the previous Draft GPS to the new Draft GPS;
 - Appendix 4: Assessment factor and ratings table and the priority order of improvement profiles table have been updated to the information provided in the revised IAF.
- 12.3 Due to the high level of community concern about the highway, discussion has already started on reducing the speed of the Appleby/Coastal Highway. NZTA have undertaken engagement with the Automobile Association, Road Transport Association, the Police and the Council. It is envisaged that public consultation will begin in mid-May and conclude in late June. The formal approval process will follow prior to any change being made.
- 12.4 A new project to undertake a study along with Nelson City Council to review public transport options to relieve congestion in Richmond and Nelson has been added into the Tasman 001 – Investment Management work category in Table 7. The amount added will be \$60,000 in 2019/20 to coincide with the review Nelson City Council will be undertaking prior to the new public transport contract.
- 12.5 This study will review the requests for commuter services and investigate the viability of bus lanes and express services to some settlements.
- 12.6 The RLTP has multiple low cost low risk projects to make improvements to the walking and cycling networks. This was to address a key issue in the Transportation AMP, address gaps identified in the Richmond NOF, respond to Golden Bay residents during the LTP and complete Tasman's Great Taste Trail.
- 12.7 High priority walking and cycling projects have already been identified in the RLTP. There is a need for even further improvements, but a higher priority is to ensure that these are undertaken strategically to build a network rather than individual routes.
- 12.8 There is also a plan to update the walking and cycling strategy for Tasman District. It is envisaged that there will be further projects that this strategy will identify. These projects may be included in a subsequent Long Term Plan and RLTP.
- 12.9 The Draft GPS puts a lower priority on road upgrades to address travel delays. The Draft GPS does support access to new housing developments. The works at Low cost low risk Champion/Salisbury, Berryfield/Lower Queen and across Borck Creek projects support residential development happening within Richmond. Berryfield/Lower Queen and Borck Creek will be advanced to 2023/24 to support development in Richmond West without exceeding the Council's financial strategy. If development happens faster than expected, this may have to be brought even further forward. The Champion/Salisbury upgrade has been brought forward to improve a significant pinch point. The project will include walking and

pedestrian safety priority at the same level as the road. If these interventions are successful, the underpass programmed in 2021/22 may not be required.

- 12.10 The RLTP has included the new activities introduced in the TAIP. All activities have been prioritised from A to C. All activities have a draft National Priority in line determined by the IAF. A number of the have had budgets revised by NZTA.

13 Options

13.1 The Tasman Regional Transport Committee has three options:

- a) recommend to the Full Council it approve the Regional Land Transport Plan, including the Regional Public Transport Plan (Attachment 1); or
- b) recommend to the Full Council it approve the Regional Land Transport Plan, including the Regional Public Transport Plan (Attachment 1) with amendments; or
- c) Decline to recommend to the Full Council it approve the Regional Land Transport Plan.

Option	Pros	Cons	Comment
Recommend for approval	<ul style="list-style-type: none"> • Meet timeframes • Provide certainty to Transport AMP development • Provides certainty to other Top of the South councils 	<ul style="list-style-type: none"> • Assume that final GPS and other supporting documents will not materially change. 	This will mean that changes to the GPS and any other NZTA documentation in line with the process that other regional councils are using.
Recommend for approval with changes	<ul style="list-style-type: none"> • Meet timeframes • Provide certainty to Transport AMP development 	<ul style="list-style-type: none"> • Delay consultation • May be difficult to coordinate with other TOPs councils • Assume that final GPS and other supporting documents will not materially change. 	This will create a small delay to make changes, but timeframes may stay intact.
Decline recommending for approval	<ul style="list-style-type: none"> • May be able to include further documents that central government are releasing. 	<ul style="list-style-type: none"> • Miss timeframes • Create uncertainty around AMP and LTP development 	This will likely result in missing required timeframes.

- 13.2 Staff recommend option a). However, as noted earlier, staff may need to recommend changes to the RLTP at the committee meeting.

14 Strategy and Risks

- 14.1 The Top of the South Councils may not agree on the prioritisation of the significant projects set out in Table 4 of **Attachment 1**. The Tasman Regional Transport Committee and the Council are aware that this is a high level document and that the inclusion of the projects in the RLTP acts as a signal to NZTA that they are important to the Top of the South.
- 14.2 The RLTP process is not in line with the Long Term Plan (LTP) process. This is because the NZTA has set deadlines for submitting the RLTP, which differ to the Council's LTP process. The Council will run two separate consultation processes. The Council will potentially adopt the final RLTP in May 2018. The Council (through the LTP 2018-2028 process) may wish to change the Tasman District Council activities within the RLTP after it has been submitted to NZTA on 30 June 2018. If a change was required, this could be proposed via a Tasman Regional Transport Committee meeting later in 2018.
- 14.3 The draft RLTP has been based on the Draft Government Policy Statement on Land Transport 2018. The second stage GPS and development of the TAIP may require changes to the RLTP. Staff propose that changes, if necessary, be made following 30 June submission to NZTA.

15 Policy / Legal Requirements / Plan

- 15.1 The Council is required (under the Land Transport Management Act 2003) to adopt a Regional Land Transport Plan every six years and to review the Plan mid-term.
- 15.2 The Tasman Regional Transport Committee, when preparing the RLTP and its mid-term review, must consult in accordance with sections 82 and 83 of the Local Government Act (LGA) 2002.

16 Consideration of Financial or Budgetary Implications

- 16.1 The RLTP provides the mechanism for the Council to seek funding from the NLTF. The ten year programme is subsidised by NZTA at a rate of 51% for Tasman District Council activities.
- 16.2 The Council is required to meet the deadlines set by NZTA in order to secure the NLTF. The Council's deadline for submitting the final RLTP – mid-term review is 30 June 2018.

17 Significance and Engagement

- 17.1 The RLTP is of high significance as it will affect everyone within the Tasman District as well as our neighbouring authorities, especially Nelson City and Marlborough District.
- 17.2 The RLTP is of high significance to the economic development of the region. Due to the high level of significance of the RLTP and the requirements of the Land Transport Management Act, it must be consulted on using the principles of section 82 and may use section 83 of the LGA 2002.
- 17.3 Staff have assessed that the changes made to the RLTP from public consultation do not require further consultation.

18 Conclusion

- 18.1 The RLTP has been developed through a collaborative effort by the Top of the South 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.
- 18.2 Approval of the draft RLTP for consultation is required to ensure that Tasman District Council, NZTA and the Department of Conservation gain investment funding from NZTA to undertake its work programme.
- 18.3 The RLTP has been updated to reflect the changes in Government priorities and issues identified through public consultation.

19 Next Steps / Timeline

- 19.1 The Tasman Regional Transport Committee is scheduled to meet on 9 May 2018 to deliberate on the submissions received. At this meeting the Committee will also recommend the final RLTP to the Full Council for their approval at the Full Council meeting on 24 May 2018.
- 19.2 The final Regional Land Transport Plan will be submitted to the New Zealand Transport Agency by 30 June 2018.

20 Attachments

- | | | |
|----|---|----|
| 1. | Tasman Regional Land Transport Plan (Mid Term Review) | 23 |
|----|---|----|

TASMAN REGIONAL LAND TRANSPORT PLAN

2015-2021

Record of amendment

Amendment number	Description of change	Effective date	Updated by
1	Minor editorial amendments following consultation and a Joint Regional Transport Committee workshop held on 17 February 2015.	23 February 2015	Sarah Downs
2	Update to the forward works programme	3 March 2015	Jenna Voigt/Sarah Downs
3	Final approved plan	1 July 2015	Robyn Scherer
4	2018 Mid-Term Review		
5	Mid-term review – for community consultation	20 January 2018	Drew Bryant
6	Mid Term Review changes made following consultation and release of 2018 Draft GPS	April 2018	Drew Bryant

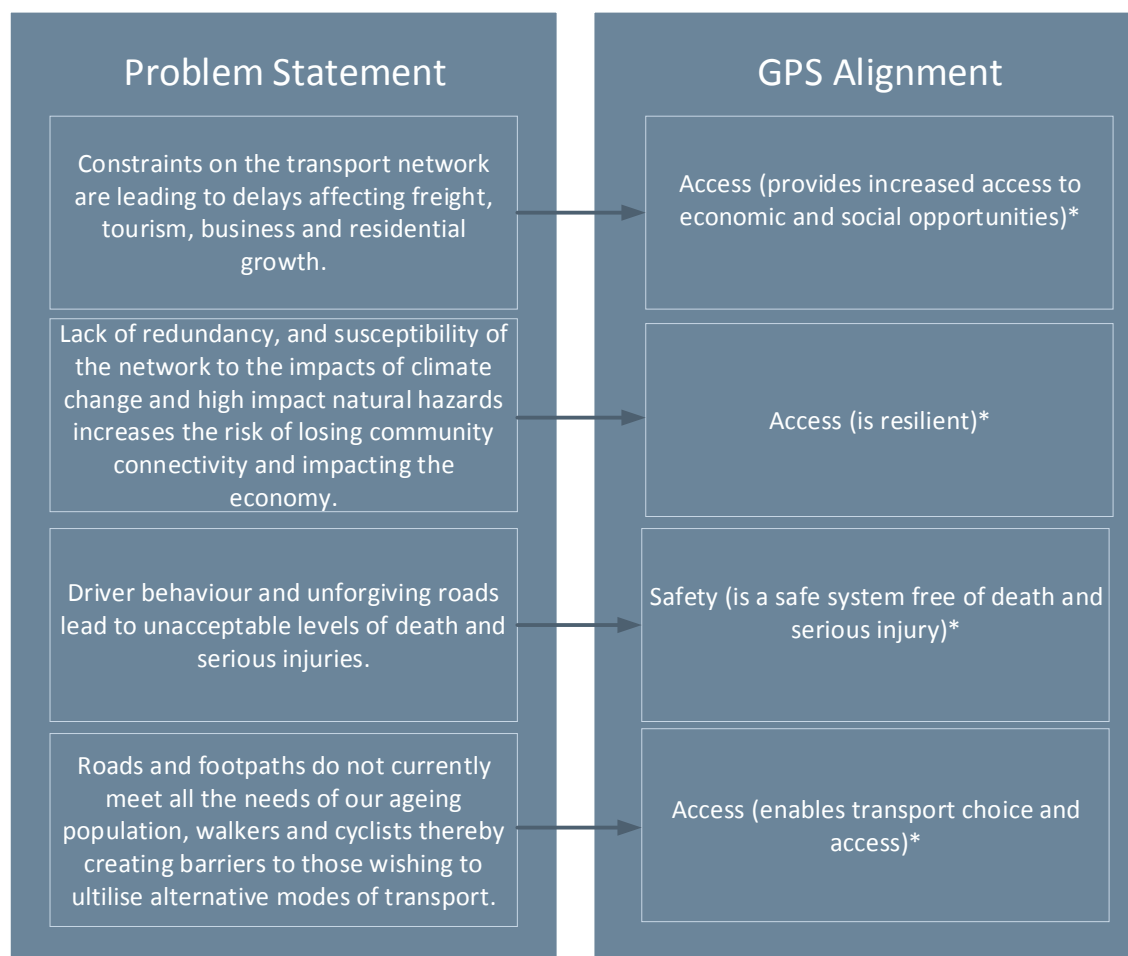
Executive Summary

This document is a mid-term review of the six year plan that was developed initially for the New Zealand Transport Agency's National Land Transport Programme 2015–18. This Plan is also current for the 2018-2021 National Land Transport Programme.

The main purpose of the Regional Land Transport Plan is to set out the region's land transport objectives, policies and measures for the next 10 financial years using national funding. In developing this plan the Top of the South aspirations have been aligned with the national outcomes as outlined in the Draft 2018 Government Policy Statement on Land Transport, however it may be necessary to vary the plan when the second stage GPS is released in 2019.

The Top of the South councils, in partnership with the New Zealand Transport Agency, have collaborated to develop a joint Regional Land Transport Plan that aims to provide the community with an efficient, safe and resilient road network. This Regional Land Transport Plan considers the economic drivers for the Top of the South with horticulture, viticulture, forestry, seafood, farming and tourism being the main areas driving our economic growth. All three areas are experiencing significant growth. Nelson City continues to be the largest urban area within the region for employment, the State Highway 1 route through Marlborough District is the highest use freight route in the South Island and Tasman District is experiencing significant residential and commercial growth.

The key problems and benefits from solving those problems for land transport in the Top of the South have been determined collaboratively using Treasury's Better Business Case principles. Four key problems were identified are summarised below along with how they map to the draft 2018 GPS:



* The draft GPS 2018 supporting priorities of 'value for money' and 'environment' support each of these problem statements.

Further detail on the key transport issues and challenges are presented in Part C of this plan.

All three councils recognise that we are highly interdependent on each other for our economic and social welfare. The Top of the South economy is highly dependent on its transport network as there is no rail alternative for Nelson and Tasman so the need for resilience, reliability and safety along key journey routes is vital.

Evidence and discussion on the key problems and issues is discussed in Part C and the strategic response and projects that respond to the identified problems are listed in Part E.

Part F outlines the specific land transport issues that Tasman District faces and how we intend to deal with these issues. Part F also includes a programme of forward works for the next ten years for both local roads and the State Highway network to provide the complete picture of the works planned over the next ten years in Tasman District.

In the Tasman District, Connecting Tasman 2010 is our main strategy document on land transport. The aim is to have a 'land transport system that will support a sustainable and prosperous economy that is accessible by and serves the whole community contributing to the better health, safety and wellbeing of those living in and visiting the Tasman region'.

There is a continued focus on the journey, enabling people and freight to travel safely and efficiently. Safety remains at the forefront, with our commitment to Safer Journeys, New Zealand's Road Safety Strategy 2010–2020, making our state highways and local networks increasingly free of death and serious injury.

Part G contains the Tasman Regional Public Transport Plan. It details the public transport services that are integral to the public transport network, the policies and procedures and the information and infrastructure that support public transport.

The Tasman Regional Land Transport Plan was published on 1 July 2015 and this mid-term review was published on 1 August 2018.

Copies can be found at any Council office or library.

Foreword- South Island Chairs Working Group

The top of the south Regional Transport Committee Chairs from Marlborough, Nelson and Tasman have been involved in a South Island wide working group.

South Island Regional Transport Committee Chairs recognise that South Island regional economies and communities are interconnected, with critical freight and visitor journeys crossing regions, and extending along and across the South Island, and connecting to both Stewart Island and the North Island.

The South Island has a relatively small and dispersed population of around one million. Christchurch is the largest urban area and is centrally located, and there are several other main centres located throughout the island. Small communities are often at a significant distance from main centres, and depend on the products transported to their locality every day, as well as the ability to move products to be processed, distributed and exported. This makes the resilience of transport linkages between South Island communities of critical importance.

The efficient movement of both goods and people is essential to the South Island's economy, as well as the social and economic wellbeing of its residents. The majority of freight is moved by road, with substantial freight growth being projected. Freight demand in the South Island is currently driven by a mix of primary sector and export growth, as well as population change. There has also been significant growth in the tourism sector, with the South Island recognised as a tourism destination in its own right. These critical freight and tourism journeys do not stop at regional boundaries – they extend across the South Island.

In this context, the South Island Regional Transport Committee Chairs Group was established with the purpose of significantly improving transport outcomes in the South Island, to help drive our economy and better serve our communities, through collaboration and integration. Chairs agree that they can make greater progress toward realising common goals if they work together.

The three key collaborative priorities for the Group are to:

- 1. Identify and facilitate integrated multi-modal freight and visitor journey improvements (including walking and cycling journeys) across the South Island.
- 2. Advocate for a funding approach which enables innovative and integrated multi-modal (road, rail, air, sea) solutions to transport problems, and small communities with a low ratepayer base to maintain and enhance their local transport network.
- 3. Identify and assess options for improving the resilience and security of the transport network across the South Island, as well as vital linkages to the North Island.

South Island Chairs Regional Transport Committee Working Group

Foreword- Tasman Regional Transport Committee Chair

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 the Tasman District as it underpins all of the District's road network and transportation planning and investment priorities over the next three years on both the State Highway and local road networks. This document is the 2018 mid-term review of the original 2015 RLTP document. 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 priority and objectives of the Government's Policy Statement on Land Transport and the National Energy Efficiency and Conservation Strategy.

Tasman District includes 333km of State Highways and 1,680 km of local roads through diverse and often challenging topography from the mountains to the sea. There are currently no viable alternatives such as rail, thus the social and economic wellbeing of our people is dependent on an efficient and effective road network. If the Tasman District is to continue to grow and prosper it needs an efficient land multi-modal transport system.

This 2018 mid-term review continues to take a "Top of the South" perspective looking at issues, objectives and significant projects in partnership with our neighbours Marlborough District and Nelson City, but 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.

Tasman District Council has significant challenges around debt and affordability and some of the hard decisions we made in 2015 on the local road network to reduce the level of transport funding are proposed to continue through for the next three years of this plan. It is certainly a challenge, however we have the systems and people in place to deliver our core transportation requirements to provide you with a safe and efficient transport system.

In Richmond on Gladstone Road and the Richmond Deviation there is an issue of congestion and this congestion is clearly evident at peak times and extends through Nelson. It is also forecast to increase as our population and businesses activities continue to experience strong growth. Thus there is a real need to increase access reduce the travel time during peak periods on the key regional corridor between Three Brothers Corner in Richmond and Queen Elizabeth Drive adjacent to Port Nelson to enable efficient journeys within and through this high growth area.

The recent change of Government has resulted in a change in national land transport priorities. There is likely that there will be a greater focus on public transport, walking and cycling. Government have also signalled that this aligns well with Council's own priorities, but does add a level of uncertainty until such a time as we see the second stage of the final Government Policy Statement on Land Transport.

And finally, thanks go to all those who have had input into the development of the RLTP, specifically the community input that has helped refine this plan, our neighbouring Regional Transport Committees of Nelson and Marlborough and the South Island Regional Chairs Group.

A handwritten signature in black ink, reading "Stuart Bryant". The signature is written in a cursive style with a large, stylized 'S' and 'B'.

Cr Stuart Bryant

Chairman

Tasman Regional Transport Committee

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Part A – Introduction and Purpose

This document sets out the forward works programme, maintenance and operations and other land transport activities that forms part of the funding submission to the New Zealand Transport Agency (the Transport Agency) and the National Land Transport Fund.

The 'Top of the South' councils, being Marlborough District Council, Nelson City Council and Tasman District Council are all unitary authorities. They undertake the functions of both a regional council as well as a territorial authority. Each council is required under the Land Transport Management Act 2003 (the Act) to prepare a Regional Land Transport Plan (RLTP). This is required every six years with a review every three years. The purpose of this document is to provide an integrated approach to land transport planning across the local government boundaries in the Top of the South region.

Each RLTP must include a ten year forward works programme that sets the direction for the transport system as part of the RLTP. It identifies what is needed to contribute to the aim of an effective, efficient, safe and sustainable land transport system for the public interest. This RLTP will help the Top of the South councils meet the objectives of the Act and determine and secure investment for the entire transport system. The RLTP's purpose (once investment in the transport network has been secured) is to benefit the Top of the South communities by providing a resilient and reliable network that will meet our current and future needs.

Sections A to E of this RLTP have been prepared by the Regional Transport Committees (committees) of the three councils together with the Transport Agency. Part F of this document has been developed independently by each of the three independent committees to reflect their individual transport needs. Importantly, this RLTP has been prepared in a manner consistent with the Act (the legislative context of the RLTP can be viewed in Appendix 1). The Act requires every RLTP to include activities relating to State Highways proposed by the Transport Agency.



Part B – Government Policy Statement & the RLTP

B1 Relationships between Land Transport Documents

The Government Policy Statement (GPS) sets out national land transport objectives and the results the Government wishes to achieve from allocation of the National Land Transport Fund (the Fund). Whilst the RLTP must *be consistent* with the GPS, the National Land Transport Programme (NLTP) must *give effect* to the GPS and must *take account* of the RLTP. The relationship between the RLTP, the GPS and the NLTP is shown in **Figure 1**.

The Transport Agency's 'Statement of Intent' gives effect to the Government's direction for transport. The Transport Agency therefore invests and operates with a 'whole of system' approach, with their immediate priority being the development and finalising of the 2018 to 2021 NLTP.

In 2017 the Transport Agency released the 'Long Term Strategic View' (LTSV) document. The LTSV identifies long term pressures and priority issues and opportunities and is the link between the Government Policy Statement and investment proposals. The LTSV is informing the Transport Agencies' investment proposal, but eventually the Agency wants to develop it to take a shared system view.

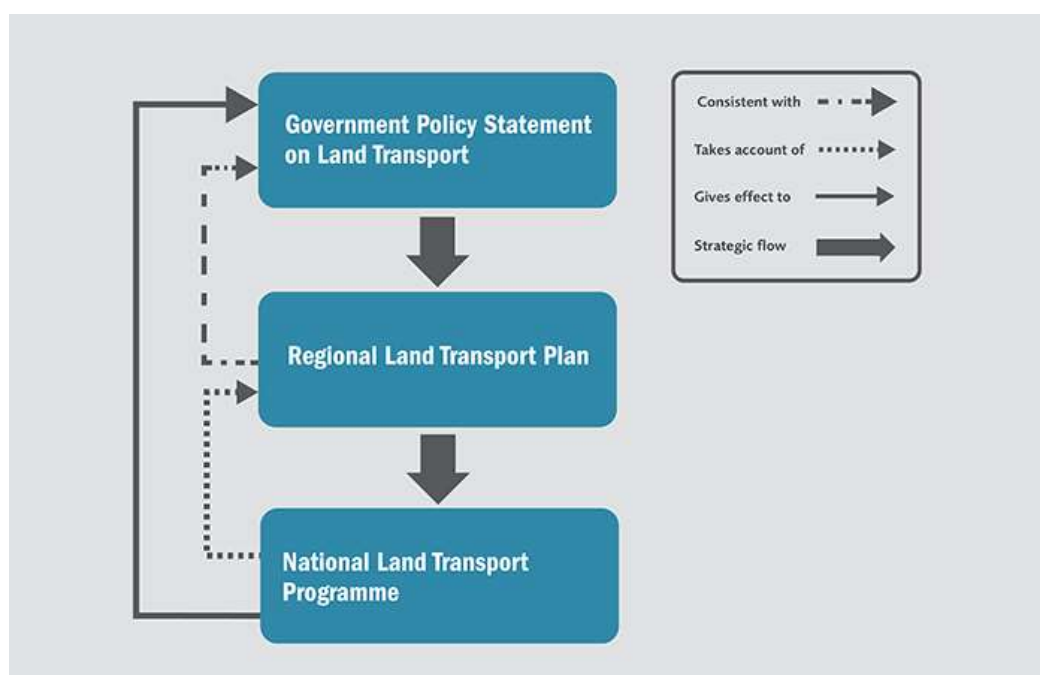


Figure 1 – Statutory Relationship between the RLTP, the NLTP and the GPS.

B2 The Government Policy Statement on Land Transport 2015/16-2024/25

The GPS is the Government's main document which sets priorities and funding levels for land transport investment.

The Government released an 'Engagement Draft' of its GPS (the Draft GPS 2018) in April 2018 February 2017 which includes:

- national objectives for land transport;
- the results the Government wishes to achieve from allocation of the National Land Transport Fund;
- the Government's land transport investment strategy in a framework that will guide investment over the next 10 years; and
- the Government's policy on borrowing for the purpose of managing the NLTP.

The GPS cannot determine which projects will be funded or how much funding any particular project will receive. Rather, the GPS sets ranges of funding which the Government will make available for different types of activities that best meet its objectives. The Transport Agency then determines which projects receive funding and to what level, within those overall funding ranges.

The strategic priorities in the draft 2018 GPS are shown below in **Figure 2** below.



Figure 2 GPS 2018 Strategic Priorities

Draft GPS 2018 transforms the focus of investment for land transport. There are new strategic priorities, and amended objectives and themes that focus on road safety, more liveable cities,

Item 7.1

regional economic development, protecting the environment, mode neutrality, and delivering the best possible value for money. Further details on the draft 2018 GPS can be found at:

<http://www.transport.govt.nz/ourwork/keystrategiesandplans/gpsonlandtransportfunding/>

A second stage GPS is likely to be required in order to fully realise Government direction for transport investment. Inclusion of some things in the Draft 2018 has not been possible given the time constraints. This is because they rely on other work such as a review of rail, development of a new road safety strategy, and any future recommendations and targets produced by the independent Climate Change Commission. The Ministry of Transport hope to release this in 2019. Variation to this RLTP as a result of the second stage GPS could occur and at that time, and during that variation the opportunity could be taken to refine and more closely align this RLTP's objectives and measures to the GPS.

Attachment 1

The draft GPS 2018 has been developed by the previous Government and is used as a basis for this mid-term review of the RLTP. The draft 2018 GPS continues the strategic direction from the 2015 and 2012 GPS, however this could change under the new Government. Should the new Government significantly change the GPS, then this draft RLTP will be updated by the Tasman Regional Transport Committee during the deliberations process at the conclusion of the consultation phase in February 2018.

B3 The National Land Transport Programme

The NLTP for 2018 to 2021 contains all of the land transport activities, such as public transport services, road construction, maintenance and policing, that the Transport Agency anticipates funding over the next three years. The NLTP is a planning and investment partnership between the Transport Agency and local authorities which will deliver transport solutions to help communities across New Zealand thrive. The NLTP will be published on 31 August 1 July 2018.

The Transport Agency now requires all activities seeking inclusion in the NLTP to be developed in a manner consistent with the principles of the business case approach (BCA). To support this, it is important that plans at national, regional and local levels are also developed in a way that is consistent with the BCA principles. As this RLTP is a key statutory document for the Top of the South this mid-term review has been undertaken using BCA principles. The Investment Logic Map that shows the key problems, benefits and strategic responses is located in the Key Issues section C2.

B4 Regional Land Transport Plan

Section 13 of the Act requires every regional council, through its Regional Transport Committee, to prepare a RLTP every six financial years. The RLTP provides the strategic context and direction for each region's transport network. The first iteration of this document was submitted to the Transport Agency prior to 30 April 2015 following approval by the Council. This mid-term review will be submitted to the Transport Agency by 30 June 2018 once it is approved by the Council.

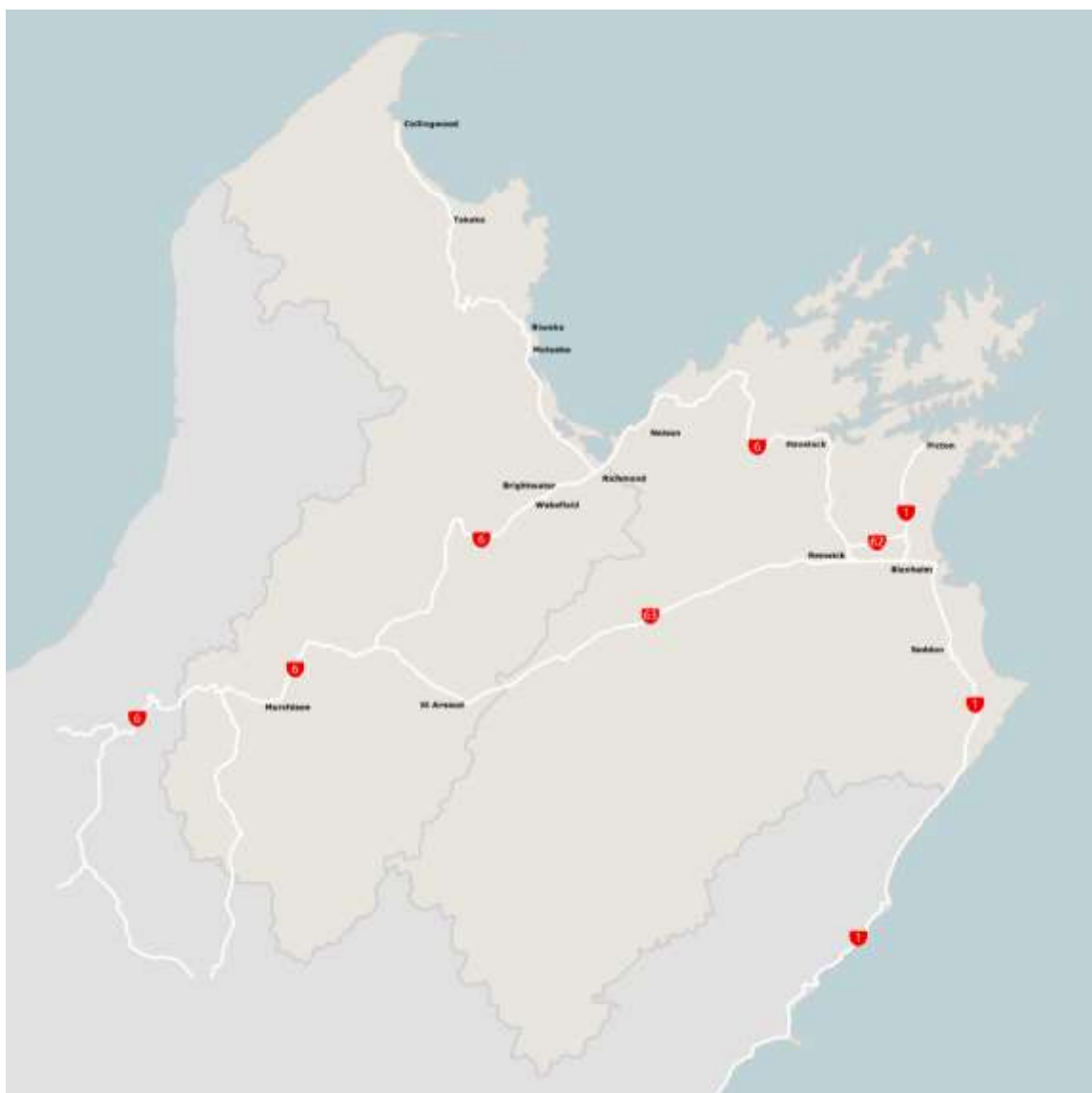
The Top of the South councils have agreed to work together and provide a coordinated RLTP.

The RLTP 2015 to 2021 is available for the public to view on each council's website and in each council's respective offices and service centres. Once this mid-term review is published on 31 August 2018 it too will be available for the public to view on each council's website and in each council's respective offices and service centres.

Part C – Top of the South Key Issues and Context

C1 Introduction

The Top of the South RLTP includes Marlborough District, Nelson City and Tasman District Councils, the Department of Conservation and their transport investment partner, the Transport Agency, all collectively delivering a land transport system that enables economic growth, accessibility and resilience to all road users. The Top of the South area, and the hierarchy of the State Highway network, are shown in **Map 1**.



Map 1. Top of the South

The area covered by the Top of the South goes from the east coast to the west coast and mainly consists of rural land and national parks. Nelson City, in comparison to Tasman and Marlborough, is predominantly urban. Nelson and Tasman are economically interlinked and dependent on each other. This is reflected in the way the two councils work together to provide a safe and efficient land transport network.

C2 Regional Transport System Problems and Opportunities

In order to provide strategic direction to inform this mid-term review and update the 2015 RLTP, a stronger business case focus has been taken. The key issues and transport objectives from the 2015 RLTP were tested and refined through collaborative workshops and the resulting key problems that face land transport in the Top of the South have been developed. The problems and the benefits of solving the problems and the strategic responses, are shown in the Investment Logic Map below.

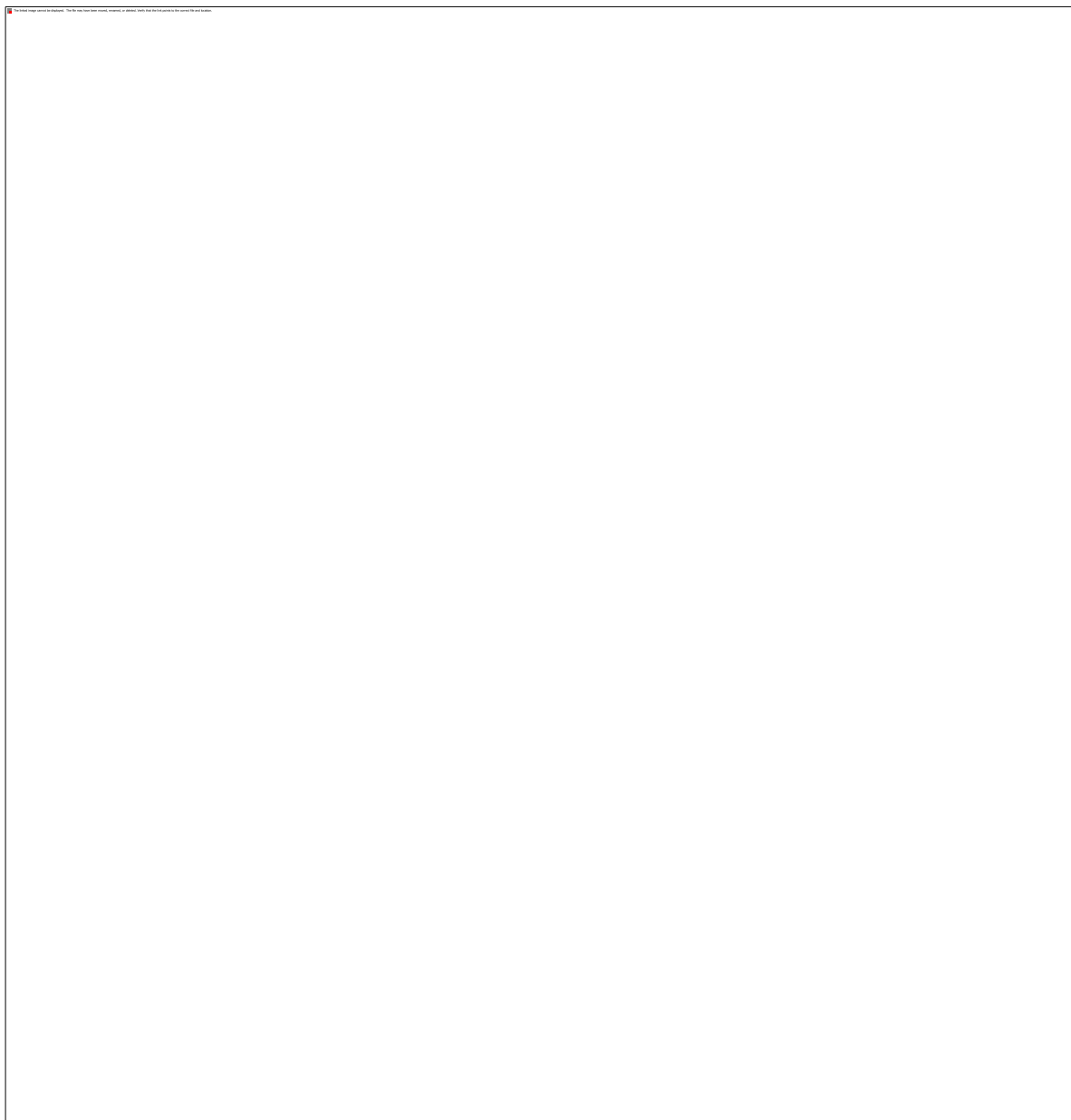


Figure 3 – Investment Logic Map - Top of the South Regional Transport Issues

Evidence to support the problem statements is located in section C4. Monitoring and measurement against the benefits are listed in Tables 3 and 5 and presented in detail in Appendix 3. The strategic responses presented above are mapped to the individual projects in Tables 4 and 6 to show how the individual project responds to the identified key problems.

C3 Regional Context

Marlborough

Marlborough is situated in the north-east corner of the South Island, accessible by ferry, rail, air and road.

As of the March 2013 Census, the resident population was 43,416. The main population of Marlborough is centred in the town of Blenheim (24,183), followed by Picton (4,056), which is 25km north of Blenheim. As the ferry transit point from Wellington and entrance to the Marlborough Sounds, Picton is a tourism gateway.

Port Marlborough, in the Marlborough Sounds, is the main portal for freight and tourists travelling between the North and South Islands.

A fifth of Marlborough District's workforce is employed in the primary sector. Over the last decade the Marlborough District has successfully converted most of the land formerly dedicated to cropping and stone fruit into viticulture so that it is now New Zealand's largest grape growing region, producing 67% of New Zealand's total wine production.

Rail runs north/south through Marlborough generally parallel with SH1 and complements the Top of the South's land transport network. Key freight hubs are located at Port Marlborough (Picton) and Spring Creek with passenger stations at Picton and Blenheim.

Nelson

Nelson City is the smallest region in New Zealand (by land area). It is bounded by Champion Road to the south, the Bryant hill range to the east and Cape Soucis and Tasman Bay to the north. Nelson's resident population at the 2013 Census was 46,437.

The Nelson CBD is the main commercial centre within the Top of the South with just under 8000 employees and is critical to the wellbeing of the regions and their respective economies. Nelson City has the Top of the South's main airport, port, hospital and the Nelson Marlborough Institute of Technology's main campus.

Nelson provides services for the communities of Tasman and Marlborough and has particular strengths in marine construction, aviation and manufacturing and is home to almost one-third of New Zealand's fishing and aquaculture. 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 in the Top of the South is driven by its natural beauty and great climate and supported by premier food and beverage establishments, shopping opportunities and its thriving local arts and crafts scene which see the city and the tourist areas swelling to capacity during the summer months.

Tasman

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, to Murchison and the West Coast in the south, Golden Bay in the north-west and Marlborough to the east.

At the time of the March 2013 census Tasman District had a total resident population of 47,157. The main population of the Tasman District is centred in Richmond which is the largest and fastest growing town in the District with 14,916 residents. Motueka is the next largest town with 7,593 residents in 2013.



The Tasman District is known for the natural beauty of its landscape. Fifty-eight percent of the Tasman District is national park – 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 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.

Economic Drivers

Our community regards the Top of the South as one region. Our local government boundaries are not necessarily our economic boundaries. Many economic activities cut across the regional boundaries. The Nelson, Tasman and Marlborough regional economies are interlinked and dependent on each other through horticulture, forestry, seafood, farming, tourism and aviation.

The Top of the South contributes close to three percent of New Zealand's gross domestic product (GDP) and has a high reliance on primary industry with concentrated exposure to natural commodities and international commodity prices. The Tasman and Marlborough districts are highly export focused and rely on factories and manufacturing in both Nelson and Tasman for export. By weight the exports are predominantly distributed via Port Nelson with lesser amounts via Port Marlborough, Nelson Airport and Marlborough Airport.

The unemployment rate for the Nelson/Tasman/Marlborough/West Coast region is the lowest in the country at 2.2% down 0.6% when comparing the September 2017 quarter against the September 2016 quarter.

Port Nelson is the biggest fishing port in Australasia and supplies all the fuel for the Top of the South. 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.

The Top of the South's economy is driven by five export based clusters:

- horticulture;
- forestry;
- seafood;
- pastoral farming; and
- tourism.

Three other significant sectors contributing to the regional economy are

- water, air and other (land) transport;

- chemical product manufacturing; and
- professional and technical services.

Annual growth in Nelson-Tasman regional GDP per capita in 2016 was 2.0% compared with the national average of 2.5%. In Marlborough, annual growth was 1.7% in 2016.

Horticulture and viticulture

Over the past 20 years, horticulture exports have grown from \$200 million to \$2.23 billion. It is now New Zealand's sixth largest export industry. Historically, horticulture and viticulture has been one of the Top of the South's key sectors. In 2016, horticulture alone contributed more than 2.4% of the regional GDP in Nelson-Tasman. It provided over 5.3% of the region's employment. In Marlborough, this figure was 2.6% of the regions GDP and 6.1% of the regions employment. New Zealand's largest grape producing region is Tasman-Marlborough. In 2013, there were 158 wineries in Marlborough and 28 in Tasman out of a total 2,005 in New Zealand. The movement of horticultural products and grapes contributes significantly to the economies of Tasman and Marlborough with the produce being predominantly transported around the Top of the South by road.



Neudorf Vineyard, Tasman

The main horticulture clusters include grapes, apples and pears, vegetables and kiwifruit. Regional issues that the horticulture and viticulture industries face include an efficient route to Port Nelson. In 2015, over 239,000 tonnes of fruit were exported from Port Nelson making up 62% of the total tonnage of food exports. Transporting that amount of horticultural products to both pack houses, cool stores and to the Port requires an efficient and reliable road network. Seasonality of the industry is a major factor with peak horticultural freight movements around the Top of the South occurring in autumn. It is especially important at this time of the year that the network is at its most efficient and resilient.

Forestry & Wood Products

In 2015/2016 there was a total of 169,783 hectares of plantation forestry in Nelson, Tasman and Marlborough (10% of New Zealand's forest plantations).

The Top of the South region is home to a mature but innovative forestry and logging cluster that contributed \$64 million to the region's GDP in 2016. In the five years, forestry and logging has steadily increased its GDP contribution by 28%, as a result of increased technology, consolidation and other productivity improvements.



The wood harvested in the Top of the South flows through to local sawmills, a laminated veneer lumber plant, a medium density fibreboard plant and the remainder for log exports. The region is home to one of the world's most innovative wood processing plants, Nelson Pine Industries, based in Richmond, Tasman.

With the introduction of 50 MAX and the High Productivity Motor Vehicle (HPMV) scheme, trucks are allowed to carry heavier weights on selected routes. This has resulted in fewer trips to the ports to carry logs and processed wood products.

Export logs and wood products are transported by road to the closest port. In 2016 671,000 tonnes of logs were exported from Port Nelson and 751,000 tonnes from Port Marlborough. The forestry industry is heavily reliant on the road network and the need for a network across the Top of the South that is resilient, reliable and efficient.

Seafood

Seafood is a significant contributor to the New Zealand economy. China, Australia and the USA remain the top three countries to which New Zealand seafood is exported. The Top of the South's contribution to the seafood industry is significant. The seafood cluster includes commercial offshore fishing and aquaculture processing and supporting sectors such as marine engineering, boat building and seafood scientific research.



and

Port Nelson is Australasia's largest deep fishing port and the region is New Zealand's leading location for seafood activity, with approximately 25% of the national seafood industry employment. Sealord and Talley's Group Ltd are both based in the region. Sealord is based at Port Nelson while Talley's Group is based at Port Motueka, Tasman. Talley's 4,500 tonne cold-store facility is based at Port Nelson. Nelson is home to the Cawthron Institute and the Cawthron Aquaculture Park, a world-class research institute and New Zealand's largest mussel and oyster hatchery.

In 2016, the Nelson-Tasman region had 339 fishing associated businesses and 21 seafood processing business units. Mussel farming is an increasing business opportunity for the region that will provide employment, capital investment and increased regional GDP. In 2016 Marlborough produced 50% of the total NZ greenshell mussels with the Nelson Tasman region producing 9%.

Salmon farming is becoming increasingly significant for Marlborough as farms are predominantly located in the Marlborough Sounds. New Zealand King Salmon produces 50% of New Zealand's salmon. New Zealand and Canada are the only locations where king salmon are farmed in the world and as a result New Zealand King Salmon produces 50% of the world's farmed king salmon. There are four purpose-built processing facilities in Nelson.

Pastoral Farming

The pastoral farming cluster includes sheep, beef, dairy, pig, deer and associated industries such as processing, manufacturing and services, including wool harvesting, road transport, farm equipment sales and servicing.



In 2012 44% of farming GDP for the Top of the South came from dairy production. The flow-on effect to processing and manufacturing of dairy products on the region's road network is significant. The majority of milk produced on farms in Tasman is processed at Fonterra's milk powder plants in Takaka and Brightwater and then exported via Port Nelson.

Alliance Group (meat producer and export co-operative) has a meat plant in Nelson that takes sheep from the Top of the South as well as Amberley in Canterbury to the south, and from the North Island when required.

Tourism

Tourism activities in the Top of the South are diverse, with a summer peak of tourists that are typically 'self-drive'.

Tasman provides access to three National Parks and Marlborough is home of the Sounds with Picton acting as a gateway to the South Island for travellers arriving (or departing) by ferry. St Arnaud and the Rainbow ski field are on the boundary between Tasman and Marlborough.

The region is fast becoming known for its cycleways and mountain biking. Nelson's Coppermine Trail, Tasman's Great Taste Trail, the Heaphy Track, Queen Charlotte Track, and the planned Coastal Pacific Trail between Kaikoura and Picton enhance the Top of the South's reputation as a premier cycling destination.



The Top of the South is a destination for both domestic and international tourism. Whilst domestic tourist numbers have always been high especially in the 'summer holiday' period, international tourist numbers have grown considerably in the last few years.

Aviation

The Top of the South is home to Air Nelson, Helicopter New Zealand, the Regional Maintenance Facility at Nelson Airport and the Global Defence facility at Marlborough Airport. Aviation makes a



considerable contribution to the Top of the South's economy with Nelson Airport being the fourth busiest airport in New Zealand and the busiest regional airport in the country in terms of scheduled flights. In the 2016/17 year Nelson Airport experienced significant growth and

record passenger numbers were up 16% on the 2015/16 year attaining the milestone of one million passengers through the terminal.

The aviation industry supports the export based economic drivers as well as tourism. Both airports are served by State Highway 6 and the adjoining local road network which are both identified as key journey routes.

C4 Key Journey Routes

Throughout the Top of the South there are a number of key journey routes as listed below and shown on **map 1** in section C1:

SH1 Picton to Christchurch

- One Network Road Classification (ONRC) National route providing critical connections to port for both freight and tourists. The route is currently closed in some southern sections due to extensive damage from the 2016 Kaikoura seismic events.
- The route is winding with gradients vulnerable to natural events and has sections of high crash risk KiwiRAP 2-Star sections, below the KiwiRAP 4-star target for a National highway.

SH6/62/1 Nelson to Picton

- ONRC Regional route is winding with gradients, vulnerable to natural events with sections of high crash risk KiwiRAP 2-Star sections, below the KiwiRAP 3-Star target for a regional highway.

SH6 Nelson to Richmond

- ONRC Regional Urban route providing access between the growth centres of Nelson, Richmond and Port Nelson and Nelson airport. The key issues along the route include peak period congestion and poor multi-modal accessibility.

Waimea Road

- ONRC Regional Urban route providing access between the growth centres of Nelson and Richmond. The key issues along the route include peak period congestion and poor multi-modal accessibility.
- Lifeline route to Nelson Hospital.

SH6 Richmond to Canterbury/West Coast

- ONRC Arterial route winding with gradients, vulnerable to natural events with multiple sections of high crash risk KiwiRAP 2-Star sections.
- The only route connecting Nelson/Tasman to the West Coast, subject to resilience issues due to lack of alternate routes.
- SH6, until its intersection with SH65, is currently acting as the primary corridor south due to extensive damage on SH1 from recent seismic events.

SH60 Richmond to Golden Bay

- Classified as an ONRC Regional route to Motueka and a primary collector to Golden Bay. SH60 provides the only route to and from Golden Bay, the route is winding with gradients, vulnerable to natural events and predominately rated as a high crash risk KiwiRAP 2-star highway.

SH63 Blenheim to West Coast

- ONRC Secondary Collector route, winding and follows the river valley. SH 63 provides a detour route for SH1 and is currently catering for significant additional traffic following the 2016 Kaikoura event.

- Tourist connection to the West Coast, high number of drivers unfamiliar with the route.

C5 Problem Statement Evidence

This section details key pieces of evidence supporting the four problem statements introduced in the investment logic map in section C2.

Evidence in support of the problem statement '**Constraints on the transport network are leading to delays affecting freight, tourism, business and residential growth.**' is summarised below.

The total population of the Top of the South is 137,010 (2013) with Nelson/Richmond being the largest urban and commercial centre. Regional population growth has been moderate over the last decade (2007 to 2016), increasing by approximately 1% per annum and in the longer term, the region's population is expected to slow to 0.4% growth per annum to 2043. The exception is Nelson/Richmond, which is currently forecast to increase by 15% by 2043 (an additional 9,500 people) and this combined with strong tourism business and industry growth is putting the transport network in Nelson and Richmond under pressure.



Constraints on the urban roading network in Nelson and Richmond result in it operating at or near capacity causing peak hour delays at selected locations. These peak delays are likely to increase as travel demand increases (with population and freight forecasts) and demand for private vehicle use continues. To date, there has been limited coordination between growth and infrastructure planning exacerbating the constraint issue.

A Transport Agency definition of congestion **under their investment assessment framework based on the 2015 GPS** is "where the volume-to-capacity ratio exceeds 80% for five days per week over at least a one hour time period that affects at least 1.5 km of a route". Bluetooth travel time data presented in the Nelson Southern Link Strategic and Programme Business Case provides evidence for congestion ranging from 83% to 95%, confirming current traffic congestion in the peak hours on Nelson's two ONRC Regional routes between Queen Elizabeth Drive and Annesbrook.

In Richmond a recent study on SH6 found that new and intensified commercial development along Gladstone Road and its side streets is resulting in increased traffic generation and congestion at afternoon peak periods. Severe southbound afternoon peak congestion is occurring at the western end of Whakatu Drive, which is throttling back traffic through Richmond and preventing further congestion between McGlashen Avenue and Oxford Street in Richmond.

Increased transport capacity in the high growth areas of Nelson and Richmond will be needed to meet the projected demand. The National Policy Statement on Urban Development Capacity requires an additional 4542 residents in the short to medium term and the transport system that is already constrained will need to respond to this demand.

Evidence in support of the problem statement '**Lack of redundancy, and susceptibility of the network to the impacts of climate change and high impact natural hazards**

increases the risk of losing community connectivity and impacting the economy’ is summarised below.

The Top of the South has experienced significant adverse natural hazard events recently. The earthquakes at Seddon in 2013, St Arnaud in 2015 and Kaikoura in 2016 have been a reminder that the Top of the South is vulnerable to major seismic events. The 2016 Kaikoura event had disrupted in excess of a million trips by the end of 2017. At the time of preparing this plan there is a detour in place for all State Highway 1 traffic via SH62, 63, 6, 65, and 7 to re-join State Highway 1 at Waipara for all north and southbound trips between Canterbury and the Top of the South. The close proximity to the Flaxmore and Alpine fault systems presents considerable risk to the transport network especially in the areas of reclaimed coastal margin and the steep hillsides. The transport assets most at risk are the bridge and retaining wall stock.

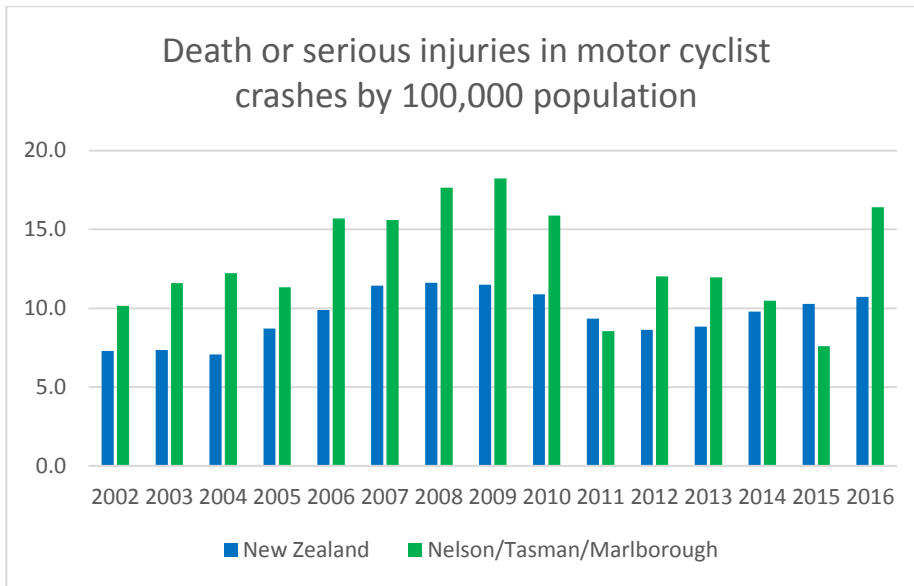
Tasman, Nelson and Marlborough also regularly suffer from storm events which disrupt the land transport network and affect the movement of people and goods around the region. When combined with climate change and the resulting sea level rise, the storm events are likely to become more frequent and more damaging over time. Because of the typically steep topography and soils that become unstable during extreme rainfall events the transport network is highly susceptible to slips. There has also been an increasing occurrence of erosion in the coastal margin areas that will increase with increasing sea level rise and northerly storm intensity.

Evidence in support of the problem statement **‘Driver behaviour and unforgiving roads lead to unacceptable levels of death and serious injuries’** is summarised below.

The Government's Safer Journeys 2010 – 2020 strategy highlights a safe road system that becomes increasingly free of death and serious injury. The strategy introduced the Safe System approach to New Zealand. This approach recognises that people make mistakes and are vulnerable in a crash. It aims to reduce the price paid for a mistake so crashes don't result in loss of life or limb. Mistakes are inevitable – death and injuries from road crashes are not.

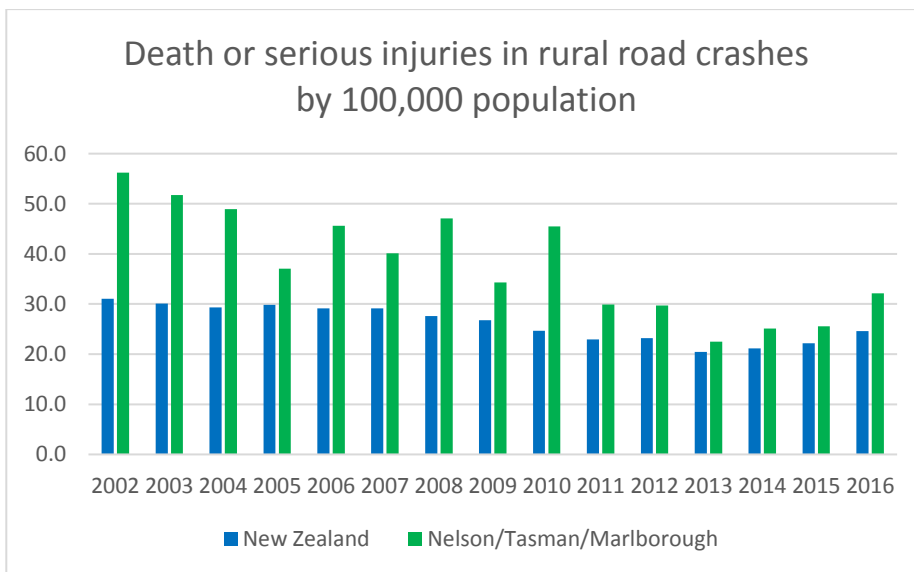


Since 2002, the Top of the South has had a higher serious injury or death rate caused by a motorcycle crashes than the rest of New Zealand as shown in Graph 1. Although, the data for this issue is displaying a downward trend the numbers of death and serious injuries are still higher than the national average.



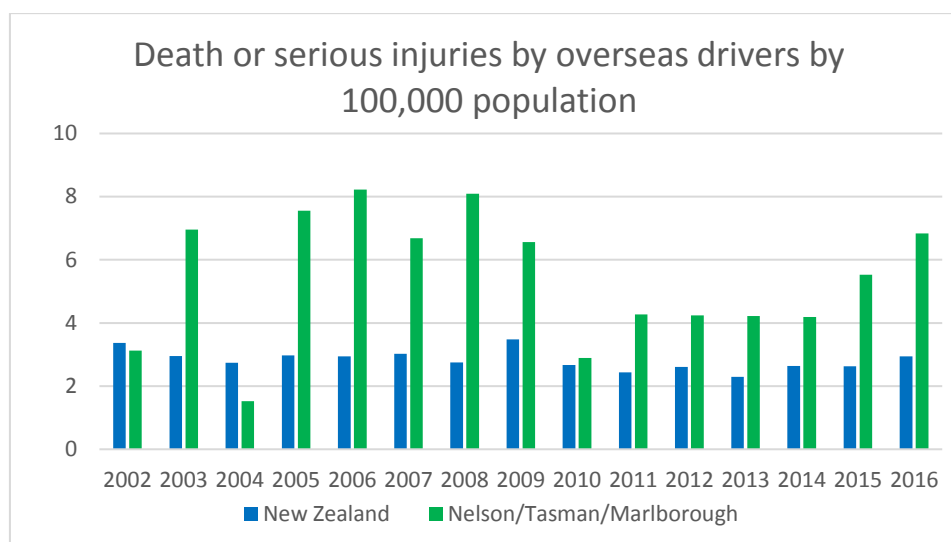
Graph 1. Death or serious injuries in motor cycle crashes.

Another key area of road safety concern for the Top of the South is our crash statistic for rural roads as shown in Graph 2, where we are also above the national average.



Graph 2. Death or serious injury in rural road crashes.

A contributor to these rural road crashes is tourists, as shown in Graph 3, due to their unfamiliarity with rural New Zealand road conditions especially to the remote tourist destinations, such as the Kahurangi National Park, Tootaranui and the Marlborough Sounds.



Graph 3. Death or serious injury crashes by overseas drivers.

Evidence in support of the problem statement **'Roads and footpaths do not currently meet the needs of our ageing population, walkers and cyclists thereby creating barriers to those wishing to utilise alternative modes of transport' 'Roads and footpaths inadequately support our ageing population and increasing active travel demands creating barriers to utilise alternative modes of transport'** is summarised below.

Demographically, the Top of the South has an ageing population. Projections by Statistics New Zealand (2013) reported that the population of the combined Marlborough-Nelson-Tasman region is projected to grow (under the medium variant assumptions), from approximately 142,200 in 2013 to 156,600 by 2043 (10 per cent). However, the growth will be most uneven by age, with declines projected in the 0-14, 15-39, and 40-64 years age groups, while the number of people aged 65 years and above will double in the next thirty years, both numerically and as a percentage of the population (from 18 per cent in 2013 to 35 per cent in 2043).

Whilst private vehicles remain the most popular choice for journeys to work across the main urban centres, in the 2013 census the Nelson/Richmond urban centre recorded the highest number of commuter cyclists (journeys to work) of any centre in New Zealand (18%). The cycle networks across the Top of the South in the urban areas does not provide a connected network which is a barrier to less confident users. This is reflected in the annual customer surveys of both Nelson and Tasman that feature high levels of dis-satisfaction in the urban cycle networks.

The transport system will need to respond to the changing demographic, e.g. road environments that accommodate increasing reaction times, safe pedestrian facilities including for mobility scooters and convenient public transport and total mobility services.

C6 Inter-Regional Issues

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 across the South Island in these key areas. It is likely that there will be some projects that will be progressed over the next three year period (2018-2021). These projects are currently being scoped to better understand issues and gather information, and it is intended that they will be included in one or more RLTPs at a later stage.

Part D – Agreed Top of the South Objectives

D1 Top of the South significant activities to be funded from sources other than the National Land Transport Fund

The Opawa River bridge replacement in Marlborough and the Nelson Southern Link Investigation project in Nelson were funded through the Government's Accelerated Regional Rooding Package in the 2015-2018 period. The Accelerated Regional Rooding Package will be used to complete construction of the Opawa River Bridge through 2018/19. For the Southern Link Investigation project, it is not clear if the Provincial Growth Fund Accelerated Regional Rooding Package or the NLTF will be used to progress the next stage, the detailed business case, thus it is included both in **Table 2** below and **Table 4** for activities funded from the NLTF.

Table 2 – Significant activities not funded by the NLTF

Duration	Activity	Organisation Responsible	Region
2015-18	SH1 Opawa River bridge replacement	NZTA	Marlborough
2015-21	Nelson Southern Link Investigation project	NZTA	Nelson
2018-2028	Coastal Pacific Trail	Trust, Ministry of Business Innovation and Employment and NZTA	Marlborough

D2 Objectives, Policies and Measures

This RLTP sets out the Top of the South region's land transport objectives, policies and measures of success to 2025 that are consistent with the Draft 2018 GPS. The Draft 2018 GPS objectives, along with the agreed regional objectives, policies and measures of success are presented in **Table 3**. The recently developed investment logic map is linked by informing the Policy/Direction/Strategic Response as shown in column 3 of the table.

Table 3 – Draft GPS objectives and the agreed Top of the South objectives, policies and measures of success

Draft 2018 GPS Key Strategic Priorities and Objectives*	Regional Objectives	Policy/Direction/Strategic Response	Measures of success for our communities ¹
<p>Access - A land transport system that provides increased access for economic and social opportunities</p> <p>A land transport system that addresses current and future demand for access to economic and social opportunities</p>	<p>1) A 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</p> <p>2) Supporting economic growth through providing better access across the Top of the South's key journey routes</p>	<p>Target investment in projects that improve travel time reliability on key journey routes</p>	<p>Travel time variance and travel time between SH 6/60 and Port Nelson</p> <p>Travel time variance on SH1 between Picton and the Marlborough boundary do not increase</p> <p>Reduction in the distance per capita travelled in single occupancy vehicles on urban key journey routes</p> <p>Routes available to HPMV increase over time</p>
<p>Access - A land transport system that is resilient</p>	<p>3) Communities have access to a resilient transport system</p>	<p>Target investment in regional route reliability and resilience improvements</p>	<p>Reduction in the number of hours that sections of the key journey routes are closed due to unplanned disruptions</p>
<p>Safety - A land transport system that is a Safe System, increasingly free of death and serious injury</p>	<p>4) Communities have access to a safe transport system²</p>	<p>Investment in safety infrastructure and education programmes for locals and visitors targeted at reducing death and serious injury crashes</p>	<p>Reducing trend in deaths and serious injuries on the Top of the South transport network</p>
<p>Access - A land transport system that enables transport choice and access provides appropriate transport choices</p>	<p>5) Communities have access to a range of travel choices to meet their social, economic health and cultural needs³</p>	<p>Investment in infrastructure and education programmes targeted at providing and promoting transport choice</p> <p>(walk, cycle, bus, ride share, rail, sea freight)</p>	<p>Increase in trips travelled by walking, cycling, and public transport</p>

¹ Details of indicators to measure the success of these objectives can be found in Appendix 3.

² New regional objective developed during the mid-term review to reflect upward trend in crashes

³ New regional objective developed during the mid-term review to reflect demand for transport choice

Item 7.1

*The two supporting Draft 2018 GPS strategic priorities of value for money and environment map to all regional objectives.

Attachment 1

Part E – Top of the South Significant Activities

Regional Transport Committees are required to prioritise all 'significant' activities included in the RLTP over the first six financial years. A significant activity is a project over \$5 million. Projects that are under \$5 million but are considered by the Regional Transport Committees to be regionally or inter-regionally significant may also be included. These projects have been agreed to be important for meeting economic growth for the Top of the South.

The agreed priorities for the Top of the South significant activities are presented in **Table 4**. Further detail has been provided on each of these significant projects in **Appendix 5**. The issues for the Top of the South have been identified by the appropriate council and what the benefits would be if the project was completed (subject to funding).

The benefits for the Top of the South in seeking investment in these projects would be considerable. The Top of the South vision is of an efficient and resilient network that is able to bounce back from unplanned events. This would lead on to travel times not being disrupted for too long. Other benefits include an efficient route to take primary products to the ports. This in turn allows for economic growth in a region that is already experiencing growth in both primary produce and tourism. Investment in the network would also allow for future demand to be met socially and environmentally as well as economically. This would provide the Top of the South with a sustainable land transport system that is safer.

An indicative ranking of each of the individual projects has been done based on the Transport Agencies Investment Assessment Framework as summarised in **Appendix 4**. This ranking is provisional until the Transport Agency gets clear investment signals from central government following the finalisation of the GPS.

Table 4 – Agreed Top of the South Significant Activities

Indicative Ranking	Activity Description	Organisation Responsible and Region	Contributes to Regional Objectives	Linkage to Problem Statement and Performance Monitoring Measure	Draft National Priority	Phase	2018/19	2019/20	2020/21	2021/22	2022/23	2023/24	2024/25	Summary Total	Total Cost	NLTF Share
A	SH1 Weld Pass realignment	NZTA Marlborough	2) Supporting economic growth through providing better access across the Top of the South's key journey routes 3) Communities have access to a resilient transport system 4) Communities have access to a safe transport system	Problem Statement 2 Lack of redundancy, and susceptibility of the network to the impacts of climate change and high impact natural hazards increases the risk of losing community connectivity and impacting the economy. Problem Statement 3 Driver behaviour and unforgiving roads lead to unacceptable levels of death and serious injuries. Measures - Road Safety, Resilience, Travel time reliability	6	Indicative Business Case										
						Detailed Business Case										
						Pre-Implementation	\$1,743,687							\$1,743,687	\$3,777,989	\$3,777,989
						Property	\$2,034,302							\$2,034,302		
						Imp/ Construction										
B	Nelson Southern Link ⁴	NZTA Nelson	1)A sustainable transport system that is integrated with well planned development, enabling the efficient movement of people and goods 2) Supporting economic growth through providing better access across the Top of the South's key journey routes 4)Communities have access to a resilient transport system	Problem Statement 1 Constraints on the transport network are leading to delays affecting freight, tourism, business and residential growth. Measure - Travel time reliability	7	Indicative Business Case										
						Detailed Business Case	\$1,974,000	\$1,026,000						\$3,000,000		
						Pre-Implementation			\$544,190					\$544,190	\$3,544,190	\$3,544,190
						Property										
						Imp/ Construction										
B	SH 6 Rocks Road Offroad Shared Pathway	NZTA Nelson	1) A sustainable transport system that is integrated with well planned development, enabling the efficient movement of people and goods 4) Communities have access to a safe transport system 5) Communities have access to a range of travel choices to meet their social, economic health and cultural needs	Problem Statement 3 Driver behaviour and unforgiving roads lead to unacceptable levels of death and serious injuries. Problem Statement 4 Roads and footpaths inadequately support our ageing population and increasing active travel demands creating barriers to utilise alternative modes of transport Measure – Safety, Mobility	6	Indicative Business Case										
						Detailed Business Case										
						Pre-Implementation	\$382,591	\$548,686	\$996,904						\$1,928,181	\$1,928,181
						Property										
						Imp/ Construction										
A		NZTA Tasman	4) Communities have access to a safe transport system	Problem Statement 3 Driver behaviour and unforgiving	6	Indicative Business Case									\$3,523,256	\$3,523,256

⁴ The Transport Agency has have recently completed the Programme Business Case. They will now be progressing with the Detailed Business Case and consequently the total cost of the option for any Southern Link route or Rocks Road Walking and Cycling project has not been finalised.

Indicative Ranking	Activity Description	Organisation Responsible and Region	Contributes to Regional Objectives	Linkage to Problem Statement and Performance Monitoring Measure	Draft National Priority	Phase	2018/19	2019/20	2020/21	2021/22	2022/23	2023/24	2024/25	Summary Total	Total Cost	NLTF Share
	SH 60 Richmond to Appleby Safer Corridor			roads lead to unacceptable levels of death and serious injuries. Measures Road Safety		Detailed Business Case				\$93,455				\$93,455		
						Pre-Implementation				\$93,243	\$95,541			\$188,784		
						Property										
						Imp/ Construction						\$3,241,017		\$3,241,017		
B	SH60 Motueka to Collingwood Safer Corridor	NZTA Tasman	4) Communities have access to a safe transport system	Problem Statement 3 Driver behaviour and unforgiving roads lead to unacceptable levels of death and serious injuries. Measures Road Safety	5	Indicative Business Case										
						Detailed Business Case				\$373,820				\$373,820		
						Pre-Implementation				\$363,519	\$372,970			\$755,132	\$14,093,018	\$14,093,018
						Property										
						Imp/ Construction				\$12,964,066				\$12,964,066		
A	SH 60 Motueka Investigation	NZTA Tasman	1) A sustainable transport system that is integrated with well planned development, enabling the efficient movement of people and goods 4) Communities have access to a safe transport system 5) Communities have access to a range of travel choices to meet their social, economic health and cultural needs	Problem Statement 3 Driver behaviour and unforgiving roads lead to unacceptable levels of death and serious injuries. Problem Statement 4 Roads and footpaths inadequately support our ageing population and increasing active travel demands creating barriers to utilise alternative modes of transport Measure - Road Safety	4	Indicative Business Case										
						Detailed Business Case										
						Pre-Implementation	\$515,000							\$515,000	\$6,025,500	\$6,025,500
						Property	\$206,000							\$206,000		
						Imp/ Construction		\$5,304,500						\$5,304,500		
A	SH6 Blenheim to Nelson Safer Corridor	NZTA Marlborough/ Nelson	3)Communities have access to a resilient transport system 4) Communities have access to a safe transport system	Problem Statement 2 Lack of redundancy, and susceptibility of the network to the impacts of climate change and high impact natural hazards increases the risk of losing community connectivity and impacting the economy. Problem Statement 3 Driver behaviour and unforgiving roads lead to unacceptable levels of death and serious injuries. Measures Road Safety, Resilience	1	Indicative Business Case										
						Detailed Business Case										
						Pre-Implementation	\$1,026,000							\$1,026,000	\$24,624,000	\$24,624,000
						Property										
						Imp/ Construction	\$3,078,000	\$10,260,000	\$10,260,000					\$23,598,000		
B	Saxton Growth Area Transport Project	NCC Nelson	1) A sustainable transport system that is integrated with well planned development, enabling the efficient movement of people	Problem Statement 1 Constraints on the transport network are leading to delays affecting freight, tourism, business and residential growth.	6	Indicative Business Case									\$12,117,000	\$6,179,670
						Detailed Business Case	150,000	150,000	150,000	600,000				\$1,050,000		

Indicative Ranking	Activity Description	Organisation Responsible and Region	Contributes to Regional Objectives	Linkage to Problem Statement and Performance Monitoring Measure	Draft National Priority	Phase	2018/19	2019/20	2020/21	2021/22	2022/23	2023/24	2024/25	Summary Total	Total Cost	NLTF Share
			and goods 3)Communities have access to a resilient transport system 5) Communities have access to a range of travel choices to meet their social, economic health and cultural needs	Problem Statement 2 Lack of redundancy, and susceptibility of the network to the impacts of climate change and high impact natural hazards increases the risk of losing community connectivity and impacting the economy. Measure - Travel time reliability		Pre-Implementation				570,000	600,000			\$1,17,000		
						Property					570,000			\$570,000		
						Imp/ Construction						4,420,000	4,420,000	\$8,840,000		
B	SH 1 Picton Port Access Improvements	NZTA Marlborough	1)A sustainable transport system that is integrated with well planned development, enabling the efficient movement of people and goods 2) Supporting economic growth through providing better access across the Top of the South's key journey routes 4) Communities have access to a safe transport system	Problem Statement 1 Constraints on the transport network are leading to delays affecting freight, tourism, business and residential growth. Problem Statement 2 Lack of redundancy, and susceptibility of the network to the impacts of climate change and high impact natural hazards increases the risk of losing community connectivity and impacting the economy. Problem Statement 3 Driver behaviour and unforgiving roads lead to unacceptable levels of death and serious injuries. Measure – Safety, Resilience, Travel time reliability	6	Indicative Business Case										
						Detailed Business Case	\$515,000							\$515,000		
						Pre-Implementation		\$530,450						\$530,450	\$3,230,904	\$3,230,904
						Property										
						Imp/ Construction			\$2,185,454					\$2,185,454		
C	SH1 Koromiko Valley Pathway (Picton to Spring Creek)	NZTA Marlborough	1) A sustainable transport system that is integrated with well planned development, enabling the efficient movement of people and goods 2) Supporting economic growth through providing better access across the Top of the South's key journey routes	Problem Statement 3 Driver behaviour and unforgiving roads lead to unacceptable levels of death and serious injuries. Problem Statement 4 Roads and footpaths inadequately support our ageing population and increasing active travel demands creating barriers to utilise alternative modes of transport Measure – Safety, Mobility	5	Indicative Business Case										
						Detailed Business Case										
						Pre-Implementation									\$52,585,029	\$52,585,029
						Property										
						Imp/ Construction						\$52,585,029				
A	Active Road user Corridor Programme - Nelson Safer Corridor	NZTA Nelson	4) Communities have access to a safe transport system	Problem Statement 3 Driver behaviour and unforgiving roads lead to unacceptable levels of death and serious injuries. Measure – Safety	1	Indicative Business Case										
						Detailed Business Case	\$368,270							\$368,270		
						Pre-Implementation	\$736,541							\$736,541	\$13,876,428	\$13,876,428
						Property										
						Imp/ Construction			\$12,771,617					\$12,771,617		
B		NZTA			6	Indicative Business Case									25,335,778	25,335,778

Indicative Ranking	Activity Description	Organisation Responsible and Region	Contributes to Regional Objectives	Linkage to Problem Statement and Performance Monitoring Measure	Draft National Priority	Phase	2018/19	2019/20	2020/21	2021/22	2022/23	2023/24	2024/25	Summary Total	Total Cost	NLTF Share
	SH1 Blenheim to Seddon Safe Systems Enhancements	Marlborough	4) Communities have access to a safe transport system	Problem Statement 3 Driver behaviour and unforgiving roads lead to unacceptable levels of death and serious injuries. Measure – Safety		Detailed Business Case	\$672,494							\$672,494		
						Pre-Implementation	\$659,653	\$681,548						\$1,341,201		
						Property										
						Imp/ Construction			\$23,322,083					\$23,322,083		
C	SH1 Blenheim to Kaikoura Safe Systems Enhancements	NZTA Marlborough	4) Communities have access to a safe transport system	Problem Statement 3 Driver behaviour and unforgiving roads lead to unacceptable levels of death and serious injuries. Measure – Safety	6	Indicative Business Case										
						Detailed Business Case				\$254,877				\$254,877		
						Pre-Implementation				\$254,298	\$260,565			\$514,863	\$9,608,877	\$9,608,877
						Property										
						Imp/ Construction						\$8,839,137		\$8,839,137		

Highlighted activities indicate projects or activities within Tasman District
The old SH50 Richmond to Upper Takaka has been split into 3 separate activities, 2 listed as significant, 1 has been shifted to works within Tasman

1. **Part F – Tasman District Council's Regional Land Transport Plan**

2. **Introduction**

This section presents the key issues facing Tasman District from a transport perspective. The regionally specific transport objectives, policies and measures are identified, as well as those activities proposed by the Tasman District Council, Department of Conservation and the Transport Agency, which do not meet the definition of being 'significant'.

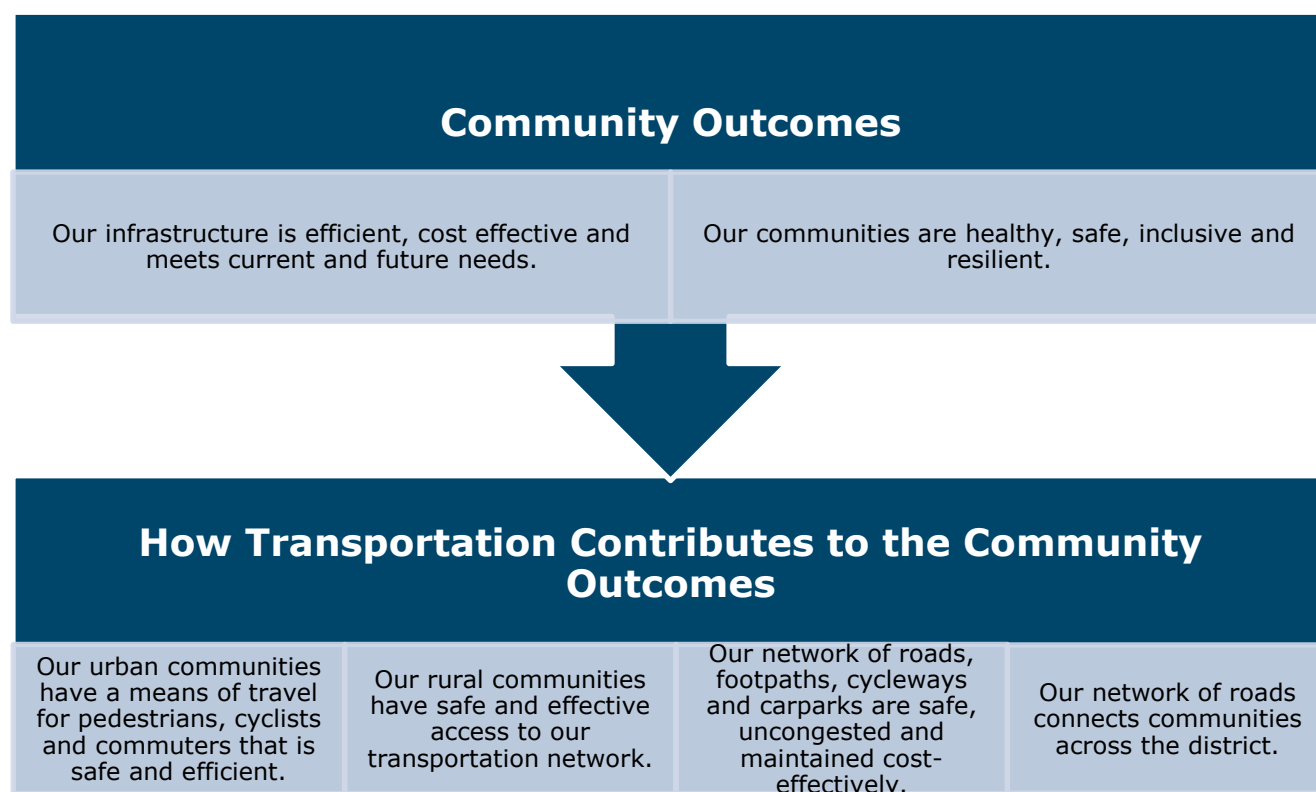
Tasman District Council is responsible for the management of a transportation network that comprises approximately 1,700km of roads (944km sealed and 757km unsealed) and 475 bridges. The Transport Agency state highway network within Tasman District comprises 333km.

Tasman District Council is also responsible for other transport related services, for example road safety, cycleways and public transport services such as Total Mobility.

Tasman District Council aims to provide a high quality transportation network, that enables safe and efficient movement of people and goods which improves the economic and social wellbeing of the district. The provision of transport services, roads, footpaths, **cycleways and public transport** is considered a core function of the Council and the Transport Agency as it provides many public benefits.

The transportation, roads, footpaths, **cycleways and public transport** cluster of activities contribute to the Tasman District Council's Community Outcomes as set out in **Table 5**.

Figure 3 – Community Outcomes and Transportation



Tasman District Council's goal is to move towards managing all of its transportation responsibilities in a more sustainable and integrated way.

3. **Key Issues for Tasman District**

a) **Reducing debt**

Addressing the Council's debt was a focus of the 2015 RLTP. The Tasman local road transportation forward work programme provided a total reduction of \$57m in the first ten years from what was planned in the 2012 RLTP. This mid-term review maintains the debt levels with modest changes in the total expenditure on the local road network to that envisaged in the 2015 plan. The 2015 changes provided a reduction in expenditure which addressed debt issues while trying to ensure the asset is maintained at an appropriate level. There remains a level of long term risk which will have to be managed.

b) **Cycling demand**

The combination of population growth in our urban areas, greater sustainability awareness, cycling as a tourism attractor, health benefits from increased physical activity and congestion relief from the transfer from single occupant cars to a single cycle has resulted in a strong community desire to increase the number of trips taken by people on bikes. The CommunitrakTM residents survey in 2017 found 32% wanted the Council to place greater emphasis on improving walking and cycling infrastructure.

In the urban areas of Richmond and Motueka there are a number of cycling facilities but in general they do not currently form a cohesive network for less confident people on bikes to go about their every-day trips.

c) **Richmond growth**

Richmond is experiencing considerable growth with the population expected to grow from 14,630 in 2018 to 16,160 in 2028. There is a current trend for decreasing household size from 2.6 to 2.5 persons per household. It is predicted that 910 new dwellings will be built in the next ten years. This is likely to impact on the local network especially along State Highway 6 through Richmond and the local roads in Richmond South and Richmond West where land is currently being released for development. The population increased in Richmond by 651 people between the 2006 and 2013 NZ census.



SH6 Gladstone Road, Richmond

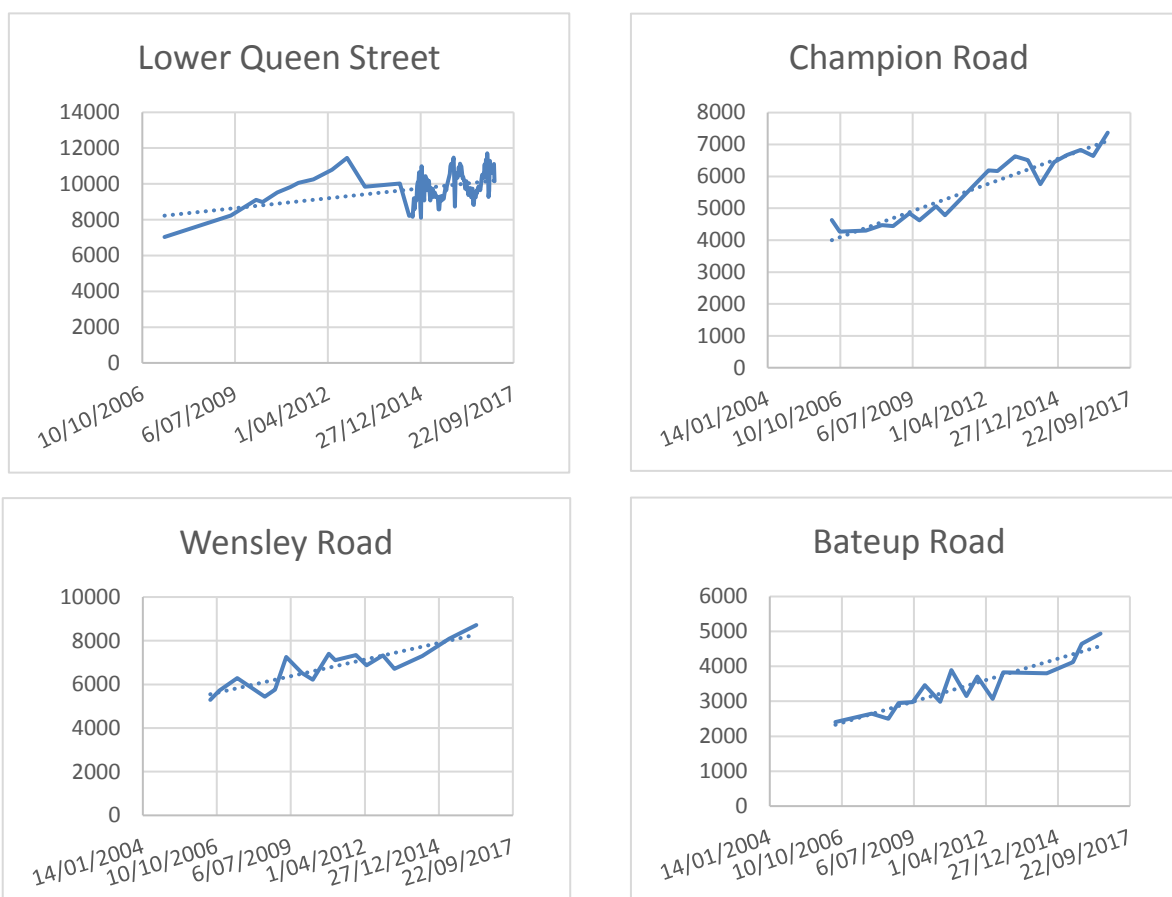
d) **Richmond's internal ring road and traffic flows**

The internal ring road around Richmond's town centre is starting to show signs of inefficiency. There is poor visual guidance for parking areas from the ring road. Oxford Street has been identified as being too narrow for its ring route through function combined with its essential turning access function to adjacent businesses, carparks, primary school, Montessori School and Richmond Fire Station.

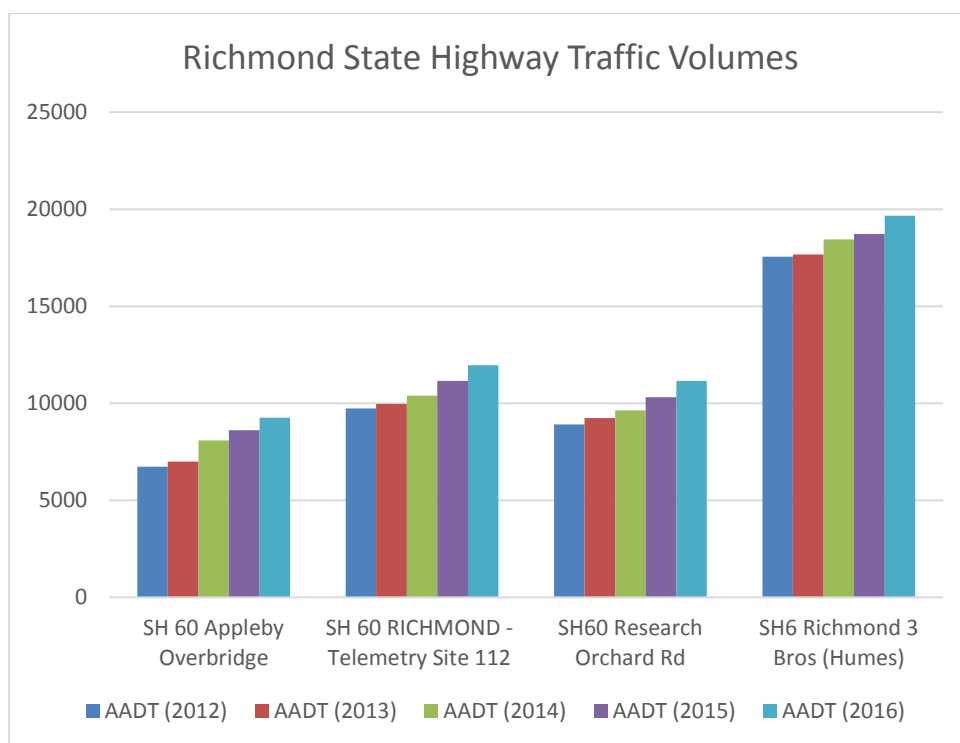


Oxford Street, Richmond

Graphs 3 and 4 below shows the steady increase in traffic flows on roads in and near Richmond. It can be seen that all of the roads are showing quite significant traffic growth.



Graph 3. Traffic volumes on local Richmond roads



Graph 4. Richmond State Highway traffic volumes

e) Motueka High Street

Following the Motueka Transportation Study in 2010 and the recently completed SH60 Motueka Strategic Business Case⁵, a number of projects were identified. Some of these projects still need to be assessed. Congestion on High Street is made worse by the location of three zebra pedestrian crossings and the lack of dedicated turning facilities for a number of intersections along the road. In off peak times of the year, approximately 13,000 vehicles per day travel on SH60 High Street, Motueka. This volume increases significantly during the summer peak period with an additional 4,250 cars per day.



f) Public Transport

There is public demand for improved public transport services as our communities grow in size. Currently a public transport service managed by Nelson City Council and part funded by Tasman District Council between Richmond and Nelson is the only NLTF funded service in the district. The NBus Nelson-Richmond route has been operating since 2012 and is highly successful when compared nationally, providing transport choice and



⁵ <https://www.nzta.govt.nz/assets/projects/tasman-transport-planning-investigation/SH60-Motueka-Strategic-Case.pdf>

mobility for those who need access to transport. It enables our network to have greater capacity, efficiency and accessibility. With further growth occurring in the Richmond area, coupled with the increased **District wide** public demand for public transport the extension or addition of another NBus route is important to manage the network and needs of the community.

As our population ages the ongoing provision of the Total Mobility service will be increasingly important. Total Mobility is a door-to-door passenger transport scheme that people with disabilities can use. Total Mobility passengers use discount vouchers and travel in regular taxis or taxis modified for wheelchair access. The aim of the scheme is to increase the mobility of those with disabilities in the Nelson Tasman region. The scheme is administered by Nelson City Council with funding from the Transport Agency, Nelson City Council and Tasman District Council. , who also contribute to the funding along with the Transport Agency.

g) Adverse weather events

In recent years the frequency and severity of damaging storm events has increased in the Tasman District. This has resulted in actual emergency reinstatement costs on the transport network of approximately \$2.7m per year on average over the five years (2010-2015). While it is difficult to predict whether the recent weather patterns will continue or not, there is a need for prudence when developing the transportation budgets. Over the three years (2012-2015)

Graham Valley Road (a main access point to the Kahurangi National Park) has suffered from numerous significant slips, originally caused by an earthquake. Adverse weather events have made the situation worse. The road has remained closed for months at a time and it has become uneconomical to keep making repairs.



4. Objectives, Policies and Measures

Part E sets out the four key objectives, policies and measures of success to 2025 for the Top of the South. This section adds to those key objectives, policies and measures of success with ones that are important to the Tasman District.

Table 5 in this section shows the objectives for Tasman and its alignment with the objectives from the Draft 2018 GPS. Details of the indicators to measure the success of meeting these objectives can be found in **Appendix 3**.

5. Table 5 - Draft GPS objectives and the Tasman District Council objectives

Draft 2018 GPS Key Strategic Priorities and Objectives*	Tasman's Objectives
Access - A land transport system that provides increased access for economic and social opportunities A land transport system that addresses current and future demand for access to economic and social opportunities	1) A 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 2) Supporting economic growth through providing better access to Nelson-Richmond and the two regional ports
Access - A land transport system that provides appropriate transport choices	3) Communities have access to a range of travel choices to meet their social, economic, health and cultural needs 4) Enable access to social and economic opportunities by investing in public transport
Access - A land transport system that is resilient	5) Communities have access to a resilient and reliable transport system
Safety - A land transport system that is a Safe System, increasingly free of death and serious injury	6) Deaths and serious injuries on the region's transport system are reduced

* The two supporting Draft 2018 GPS strategic priorities of value for money and environment map to all Tasman's objectives.

Tasman's objectives are followed up by having a set of policies and measures that can be directly linked to the Draft GPS 2018 and Connecting Tasman (the Regional Land Transport Strategy developed in 2010). The Tasman Regional Transport Committee has assessed this RLTP and is satisfied that it contributes to achieving an affordable, integrated, safe, responsive and sustainable land transport system and contributes to each policy in **Table 7**.

Figure 4 – Tasman's Policies and Contributing Activities

Roads and Traffic Policy 1

Ensure the integrated, efficient, timely and safe maintenance and enhancement of the District's road network to meet the needs of the regional community and economic growth and development in line with this overall strategy.

- It is important that the road network is safe, reliable and efficient at transporting people and goods throughout the region for the needs of the local communities as well as the economic vitality, growth and development of the region.

Roads and Traffic Policy 2

Ensure the integrated, efficient and safe provision for freight activity in support of regional economic growth and development while minimising adverse impacts on the regional community.

- The strategic road network, both in Tasman and neighbouring regions, is a key element of the freight system, although some local roads can take on temporary or long term roles in supporting freight movements, such as during logging operations in a particular forest block over a set period. Freight activity can have adverse impacts on communities and the environment, such as safety issues, increased road maintenance, air quality and noise nuisance.

Roads and Traffic Policy 3

Reduce the number and severity of road crashes in the Tasman District

- The priority is for activities that will reduce fatalities and casualties arising from road crashes. It aims to increase the use of walking and cycling, addressing road safety concerns. The safety of motorcyclists is also crucial due to the increase in popularity of this mode and the vulnerability of the rider in a crash.

Roads and Traffic Policy 4

Support activities that will improve population health and ensure monitoring of environmental impacts of land transport and compliance with national and regional standards

- This strategy aims to protect and promote population health by supporting transport related public health initiatives in the region. Activities such as encouraging the use of a wider range of modes, demand management tools and supportive land use policies all work to enhance positive and reduce negative health impacts. For example, encouraging walking and cycling can increase individual levels of physical activity.

Walking Policy

Promote and support the convenience and safety of walking to increase usage and mode share.

Promote walking as a form of transport

- The strategy aims to recognise the importance of walking and promotes a pedestrian friendly built environment. Walking routes should be well signposted, connected, convenient, comfortable and safe. Walking does include those using walking aids such as wheelchairs and mobility scooters. It also includes those with specific requirements such as people with pushchairs. A walking environment designed with the needs of mobility impaired pedestrians in mind will often create excellent levels of service for all pedestrians.

Figure 4 continued – Tasman's Policies and Contributing Activities**Cycling Policy 1**

Promote and support the convenience and safety of cycling to increase usage and mode share.

Promote cycling as a mode of transport.

- It is key to improving cycle usage to recognise that different types of cycling environments will suit different cyclists (learners, commuters, social and serious recreational) have different infrastructural needs. Cycling forms an important element of a sustainable land transport system and this policy aims to change the current trends and situation in the Tasman region by generating a higher volume of cycling trips and cycling safety.

Sustainability Policy 1

Economy

- A 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.
- The transport system will support economic growth through providing better access to Nelson, Richmond, Tasman region, Blenheim and the two regional ports.
- Reduction of risk through planned resilience activities that will increase network reliability enabling the efficient and reliable movement of people and goods to, from and throughout the region in the face of climate change and natural hazard events.

Sustainability Policy 2

Social

- Communities have access to a resilient and reliable transport system with a range of travel choices to meet their social, economic, health and cultural needs, including through investment in public transport and cycling networks.
- A land transport system that is safe and increasing free of death and serious injury, and which minimizes adverse health and social impacts.

Sustainability Policy 3

Environment

- A land transport system that appropriately mitigates the effects of land transport on the environment.
- A land transport system that reduces energy footprints through reductions in time and distance travelled, as well as reducing particulate pollution.
- A land transport system that looks for solutions which reduce greenhouse gas emissions.

6. The 2018/19 to 2025/26 Programme

This section details the activities programmed for the period 2018 to 2021. It also outlines those projects that are scheduled for the following four years.

Regional Transport Committees are required to prioritise activities, or combinations of activities that the Council submits in their respective land transport programmes (the exceptions being local road maintenance and operations, local road renewals, local road low cost low risk works and existing passenger transport services).

The improvement activities proposed within the Tasman District are presented in **Table 6**.

Table 7 sets out the Maintenance Operations and Renewal activities proposed within Tasman District for the next seven financial years.

Appendix 4 provides details of the prioritisation framework which are provisional until the Draft GPS 2018 is confirmed along with the investment assessment framework for land transport activities.



SH6 Murchison, Tasman District

7. Table 6 - Activities proposed within Tasman District (Refer Table 4 for significant Tasman and inter-regional activities)

Duration	Activity	Organisation Responsible	Contributes to Objectives	Performance Monitoring Measure	Total Cost	NLTF Share	Draft National Priority Profile
2018-21	SH Low Cost Low Risk Programme	NZTA	Various	Various	\$6,678,788	\$6,678,788	3
2018-21	TDC Low Cost Low Risk Programme	Tasman District Council	Various	Various	\$6,587,316	\$3,247,429	3
2018-21	DOC Low Cost Low Risk Programme	DoC	Various	Various	\$100,000	\$51,000	NA
2018-2024	SH 65 Hutchinson Bridge	NZTA	5) Communities have access to a resilient and reliable transport system 6) Deaths and serious injuries on the region's transport system are reduced	Resilience and Road Safety	\$2,500,000	\$2,500,000	5
2021-2022	Champion Roundabout Intersection Capacity Improvements Cycle Pedestrian Underpass	Tasman District Council	1) A 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 2) Supporting economic growth through providing better access to Nelson-Richmond and the two regional ports 3) Communities have access to a range of travel choices to meet their social, economic, health and cultural needs 6) Deaths and serious injuries on the region's transport system are reduced	Increase in trips travelled by walking, cycling, and public transport	\$2,300,000	\$1,173,000	4
2025-2029	McShane Road Upgrade	Tasman District Council	1) A 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	Travel time variability	\$5,397,000	\$2,752,470	4

8. Table 7 - Maintenance Operations and Renewal Activities proposed within Tasman District

Activity Class / Work Category	2018/19	2019/20	2020/21	2021/22	2022/23	2023/24	2024/25
DEPARTMENT OF CONSERVATION							
111 - Sealed pavement maintenance	13,611	13,611	13,611	161,942	161,942	161,942	161,942
112 - Unsealed pavement maintenance	25,415	25,415	26,644				
113 - Routine drainage maintenance	19,715	19,715	20,017				
114 - Structures maintenance	42,447	42,447	42,447				
121 - Environmental maintenance	12,484	12,484	13,217				
122 - Traffic services maintenance	1,104	1,104	1,117				
123 - Operational traffic management	0	0	0				
124 - Cycle path maintenance	0	0	0				
131 - Level crossing warning devices	0	0	0				
140 - Minor events	40,000	40,000	40,000				
151 - Network and asset management	44,320	44,320	44,889				
Road operations & maintenance:	\$199,096	\$199,096	\$201,942	\$161,942	\$161,942	\$161,942	\$161,942
211 - Unsealed road metalling	56,352	56,352	56,352	62,503	62,503	62,503	62,503
212 - Sealed road resurfacing	0	0	0				
213 - Drainage renewals	6,151	6,151	6,151				
214 - Sealed road pavement rehabilitation	0	0	0				
215 - Structures component replacements	0	0	0				
221 - Environmental renewals	0	0	0				
222 - Traffic services renewals	0	0	0				
Road renewals:	\$62,503	\$62,503	\$62,503	\$62,503	\$62,503	\$62,503	\$62,503
Total budget:	\$261,599	\$261,599	\$264,445	\$224,445	\$224,445	\$224,445	\$224,445

Activity Class / Work Category	2018/19	2019/20	2020/21	2021/22	2022/23	2023/24	2024/25
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NEW ZEALAND TRANSPORT AGENCY							
001 - Investment Management	There are currently no activities for the NZTA identified as needed funding for Investment Management activity class. However investment might be needed for regional investment initiatives. The scale and timing of any additional planning work is unclear at this stage, but may be introduced by variation to the RLTP at a later date.						
002 - Model Development							
003 - Activity Management Planning							
004 - Business Case Development	185,658	371,315					
Investment Management	\$185,658	\$371,315	0	0	0	0	0

111 - Sealed pavement maintenance	583,167	636,097	542,868	4,187,213	4,331,672	4,481,115	4,511,133
112 - Unsealed pavement maintenance	557	602	585				
113 - Routine drainage maintenance	206,255	212,057	215,551				
114 - Structures maintenance	261,260	273,977	276,416				
121 - Environmental maintenance	861,287	881,810	805,214				
122 - Traffic services maintenance	475,597	486,317	478,281				
123 - Operational traffic management	380,040	386,636	382,800				
124 - Cycle path maintenance	12,024	12,087	12,055				
131 - Level crossing warning devices	0	0	0				
140 - Minor events	0	0	0				
151 - Network and asset management	1,074,030	1,109,005	1,132,943	4,187,213	4,331,672	4,481,115	4,511,133
161 - Property management (SH)	189,090	165,729	144,739				
Road Operations & Maintenance:	\$4,043,307	\$4,164,317	\$3,991,452	\$4,187,213	\$4,331,672	\$4,481,115	\$4,511,133

211 - Unsealed road metalling	913	958	928	2,576,747	2,665,644	2,757,609	2,849,137
212 - Sealed road resurfacing	1,828,064	1,700,176	1,212,553				
213 - Drainage renewals	167,548	159,031	158,584				
214 - Sealed road pavement rehabilitation	1,112,115	405,564	387,553				
215 - Structures component replacements	304,202	307,066	305,343				
221 - Environmental renewals	30,169	36,734	19,851				

Activity Class / Work Category	2018/19	2019/20	2020/21	2021/22	2022/23	2023/24	2024/25
222 - Traffic services renewals	80,999	78,174	83,233				
Road renewals:	\$3,524,010	\$2,687,703	\$2,168,045	\$2,576,747	\$2,665,644	\$2,757,609	\$2,849,137
432 - Road Safety Promotion	125,000	125,000	125,000	125,000	125,000	125,000	125,000
Total budget:	\$7,877,975	\$7,348,335	\$6,284,497	\$6,888,960	\$7,122,316	\$7,363,724	\$7,485,270
TASMAN DISTRICT COUNCIL							
001 - Investment Management (incl Transport Planning)	15,000	30,600	31,200	16,662	17,187	59,040	18,237
002 - Model Development	30000	0	0	31,800	0	0	33,600
003 - Activity Management Planning Improvement	2,000	16,830	5,512	1,777	15,124	5,006	1,945
004 - Programme Business Case Development	0	61,200	0	0	0	0	0
Investment Management	\$47,000	\$108,630	\$36,712	\$50,239	\$32,311	\$64,046	\$53,782
111 - Sealed pavement maintenance	1,283,500	1,309,170	1,334,840	1,360,510	1,386,180	1,417,350	1,443,120
111 - Sealed pavement maintenance - SPR	1,500	1,530	1,560	1,590	1,620	1,650	1,680
112 - Unsealed pavement maintenance	620,000	632,400	644,800	657,200	669,600	682,000	694,400
112 - Unsealed pavement maintenance - SPR	12,900	13,158	13,416	13,674	13,932	14,190	14,448
113 - Routine drainage maintenance	509,176	519,360	529,543	539,752	549,936	560,120	570,304
113 - Routine drainage maintenance - SPR	20,200	20,604	21,008	21,412	21,816	22,220	22,624
114 - Structures maintenance	200,000	204,000	208,000	265,000	270,000	275,000	280,000
114 - Structures maintenance - SPR	540	551	561	572	583	594	605
121 - Environmental maintenance	1,500,000	1,530,000	1,560,000	1,590,000	1,620,000	1,650,000	1,680,000
121 - Environmental maintenance - SPR	64,600	65,892	67,184	68,476	69,768	71,060	72,352
122 - Traffic services maintenance	530,000	540,600	551,200	561,800	572,400	583,000	593,600
122 - Traffic services maintenance - SPR	800	816	832	848	864	880	896
123 - Operational traffic management	6,000	6,120	9,294	12,720	12,960	13,200	13,400
124 - Cycle path maintenance	46,085	35,013	40,690	39,432	70,848	71,500	52,080
140 - Minor events	0	0	0	0	0	0	0
151 - Network and asset management	1,477,312	1,505,457	1,439,735	1,575,781	1,577,973	1,571,885	1,622,416
Footpath Maintenance	150,000	153,000	156,000	159,000	162,000	165,000	168,000

Activity Class / Work Category	2018/19	2019/20	2020/21	2021/22	2022/23	2023/24	2024/25
Road Operations & Maintenance:	\$6,422,613	\$6,537,671	\$6,578,663	\$6,867,768	\$7,000,480	\$7,099,649	\$7,229,925
211 - Unsealed road metalling	1,100,000	1,122,000	1,144,000	1,116,600	1,118,800	1,210,000	1,232,000
211 - Unsealed road metalling - SPR	18,700	19,074	19,448	19,822	20,196	20,570	20,944
212 - Sealed road resurfacing	2,097,451	2,139,400	2,181,349	2,650,000	2,700,000	2,750,000	2,800,000
213 - Drainage renewals	800,000	816,000	832,000	985,800	1,004,400	1,023,000	1,041,600
213 - Drainage renewals - SPR	7,600	7,752	7,904	8,056	8,208	8,360	8,512
214 - Sealed road pavement rehabilitation	631,634	644,267	656,899	848,000	864,000	880,000	896,000
215 - Structures component replacements	378,440	386,009	393,578	401,740	409,320	416,900	424,480
221 - Environmental renewals	0	0	0	0	0	0	0
222 - Traffic services renewals	286,501	309,048	332,295	375,240	419,040	464,200	472,640
222 - Traffic services renewals - SPR	1,100	1,122	1,144	1,166	1,188	1,210	1,232
Footpath renewals	140,000	142,800	145,600	148,400	151,200	154,000	156,800
Road renewals:	\$5,882,341	\$6,016,805	\$6,151,969	\$6,554,824	\$6,696,352	\$6,928,240	\$7,054,208
532 - Road Safety Promotion	179,675	183,334	186,992	235,985	242,480	248,975	255,470
Road Safety Promotion:	\$179,675	\$183,334	\$186,992	\$235,985	\$242,480	\$248,975	\$255,470
511 - Bus Services – including contribution to NCC for NBus	84,000	88,166	90,367	89,040	90,720	202,400	206,080
517 - Total Mobility	82,000	86,583	89,277	88,510	90,720	92,950	95,200
524 - Bus Service Marketing	15,000	15,000	5,000	15,900	16,200	0	0
532 – Low Cost Low Risk Improvements	50,000	104,960	107,580	109,732	111,883	0	0
Public Transport:	\$216,000	\$294,709	\$292,224	\$303,182	\$309,523	\$295,350	\$301,280
Total budget:	\$12,341,714	\$12,711,816	\$13,246,560	\$14,011,997	\$14,281,146	\$14,636,260	\$14,894,665

9. **Table 8 - Activities already approved**

Duration	Activity	Organisation Responsible	Contributes to Objectives	Performance Monitoring Measure	Total Cost	NLTF Share	Assessment Framework
	Nil						

10.

11. **Part G – Regional Public Transport Plan**



12. G1 Executive Summary

This Regional Public Transport Plan sets out the policies, services and information relating to public transport in Tasman. The plan enables engagement with the public on the design and operation of the public transport network and is a means of encouraging the Council and public transport operators to work together in developing public transport.

Tasman District Council provides a subsidy to Nelson City Council of \$84,000 per annum for the operation of their contracted bus service between Nelson City and Richmond including the Late Late bus. The Council also subsidises the Nelson led Total Mobility scheme **starting at** \$82,000 per annum for those who have serious mobility constraints.

The objectives of public transport in Tasman are to reduce congestion between Nelson and Richmond, provide transport choice and meet the basic transport needs of the community, particularly those without access to private transport. These objectives link to two of the four key problems in the 2018 Regional Land Transport Plan:



Constraints on the transport network are leading to delays affecting freight, tourism, business and residential growth.



Roads and footpaths do not currently meet all the needs of our ageing population, walkers and cyclists thereby creating barriers to those wishing to utilise alternative modes of transport.

They also link to two of the four problem statements in the Transportation 2018 Activity Management Plan:



Population growth has increased traffic leading to increasing delays on arterial routes in Richmond and Motueka



An aging population is creating demand for diversification of transport types

This Plan has been prepared using the requirements from the Land Transport Management Act 2003 and replaces the previous Plan that was adopted in September 2015.

This Plan incorporates a greater level of collaboration between Nelson City Council and Tasman District Council regarding their shared services especially those that have cross-boundary interaction such as the bus service and Total Mobility. Over the next three years it is hoped that Tasman District Council can continue its good relationship with Nelson City Council and commission an expanded bus service in the Richmond area to meet the transport needs of this growing community.

The policies in this Plan align with the mid-term review of the Tasman's Regional Land Transport Plan 2015-2024 and Tasman's Long Term Plan 2018-2048.

Both these documents can be viewed online at <http://www.tasman.govt.nz/>.

13. **G2 Introduction**

Tasman District Council is required by the Land Transport Management Act 2003 (LTMA) to prepare a Regional Public Transport Plan (the Plan). The LTMA sets out the requirements for the Plan's content and the consultation process.

This Plan updates the 2015 Plan to ensure its currency and meets the requirements of the 2013 changes to the LTMA. The 2013 changes to the LTMA included the introduction of a new operating model for public transport in New Zealand, with regional public transport plans being the cornerstone of the new operating model.

Matters that must be addressed in the Plan include:

- how the Council will work with bus operators to ensure services meet the needs of passengers;
- how the bus services that the Council intends to provide will be arranged into units; and
- how bus fares will be reviewed and set.

The 'public transport' that is referred to in this Plan is the subsidised bus service that operates between Nelson City and Richmond, and the Total Mobility service that operates in Nelson City and Tasman District.

This Plan does not include long-distance bus services, Ministry of Education funded bus services, privately funded bus services or taxi services (other than those that relate to Total Mobility).

Public transport services currently available in the Tasman district include:

- The Late Late Bus – operated by SBL Group Ltd and administered by Nelson City Council;
- NBus – operated by SBL Group Ltd and administered by Nelson City Council;
- The SBL Group Ltd also run additional services within the Tasman region including Abel Tasman and Golden Bay;
- The Total Mobility scheme;
- Community run transport services eg, the Wrinklies bus in Golden Bay;
- Charter services e.g, Wadsworth Coachlines.

More detail on each of these schemes will be discussed later in the Plan.

The focus of this Plan is on services in the Tasman District. However, the Council would like to acknowledge the administrative role of Nelson City Council in these services and as the contract lead for NBus, The Late Late Bus and Total Mobility.

14. **G3 Purpose**

This Plan sets out the Council's intentions and policies regarding public transport in the Tasman District in the next three years. The Plan takes into account relevant national and local policies, and the public transport funding from the New Zealand Transport Agency (Transport Agency) likely to be available to the Council.

The LTMA states that the purpose of the Plan is to provide:

- A means of encouraging the Council and public transport operators to work together in developing public transport services and infrastructure; and
- An instrument in engaging with the public in the city 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; and
 - The policies and procedures that apply to those services; and
 - The information and infrastructure that support those services.

15. **G4 Objectives of the Public Transport Plan**

The basic objectives of the public transport network are to provide services which;

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

As part of their funding criteria, Tasman District Council wishes to extend the bus service in Richmond, so that the three objectives listed above are met more effectively within our main urban area.

These objectives link to two of the four key problems in the 2018 Regional Land Transport Plan:



Constraints on the transport network are leading to delays affecting freight, tourism, business and residential growth.



Roads and footpaths do not currently meet all the needs of our ageing population, walkers and cyclists thereby creating barriers to those wishing to utilise alternative modes of transport.

They also link to two of the four problem statements in the Transportation 2018 Activity Management Plan:



Population growth has increased traffic leading to increasing delays on arterial routes in Richmond and Motueka



An aging population is creating demand for diversification of transport types

16. **G5 Funding**

Tasman District Council contributes to both the bus service between Richmond and Nelson as well as Total Mobility. This funding receives a co-investment rate from the Transport Agency

through the Council's application to the National Land Transport Fund. Tasman District Council's funding to both activities is outlined in **Table G1**.

Project Name	Project Description	Project estimate over 6 years	Project Driver	Year 1 2018-2019	Year 2 2019-2020	Year 3 2020-2021
NBus Services	Funding contribution to Nelson City Council for the NBus services	\$504,000	100% O&M	\$84,000	\$84,000	\$84,000
	New Richmond Service – Shelters and signs	\$65,000	100% Capital	\$65,000		
	New Richmond Service	\$575,000	100% O&M		\$115,000	\$115,000
Total Mobility	Contribution to the service that is administered by Nelson City Council	\$493,446	100% O&M	\$82,000	\$82,000	\$82,000

Table G1 – Tasman District Council's funding with NZTA's co-investment funding (NBus service 51%; Total Mobility 60%) for public transport 2018-2021 (uninflated)

Super-Gold Card Scheme

This scheme allows card holders to travel free on scheduled off peak public transport services. Off peak services are defined as operating between the hours of 9.00am and 3.00pm and from 6.30pm to the end of service on weekdays and any time on the weekends and public holidays.

New Zealanders aged 65 years or over and those under this age who receive New Zealand Superannuation or the Veterans Pension are eligible to hold a Super-Gold card. The scheme is funded by central government and operated by agreement with the Nelson City Council and the operator SBL Group Ltd. Tasman District Council supports the scheme.

In June 2015, the Government introduced a funding cap which commenced on 1 July 2016. The bulk funding model will better manage the rising costs of the scheme but could potentially transfer cost to users or Council, however there are no changes to eligibility or entitlement to the scheme. Costs are rising because of the growing number of people aged 65 or over and the increased use of the scheme by Super-Gold cardholders.

New services eligible for entry into the scheme must be contracted to Nelson City Council and be identified in the Top of the South Regional Land Transport Plan. They are not to be an exempt service (exempt services operate without any subsidy from the National Land Transport Fund or local government).

Further information on the Super-Gold card scheme can be viewed at <https://www.supergold.govt.nz/>.

17. G6 New Public Transport Operating Model

The LTMA changes in 2013 altered the administration of public transport in New Zealand by introducing a new "public transport operating model" (known as PTOM). The PTOM is designed to encourage collaboration and partnering between the funders of public transport and the provider of the bus service in order to grow patronage with less reliance on subsidies.

The Nelson City Council's Regional Public Transport Plan addressed those new requirements and their plan can be viewed online at <http://www.ncc.govt.nz/>.

In summary, many of the new requirements will be introduced as and when the new contract is tendered. This is provisionally planned in 2021.

18. **G7 Public Transport Services provided by Nelson City Council and available in the Tasman District**

Service between Richmond and Nelson

Nelson City Council provides the bus service between Nelson city and Richmond by means of a subsidised contract, currently held by local bus operator SBL Group Ltd. The contract specifies which services are to be provided and includes details on routes, timetables and fare levels.

The current contract for this service runs until 2018 but contains provisions for an extension of a further four years should certain performance criteria be met.

The current service that operates into Tasman is on two routes between Richmond and Nelson City. One route runs via Bishopdale and Stoke; the other runs via Tahunanui and Stoke. Both run along Main Road Stoke and Salisbury Road into and out of Richmond. The first service commences at 6.45am with the last service at 7:00pm. A bus departs Richmond and Nelson every 15 minutes at peak times, and every 30 minutes at non-peak times. On Saturdays there are six services in each direction and on Sundays there are five.

The current routes, fare zones and timetables are shown in Attachments 1, 2 and 3 and can be found at <http://nelson.govt.nz/services/transport/nbus/routes-and-timetables/>.

The service between Nelson city and Richmond is provided by a fleet of modern buses which provide a fully wheelchair accessible service and have additional features such as bike racks.

Information about the service is readily available through a variety of formats, with shelter and timetable information provided at popular bus-stops.

Nelson City Council, as the administrator of the service and of the contract with SBL Group Ltd, closely monitors the service to ensure that the service between Nelson City and Richmond continues to meet the needs of the two communities. Minor adjustments will be made as necessary. These adjustments, in accordance with their significance policy, may be made without any formal or publicly notified amendment to their and this Plan. As a financial contributor to the contract, Tasman District Council would be able to comment on any adjustments to the Richmond service as this would directly affect their community.

The current bus service contract was let prior to the LTMA changes and the introduction of the new public transport operating model. This new operating model which was introduced by the 2013 amendment to the LTMA will have little impact on the current contract arrangements (as the current contract came into being in 2012) but future contracts will have to be consistent with the new operating model.

Buses for the Richmond to Nelson City route are required to have:

- Low floors;
- Easier access for wheelchairs;
- Bike racks;
- Electronic ticket systems;
- GPS locating to enable real time tracking (proposed to be introduced in 2018/19;
- Full training for drivers; and
- Branding as required by Nelson City Council.

Late Late Bus

The Late Late Bus service is subsidised and contracted by Nelson City Council and is operated by the SBL Group Ltd. Until 30 June 2015, Tasman District Council supported this service through a Community Development grant. It is now funded through the Transportation budget and is included in the funding for the service between Richmond and Nelson City. This allows Tasman District Council to claim co-investment from the Transport Agency.

The service currently runs between Nelson and Richmond on Friday and Saturday nights. The service operates hourly from 9:55pm and the last trip departs at 3.10am⁶. The purpose of the service is to provide a safer way of travel from late night entertainment in Nelson.

Total Mobility Scheme

Most of the buses in Nelson are user friendly and wheelchair accessible. However, some users because of their disability are either unable to use the buses or can only use them at certain times of the day.

Tasman District Council provides financial support (along with Nelson City Council and the Transport Agency) for the Total Mobility Scheme which operates in the Nelson-Tasman region. Nelson City Council administers the scheme on behalf of Tasman District Council and the Transport Agency. They distribute vouchers for use on the taxis and make payments to the taxi companies as part of this role.

The scheme provides transport assistance for people with serious mobility constraints through the provision of discounted taxi fares of up to a maximum subsidy of \$10 per one-way trip. Total Mobility operates in Nelson, Richmond and Motueka. Approximately 1,400 people currently use the service and on average 32,500 trips are made annually.

The annual subsidy cost from 1 July 2018 can be seen in **Table G1**.

The scheme also provides taxi-vans capable of carrying people in wheelchairs and provides an extra \$10 subsidy per trip for the use of taxi-vans in recognition of the costs and time involved in carrying passengers using a wheelchair. The scheme provides assistance for the purchase and installation of new or replacement wheelchair hoists or ramps in vehicles used for the provision of Total Mobility services. The usual co-investment rate is 60% of the approved organisation's cost with the operator paying the balance (in this case Nelson City Council and Tasman District Council).

Total Mobility is a nationwide scheme and therefore certain rules are in place to ensure consistency in how the scheme operates between the regions where it occurs. We will continue to comply with these rules and ensure that Nelson-Tasman members are able to use the scheme elsewhere in New Zealand.

Further information on Total Mobility can be viewed at:

<http://nelson.govt.nz/services/transport/roads/total-mobility-passenger-transport/>
<http://www.tasman.govt.nz/transport/walking-mobility/total-mobility/>

Promotion and advertising

The promotion of transport choice options such as the NBus service and Total Mobility is critical to ensuring that the communities are aware of their availability and ensuring the long term financial stability of the services.

Tasman District Council advertises the NBus, Late Late Bus and Total Mobility on their website. It also provides comprehensive route and timetable information through various channels as well as the Council's website. Nelson City Council also advertises the available public transport services through community newsletters and radio advertising.

⁶ <http://nelson.govt.nz/assets/Services/Downloads/Late-Late-Bus-Brochure-for-web-Mar-14.pdf>

19. **G8 Community Transport Services**

There are a number of community-provided transport services in the Tasman District and for the purposes of this plan they are 'exempt services'. These services provide for a range of health, recreation and social needs. Current services include the Wrinklies Express in Golden Bay, St John health shuttle and a number of shuttle services run by community groups and rest homes. Community groups are able to apply to Tasman District Council for community grants on an annual basis.

Inter-regional and inter-community services

These include:

Abel Tasman Coachlines

This service is operated by SBL Group Ltd. The bus service is aimed at tourists travelling to and from several Golden Bay destinations such as the Heaphy Track and the Abel Tasman National Park. The service runs from Nelson and stops at both Richmond and Motueka.

Further information can be viewed at <http://www.abeltasmantravel.co.nz/>.

Intercity Coachlines

This service operates on a daily basis to both Marlborough and the West Coast. At these destinations there are connections to all parts of the South Island and the North Island via the ferry services at Picton. The route to the West Coast travels through the Tasman District.

Further information can be viewed at <http://www.intercity.co.nz/>

School Bus Services

The Ministry of education currently contracts the school bus services throughout the Nelson and Tasman region. For further information on school bus services go to www.schoolsupport.co.nz/school-transport.

20. **G9 Future Improvements**

Nelson City Council has included a number of future improvements in their Public Transport Plan. Tasman District Council is supportive of their proposed improvements in particular to the administration and management of the Total Mobility scheme.

Funding for any improvements will be sought from the Transport Agency. Any proposals for new services will have to be justified using the Transport Agency's Business Case approach. The business case is required to assess the costs and benefits of the proposed new service and how it fits in the Transport Agency's funding criteria. Additional funding cannot be guaranteed.

Tasman District Council proposes either extending the NBus route through Richmond or a separate Richmond service starting from 2019/20. Richmond is growing both demographically and economically and there are associated benefits in extending the route to cover the Richmond South and Richmond West areas where the main residential growth is expected.

The potential to have some park and ride facility linking to the bus service in the future needs to be noted.

Tasman District Council is proposing to work with Nelson City Council to undertake further investigation into service that benefit both regions particularly in reducing traffic on the Richmond to Nelson City corridor in the AM and PM peak periods.

21. **G10 Units**

The LTMA requires every public transport network in New Zealand to be divided into "units". Each unit must then have a separate contract. Contract arrangements are provided in the

Plan. Contracts are able to continue until they end and the new LTMA model is then included in future contracts.

Nelson City Council manages the contract for public transport services with the SBL Group Ltd including the service to Richmond. They have made the decision that because of the nature and relatively small size of the Nelson bus service including the route to Richmond, that there should be a single bus contract for the entire network of services. Future contracts may split the Nelson City to Richmond route into a separate “unit” contract but at present, it is considered that the single contract is the best arrangement for the region. This approach has been adopted in most similar sized cities to Nelson in New Zealand.

The current bus service contract expires in 2018, but contains provisions for an extension until 2022. Minor changes to the contract are permitted without the need for re-tendering. The next tender is therefore not expected until 2021. The new contract is likely to commence at the end of January 2022.

22. **G11 Value for Money**

Central to the purpose and intent of the LTMA is the concept of “value for money” and this extends to the provision of bus services. Value for money can be measured in many ways. An important measure (set by the Transport Agency) is the contribution made by passengers towards the cost of providing a service. The passenger contribution is known as the fare-box recovery level. This is measured as the ratio of passenger fares to the costs of providing the service.

The Transport Agency has a goal of an aggregated national fare-box recovery rate of no less than 50% by 30 June 2018. The current average national rate is approximately 46%.

Nelson City Council has historically had a high fare-box recovery, with a current level of 52% in the 2016/17 financial year. More specifically, the Richmond–Nelson route had a fare recovery of 68% in 2016 down from 91% in 2013) after additional weekend services were provided. This indicates that the existing Nelson services and specifically the Richmond routes provide good value for money and confidence for additional or extended services into Richmond.

23. **G12 Working with Contractors**

A LTMA objective is for councils to develop a close partnership with their contracted bus operators. It is considered that Nelson City Council has a good working relationship with the SBL Group Ltd. Tasman District Council keeps lines of communication open with the SBL Group Ltd and aims to assist the bus service providers as much as possible in collaboration with Nelson City Council.

For new contracts, Nelson City Council (as they are the Principal to the Contract) will prepare a business plan in conjunction with the contractor, which will outline actions and proposed improvements. This business plan will be reviewed annually. This approach will be outlined in the Public Transport Procurement Strategy and in future contracts. Any future contracts will include a “financial incentive mechanism”. This will provide the contractor with annual payment should certain targets be met. These targets will be based on patronage levels and should involve a payment to the contractor for each passenger carried over and above a target figure. The financial incentive is still to be developed and will be contained in the Public Transport Procurement Strategy prior to tendering future contracts. The process will also follow the Transport Agency’s Procurement Manual. Tasman District Council’s Procurement Strategy is closely aligned with this manual.

24. **G13 Fares**

The LTMA requires the Public Transport Plan to set out policies on passenger fares. The Nelson City Council has done this for the bus service route between Richmond and Nelson City. The current fares and fare setting processes are set out in the current bus contract. The contract allows Nelson City Council to set the maximum fares for the bus service, to review fares annually and to change fares where considered appropriate.

Nelson City Council has recently reviewed fares and is considering changing the fare structure from four zones to three. This will simplify the structure and have the effect of reducing most fares.

The Transport Agency requires that fare levels are reviewed annually. Nelson City Council is compliant with this request and will review the fare structure every six years. The review will also include Total Mobility fares and rules that apply to Total Mobility fares.

Tasman District Council wishes to be included in the fares review for the route between Richmond and Nelson.

For the bus service between Richmond and Nelson City, the fare system includes:

- electronic ticketing (recording all trips and issuing tickets);
- child fares;
- discounted fares for tertiary students and Community Service card holders;
- free off-peak travel for those who hold a Super-Gold card;
- multi-trip tickets available at a discounted rate;

For further details on the fare system, refer to the Nelson Regional Public Transport Plan.

25. **G14 Integration with other Transport Modes**

Public transport services in Nelson and Richmond are part of an integrated network of transport services. This recognises that all journeys usually involve other modes of transport (especially in urban areas) as well as the bus trip. Most bus journeys include a walking component and increasingly a cycling component. The needs of bus passengers who use wheelchairs must also be considered.

Therefore Nelson City Council has a policy that buses should have bike racks; bus-stops should be conveniently located and easily accessible; and car parking facilities should be near to some stops (in Richmond the main bus-stop will be located centrally in Queen Street when the current Queen Street Infrastructure Upgrade work is completed) to encourage bus users to use a bus for the last leg of their journey.

26. **G15 Infrastructure**

Tasman District Council aims to have bus stops that are accessible, safe and attractive. We will:

- Manage the provision of bus stops on the basis that they are provided at locations where there is an identifiable passenger demand and associated infrastructure;
- Ensure supporting pedestrian and cycle facilities such as footpaths, pedestrian crossing points/refuges and cycle parking are provided where appropriate to enable walking and cycling access to and from bus stops; and

- Ensure that the bus infrastructure is maintained.

27. **G16 Monitoring**

The bus service is monitored in line with the Transport Agency's requirements. Nelson City Council collects the monitoring data required and reports to the Transport Agency on an annual basis. Tasman District Council receives a copy of this report.

28. **G16 Significant Policy**

A significant 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 RTP. The level of significance determines the consultation regarding the proposed variation that must be undertaken.

Application

This RTP 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, the 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 RTP will be determined by the 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 RTP, 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 RTP
- 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 the 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.

29. G17 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;
- have been prepared in accordance with New Zealand 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; and
- The planning and procurement of public transport services should be transparent.
- take into account:
 - any national energy efficiency and conservation strategy
 - any relevant district plans
 - 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, and
 - the views of public transport operators.

Tasman District Council has complied (as have Nelson City Council) with all these requirements when preparing this plan.

Assistance of the transport disadvantaged

The Plan is required to describe how it will assist the transport disadvantaged. The LTMA describes transport disadvantaged as those people who the Council has reasonable grounds to believe are the least able to travel to basic community activities and services eg, work, education, health care, welfare and shopping.

This Plan assists the transport disadvantaged through supporting the Nelson City Council's public transport policy and the Total Mobility scheme.

Fare-box Recovery policy

The Transport Agency requires the Council to include in their regional public transport plans a Fare-box Recovery policy.

Nelson City Council has developed a policy which states that 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 this premise.

Tasman District Council is supportive of Nelson City Council's policy on fare-box recovery.

Monitoring and Review

This Plan must be kept current for not less than three years, and not more than ten years. It must be reviewed and updated if necessary, following the release of a Government Policy Statement on Land Transport Funding, a Regional Land Transport Plan or a Council Long Term Plan.

Therefore, the next review of this Plan will take place following the adoption of the Tasman Regional Land Transport Plan and Tasman District Council Long Term Plan in 2021.

30. **Appendices**

31. **Appendix 1 - 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 \$4.3 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. The Transport Agency 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 regional transport committee, 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 the Transport Agency 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 regional transport committee.

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.

32. Appendix 2 - 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 regional transport committee in its RLTP as required by section 16(3)(d) of the Act.

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

- i) at the request of an approved organisation or the Transport Agency, or
- ii) on the regional transport committee'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 regional transport committee 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, varies by less than \$5 million from its cost as shown in the current RLTP **and** 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.

33. **Appendix 3 – Monitoring and Performance Measures**

To monitor progress of the implementation of this RLTP, there is a need to have specific measurable indicators and targets. The indicators and targets specified in Table 8 below apply to the Regional Objectives. The Tasman District Council objectives are detailed in table 9 below. Some of the individual indicators and targets will benefit multiple RLTP objectives.

These targets will form the monitoring basis of the RLTP and will be reported annually to the Tasman Regional Transport Committee.

34. **Table 8 - Regional Monitoring Indicators and Targets**

Regional Objectives	Indicator	Target
1) A 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	Travel time variability and travel time between SH6/60 Intersection and Port Nelson during the Peak Hour Travel time variability between Picton and the Marlborough/Kaikoura boundary between 8am and 5pm	Downward trend from 2015 baseline for travel time and travel time variability.
2) Supporting economic growth through providing better access across the Top of the South's key journey routes	Vehicle Occupancy on urban arterial routes: SH6 Rocks Road – Nelson Waimea Road Nelson Salisbury Road Tasman SH6 Gladstone Road Tasman Sinclair Street SH1 - Marlborough	Increasing trend
	HPMV Routes	Increasing HPMV route availability over time
3) Communities have access to a resilient transport system.	Reduction in the number of hours that sections of the key journey routes ⁷ are closed due to unplanned disruptions	Downward trend from 2015 baseline
4) Communities have access to a safe transport system	Fatal and Serious Crashes	Reduction in the average annual number of fatal and serious injury crashes in the 6 year period 2015-2021 compared with the previous 6 year average 2009-2014.

⁷ SH1 Picton to Kaikoura, SH6/SH62 Blenheim to Nelson, SH6 Nelson to Richmond, SH6 Richmond to Murchison, SH6/SH60 Richmond to Golden Bay via Motueka and the Abel Tasman.

Regional Objectives	Indicator	Target
5) Communities have access to a range of travel choices to meet their social, economic health and cultural needs	<p>Trips undertaken by walking, cycling and public transport. Screen line counts for walking and cycling at:</p> <ul style="list-style-type: none"> Nelson at SH6 Rocks Road, Bishopdale Hill and Railway Reserve Richmond at Salisbury Road Blenheim <p>Total annual Bus Patronage for NBus service in Nelson and Richmond and the Bayleys Bus in Blenheim</p>	Increasing trend in number of trips by walking, cycling and public transport

35. **Table 9 – Tasman Monitoring Indicators and Targets**

“Connecting Tasman” (Tasman District Council’s Regional Land Transport Strategy) was completed in 2010. It provided an overview of the issues and investment priorities for the following thirty years. The change in the LTMA sees this overview document being reviewed and included in the 2015 RLTP and this 2018 Mid-Term Review. In general, the issues, indicators and targets remain similar to the material included in “Connecting Tasman”.

Accordingly, the fundamental principles included in “Connecting Tasman” have assisted in formulating this RLTP. “Connecting Tasman” provides the direction for the Top of the South to meet the economic, resilience and safety aspirations through the provisions of appropriate transport investment signals and targets. Therefore, the indicators and targets used in “Connecting Tasman” are relevant to the 2015 - 2024 RLTP.

To monitor progress of the GPS objectives and policies within this RLTP, there is a need to have specific measurable indicators and targets. The Tasman District Council’s Objectives are in Table 9 below. Some of the individual indicators and targets will benefit multiple RLTP objectives.

These targets will form the monitoring basis of the RLTP and will be reported regularly to the Tasman Regional Transport Committee.

Tasman Policy	Policy Principle and Indicator	Target
Roads and Traffic Policy 1	To reduce the number and severity of road crashes	<p>An overall downward trend in the total serious and fatal crashes as measured from 2009.</p> <p>A downward trend in the total number of reported loss of control crashes as measured from 2009.</p> <p>A downward trend in the number of reported overseas driver’s crashes as measured from since 2009.</p> <p>A downward trend in the number of reported motorcycle crashes from since 2009.</p>
Roads and Traffic Policy 2	<p>Support activities which improve population health and ensure monitoring of environment impacts</p> <p>Census travel to work data</p>	<p>The share of week day journey to work trips by walking and cycling increases from 2006 baseline</p> <p>The share of week day journey to work trips by public transport increase from 2018 baseline</p>

Tasman Policy	Policy Principle and Indicator	Target
	Bus Patronage	
Roads and Traffic Policy 3	Ensure the integrated, efficient, timely and safe maintenance and enhancement of the road network	<p>The Council maintains the Condition Index (CI) for local sealed roads within:</p> <p>1.7 to 2.1 2018/19 1.7 to 2.1 2019/20 1.7 to 2.2 2020/21 1.8 to 2.5 2028/29</p> <p>CI is a measure of visual defects identified during Condition Rating inspections completed biennially and the lower the CI score the better the condition. The Council maintains the Pavement Integrity Index (PII) for local sealed roads within the range 3.0 to 4.0.</p> <p>PII combines surface faults (CI) with structural defects rutting, roughness and shoving. The lower the PII, the better the condition.</p> <p>Consultation and coordination occurs with the heavy haulage industry including forestry operators to ensure road maintenance and operations work is programmed around forestry harvest plans and other key freight activities.</p>
Roads and Traffic Policy 4	<p>Ensure the integrated, efficient and safe provisions for freight activity</p> <p>Travel time variability</p> <p>Network availability to 50max HPMV vehicles</p>	<p>No deterioration in travel time variability on:</p> <ul style="list-style-type: none"> SH6/60 3 Brothers Corner to SH6 Nelson Boundary Salisbury Road Queen Street to Champion Road <p>Increasing network availability to 50Max HPMV Vehicles</p>
Walking Policy	Promote and support the convenience and safety of walking	<p>Increasing pedestrian counts at Salisbury Road screen line</p> <p>Flat pedestrian crash rate district wide</p>
Cycling Policy	Promote and support the convenience and safety of cycling	<p>Increasing cycle count at Salisbury Road screen line</p> <p>Flat cycle crash rate district wide</p>

36. **Appendix 4 – Assessment and prioritisation**

Projects requiring prioritisation

Regional Transport Committees are required to prioritise activities or combinations of activities that approved organisations submit in their respective land transport programmes (the exception being road maintenance, road renewals, low-cost low-risk capital works and existing passenger transport services). This section sets out the assessment and prioritisation process for the 2018-2021 financial years for the following activities:

- All state highway activities
- Local road improvements
- New public transport service operations

Assessment and prioritisation process

The Transport Agency allocates government funding in accordance with its Investment Assessment Framework (IAF). The activities identified in Tables 4 and 6 of this programme have been prioritised using this framework.

The Regional Transport Committee has used the Transport Agency's Investment Assessment Framework to determine and prioritise their activities. The IAF uses a holistic process based on the Business Case Approach. Activities and programmes are developed using business case principles before assessment with the IAF and prioritisation using two factors (results alignment and cost-benefit appraisal) to determine how well they meet the government's investment strategy defined in the GPS and their priority for funding.

Prioritising activities within the NLTP

The Results Alignment and Cost-benefit Appraisal are brought together to form an assessment profile, which is used to prioritise activities in the National Land Transport Programme (NLTP).

The business case must be sufficiently developed and pass the business case assessment before any IAF assessment and prioritisation. The Transport Agency, in the development of the NLTP and in its investment decisions, will review the assessments made and prioritise activities within each activity class using their assessment profiles. Additional factors identified may be taken into consideration.

Only programmes and activities assessed with at least a Low Results Alignment will progress to prioritisation.

Programmes and activities assessed without any Results Alignment remain at the strategic case stage.

Assessment factors and rating

An activity or programme has assessment ratings for Results Alignment and Cost-benefit Appraisal as shown below:



A rating greater than Low for Results Alignment or a rating above 1 (Low) for Cost-Benefit Appraisal does not guarantee funding. The combined ratings for Results Alignment and Cost-Benefit Appraisal are required to get an overall ranking.

While a Cost-Benefit Appraisal rating of 1 (Low) will be taken into account in the ranking, the Transport Agency also looks at other factors in the proposal, such as relevance to government strategy through Results Alignment. It may also consider a proposal with a Cost-Benefit

Appraisal below 1 only as an exception, where evidence demonstrates a wider value proposition against GPS results.

Priority order of improvement profiles

The following table shows the priority ranking of assessment profiles for improvements to local roads, state highways, public transport improvements, and walking and cycling projects.

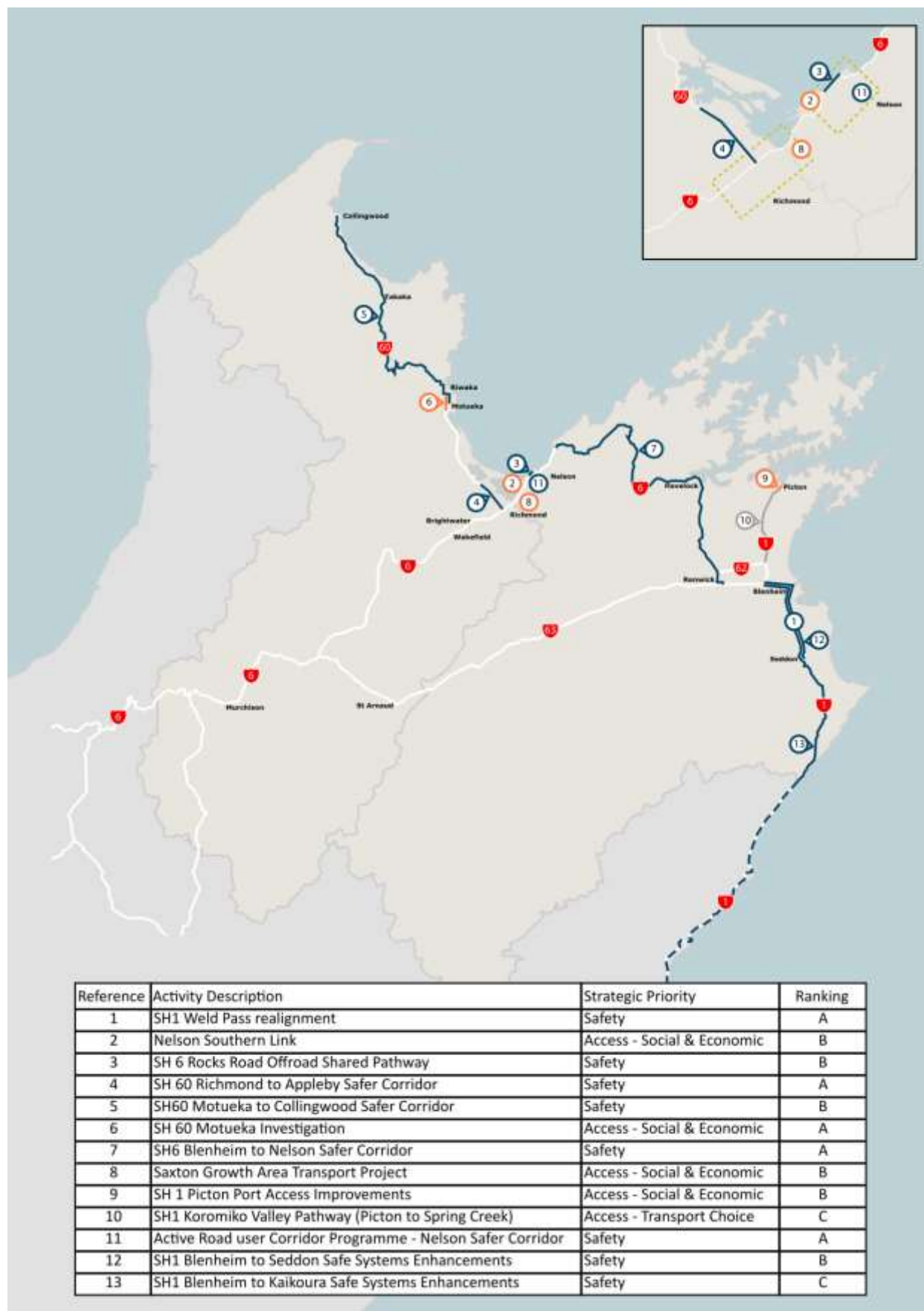
Ranking for Improvements

The two assessment factors of Results Alignment and Cost-Benefit Appraisal are brought together to form an assessment profile that determines a proposal's priority where the ranking is based on:

- Meeting the desired results of the investment strategy (Results Alignment)
- Achieving the desired results in the most efficient way (Cost-Benefit Appraisal).

RESULTS ALIGNMENT	COST- BENEFIT APPRAISAL	PRIORITY ORDER
Very high	L/M/H/VH	1
L/M/H	Very high (BCR 10+)	2
High	High (BCR 5-9.9)	3
High	Medium (BCR 3-4.9)	4
Medium	High (BCR 5-9.9)	4
High	Low (BCR 1-2.9)	5
Medium	Medium (BCR 3-4.9)	5
Medium	Low (BCR 1-2.9)	6
Low	High (BCR 5-9.9)	7
Low	Medium (BCR 3-4.9)	8
Low	Low (BCR 1-2.9)	Exclude

37. Appendix 5 – Significant Projects Description



Map 2. Top of the South Significant Activity locations.

Activity Name	State Highway 1 Weld Pass realignment
Activity Description	State Highway 1 is classified as a national state highway. SH1 Weld Pass is approximately 10km south of Blenheim and extends a distance of approximately 4.5km. The average annual daily traffic (AADT) is 4,000, with Heavy Commercial Vehicles (HCVs) making up 17%. Weld Pass was highlighted in the SH1 Picton to Christchurch Strategic Case for further investigation.
Key Problems Issues	<ul style="list-style-type: none"> The alignment contributes to higher speeds for vehicles entering tight bends leading to an increased likelihood of high severity crashes. The steep slopes and narrow alignment mean if a crash occurs there is a high probability the vehicle will leave the road. The narrow nature of the road gives heavy vehicles little room for manoeuvre on the carriageway increasing maintenance costs.
Activity Objectives	<ul style="list-style-type: none"> Reduce the probability of death and serious injury (DSI) crashes by 35-65% (5-9 DSI) over 10 years; and Improve 4.1km of the 4.5km project length to a 3.5 star KiwiRAP rating or above. The following benefits have been identified; <ul style="list-style-type: none"> Improved road user safety; Improved network performance; and Improved cost of maintenance.
Activity link to Primary Regional Objective	4) Communities have access to a safe transport system
Activity status	The Detailed Business Case is expected to be completed June 2018. The next phases, pre-implementation (design) and implementation (construction), are subject to the 2018-21 NLTP.
Links to detailed information	https://www.nzta.govt.nz/projects/sh1-weld-pass/



Activity Name	Nelson Southern Link Investigation & SH6 Rocks Road shared pathway
Activity Description	State Highway 6 is classified as a regional state highway. There are approximately 45,000 vehicles a day across the two main north/south routes (SH6 Rocks Road and Waimea Road). On SH6 Rocks Road the proportion of HCV's is 6% which equates to approximately 1,300 HCV's per day.
Key Problems Issues	<ul style="list-style-type: none"> • The form and function of Nelson's two arterial corridors results in congestion and delays. • Substandard infrastructure on Rocks Road, which is part of the Coastal Path, is constraining the growth in walking and cycling activities.
Activity Objectives	<ul style="list-style-type: none"> • Travel times on the two arterials no worse than 2015 for the life of the programme (40 years). • Peak hour volume to available capacity ratio of no more than 0.8 on the two arterials. • Zero walking and cycling crashes on the two arterials; and continuous decline in walking and cycling deaths and serious injuries on the two arterials for the life of the programme. • Five years after implementing a Rocks Road option, double walking and cycling numbers per day from the 2015 baseline, plus a growth rate is greater than elsewhere in Nelson.
Activity link to Regional Objective	<ol style="list-style-type: none"> 1) A 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 2) Supporting economic growth through providing better access across the Top of the South's key journey routes 3) Communities have access to a resilient transport system 4) Communities have access to a safe transport system 5) Communities have access to a range of travel choices to meet their social, economic health and cultural needs
Activity status	<p>The Programme Business Case was released in September 2017. The next phase, the Detailed Business Case (DBC) will consider further the timing for a new route which depends on many factors such as the scale of the efforts to optimise the network, the speed of regional growth and new technologies. During the DBC we will clarify:</p> <ul style="list-style-type: none"> • The effectiveness of the various network optimisation options, which will guide when a new route will be needed. • Options for a new arterial route including any environmental effects that will inform decisions regarding alignment and classification. • Route protection options such as land purchase, regulatory controls, planning activities by Nelson City Council and possible designation of a new route. • Options for improvements on Rocks Road, dependent on the final location of the state highway. • An assessment of the wider economic benefits of the preferred new route option.
Links to detailed information	http://www.nzta.govt.nz/projects/nelson-southern-link



Activity Name	State Highway 60 Motueka Investigation
Activity Description	State Highway 60 is classified as a regional state highway. SH60 passes through Motueka town centre. A mixture of residential and commercial development occurs along SH60 through the town. High Street carries 13,000 AADT. There is considerable seasonal variation in traffic, with around 16,000 vehicles per day in summer, and 12,000 in winter. The SH60 Motueka Strategic Case highlighted the potential for short to medium term improvements to the pedestrian crossings and a number of intersections and supported further investigation.
Key Problems Issues	<ul style="list-style-type: none"> • Traffic growth and competing interests result in delays and through traffic using suburban roads. • Pedestrian movements across the road are creating confusion, congestion and safety issues. • High traffic volumes and poor intersection layouts are encouraging drivers to take risks.
Activity Objectives	<ul style="list-style-type: none"> • maintain the current level of service (LoS) for through traffic on High Street (SH60) until at least 2024; • improve the current LoS on side roads at key High Street (SH60) intersections until at least 2024; • improve the safety of pedestrians on High Street (SH60) by reducing the number of pedestrian injury crashes; • improve road safety on High Street (SH60) by reducing the number of vehicular injury crashes. <p>The following benefits have been identified;</p> <ul style="list-style-type: none"> • Improved journey time reliability; • Improved pedestrian safety, and • Improved road user safety.
Activity link to Regional Objective	<ol style="list-style-type: none"> 1) A 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 2) Communities have access to a resilient transport system 4) Communities have access to a safe transport system
Activity status	The detailed business case is underway and expected to be released in early 2018. The next phases, pre-implementation (design) and implementation (construction), are subject to the 2018-21 NLTP.
Links to detailed information	http://www.nzta.govt.nz/projects/sh60-motueka-investigation/



Activity Name	SH6 Blenheim to Nelson Improvements
Activity Description	State Highway 6, the Blenheim to Nelson corridor is approximately 110km long and is classified as a regional state highway. The corridor forms the primary link between Blenheim and Nelson, as well as Picton and Nelson. The corridor provides a key linkage between the freight and passenger vehicle ferry terminal at Picton and the Nelson, Motueka and Golden Bay areas. Traffic volumes range from 3,000 AADT to 11,000 approaching Nelson and 7,000 approaching Blenheim.
Key Problems Issues	<ul style="list-style-type: none"> The high variation (alignment / topography) of the state highway from Rai Valley to Nelson results in predominantly run off road type crashes with a likelihood of high severity of injury. The higher speed environment from Blenheim to Rai Valley coupled with higher traffic volumes, urban environments, tourist activities and intersections results in a high number of crashes of varying types. The possibility of a low probability high impact event affecting SH6 risks impacting and isolating some communities for long periods.
Activity Objectives	<p>The following benefits have been identified;</p> <ul style="list-style-type: none"> Improved safety along the SH6 Blenheim to Nelson corridor. Maintaining a high level of accessibility to communities connected to the SH6 Blenheim to Nelson corridor in a low probability high impact event.
Activity link to Regional Objective	<p>3) Communities have access to a resilient transport system</p> <p>4) Communities have access to a safe transport system</p>
Activity status	A detailed business case is underway and expected to be released mid- 2018. The next phases are subject to the 2018-21 NLTP.
Links to detailed information	http://www.nzta.govt.nz/projects/sh6-blenheim-to-nelson/



Activity Name	State Highway 60 Richmond to Appleby Safer Corridor
Activity Description	State Highway 60 is classified as a regional state highway route to Motueka. It has a critical freight and tourism task; it services horticultural, viticultural, pastoral farming, and forestry exports while providing tourist access to Golden Bay and the Abel Tasman and Kahurangi National Parks. With development in Motueka, Mapua and Coastal Tasman traffic volumes have increased especially in the AM and PM peak and are in the order of 11,000 AADT. There have been a number of death and serious injuries accidents in recent years that have resulted for the additional traffic.
Key Problems Issues	<ul style="list-style-type: none"> Inconsistent road environments are not capable of meeting current and future user requirements, compromising safety and effectiveness.
Activity Objectives	<p>The following benefits have been identified:</p> <ul style="list-style-type: none"> Improved road user safety, Dependable freight supply chain, Improved community safety and well-being.
Activity link to Regional Objective	<p>3) Communities have access to a resilient transport system</p> <p>4) Communities have access to a safe transport system</p>
Activity status	The strategic business case was underway and was expected to be released in early 2018. This is now being re-scoped given the changes in the IAF.
Links to detailed information	http://www.nzta.govt.nz/projects/tasman-transport-investigations



Activity Name	State Highway 60 Motueka to Collingwood Safer Corridor
Activity Description	State Highway 60 is classified as a primary collector route North of Motueka. It has a critical freight and tourism task; it services horticultural, viticultural, pastoral farming, and forestry exports while providing tourist access to Golden Bay and the Abel Tasman and Kahurangi National Parks. Traffic volumes are 1,300 AADT on the Takaka Hill. Recent storm events have closed this route for 4 weeks cutting off the only road access for Golden Bay communities.
Key Problems Issues	<ul style="list-style-type: none"> Inconsistent road environments are not capable of meeting current and future user requirements, compromising safety and effectiveness. A low-risk, high impact event affecting Takaka Hill and SH60 bridges may cause community isolation and significant economic loss. Future traffic and road user growth will exacerbate Motueka's town centre as a traffic chokepoint.
Activity Objectives	<p>The following benefits have been identified;</p> <ul style="list-style-type: none"> Improved road user safety, Dependable freight supply chain, Improved community safety and well-being.
Activity link to Regional Objective	<p>3) Communities have access to a resilient transport system</p> <p>4) Communities have access to a safe transport system</p>
Activity status	The strategic business case was underway and was expected to be released in early 2018. This is now being re-scoped given the changes in the IAF.
Links to detailed information	http://www.nzta.govt.nz/projects/tasman-transport-investigations



Activity Name	Saxton Growth Area Transport Project—Hill Street Extension—New Road between Hill Street South and Suffolk Road adjacent to Saxton Field
Activity Description	Traffic volumes in Stoke and Richmond have increased as a result of new residential and commercial developments. This is causing increased congestion, especially at peak times at the three roundabouts on Salisbury Road, Champion Road, Main Road Stoke and SH6. Land has been rezoned for housing and a Housing Accord signed with the Government to address concerns about housing supply. Allowing Special Housing Areas to be developed is a priority for Nelson City Council and the Government and the Saxton area is a location of focus that will enable Nelson City to meet its responsibilities under the National Policy Statement on Urban Development Capacity.
Key Problems Issues	Limited network connectivity and increasing travel demand is restricting development of new housing and causing unreliable peak hour journeys in and around the Stoke area.
Activity Objectives	The following benefits have been identified; <ul style="list-style-type: none"> • Efficient use of the network hierarchy, • Enable residential development.
Activity link to Regional Objective	<ol style="list-style-type: none"> 1) A 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 3) Communities have access to a resilient transport system 5) Communities have access to a range of travel choices to meet their social, economic health and cultural needs
Activity status	The Hill Street Extension is underway with the Programme Business Case for the wider Stoke area completed in 2017 and the Detailed Business Case for the Hill Street Extension initiated in 2017/18. The next phases are subject to the findings of the Detailed Business Case, Richmond NOF and the 2018-21 NLTP.
Links to detailed information	N/A



Activity Name	SH1 Picton Port Access Improvements
Activity Description	The SH1 Picton to Christchurch programme business case identified the potential for improvements to the state highway access to the Picton port.
Key Problems Issues	Address conflicts in urban centres and towns through intersection improvements, crossing improvements, traffic and parking management.
Activity Objectives	The following benefit has been identified; <ul style="list-style-type: none"> Improved access and amenity for communities and tourists
Activity link to Regional Objective	<ol style="list-style-type: none"> 1) A 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 2) Supporting economic growth through providing better access across the Top of the South's key journey routes 4) Communities have access to a safe transport system
Activity status	The next phase, a detailed business case, is subject to the 2018-21 NLTP.
Links to detailed information	http://www.nzta.govt.nz/projects/sh1-picton-to-christchurch/



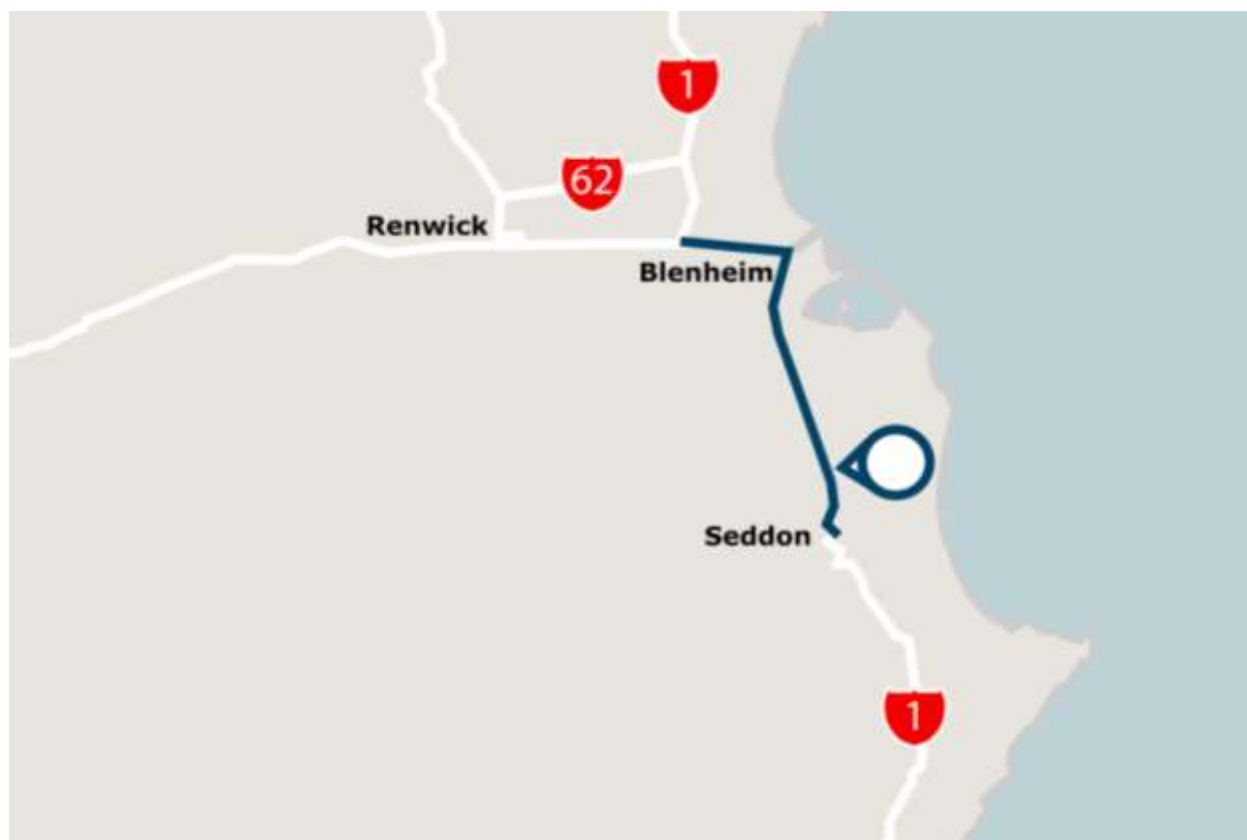
Activity Name	SH1 Koromiko Valley pathway (Picton to Spring Creek)
Activity Description	The proposed 30km off road pathway is to be cycle and walking friendly. It will have an appropriate gradient and sufficient points of interest to promote recreational and tourist cycling within Picton and Blenheim and the small communities along the way.
Key Problems Issues	<ul style="list-style-type: none"> Safeguard pedestrians and cyclists by separating them from the high speed traffic along State Highway 1.
Activity Objectives	<p>The following benefits have been identified;</p> <ul style="list-style-type: none"> Encourage more people to cycle and walk; many of whom lack the skills and confidence to cycle on busy SH1, Provide an easier gradient off-road alternative for the whole community and visitors to cycle and walk parts, or all, of the route between Picton and Blenheim, Promote cycle tourism businesses such as one-way cycle hire, guides, cycle servicing, accommodation and food provisioning along the route.
Activity link to Regional Objective	<p>3) Communities have access to a safe transport system</p> <p>5) Communities have access to a range of travel choices to meet their social, economic health and cultural needs</p>
Activity status	An investigation hasn't yet commenced. Commencement is subject to the 2018-21 NLTP.
Links to detailed information	N/A



Activity Name	SH6 Nelson to Richmond Safe Systems Enhancements
Activity Description	This project seeks to deliver Safer Corridor treatments to reduce pedestrian and cyclist road trauma managed to within Safe System (Harm minimisation) limits. This project is within the High Risk Active Road User programme which aims to target corridors with a high proportion of crashes involving pedestrians and cyclists. This corridor is also a high-risk motorcycle route.
Key Problems Issues	Safeguard pedestrians and cyclists providing improved facilities
Activity Objectives	N/A
Activity link to Regional Objective	4) Communities have access to a safe transport system 5) Communities have access to a range of travel choices to meet their social, economic health and cultural needs
Activity status	An investigation hasn't yet commenced. Commencement is subject to the 2018-21 NLTP.
Links to detailed information	N/A



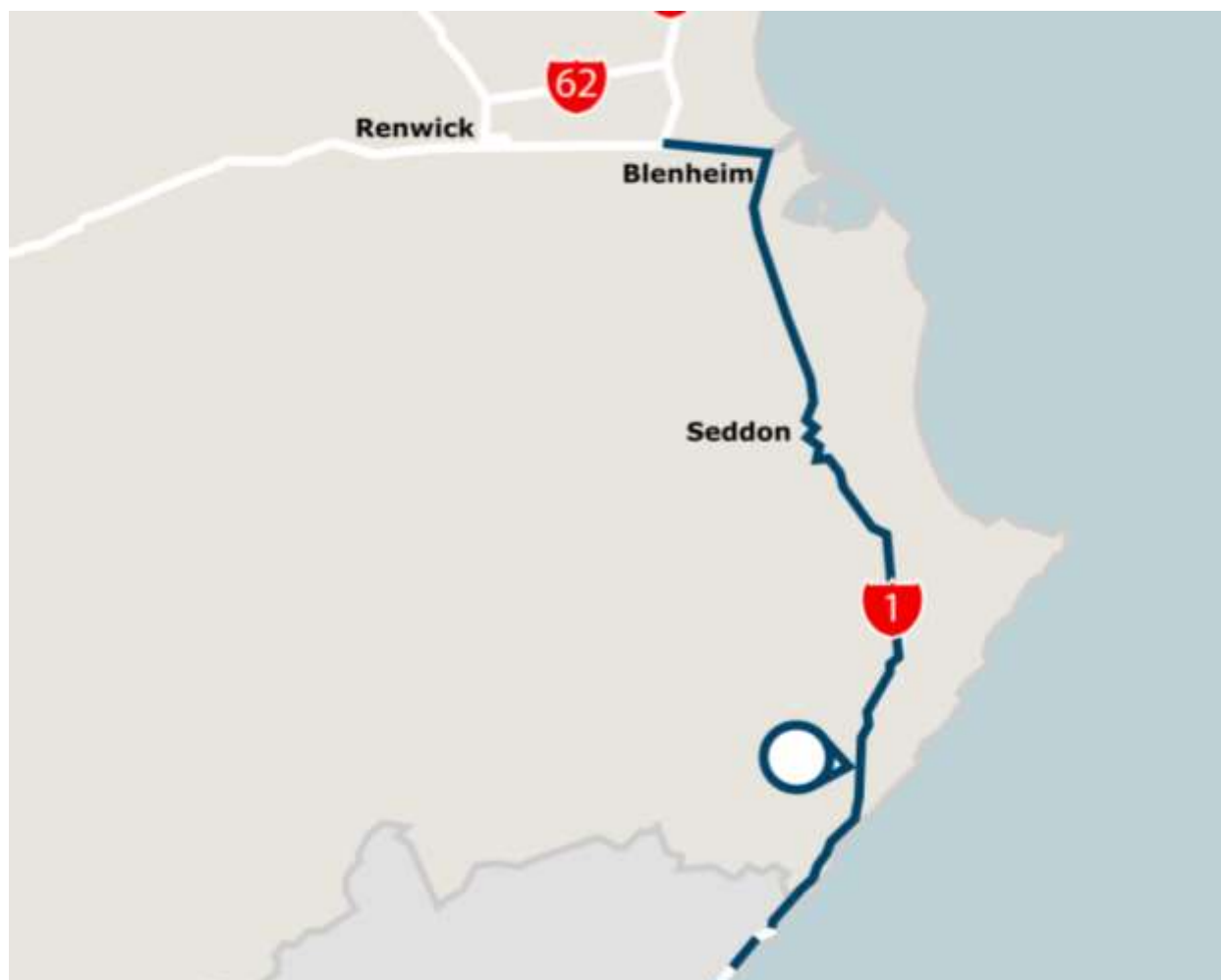
Activity Name	SH 1 Blenheim to Seddon Safe System Enhancements
Activity Description	N/A
Key Problems Issues	N/A
Activity Objectives	N/A
Activity link to Regional Objective	4) Communities have access to a safe transport system
Activity status	An investigation hasn't yet commenced. Commencement is subject to the 2018-21 NLTP.
Links to detailed information	N/A



Item 7.1

Activity Name	SH1 Blenheim to Kaikoura Safe Systems Enhancements
Activity Description	N/A
Key Problems Issues	N/A
Activity Objectives	<ul style="list-style-type: none"> N/A
Activity link to Regional Objective	Communities have access to a safe transport system
Activity status	An investigation hasn't yet commenced. Commencement is subject to the 2018-21 NLTP.
Links to detailed information	N/A

Attachment 1



38. **Appendix 6 - 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. At one end of the scale it has considered fully adopting aggressive travel demand management measures by way of supporting the introduction of parking charges in the many shopping centres within Tasman and introducing additional bus services, and at the other end of the spectrum road building for improved capacity. Both options were investigated between Richmond and Nelson in 2010 during the Arterial Traffic Study and more recently for the Nelson Southern Link Investigation. The modelling showed in both cases that neither option is likely to result in an affordable or resilient network between Richmond and Nelson.

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 a new ride share programme, extension of the public transport network in Richmond, walking and cycling infrastructure and those improving traffic flow.

39. **Appendix 7 - Relationship with Police Activities**

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

The Draft 2018 GPS proposes an investment in the order of \$330 million in road policing every year. The Road Policing Investment framework is the document that describes the relationship between the Police and the Transport Agency, who are funded to undertake activities that give effect to the outcomes stated in the GPS.

For the Police to be successful within the safe system approach, it works with road safety partners, including local authorities, to understand all of the risk factors. Examples of where Police can be involved are through engagement with the following:

- In the business case approach to project development
- In Regional and Technical Advisory Groups
- The one network journey approach
- Road safety action planning

The Police have a highly valuable voice that is essential to inform land transport planning and investment decision making. The most tangible and practical current opportunities to influence road transport outcomes, and road controlling authority decisions and delivery for 2015-21 are to participate in the early phases of the business case approach that is used to test pressures on the transport system and the need for responses at regional government levels.

The Transport Agency has asked the police to work with the Regional Councils through the Regional Transport Committees to identify at least two issues of significant risk in the regions. It is expected these key priorities will be:

- Evidence based
- In alignment with any business case development
- To be agreed across the regions
- To be delivered as part of the regional journey approach

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.

In support of the 2018–21 programme, a number of national priorities have been identified that will run parallel to any regionally identified issues. These priorities include:

- Speed management programme – addressing safer speeds in the context of the safer journey action plans
- One network road classification – how this will assist with the prioritisation of planning road policing
- Journey management – dealing with unplanned activities such as crashes, network failures or road blockages
- Freight management – working to improve the safety of the heavy vehicle fleet in order to realise economic and environmental benefits

In the Top of the South, the direct partnership with the Police primarily involves road safety action planning along with the local road controlling authorities, ACC, the Transport Agency and the local health board. The focus of this work is on the main risk areas of motorcyclists, older drivers, youth drivers and cyclists. Additional Police support is provided for Crash Reduction Studies and Safety Audits with a Police representative on each of the study teams along with consultant and road controlling authority members.

40. **Appendix 8 - 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.

2014/15 RLTP Development

The following steps were undertaken in the development of this RLTP:

- (a) Each of the councils' Regional Transport Committees carried out an assessment of those activities requiring prioritisation and submitted a draft RLTP to the Transport Agency after 30 September 2014. The Transport Agency provided feedback on the draft RLTP;
- (b) Following public hearings and deliberations on the submissions, a final RLTP was developed by each Regional Transport Committee and submitted to the respective council for adoption prior to submission to the Transport Agency;
- (c) If any of the councils wish to seek amendments it can submit to the Transport Agency an unapproved RLTP, along with an explanation it has not approved the RLTP. That council is then required to submit the RLTP to the Transport Agency by 30 April 2015; and
- (d) The Transport Agency will consider the RLTP and issue its National Land Transport Programme by 01 July 2015.
- (e) The final version of the RLTP will be completed by 30 July 2015

Consultation on the Draft Nelson Regional Transport Plan, including the Nelson Regional Public Transport Plan, commenced on 21 November 2014. The consultation period closed at 5:00 pm on 22 December 2014.

2017/18 Mid-Term Review

The mid-term of the regional land transport plan was undertaken during the six-month period immediately before the expiry of the third year of the plan. As changes were made to the plan that triggered the significant policy consultation was undertaken.

The following steps were undertaken in the mid-term review of this RLTP:

- (a) Each of the councils' Regional Transport Committees carried out an assessment of those activities requiring prioritisation and undertook consultation;
- (b) Following public hearings and deliberations on the submissions, a final RLTP was developed by each Regional Transport Committee and submitted to the respective council for adoption prior to submission to the Transport Agency;
- (c) If any of the councils wish to seek amendments it can submit to the Transport Agency an unapproved RLTP, along with an explanation it has not approved the RLTP. That council is then required to submit the RLTP to the Transport Agency by 30 ~~June April~~ 2018; and
- (d) The Transport Agency will consider the RLTP and issue its National Land Transport Programme by ~~31 August 01 July~~ 2018.
- e) The mid-term review of the RLTP will be completed by 30 ~~September July~~ 2018

41. **Appendix 9 – Glossary of Terms**

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

District means the district of a territorial authority, i.e. Marlborough, Nelson or Tasman

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)

Fund means the national land transport fund

GPS means the Draft Government Policy Statement on land transport 2018/19 – 2027/28

HPMV means high productivity motor vehicle(s)

Inter-regional means across the three districts of Marlborough, Nelson and Tasman (**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.

LTSV – The New Zealand Transport Agency's Long Term Strategic View, identifies long term pressures and priority issues and opportunities.

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

NZTA - New Zealand Transport Agency

ONRC – One Network Road Classification

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.

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.

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