

# CONNECTING TASMAN

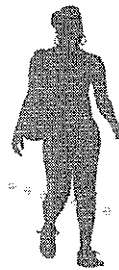
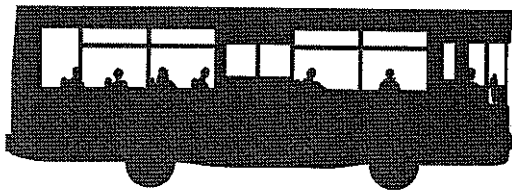
TASMAN REGIONAL LAND TRANSPORT STRATEGY

TASMAN REGIONAL CYCLING STRATEGY

TASMAN REGIONAL PEDESTRIAN STRATEGY

TASMAN PASSENGER TRANSPORT STRATEGY

TASMAN TRAVEL DEMAND STRATEGY



2010

~~DRAFT 2009~~

# Regional Land Transport Strategy

## Foreword

Land transport is fundamental to our community, be it by foot, car, bicycle, motorbike, truck, bus, horse, wheelchair, scooter or push-chair. It enables and enhances access to employment, education, recreation and services, as well as the movement of freight. With kilometres ~~(need to put in local road and SH road length total here)~~ <sup>around 2000</sup> of roads and no viable alternatives such as rail, the social and economic wellbeing of our community is dependent upon an efficient and effective roading network and transport planning. If the Tasman district is to continue to grow and prosper, it needs an efficient land transport system to support it.

The Regional Land Transport Strategy (the Strategy) is a critical document for the Tasman district as it underpins all Tasman District Council road network and state highway transportation planning and investment priorities over the next 30 years and is reviewed every six years. From a statutory perspective, it meets the requirements of the Land Transport Management Act 2003 <sup>(LTMA)</sup> and contributes to the overall aim of the Act.


On a national perspective, the Strategy has been developed taking into account the ~~New Zealand Transport Strategy~~ <sup>LTMA</sup> objectives, the Government Policy Statement on Land Transport, ~~the National Land Transport Strategy~~ and the National Energy Efficiency and Conservation Strategy objectives.

Locally, the Strategy has been prepared with reference to a number of key documents including Environment Today,

the Physical Activity Plan, the Positive Ageing Policy, the Nelson Tasman Regional Economic Development Strategy and the Tasman District Council Ten Year Plan.

The Strategy has been reviewed and developed over a time of significant change. The Government's priority for its investment in land transport is to increase economic productivity and growth in New Zealand. The aim of the Tasman Regional Transport Committee was to balance economic, social and environmental considerations in the Strategy. Accordingly, accompanying the Strategy are Tasman travel demand management, passenger transport, cycling and pedestrian plans. Together, the Strategy and the regional plans form a balanced vision for land transport for the future.

With one of the country's highest rates of delivery on its road network and transport plans at 96%, the community can be assured that Tasman District Council will deliver. With this in mind, community understanding and support for the Strategy is important. Your feedback will be important in the final shape of this Strategy.

  
Cr Trevor Norriss  
Chairman  
Tasman Regional Transport Committee

Funding



# CONNECTING TASMAN



Tasman  
Regional  
Land  
Transport  
Strategy  
~~Draft 2009~~



Tasman  
Cycling  
Strategy  
~~Draft 2009~~



Tasman  
Pedestrian  
Strategy  
~~Draft 2009~~



Tasman  
Passenger  
Transport  
Strategy  
~~Draft 2009~~



Tasman  
Travel  
Demand  
Management  
Strategy  
~~Draft 2009~~

Regional Land  
Transport Plan

Cycling  
Implementation  
Plan

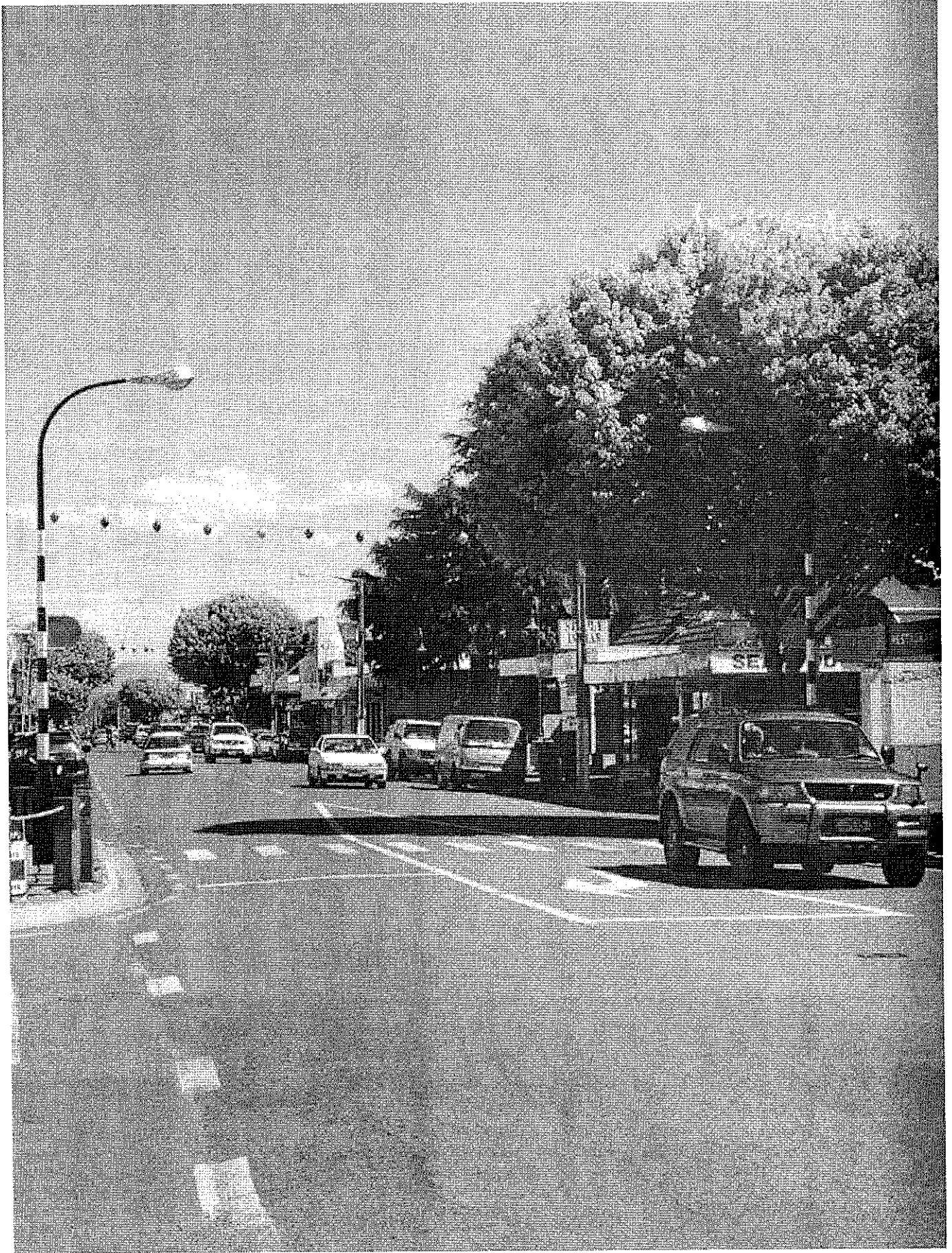
Pedestrian  
Implementation  
Plan

Passenger  
Transport  
Implementation  
Plan

Travel Demand  
Management  
Implementation  
Plan

## Tasman District Council TEN YEAR PLAN



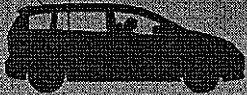


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WORKING DRAFT 2009

2010



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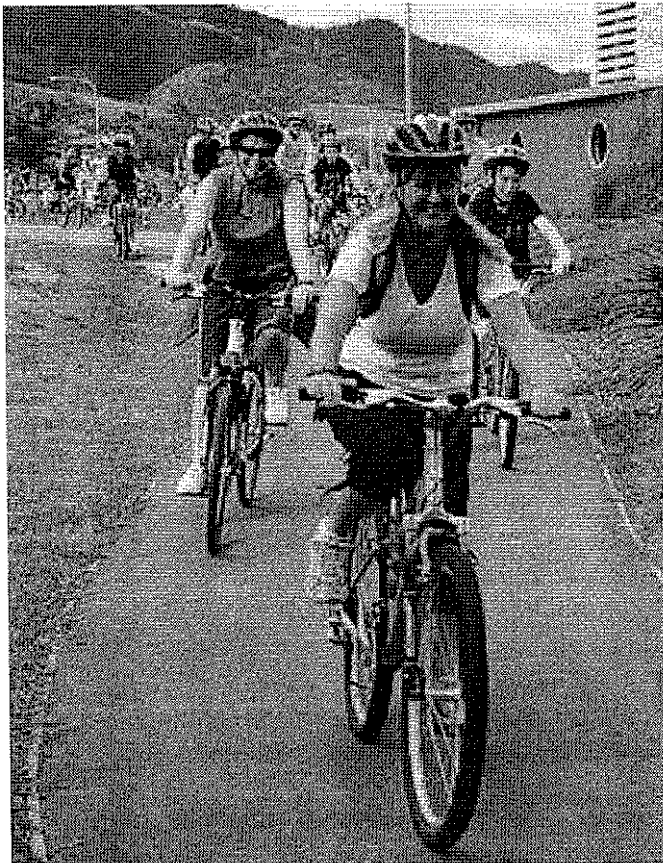
## ii. Executive Summary

### Vision

#### **The vision of this Regional Land Transport Strategy 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 within and visiting the Tasman region.'

There are a number of issues, that are current now and that will arise in the future, that will impact on the opportunity to realise this vision. This document identifies these issues and provides direction on the outcomes that the Tasman region desires over the next 30 years.



### Issues, Opportunities and Targets

#### **The main issues in Tasman include:**

- Rising demand for personal mobility and freight movement is placing the transportation network under increasing strain.
- The high number of single occupancy cars having an effect both on the efficiency and sustainability of the transport network.
- The unacceptably high number of crashes occurring on the road network.
- The lack of alternative transport modes which results in people without access to a private motor vehicle being limited in their ability to participate in social and economic activities in the district.

#### **However, there are also a number of opportunities that this document seeks to encourage, including:**

- Improving public health by changing the way people travel, especially further encouragement of active modes such as walking or cycling.
- Reducing the need for travel by planning and controlling future land use activities, such as not allowing residential development away from urban areas or community facilities.

A number of targets have been developed to help track how well the Tasman region is progressing towards its vision. These relate directly to the full list of issues identified in the main body of the document and a monitoring regime is proposed to assess the effectiveness of the strategy and the projects and measures implemented.

While this strategy seeks to implement as many projects and measures as possible to achieve the targets and the vision, it is recognised that there is limited funding available and therefore not all activities can be implemented.





## Implementation

The strategy acknowledges that simply building new roads will not realise the vision and associated objectives of this strategy. Sense measures that make the best use of the existing transport network and encourage alternative modes such as walking and cycling will also need to be provided.

While this strategy focuses on the Tasman region, there is a real need to consider and integrate some of the issues and opportunities of Nelson City Council, Marlborough District Council and the West Coast Regional Council. For example, a major issue for the greater Nelson/Richmond urban area is managing the flow of people and freight between Tasman district and Nelson City. The implementation of public transport improvements and travel demand management measures would be best undertaken in collaboration with Nelson City Council and other relevant agencies.

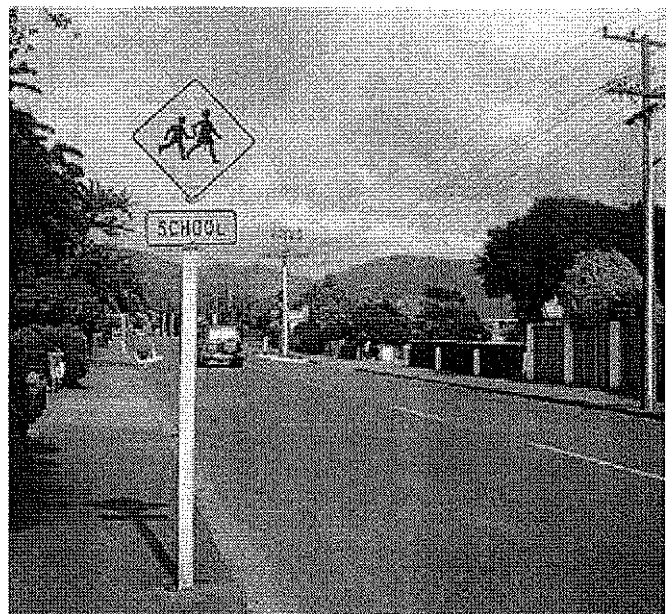
The RTC can adopt a "transport system" approach, which addresses the land transport system as a whole by looking at vehicles, transport users, the network infrastructure and the interactions between them. Accordingly, the Strategy seeks to improve the current system, not just by implementing roading improvements, but by a mix of education, enforcement and engineering measures.

## Roads and Traffic

Travel by private motor vehicle is the main mode of transport in Tasman district. Consequently, having a safe and reliable road network is vital. The projects and activities proposed in this category include:

- Improve road safety by increasing education and enforcement and ensuring that safety is an integral part of all improvements and maintenance programmes.
- Encourage and promote land-use developments which reduce the adverse environmental impacts of transport.
- Develop a road network that supports and responds to economic development of the region.
- Provide for safe, efficient and effective freight corridors to key hubs and destinations, such as ports, airports and major industrial developments.

No specific projects are named in the Strategy. These are identified in the three-yearly Regional Land Transport Programme.



## Walking

Walking is a fundamental part of life which is widely recognised for the health and environmental benefits it provides while enabling convenient access to many destinations. However, there has been an overall decrease in the number of commuters that prefer to walk over recent years. The Strategy aims to change this by enhancing the amount of walking trips within the region through supporting the measures identified in the Regional Pedestrian Strategy.

### The projects and activities proposed in this category include:

- Provide a clearly definable network of walking routes to key destinations (such as schools, shopping areas, bus stops, <sup>depots</sup>stations, and places of work) from local residential communities.
- Ensure that the impact on walking is taken into account in decisions by public agencies of the location of key facilities, e.g. schools, hospitals, council offices, post offices, shops, parks and open spaces.
- Implement the Regional Pedestrian Strategy.

## Cycling

Cycling is an active, enjoyable, cheap and environmentally friendly mode of transport that has significant potential for use for many more short to medium distance trips than at present. However, as with walking, there has recently been a decline in the number of people choosing to commute by bicycle. The Strategy aims to change this by enhancing the amount of cycling trips within the region through supporting the measures identified in the Regional Cycle Strategy.

### The projects and activities proposed in this category include:

- Provide a clearly definable network of cycling routes to key destinations (such as schools, shopping areas, bus stops, <sup>depots</sup>stations, and places of work) from local residential communities
- Ensure that the impact on cycling is taken into account in decisions by public agencies of the location of key facilities, e.g. schools, hospitals, council offices, post offices, shops, parks and open spaces.
- Implement the Regional Cycling Strategy.







## Travel Demand Management

Travel demand management seeks to improve the sustainability of the transport system by reducing the number of private vehicle trips, especially at peak times. The goal is not to reduce people's right to travel, instead it encourages alternatives in terms of the method, timing and destination of trips to reduce the adverse impacts on the transport system and the community.

### **The projects and activities proposed in this category include:**

- Provide travel behaviour education and promotion/marketing of alternative travel modes through the media, publicity campaigns, promotional events, and information packs.
- Undertake workplace and school travel plans
- Promote residential and employment land-use development around transportation hubs to minimise travel distances.
- Develop central business district parking strategies for Richmond and Motueka, to address the anticipated demand for all day parking.

## Public Transport

Public transport generally provides a travel option that is safer, needs less road space per user, is more energy efficient and generates fewer emissions than single occupancy car use. This Strategy seeks to increase the current low rates of bus use over the next 30 years.

### **The projects and activities proposed in this category include:**

- Work with Nelson City Council to develop an implementation plan for improved passenger transport services between Nelson and Richmond.
- Investigate other intra-regional network opportunities with commercial operators to improve passenger transport, including use of school buses.
- Implement the Regional Passenger Transport Strategy.

By undertaking the projects and measures presented in this document, it is hoped that the Tasman region will realise its vision for the land transport network within the life of this Strategy.



New page 'iii' Definitions

# 1.0 Purpose, Vision and Objectives

## 1.1 Purpose

The purpose of this Regional Land Transport Strategy (RLTS) is to provide direction and guidance on the land transport outcomes sought by the region to meet current and future land transport needs. This strategy identifies the key policies, actions and the role of all land transport modes over the next thirty years and considers the most desirable means of providing the desired outcomes.

This RLTS plays a crucial role in the planning and funding structure for land transport in Tasman. It is the means by which the region can 'take stock' of existing and future travel conditions, issues, problems and opportunities as the basis for identifying a longer term strategy for action. The RLTS provides the basis for the formulation of detailed proposals in the Regional Land Transport Programme, which becomes part of the National Land Transport Programme.

## 1.2 Visions & Objectives

### The vision for Tasman in relation to land transport is;

'To have a land transport system<sup>1</sup> 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 within and visiting Tasman.'

### This vision is embodied in the following high level objectives;

- **Assist Economic Development:** A transport system that contributes to economic growth and prosperity.
- **Safety & Personal Security:** A transport system that is safe to use across all transport modes.
- **Access & Mobility:** An efficient transport system that is integrated with land-use planning, optimising access and mobility for all.

- **Public Health:** A transport system that encourages active modes of travel.
- **Environmental Sustainability:** A transport system that optimises energy efficiency and ensures the sustainability of the natural and built environment.
- **Affordability**  
**Economic Efficiency:** A transport system that is affordable and provides value for money.

This vision and objectives are consistent with the ~~New Zealand Transport Strategy~~ and other relevant policy documents as outlined below.

Land Transport Management Act (2003)

The vision and associated objectives of this strategy can only be achieved by doing more than simply providing for travel demand by building roads and infrastructure. Measures that encourage transport behavioural change, provide improved modal choice and reduce the demand for travel will also need to be provided. The available means of achieving this vision are complex and inter-related. It is clear that no single measure in isolation will be successful in meeting the high level objectives and an integrated package of measures is required.

Such an integrated package must be underpinned by the key principles that support the vision of an affordable, integrated, safe, responsive and sustainable land transport system as outlined in the New Zealand Transport Strategy (NZTS). These key principles, which are discussed further in Appendix 1, must be considered across all areas of activity to deliver the Strategy.

The NZTS acknowledges that there are formidable challenges facing the transport sector. It needs to find affordable ways to support the economic transformation of New Zealand and improve the health, safety, security and accessibility of New Zealanders, while at the same time addressing climate change and other environmental impacts. Business as usual will not lead us to where we want to be in 2040. If transport is to remain affordable, both for the nation and the region, prudent and selective prioritising of where and how to invest is necessary.

1. The Tasman RLTS has adopted a "transport system" approach, which addresses the land transport system as a whole by looking at vehicles, transport users, the network infrastructure and the interactions between them. Accordingly, the strategy seeks to improve the current system, not just by implementing roading improvements, but by a mix of education, enforcement and engineering measures.



## Responsibilities

The Tasman Regional Transport Committee (RTC) is responsible for the preparation and monitoring of the RLTS. This Committee includes representatives of Tasman District Council, the New Zealand Transport Agency (NZTA) and representatives of other agencies and stakeholders, in line with the requirements of the Land Transport Management Act.

Responsibility for the delivery of the measures contained within the Strategy falls primarily to Tasman District Council and the NZTA with some contributions from other agencies. NZTA has responsibility for maintaining, operating and upgrading the state highway network, while Tasman District Council has responsibility for all of the other public roads within its administrative boundary, including public transport, cycle and pedestrian facilities, the control of public transport services and implementation of travel demand management initiatives.

## Timeframe

The Land Transport Management Act as amended in 2008 requires that a RLTS must ~~at all times be kept current for~~ a period of 30 years. Furthermore, a RLTS may be reviewed from time to time and must be renewed at least once every six years to respond to changing demand forecasts and changes to Government policy. This review process is coupled with a programme of monitoring, to review both the implementation and currency of the strategy in the light of such changes, with the preparation of periodic monitoring reports.

*Cover*  
*A progress report on the Strategy is required every three years.*

For funding and planning processes including alignment with the Regional Land Transport Programme, this RLTS defines;

- "Short Term" as being to 2010-2012 (years 1-3).
- "Medium Term" as being from 2013 to 2019 (years 4-10).
- "Long Term" as being after 2019, but subject to ongoing review and monitoring (years 10+).

## Cross Boundary Issues

This Tasman RLTS focuses on the transport issues for the Tasman region. However, this strategy needs to consider and integrate some of these issues with the Regional Land Transport Strategies of Nelson City Council, Marlborough District Council and the West Coast Regional Council.

A major issue for the greater Nelson urban area is managing the flow of people and freight between Tasman and Nelson City. Furthermore, the State Highway 6 connection to Nelson City and through to Marlborough over the Whangamoas and the routes through to Buller are other strategic links. Effectively implementing the Tasman RLTS will require close cooperation with the neighbouring councils.

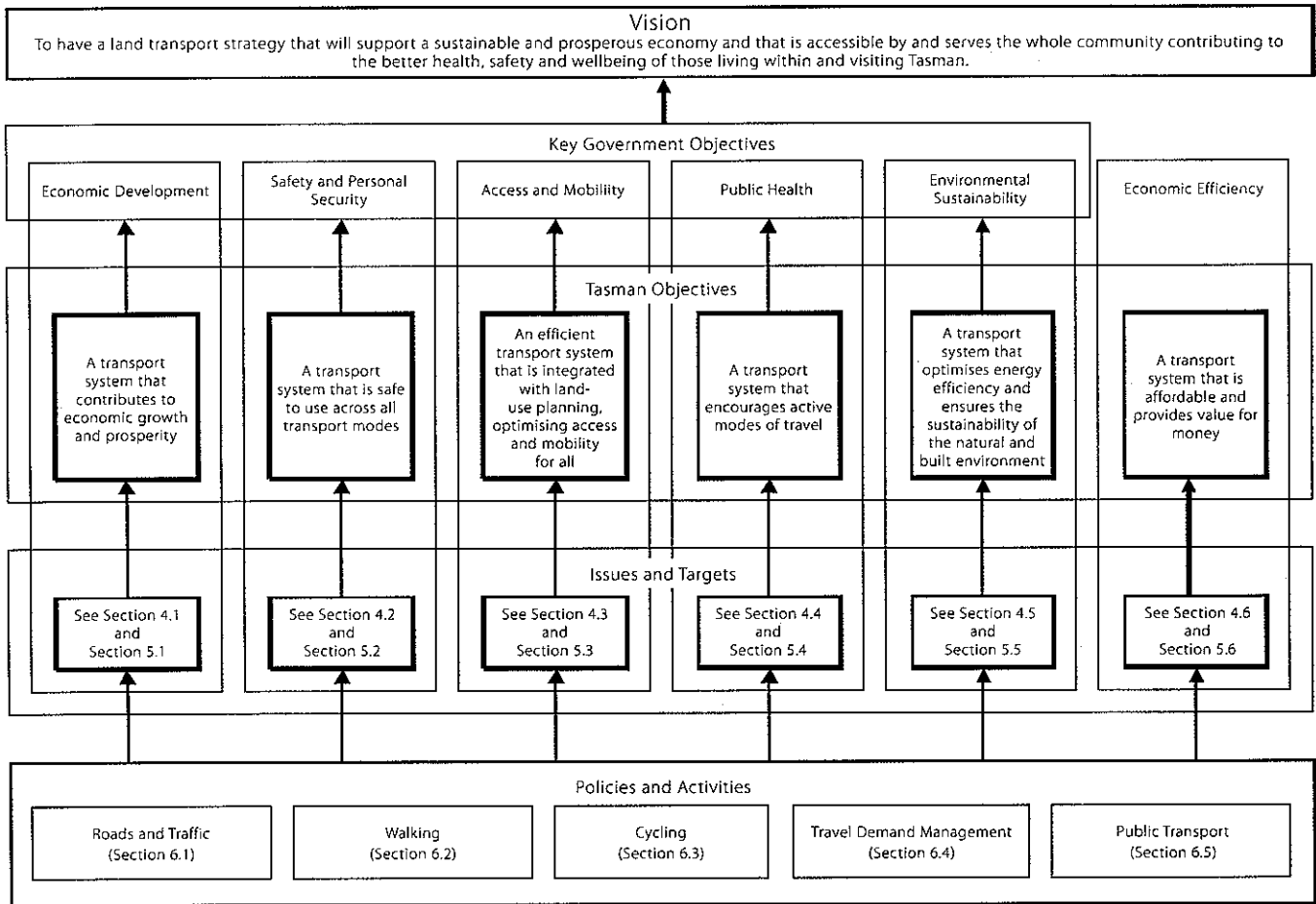
For example, the implementation of public transport improvements and travel demand management measures would be best undertaken in collaboration with Nelson City Council and other relevant agencies. *Input will be has been* sought on this draft Tasman RLTS from the neighbouring councils. The Tasman Regional Transport Committee will submit on their plans when opportunities arise.

*Insert (A)*



## Layout of the strategy

The diagram below shows the Vision and Objectives for the Tasman Land Transportation Strategy and how the activities proposed will help achieve these. The Issues, Targets, Policies and Activities are discussed later in the document.



## 2.0 Legislative and Policy Context

This Strategy is part of a suite of legislative and policy documents that impact on the Tasman Land Transport system. The key influencing documents are outlined in the diagram below.

**Hierarchy of Related Policy Documents**

National Legislation	Local Government Act	Land Transport Act	Land Transport Management Act	Public Transport Management Act	Resource Management Act	<i>Government Loading Powers Act</i>
National Strategies and Policies		New Zealand Transport Strategy	Government Policy Statement on Land Transport Funding	Safer Journeys: New Zealand Road Safety Strategy to 2020	Energy Efficiency and Conservation Strategy	
Regional Strategies and Policies		Tasman Regional Policy Statement	<del>Regional Land Transport Strategy</del> <i>Connecting Tasman</i>	Tasman Resource Management Plan	Other Tasman District Council documents (see Section 2.8)	
Regional Planning and Programmes	<del>10 Year Plan</del> <del>Long Term Council Community Plan</del>	Tasman Regional Land Transport Programme	Tasman Travel Demand Management Strategy <i>Plan</i>	Tasman Passenger Transport Strategy <i>Plan</i>	Tasman Pedestrian Strategy <i>Plan</i>	Tasman Cycling Strategy <i>Plan</i>

The last few years have seen a number of changes to national and local policy documents which have resulted in more accountability on the land transport system for the effects it imposes. This section outlines the policy and legislative documents from both central and local government which this strategy references and complements.

*remove vertical lines*



provides the legal framework for managing and funding land transport activities.

## 2.1 Land Transport Management Act

The Land Transport Management Act (LTMA) came into force in 2003 to provide the legislative framework to give effect to the New Zealand Transport Strategy. This Act seeks to:

- provide an integrated approach to land transport funding and management which takes into account the views of affected communities;
- avoid adverse effects on the environment;
- give all relevant people and organisations opportunities to contribute to developing land transport programmes;
- ensure options and alternatives are given full consideration at an early stage in the development of programmes;
- improve long-term planning and investment in public transport;
- ensure that land transport funding is allocated in an efficient and effective manner;
- improve the flexibility of land transport funding, including provisions enabling new roads to be built on a tolled or concession agreement basis; and
- amend the Land Transport Act 1998 to require regional land transport strategies to be reviewed to take account of the objectives of the 2003 Act.

The LTMA was subsequently amended by way of the Land Transport Management Amendment Act in 2008. The purpose of the changes was to enhance New Zealand's transport planning and funding system.

### The key changes are:

- All fuel excise duty, road user charges and motor vehicle registration fees are to be dedicated to land transport expenditure.
- The government will set out, in a Government Policy Statement (GPS), its priorities, funding forecasts and the short to medium-term outcomes it wishes to achieve through the allocation of land transport funding.

- There will be greater responsibilities and functions for the regional transport committees.
- Planning will be longer term, better aligned centrally, regionally and locally, and provide for greater integration across transport modes.
- A new crown entity, the NZ Transport Agency (NZTA), will take over the functions of Land Transport New Zealand and Transit New Zealand from 1 August 2008.
- Three-year regional and national land transport programmes instead of annual. In a three-year programme, greater focus will be on integrated planning, strategic vision and planning, consultation, prioritisation of activities, and affordability.
- Modifications to the requirements of RLTSs.

The existing Tasman RLTS is dated 2003 and precedes the enactment of the LTMA. The preparation of this new RLTS therefore provides an opportunity to reflect these changes in national transport policy.

## 2.2 Public Transport Management Act

This legislation was enacted in 2008 and was designed to empower regional and unitary councils by giving them the tools to improve public transport services so they provide better value for money for users, local government, central government and tax payers. Councils have been given authority to access information about commercial operators and establish controls with which they must comply. These include quality and performance standards, integrated ticketing, and 'bundling' requirements. Councils have also been enabled to require that any or all public transport services in a region must be provided as contracted services. The changes also clarify the role and process for developing Regional Public Transport Plans.



## 2.3 New Zealand Transport Strategy

The New Zealand Transport Strategy 2008 (NZTS) sets out a plan for the whole transport sector in New Zealand to 2040, introducing defined targets and actions to achieve the targets for the first time. The Strategy covers transport for people and for freight, and includes all parts of the sector - road, rail, maritime and aviation. By setting out the government's long-term intentions for the transport sector, it is also intended to provide guidance and help decision-making in local authorities, private companies and other key players within the sector. Ultimately, achieving the vision and targets within the Strategy will also require the involvement and support of individuals in the choices they make on a day-to-day basis.

### **The NZTS states that the government's vision for transport in 2040 is:**

'People and freight in New Zealand have access to an affordable, integrated, safe, responsive and sustainable transport system.'

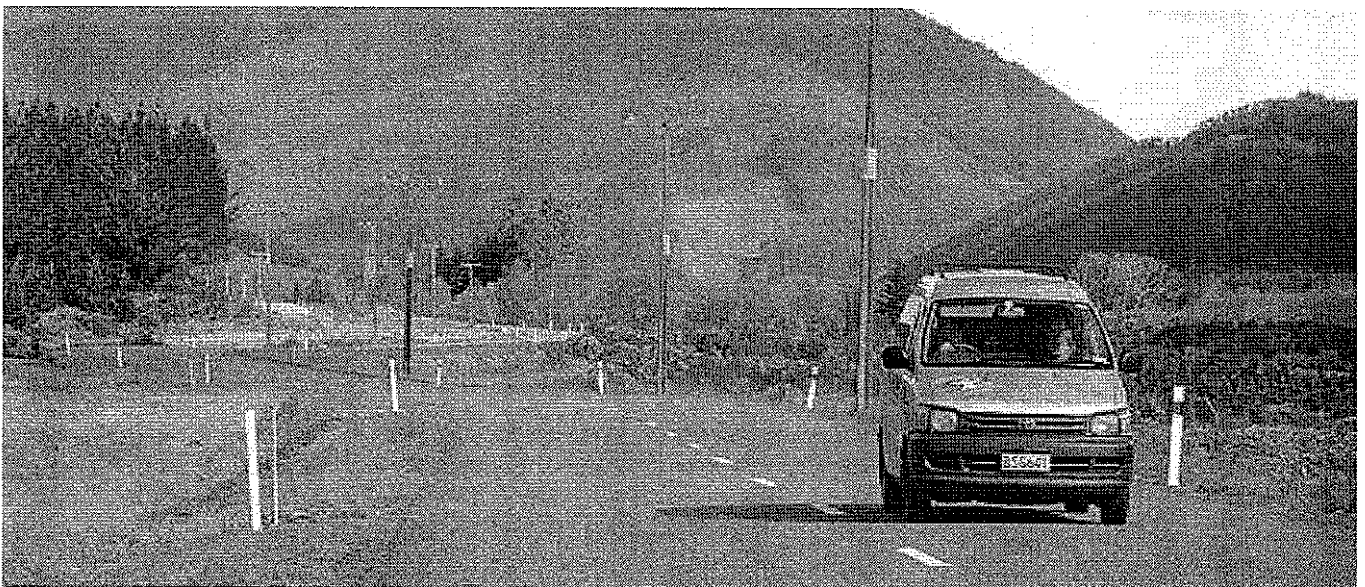
### **The objectives of the strategy are:**

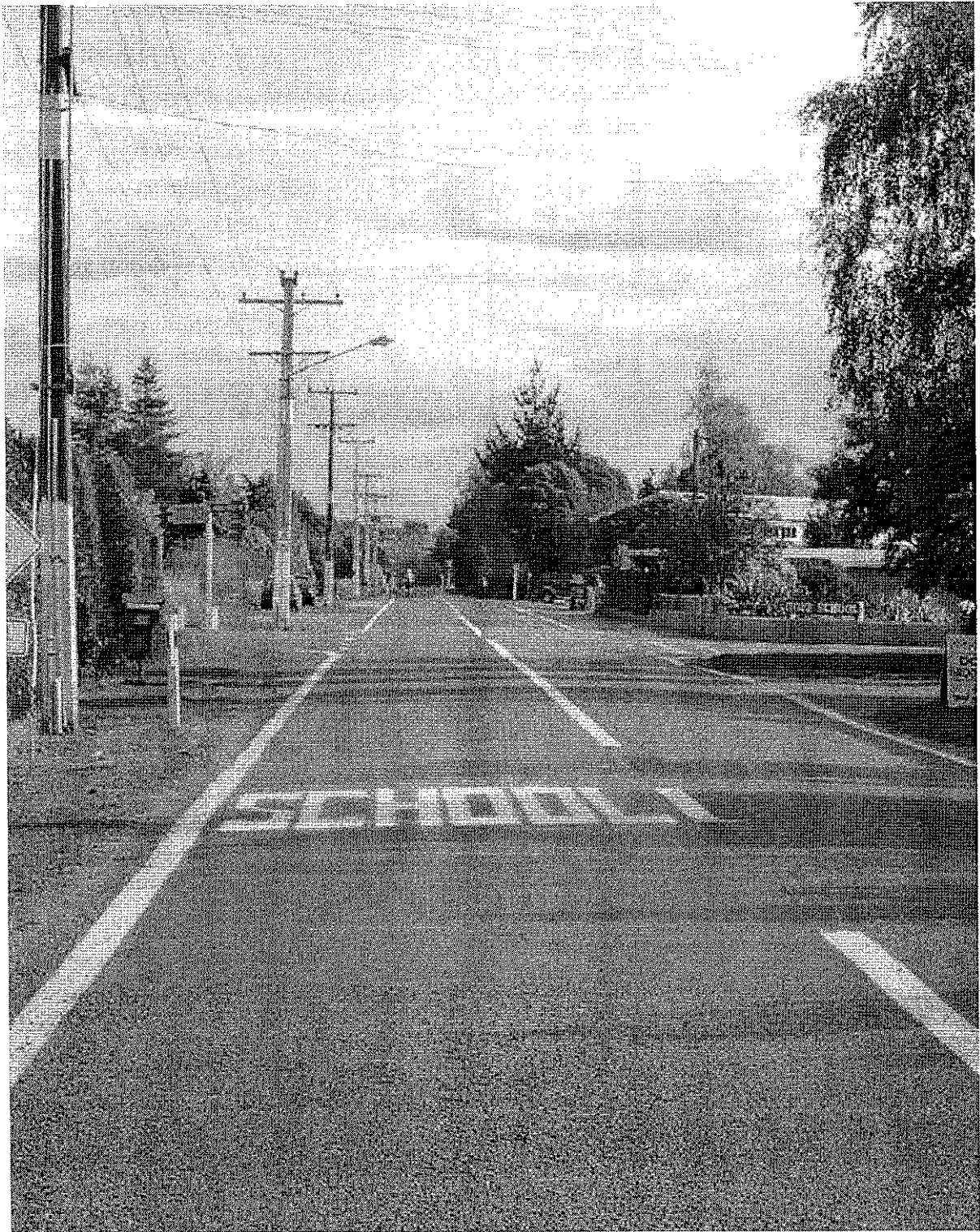
- ensuring environmental sustainability
- assisting economic development
- assisting safety and personal security
- improving access and mobility
- protecting and promoting public health

The NZTS also contains 15 specific transport targets which relate to the above objectives; the majority of which are required to be achieved by 2040. These will allow progress towards this vision to be measured and define the priorities for the transport sector. The targets are challenging but achievable.

The Strategy recognises that change is needed in the transport sector to achieve the vision and targets, which will need to be from a combination of infrastructure and technological developments, improved services and behavioural change. None on its own is likely to allow all the targets to be achieved.

The NZTS is non-statutory, though it will be given effect to by statutory documents such as the Government Policy Statement on Land Transport Funding (GPS).







## 2.4 Government Policy Statement on Land Transport Funding (GPS)

The GPS, released in May 2009 for the period 2009/10 to 2018/19, outlines the impacts the government wishes to achieve in the land transport sector, and how it will achieve these through funding. It continues to support the overall intent of the NZTS 2008, but considers that moving too quickly on modal shift will have a negative impact upon environmental and economic efficiency. In short, the Government supports modal shift over time towards a greater use of active travel and more environmentally sustainable modes, but not to the point where outcomes are economically inefficient. The Government's stated priority for its investment in land transport is to increase economic productivity and growth in New Zealand. Quality land transport infrastructure and services are essential for a robust economy and supporting the efficient movement of freight and people. This, in effect, represents a change in the priority of the NZTS objectives reported above.

The GPS signals the Government's intent that funds within transport "activity classes" will be allocated in the most economically efficient way and deliver excellent value for money. Further, the required short to medium term impacts required of the GPS and the resulting statutory National Land Transport Programme, (to be contributed to

*in the short to medium term*

by statutory Regional Land Transport Programmes), are to contribute to economic growth and activity by:

- Improvements in the provision of infrastructure and services that enhance transport efficiency and lower the cost of transportation through:
  - Improvements in journey time reliability.
  - Easing of severe congestion.
  - More efficient freight supply chains.
  - Better use of existing transport capacity.
- Better access to markets, employment and areas that contribute to economic growth.
- A secure and resilient transport network

### **With other sought impacts including:**

- Reductions in deaths and serious injuries through road crashes.
- More transport choices, particularly for those with limited access to a car, where appropriate.
- Reductions in adverse environmental effects from land transport.
- Contributions to positive health outcomes.



## 2.5 New Zealand Energy Efficiency and Conservation Strategy

**The New Zealand Energy Efficiency and Conservation Strategy (NZE ECS), which was released in October 2007, is an action plan to:**

- Promote sustainability as part of New Zealand's national identity.
- Improve the quality of life for New Zealand families.
- Drive economic transformation in business.

It is an action plan for many of the programmes in the New Zealand Energy Strategy and its programmes are complementary to the Emissions Trading Scheme in achieving emissions reductions.

The NZE ECS proposes actions in five areas, including transport. The targets which integrate with those of the NZTS 2008 and will be used to assess progress include:

- Per capita transport emissions halved by 2040.
- New Zealand will aim to be a world leader in the uptake of electric vehicles.
- Average fuel economy to be improved by around 25 per cent by 2015 (170g/km of CO<sub>2</sub>, which equates to approximately 7.4l/100km, petrol, and 6.5l/100km, diesel).
- A 10 per cent reduction in single occupancy vehicle trips by 2015.
- Increased emphasis on transport demand management and clear priority given to public transport and walking and cycling.
- Eighty per cent of vehicles to be capable of using 10 per cent biofuel blends or to be electric powered by 2015.
- An investigation of options, including electrification, for improving the efficiency of the North Island main trunk line.

## 2.6 Tasman Regional Policy Statement

The Tasman Regional Policy Statement (TRPS) is the strategic resource management plan to promote sustainable management in the Tasman district. It was prepared by the Council in 2001 and contains the broad issues, objectives and policies for the District. It also includes methods of implementation, anticipated environmental results and performance monitoring indicators.

The TRPS seeks to manage conflicts between land transport activities and rural and urban land-use activities. Further, it also seeks to provide for the maintenance and development of the transport system to meet appropriate community travel demands, consistent with the minimisation of adverse effects on the environment from transport.

It also recognises that there is a need to advocate to the Government for continued and strengthened national measures to encourage less fossil fuel usage and to develop renewable forms of transport fuels.

## 2.7 Tasman Resource Management Plan

The Tasman Resource Management Plan (TRMP) is a combined district and regional plan. The purpose of the TRMP is to assist Council in carrying out its functions in order to promote the sustainable management of natural and physical resources.

Land transport issues are discussed in TRMP. The effects of the location and form of development, and of subdivision and land-use activities, on the safe and efficient provision and operation of the land transport system are addressed. In addition, the adverse effects on the environment from the location, construction and operation of the land transport system are identified as an issue. There are objectives, policies and methods of implementation, along with the principal reasons and explanations. Performance monitoring indicators are included, along with the anticipated environmental results.



## 2.8 Other Plans and Policies

This RLTS has been prepared with reference to a number of other Tasman District Council plans, policies and strategies, including:

- Environment Today.
- Long Term Council Community Plan 2009-2019.
- Physical Activity Plan.
- Positive Ageing Policy.

The Nelson Tasman Regional Economic Development Strategy was also used as an input into this document.

## 2.9 Tasman Regional Transport Committee Significance Policy

Section 106 of the LTMA requires each RTC to adopt a policy that determines significance in respect of variations made to the Regional Land Transport Programme and Regional Land Transport Strategy.

This significance policy was adopted on 30 January 2009 and is attached as Appendix 2.

*Insert (B)*

## 2.10 Auditor's Statement of Procedural Compliance

~~A statement will be provided here by an independent auditor of how the process followed by the Regional Transport Committee complied with the requirements of the Land Transport Management Act.~~

*To be provided by TDC*





## 3.0 Regional Overview

### 3.1 District Profile

The Tasman District Council area is geographically very large, extending from Nelson City in the northeast, Murchison and St. Arnaud to the southwest and Golden Bay to the northwest. It includes a number of urban areas, the largest of these being Richmond and Motueka.

Tasman district is primarily forested mountainous country or farmed hill country, with only 2% of the land area occupied by urban areas. Approximately 60% of the district is forested mountainous country under three national parks. Approximately 30% is hill country that is used for land-based production such as cattle, sheep and plantation forestry. Approximately 4% of land is fertile plains, used for horticulture.

Tasman District Council shares rural boundaries with Marlborough District Council and the West Coast Regional Council and an urban boundary with Nelson City Council; located between Richmond and Stoke. The urban boundary requires Tasman District Council and Nelson City Council to collaborate on issues such as passenger transport, links to major facilities (e.g. port and airport) and the pressures of commuter transport. The urban area of Nelson – Stoke – Richmond effectively operates

as a contiguous urban group despite the location of the district boundary between them. As a result, there is a high level of transportation activity across this boundary and strategic planning needs to take into consideration the demands and needs of each area.

### 3.2 Demographic Trends

#### 3.2.1 Population Growth

Tasman district has experienced a large increase in population over the last ten years, however in recent times the rate of growth has declined.

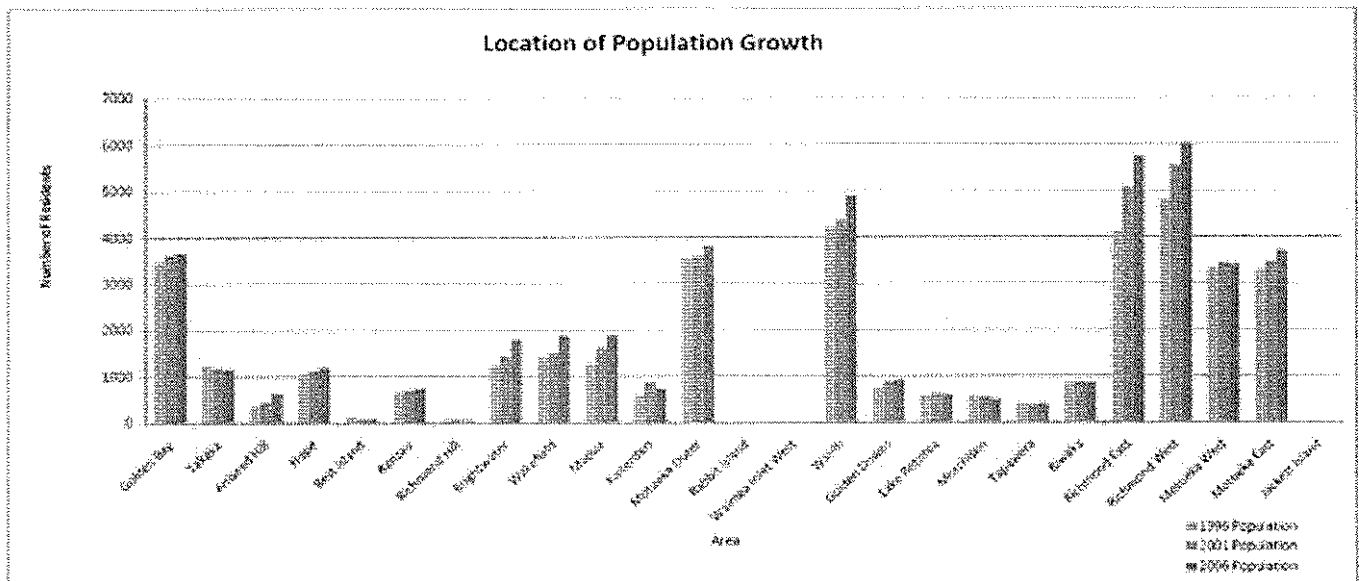
Table 3.1 shows the population in the Tasman district and that of New Zealand during the census years 1996, 2001 and 2006. It shows that net migration contributed to approximately 62% of the population growth between 2001 and 2006; natural increase accounting for the remaining 38%. In comparison, the growth in population of New Zealand over this period was more balanced between the two factors with a net migration and natural increase contributing 46% and 54% respectively.

**Table 3.1 Population Movements in Tasman district and New Zealand**

	Pop 1996	Pop 2001	Pop 2006	Total Pop Increase 2001-06	Natural Increase 2001-06	Net Migration 2001-06
Tasman district	37,965	41,352	44,622	3,270	1,122	2,148
New Zealand	3,618,303	3,737,280	4,027,947	290,667	145,393	145,274

Further analysis of the population growth data reveals where and by how much the population has increased or decreased. Figure 3.1 shows this movement throughout the different areas of the district and provides the population movement between the census years of 1996 and 2006.



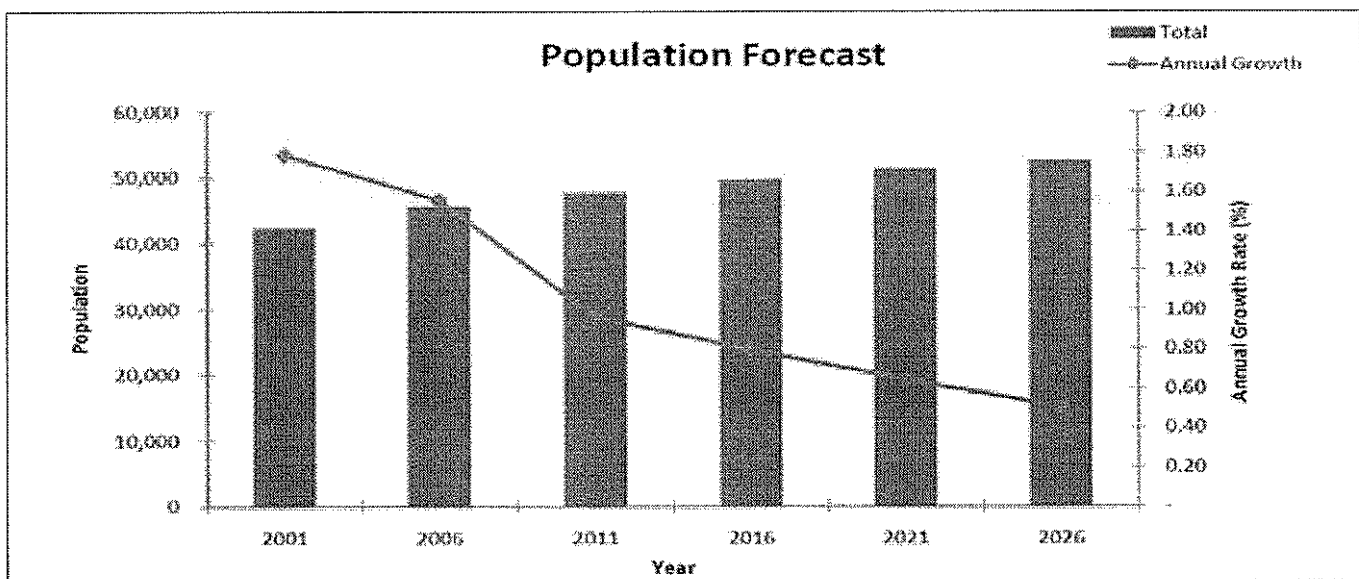


**Figure 3.1: Location of Population Growth**

It can be seen that the areas which experienced the largest increase in population relative to the existing population between the census years of 2001 and 2006 are Aniseed Hill (47.6%), Brightwater (26.9%) and Wakefield (26.7%). Richmond attracted the most new residents during this period; however this urban area already had a comparatively large existing population (c. 11,700 in 2006).

### 3.2.2 Population projections

Statistics New Zealand have forecast, in their medium growth scenario, that the population of Tasman district will continue to increase, although the rate of increase will reduce. This is shown in Figure 3.2 below.



**Figure 3.2: Population Forecast**

*[Production quality not good - can we improve? Also other graphs]*



### 3.2.3 Age distribution

Figure 3.3 shows the changes in the Tasman Age Profile using 2001 and 2006 census data and the Statistics New Zealand forecasts. While the total population of Tasman <sup>continues to</sup> has increased, the number of people aged between 0 and 24 has <sup>is</sup> remained relatively constant and there <sup>will be</sup> has been a decrease in the number of people aged <sup>0 to 14</sup> 25 to 34. The largest increase has been between the ages of 55 to 64, with a 26.5% increase during the years of 2001 to 2006. Following this are the 65+ and the 45 to 54 age groups with an increase of 11.8% and 10.5% respectively. This population profile is following the national trend where the ageing "baby boomer" generation is increasing the relative proportion of the population in the older age brackets.

This trend is set to continue with the 65+ age bracket expected to increase from approximately 15% of the population in 2006 to 24% by 2026.

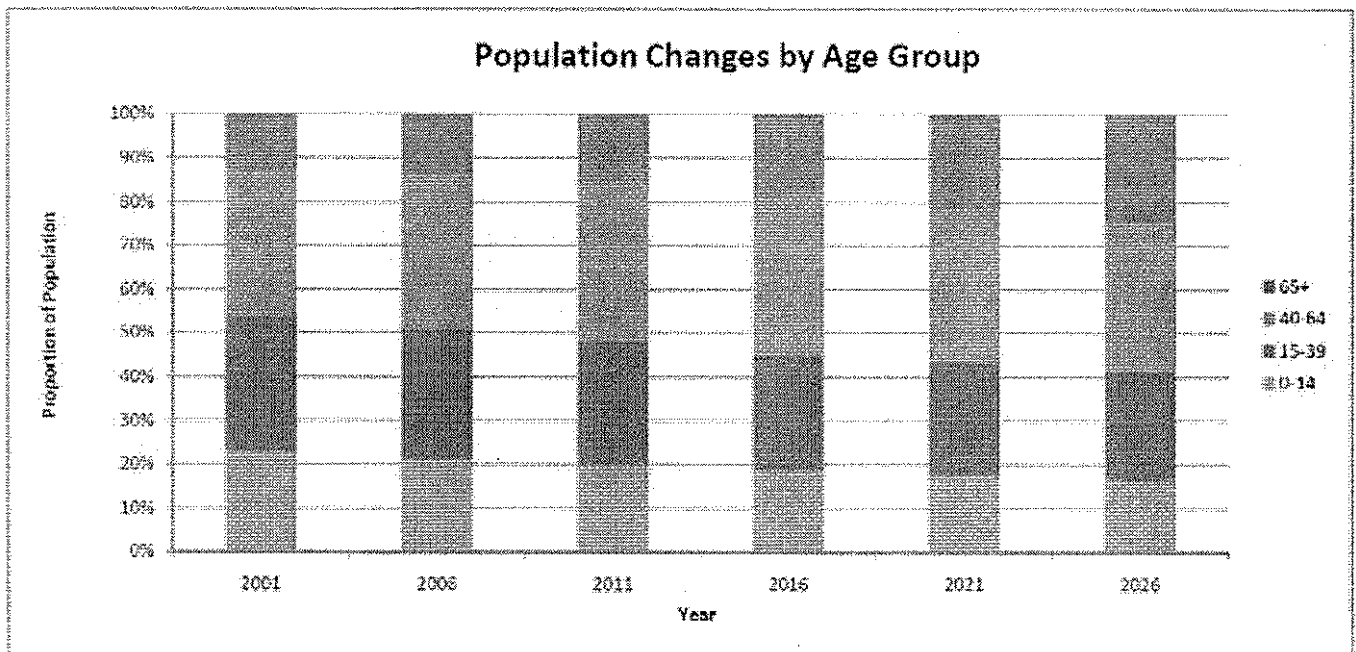
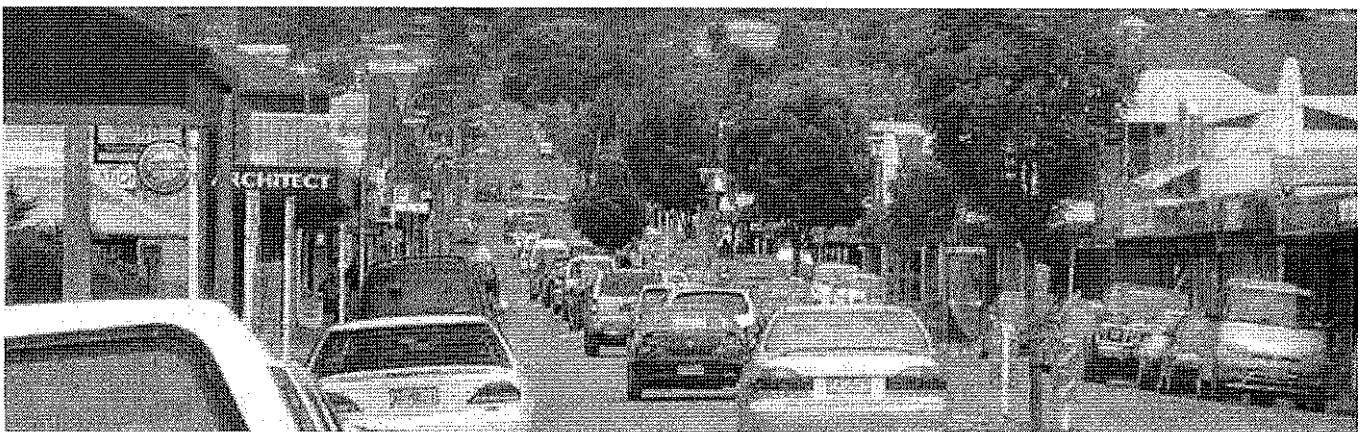


Figure 3.3: Population Changes by Age Group



### 3.2.4 Employment

In 2006, unemployment dropped to only 1.7% with almost 50% of the usually resident population being employed full-time. Based on the results for the last three census periods, there is a trend of increasing employment and decreasing unemployment rates. This is also coupled with an average workforce population increase of 8.8%.

Figure 3.4 shows the employment status over the last three census periods.



**Figure 3.4: Employment Status for the Usually Resident Population**

The large horticultural industry within the Tasman region requires a large number of seasonal workers, which may not be adequately represented in the above figure as many of the workers usually reside outside the region. Information from the Nelson Seasonal Employers Inc shows that over 5000 seasonal fruit workers are employed in the months of February, March and April every year, adding to the demand on the transport system.



Figure 3.5 shows the number of people and the number of jobs in each area. This shows the level of employment across the region is quite high with some slight variation in the more rural areas. While there is expected to be a rise in unemployment over the next couple of years this is expected to drop again soon after. Treasury forecasts for unemployment do not extend past five years so no further information is available to help guide this 30-year RLTS.

The location of where people live and location of jobs has a large influence on travel patterns. There are a large number of people who travel between areas within the region for employment and also a significant number of people travel into Nelson City. While no accurate information is available on commuter numbers, they do have an impact on the transportation network.

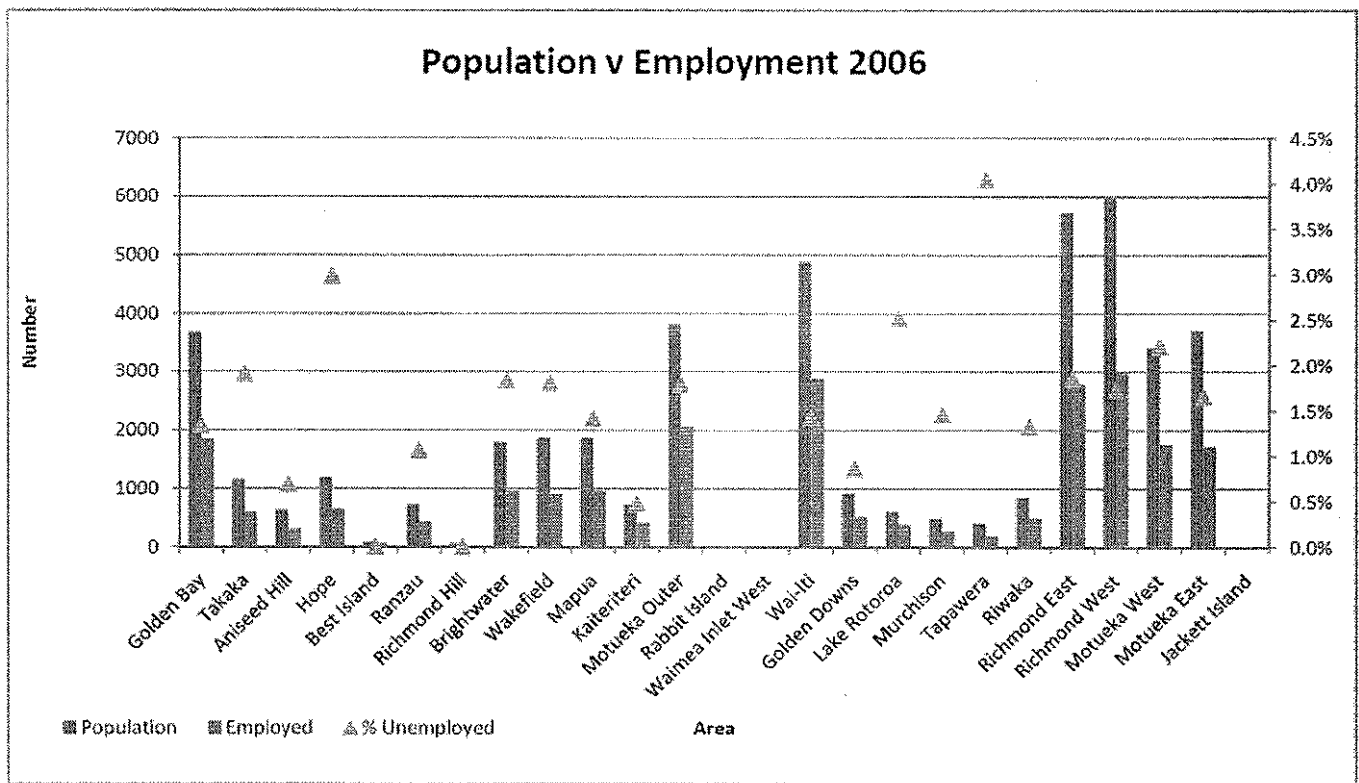


Figure 3.5: Population v Jobs 2006







The Tasman region has a high proportion of the labour force working in the agriculture, forestry and fishing industries. These industries, which include horticulture and fruit growing, account for approximately 20% of the total Tasman labour force. The table below illustrates the total Tasman labour force and how it is proportioned into the various industries.

**Table 3.2 : Industry and Labour Force**

	Richmond	Motueka	Wai-iti	Golden Bay	Others	Tasman Total	%
Agriculture, Forestry and Fishing	372	1,410	717	528	1,488	4,515	20%
Manufacturing	750	612	312	141	717	2,532	11%
Retail Trade	759	528	219	102	621	2,229	10%
Construction	594	375	252	114	594	1,929	9%
Healthcare and Total Assistance	501	345	195	147	492	1,680	8%
Accommodation and Food Services	252	315	105	177	519	1,368	6%
Education and Training	381	276	174	108	423	1,362	6%
Professional, Scientific and Technical Services	321	216	159	84	321	1,101	5%
Transport, Postal and Warehousing	258	138	96	63	318	873	4%
Wholesale Trade	300	165	108	36	249	858	4%
Other	1,311	1,197	552	357	449	3,866	17%
<b>TOTAL</b>	<b>5,799</b>	<b>5,577</b>	<b>2,889</b>	<b>1,857</b>	<b>6,191</b>	<b>22,313</b>	<b>100%</b>

Tasman experiences a significant increase in labour over the harvest period with the horticulture sector employing a large number of casual and part-time staff during this time. This further increases the percentage working in the agriculture, forestry and fishing industries, with the majority of these additional jobs being located in rural areas.



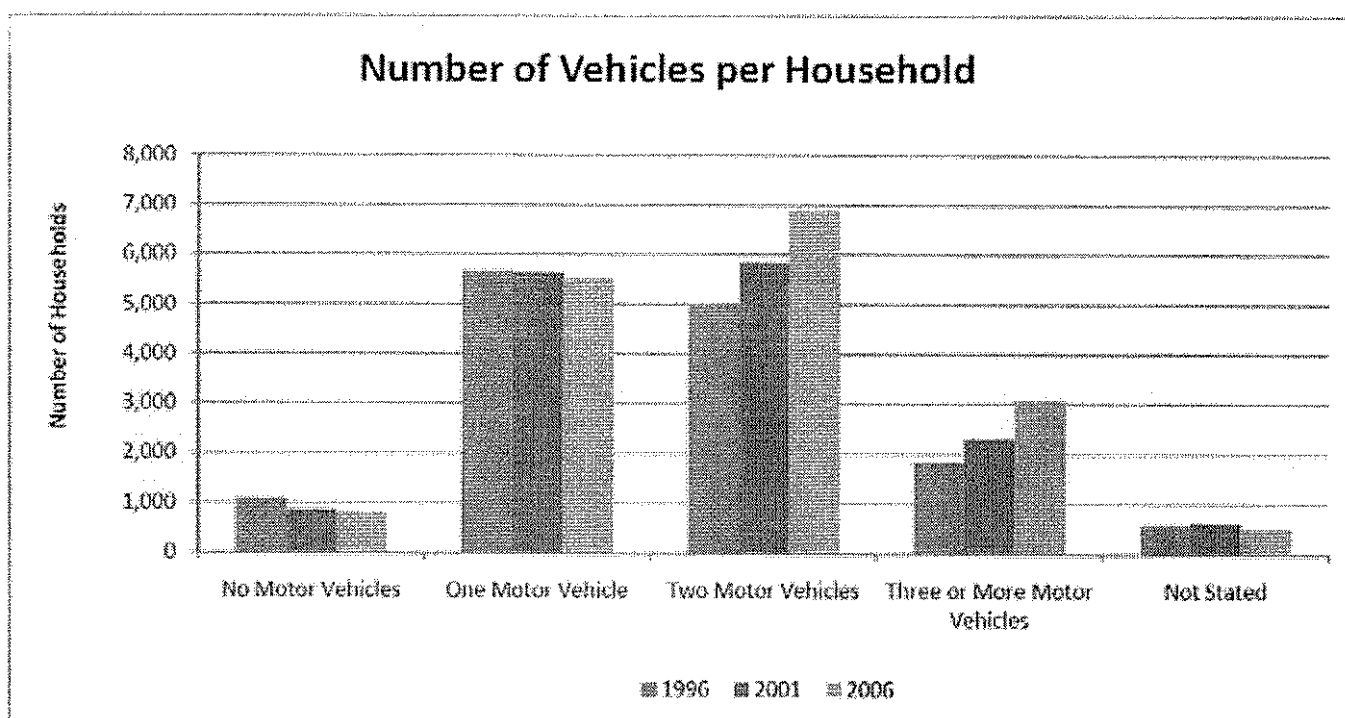
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### 3.2.5 Household, Car Ownership and Journey to Work Movements

Just as the population has increased, the number of households and motor vehicles in the Tasman district has also increased.

The census records the number of vehicles in each household. This data, presented in Figure 3.6, reveals that the rate of car ownership is growing, with more households owning two or more vehicles. This increase in car ownership could be a reflection of the affordability of vehicles or an increased need for mobility coupled with a lack of alternative transport modes.

This trend is reinforced by the fact that the number of households without a motor vehicle is declining.



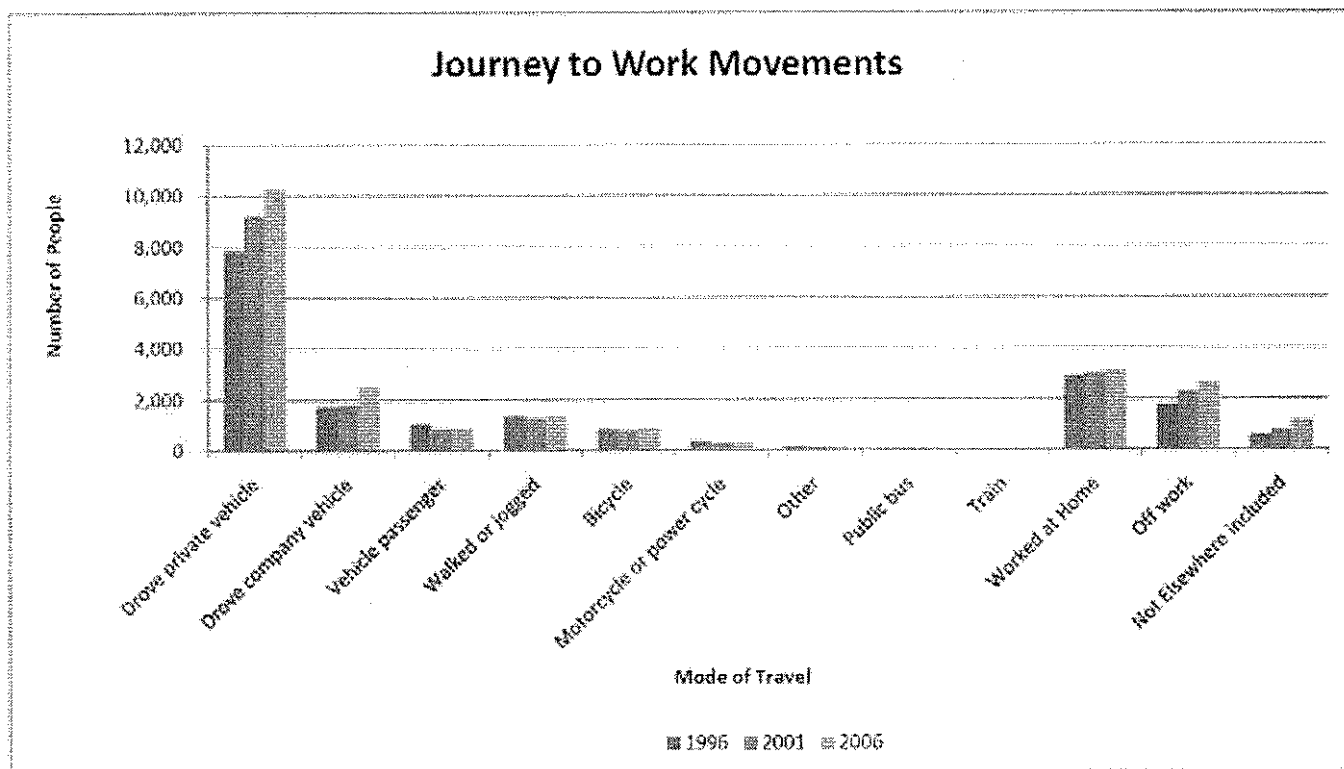
**Figure 3.6 Number of Vehicles per Household**

While the number of adults per household has been increasing over the same time periods, the increase in the number of vehicles per household is rising substantially higher.

The trends shown in Figure 3.6 can be traced further into the past; however, it is difficult to predict what will happen in the future due to the rise in global fuel prices and increasing pressures to reduce fossil fuel consumption. These factors are likely to reduce the number of vehicles per household in the medium to long-term as the cost of private transport becomes less affordable.



Figure 3.7 shows the preferred mode of travel to work for the usually resident population aged 15 years and over. The preferred mode of travel to work is private vehicle. Driving a private or company vehicle accounted for 55.0% of travel to work in 2006, up from 50.9% in 1996. This accounts for more journeys than any other mode of travel, which could be a reflection of the rural nature of the region and its large geographic nature. The national average for using one's private or company vehicle for the journey to work is slightly higher than the Tasman region, at 58%.



**Figure 3.7 Journey to Work Movements**

Figure 3.7 also shows that the number of people working from home has been increasing over the last three periods. However, as a percentage of the total journey to work movements, this category has actually decreased from 16% to 13%. Nevertheless, this percentage is higher than the national average of 8%.

### 3.3 Industries

The land transport network is required to safely and efficiently accommodate the movement of goods and people. To ensure that this will be achieved in the future, the key elements in addition to population and employment, need to be understood.



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### 3.3.1 Horticulture

The horticulture industry is generally centred on Riwaka, Waimea and Motueka Plains with one major packing facility in Richmond and two packing facilities and an ENZA fruit processing plant in Stoke. The majority of whole fruit and fruit products are exported through Port Nelson. The region has significant areas where apples, pears, kiwifruit, hops, berry fruit and vegetables are grown.

This sector has been moderately increasing production over the last few years and is expected to continue increasing at a similar rate over the next few years. Issues for this industry include maintaining efficient transport during the peak harvest seasons from February to June and vehicle-generated dust near growing sites.

### 3.3.2 Forestry and Wood Products

Forestry is a major industry within the Tasman region that continues to grow at a steady rate. The freighting of logs makes use of the region's roads which lead to major facilities such as processing plants, timber mills and the ports. This industry is the largest contributor of heavy vehicle movement within the region.

Exports of timber, panels, pulp and paper are not expected to grow as fast as exports of logs and chips, however this sector still plays a major role in the Tasman region. Recent investments have been made to the Nelson Pine Industries operations and several sawmills in the district such as Eve's Valley, Southpine and Waimea, fuelling the industry's growth.

Within the Nelson and Tasman region, Nelson Pine Industries is the largest processing facility with many of its raw and processed timber products transported to Port Nelson for shipping.

### 3.3.3 Farming

The agriculture sector includes beef, deer, sheep and dairy production, and is spread throughout the region. It is a relatively static industry with limited growth potential. This dairy sector is a major contributor to heavy vehicle movements on the region's road network between the

dairy farms, many of which are located on unsealed rural roads and factories in Brightwater and Takaka. The Alliance Group sheep processing plant in Stoke also generates a large number of heavy vehicle movements. Deer products are mostly transported to the West Coast and beef products to Marlborough, the West Coast and Christchurch.

### 3.3.4 Seafood and Aquaculture

The seafood sector plays a major role in labour force employment within the Tasman region. The main growth area is in aquaculture, which has the potential to grow significantly.

The key seafood processing facilities for the Nelson and Tasman region are owned by Sanford and Sealord which are located at Port Nelson and Talleys Group at Port Motueka. Each of these facilities is managed by a quota system that allows them to harvest a portion of the nation's total allowable catch. This is done to regulate the harvesting of seafood for sustainability management; the quota is unlikely to increase in the foreseeable future.

### 3.3.5 Tourism

The Tasman region is filled with a variety of activities that makes it an attractive destination for travellers. Three national parks; Nelson Lakes, Abel Tasman and Kahurangi, are within 90 minutes drive of each other. There is a large sector for arts, crafts and winery, particularly between Richmond and Kina. There are safe swimming beaches in the coastal areas and an adventure tourism market that is based in Murchison.

In 2007, domestic and international travellers made a total of around 1.84 million day and night visits to the Nelson and Tasman region. Domestic travellers accounted for approximately 1.32 million (72%) visits and international travellers accounted for the remaining 520,000 (28%) visits.

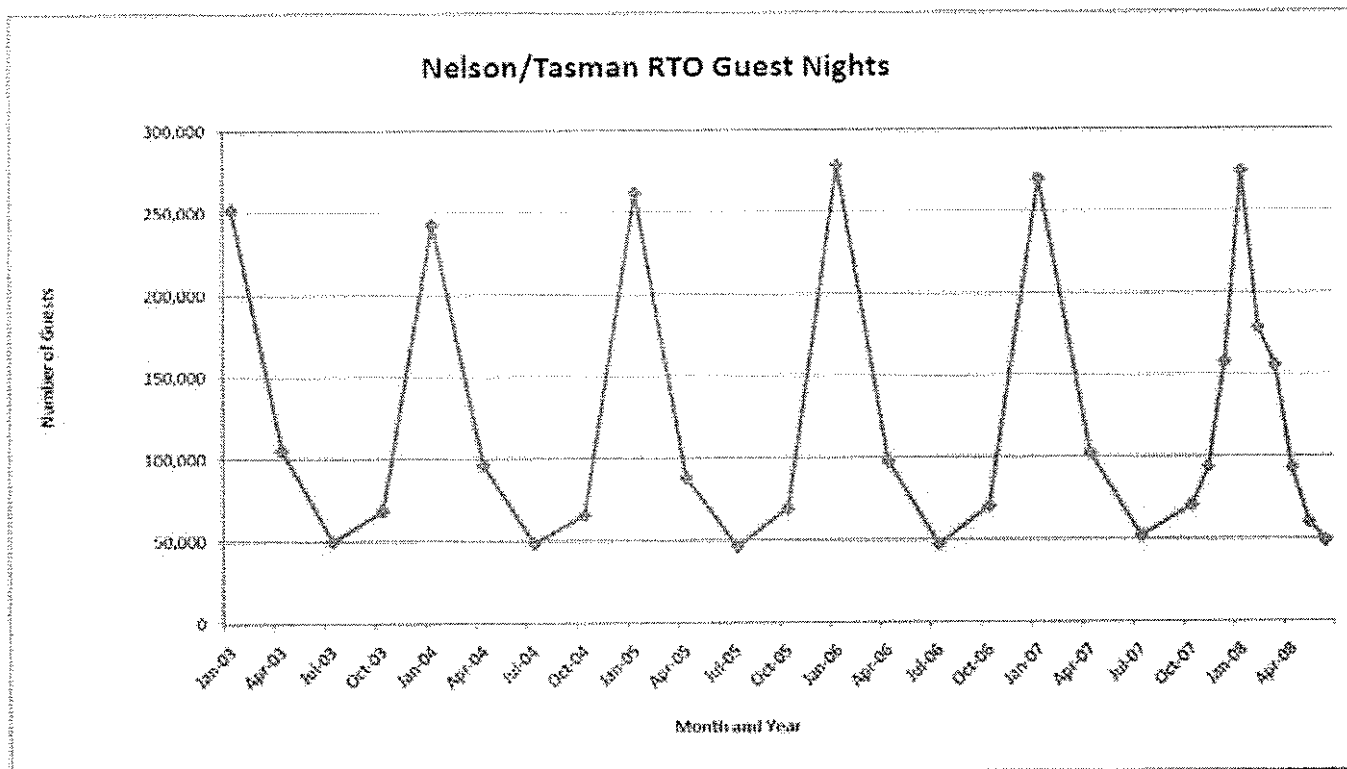
The number of total visits to the Nelson and Tasman region is expected to increase at 1.5% per annum until 2014. This is an increase of 11.0% or around 202,000 visits over the entire period, producing a total of 2.04 million visits for 2014.





Figure 3.8 outlines the movement of visitor nights in the Nelson and Tasman region throughout the years of 2003 to mid-2008. A definite recurring pattern of the general

traveller movement reveals that the peak occurs around the month of January with the least number of tourists staying around the month of July.



**Figure 3.8: Nelson and Tasman Guest Nights**

As the amount of tourists within the two regions increase during peak season, the amount of vehicles using the major tourist routes also increase. In addition to this cyclic trend, there has been growth in the tourism industry over the years, which is expected to continue in the near future. Furthermore, the length of the peak period also now appears to be extending with the shoulder seasons also starting to extend later in the year. The growth in tourism combined with the growth in population and other industries will produce an overall increase in vehicle movements including tour coaches and seasonal bus services throughout the region, especially during peak tourist and harvest seasons.

Travelling within the region is mainly undertaken by private vehicles or operated tours (i.e. bus/coach). The former is by far the most dominant and preferred method of travel by tourists. This mode of transportation also includes the use of rental vehicles, camper vans and accounts for approximately 95% of all tourist movements.

Nelson airport located in the adjacent Nelson City Council region is New Zealand's fourth busiest commercial airport with 90 flights per day and is a significant destination of many light and heavy vehicle movements. The airport provides for domestic travel only.





### 3.4 The Land Transport Network

The land transport network in Tasman predominantly comprises the local and state highway road network. No rail network exists and the high cost of providing such infrastructure, coupled with the limited demand means that no new facilities will be provided.

A number of tourist ferry services operate, but these do not tend to cater for commuters or shoppers.

Figure 3.9 illustrates the main transport infrastructure within the Tasman region. In addition to the strategic road network there are ports and airports located in Golden Bay and Motueka.

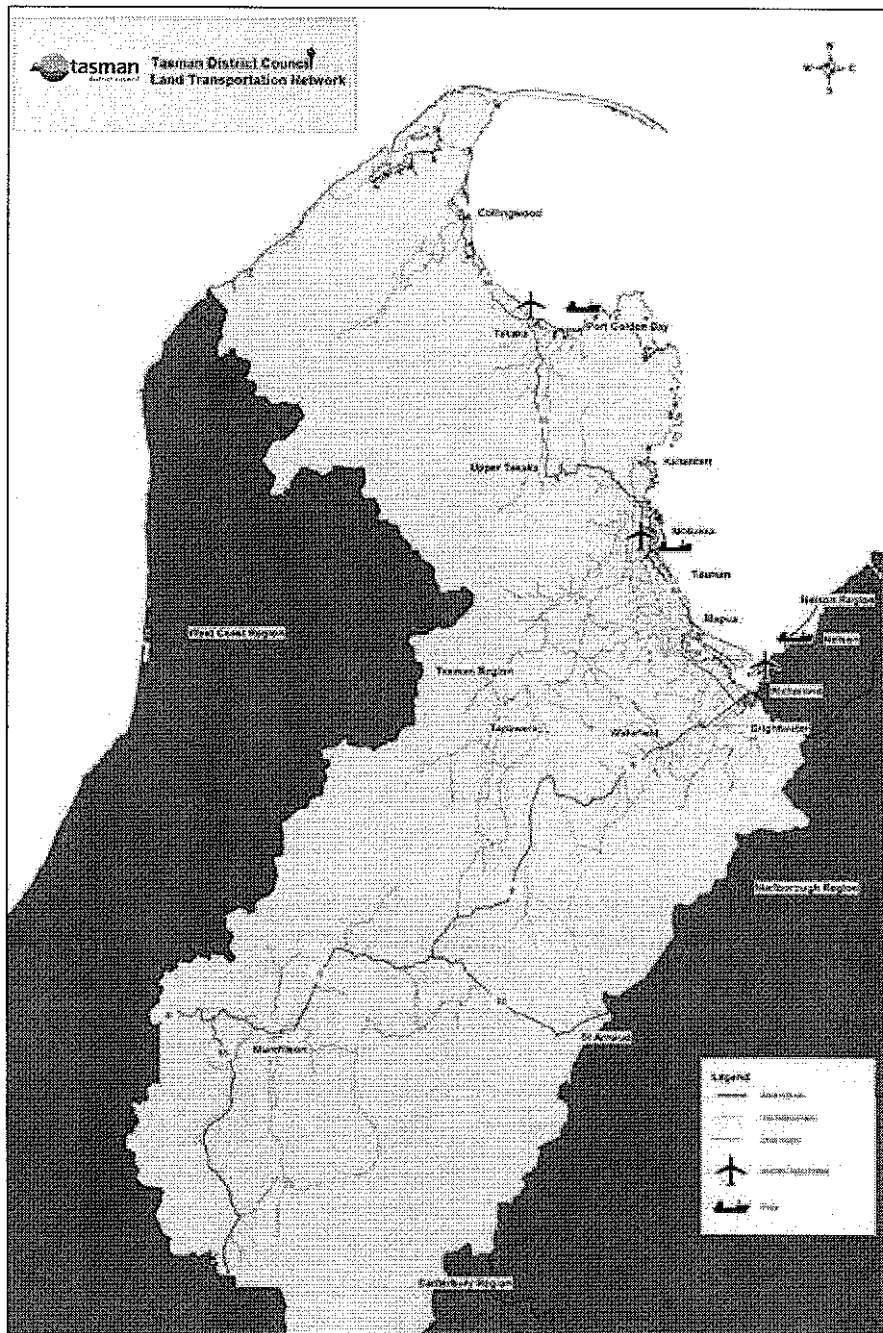


Figure 3.9: Land Transport Infrastructure of Tasman district



## 3.5 Road Transport

### 3.5.1 Road Network Summary

The Tasman region includes ~~almost~~<sup>around</sup> 2,000 kilometres of road. Tasman District Council maintains 1,683 kilometres of these, approximately half of which are sealed. Of these local roads, 1,516 kilometres are rural (743 kilometres are sealed) and 167 kilometres are urban (162 kilometres are sealed). The Council also maintains 11.7 kilometres of special purpose roads and 518 bridges.

In addition to the above, the New Zealand Transport Agency (NZTA) maintains and manages 335 kilometres of state highways throughout the Tasman region. Their scope includes:

- SH6 between Richmond and Buller District (Westport and Greymouth).
- SH60 between Richmond (SH6) and Collingwood.
- SH63 from Kawatiri (SH6) and Marlborough (Blenheim).
- SH65 between SH6 (near Murchison) and Buller District (Springs Junction and SH7 to Christchurch).

### 3.5.2 Traffic Volumes

Traffic volumes on the road network range from just a few vehicles per day on some remote unsealed roads to over 20,000 vehicles per day on SH6 through Richmond. State highway traffic volumes are as follows:

- SH6: 1,000 vehicles per day (vpd) south of Murchison to 20,000 vpd in Richmond.
- SH60: 2,000 vpd in Golden Bay to 15,000 vpd in Motueka.
- SH63: 300 to 600 vpd in rural areas with higher traffic volumes in St Arnaud.
- SH65: approximately 900 vpd.

### 3.5.3 Traffic Growth

It is expected that the traffic volumes throughout the region will increase alongside an increase in population, tourism and industry. The current growth in traffic volumes on the state highway network in the Tasman region is approximately 1.7% per annum.

Given the nature of the Tasman region's industry, the heavy vehicle growth rate is expected to surpass that of light vehicles, especially on the main routes which link parts of the region to facilities such as Port Nelson and Nelson Airport.

### 3.5.4 Heavy Vehicle Traffic

Heavy vehicles make up a significant proportion of the traffic stream within the Tasman region. On the four State Highways (SH6, SH60, SH63 and SH65) within the region, the percentage of heavy vehicles<sup>2</sup> ranges between four and 17 percent of the annual average daily traffic. The larger percentages tend to apply in the rural areas with primary production facilities, whereas the lower percentages reflect the higher number of light vehicles within the urban areas.

### 3.5.5 Seasonal Traffic

With two of the major industries in the region, horticulture and tourism creating large fluctuations in activity throughout the year, the traffic volumes on the road network also show strong seasonal variations. For example, while the average annual daily traffic flow through the NZTA continuous count site on SH60 in Riwaka is around 4,000 vpd, traffic flow reduces to around 2,500 vpd during the winter months and increases to over 10,000 vpd over the summer holiday period.

2. A motor vehicle over 3.5t



### 3.5.6 Passenger Transport

There is currently no passenger rail or ferry available in the Tasman region. The bus network is mostly commercially operated, providing routes based on market demand. The coverage of the bus routes operating within the region includes:

- Urban access services linking Stoke, Nelson and Richmond.
- Intra-regional services between Richmond, Takaka and Marahau via Motueka.
- Inter-regional links along major routes, for instance, from Nelson to Christchurch.

- Specialised services targeting rural communities such as school buses being administered by the Ministry of Education which are presently run by commercial operators out of Nelson, Takaka, Motueka, Tapawera and Murchison.
- Some seasonal tourist services.

Tasman District Council also supports a Total Mobility Scheme in the region, which seeks to assist people with special transport needs, namely those with impaired mobility. As it is more difficult for these people to travel, their transport options are limited by their circumstances and the Total Mobility scheme supports access to opportunities that allow them to participate more fully in society. As this scheme is delivered through taxi companies, it is only available where taxi services operate.

### 3.5.7 ~~Cycling and Pedestrian networks~~ Pedestrians and Cyclists

Walking and cycling are relatively popular modes of travel in Tasman; higher than in most other parts of the country. Currently, the Tasman District Council is in the process of improving the cycling and pedestrian networks.

The Council aims to turn the region into a safe and pleasant place to walk and cycle. The Council hopes to increase the numbers of cyclists and pedestrians within the region to reduce the amount of traffic and pollution generated by passenger vehicles. This will contribute to developing a healthier community as a whole.

Table 3.3 shows the percentage of commuter movements for walking or cycling within the Tasman region and all of New Zealand during the Census years of 1996, 2001 and 2006. While the Tasman region has a higher proportion of active commuters than there are nationally, the percentage of commuters that choose to walk or cycle has been static or decreasing over the last five years.

**Table 3 3 : Percentage of Pedestrian and Cycling Commuter Movements**

Year	Tasman region		New Zealand	
	Walking	Cycling	Walking	Cycling
1996	1374 (7.3%)	828 (4.4%)	5.7%	3.1%
2001	1275 (6.2%)	792 (3.9%)	5.4%	2.4%
2006	1335 (5.7%)	900 (3.9%)	5.3%	1.9%

In addition to commuter cycling, recreational and tourism cycling are also popular activities. While anecdotal evidence suggests that the number of recreational and tourist cyclists are increasing, little data exists in relation to these trips.

Tasman District Council is seeking to increase economic development and tourism by constructing new off road cycle trails such as the Tasman Loop.





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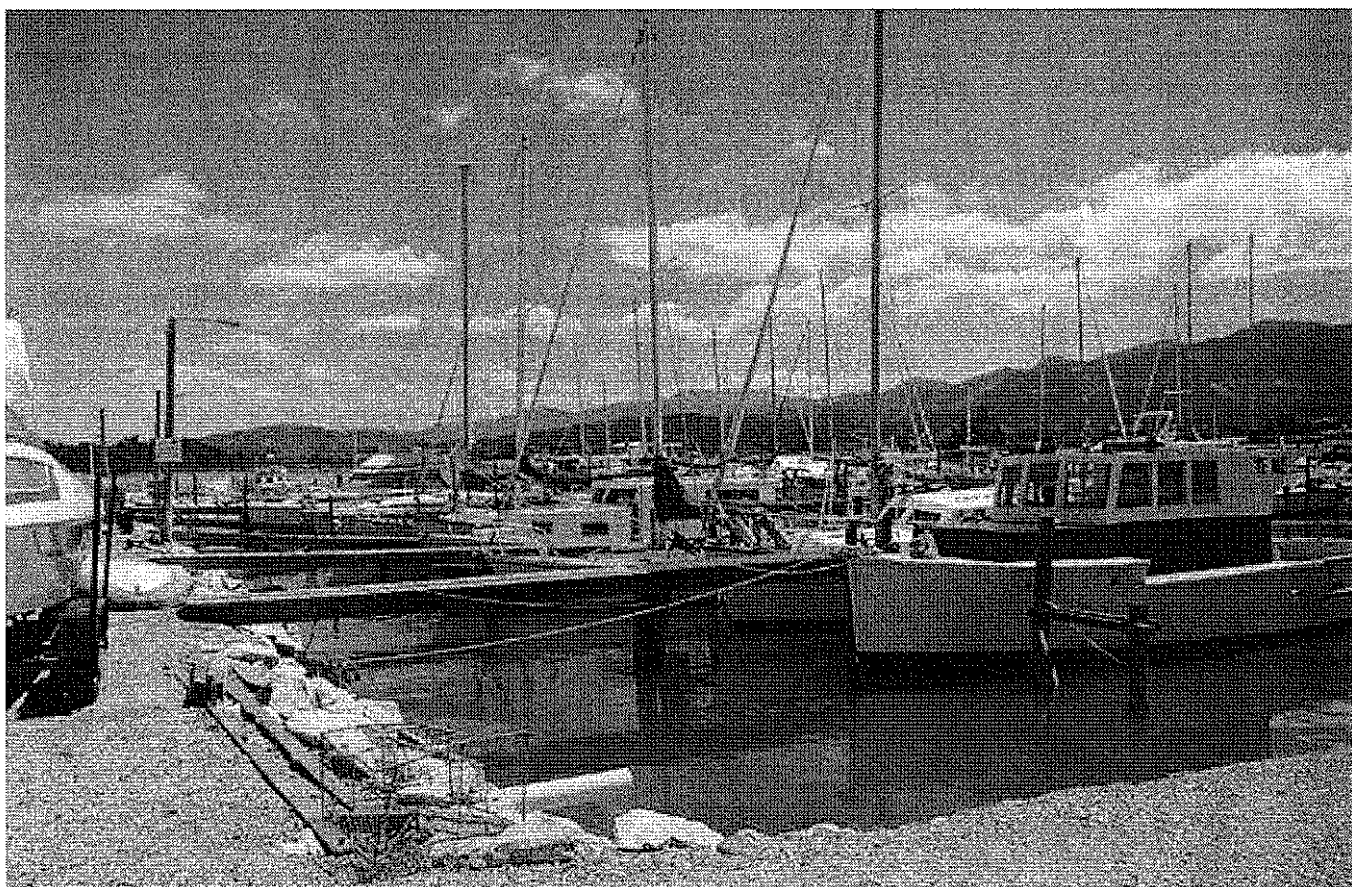
### 3.5.9 Air and Sea Connections

Two aerodromes are under the management of the Council and are situated in Motueka and in Golden Bay. Though these facilities are available, most of the air traffic comes through the Nelson Airport, which is accessed off SH6 in Nelson, approximately 6km north of Richmond.

The Council also takes responsibility for inspecting and maintaining four ports and wharves throughout the region. These facilities are located in Waitapu (DoC), Tarkohe, Mapua and Motueka (which is privately owned). In the same manner that the Council relies on Nelson Airport, it also relies on Port Nelson for the bulk of its sea transport activities. Approximately 2.6 million tonnes of freight pass through Port Nelson annually, and this is expected to rise to 2.8 million tonnes by 2015. The former represents about

5% of the national volume and is equivalent to about 3,300 tonnes of freight per day.

Exporting is a vital aspect for the various industries in the Tasman region. Thus, it is important to have an efficient road network between industry sites and facilities such as Port Nelson and the Nelson Airport. The growth of the export volumes over the past few years is expected to continue. The strategic road network connecting to the regional gateways must be maintained to cope with the increase in demand due to economic development and growth.



## 4.0 Transport Issues

Rising demands for personal mobility and freight movement are placing the transportation network under increasing strain. In the urban areas especially, increasing traffic volumes are leading to increased travel times, reduced trip time reliability, reduced safety and increased costs for users. In rural areas, the level of service provided by the network will deteriorate as traffic volumes rise. The poor crash history in the region also continues to be a cause for concern.

The process of identifying the existing and potential issues affecting the transport network is a prerequisite to the development of appropriate transportation solutions. This has involved the community through various consultation processes, and a detailed technical analysis of the road network which has included transportation modelling of the areas closer to Richmond.

The issues described in this section have been categorised by the five objective areas representing the Government policy for transportation. Inevitably, there are areas of overlap where an issue may be related to more than one objective area.

A number of the issues identified with the transport system in the Tasman region also relate to adjacent regions' transportation systems, especially that of Nelson City Council. It is the intent of the Tasman Regional Transport Committee and the Tasman District Council to continue to strengthen the strategic relationship with adjacent regions. These relationships will assist in remedying and/or mitigating any issues identified in the strategy that straddle regional boundaries.

### 4.1 Economic Development

The demand for transportation within a region is derived from a need to move freight and people. This need is, in turn, derived from economic and social activity. The Tasman region needs a transport system that supports long term economic development and growth by providing adequate facilities for businesses to transport freight, supply services and for people to travel to and from work.

#### Issue 1: Decreasing level of service on critical routes

The state of the transport network can impact upon the economic vitality of a region. Accordingly, there is a need to ensure that those routes that serve the key industries and centres of economic activity have reasonable and reliable travel times.

The key primary industry sectors in the Tasman region include horticulture, forestry, seafood and aquaculture, tourism and farming. All of these industries rely on the road network to provide vital transportation links between their activities/sites and their suppliers and/or customers (e.g. processing, export, domestic markets and tourist destinations).

Traffic movements are increasing as a result of population growth and more freight movements. These changes are increasing travel times and decreasing travel time reliability on the arterial road network, especially to key destinations such as Port Nelson and the Nelson Pine Industries facility in Lower Queen Street.





### **Issue 2: Limitations of local road network to cater for heavy vehicles**

A high percentage of heavy vehicles currently use roads that were not designed to cater for larger vehicles. The effects of heavy vehicles using these roads result in more rapid damage to the road surface and structures. The predicted increase in growth in the forestry and wood products industries within the next twenty five years will place increased pressure on the road network. Forestry in particular is difficult to manage. The provision of suitable roads is difficult to supply as there can be a strong demand whilst a forest is cleared but many years of inactivity whilst the next crop grows. The current proposals by central government to allow heavier trucks of up to 50 tonnes will potentially exacerbate this issue considerably.

To enable further economic growth within the region, the Council will need to be mindful of the limitations that road infrastructure could place on the efficiency of industry relying on heavy transport.

Unfortunately Council does not have sufficient resources to upgrade every structure and pavement to a standard suitable for significant heavy vehicle use. It is therefore appropriate that Council manages the road network in a manner that provides a network of heavy vehicle routes linking major areas of resources to key destinations. Central government funding is critical to Council providing a road network that can meet the needs of industry and the demands of heavy vehicle movements.

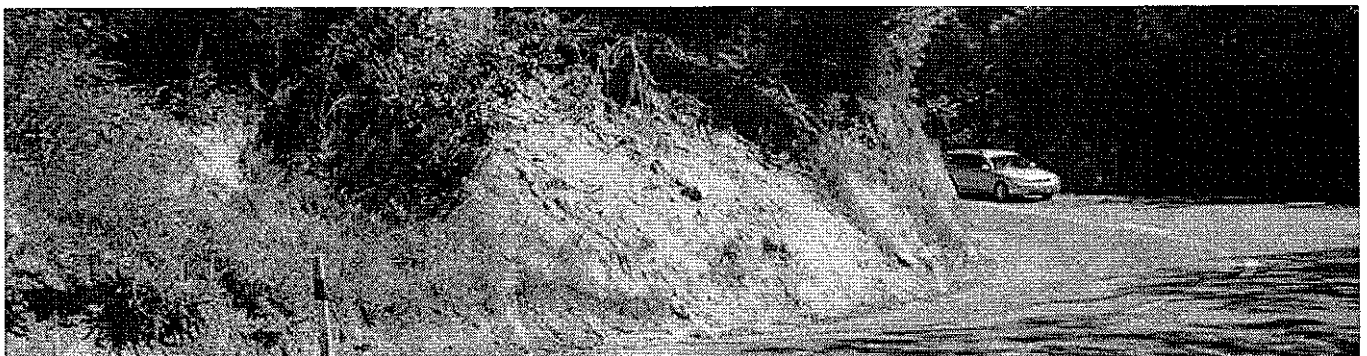
### **Issue 3: Low commuter vehicle occupancy rates**

The preferred mode of travel to work within the Tasman region is by private vehicle largely due to the wide dispersal of employees from their worksites. Only 2.2% of people travelled to work as a car passenger in the Tasman region at the time of the 2006 census. The associated large number of cars on the road network is having an effect both on the efficiency and sustainability of the transport network.

The low vehicle occupancy rates are likely due in part, to the limited public transport services available in the region. With the exception of encouraging car pooling and some land-use planning policies, the region does not currently have any schemes directed at reducing the number of private cars used when travelling to and from work and school, nor the distance travelled in those journeys.

### **Issue 4: Route Security on major arterial**

The region's land transport system provides inter-regional links to Nelson City, Buller and Marlborough Districts. Many of these routes are subject to natural hazards that have the potential to sever these strategic links such as flooding, landslides, storm damage, earthquakes and snow and ice hazards. Closures of these strategic links can cause substantial economic losses due to delays or the prevention of goods and services reaching customers in a timely fashion. While the timing and severity of the hazards cannot be controlled, the management of the road network in response to these events could seek to better ensure closures are reduced and/or alternative routes are provided.



## 4.2 Safety and Personal Security

The number of crashes that occur on the roads within the Tasman region, and the resultant number of casualties is considered to be unacceptably high. The Tasman region represents 1% of the nation's population, but accounts for 3% of the number of crashes.

The figure below shows the number of casualties (fatal, serious and minor injuries) from 1999 to 2008. Rural roads are defined as those with a speed limit of 80km/h or more, while urban roads have a speed limit of 70km/h or less. Rural roads represent 90% of the Tasman region road network.

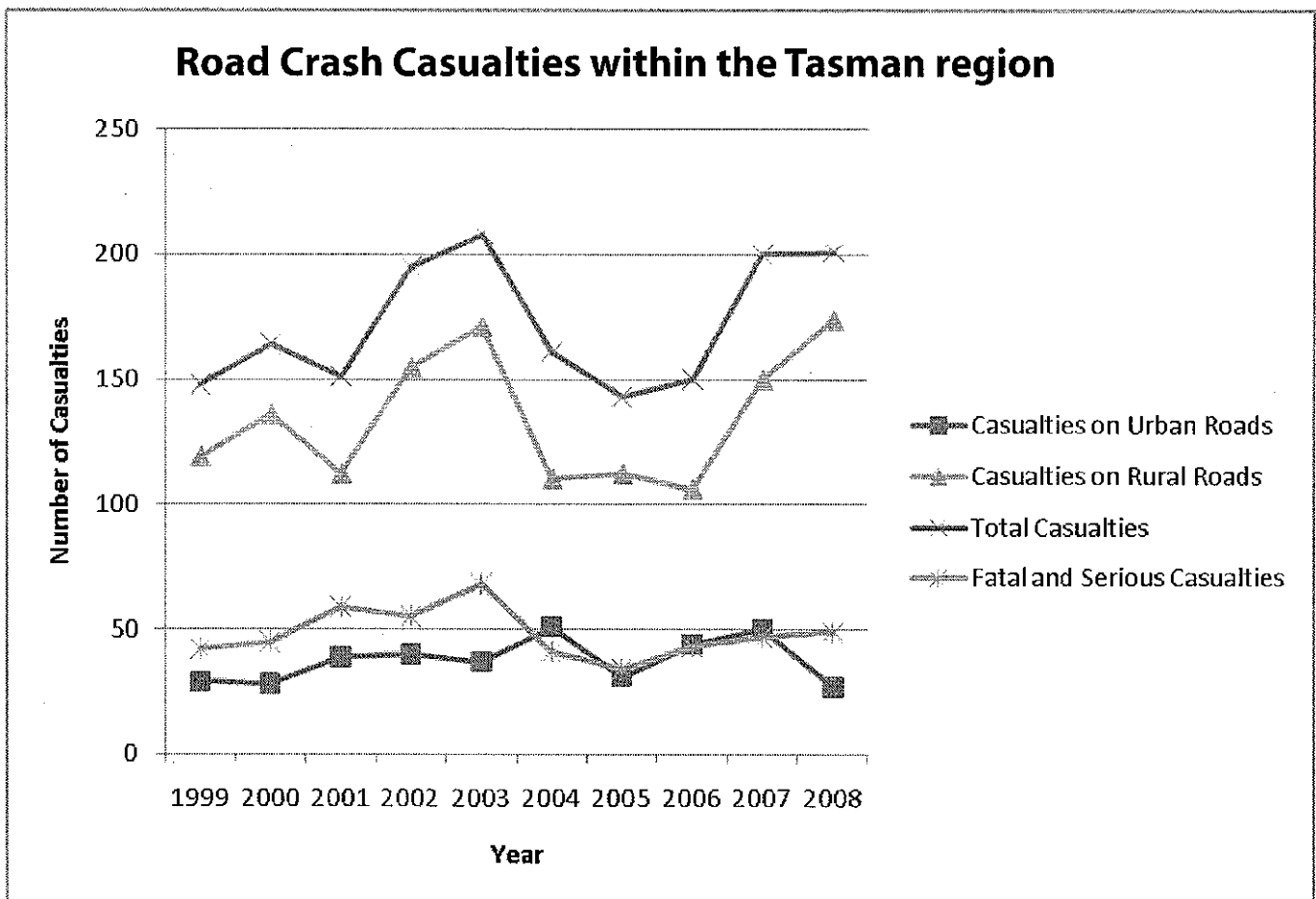


Figure 4 1: Road Crash Casualties within the Tasman region

The figure above indicates that the number of casualties has fluctuated over the past decade. However an increasing trend has been observed since 2005. Specific crash issues are discussed in further detail in this section.

The Government has recently released its road safety strategy to 2020 entitled 'Safer Journeys'. Tasman District Council supports the intent of the strategy and will work with Government agencies to help realise the vision of 'a safe road system increasingly free of death and injury'.





### **Issue 5: Loss of control on bends**

During the five year period between 2004 and 2008, 43 percent of all injury crashes in the Tasman region occurred due to loss of control at bends. These crashes resulted in 14 deaths, 93 serious injuries and 278 minor injuries. There were a further 429 non-injury reported crashes attributed to this cause.

Most crashes at bends involved a driver losing control of their vehicle and running off the road or on occasions colliding with another vehicle. Due to the rural nature of the Tasman region, the majority of these crashes occur in open road speed environments, which increases the risk of severe injury or fatality.

Of the loss of control on bends crashes which resulted in injuries, 38% were noted as having excessive speed as a contributing factor.

### **Issue 6: Vulnerable road user casualties**

Vulnerable road users are those who have very little physical protection in the event of a crash and are therefore susceptible to severe injuries. Vulnerable road users include pedestrians, cyclists and motorcyclists. Analysis of historic crash data in the Tasman region reveals an over-representation of casualties involving motorcyclists, cyclists and pedestrians in the urban and rural network. There is also the potential for non-injury crashes to not be reported to the police and therefore not be represented in the crash statistics.

Pedestrian injuries represent five percent of all injuries and make up six percent of serious injuries in the last five-year period. However, the number of pedestrian casualties has been decreasing since 2004. The number of total injuries in 2008 was the second lowest in any single year in the last five year period. The Tasman region is experiencing problems with younger people crossing the road, with 44% of casualties in the last five years being in the under-20 year age group.

Cyclist injury crashes in the Tasman region represent eight percent of all injuries and four percent of deaths in the last five year period. The number of cyclist casualties has been increasing since 2005, with the exception of a slight decrease in 2008. The number of cyclist injuries in 2008 was the second lowest in any single year of the last five year period. Approximately 70 percent of cycling crashes occurred on urban roads; 40 percent at intersections.

Motorcyclists in the Tasman region make up 11 percent of all injuries and four percent of deaths in the last five year period. There is an increasing trend in motorcycle crashes in the region reflecting the growth in this mode. The number of total motorcyclist injuries in 2008 was the highest in any single year in the last five year period. Most (86 percent) motorcycling crashes in the Tasman region occurred on rural roads. Thirty three percent of the motorcycling crashes happened at intersections.

### **Issue 7: Increasing trend of crossing/turning injury crashes**

Crashes due to crossing/turning movements are the third most common crash type in the Tasman region. Between 2004 and 2008, there were 179 crossing/turning crashes at intersections and 56 crashes at driveways. These crashes resulted in four deaths, 23 serious injuries and 80 minor injuries.

An increasing trend of crossing/turning injury crashes has been observed in the last five year period.

The most common crash movement is a vehicle failing to give way while turning right across the main road traffic from a side road or driveway (31 percent). The second is where a vehicle turns right across oncoming traffic (25 percent).



### Issue 8: High Risk Drivers

A significant proportion of crashes on the Tasman road network involve "high risk" drivers. The following table outlines those drivers who are considered to be "high risk" and the number of injury crashes with the five year period 2004-2008 in which they were deemed to be at fault or part-fault.

*High Risk Drivers*

**Table 4.1 Percentage of Pedestrian and Cycling Commuter Movements**

Driver Category	Number of Injury Crashes
Under 20 years of age	124
Learner or restricted licence	133
Disqualified / Not licenced	16
Under the influence of alcohol or drugs	59
<b>Total (taking account of crashes in two or more categories)</b>	<b>214</b>

Taking into account the fact that a number of crashes will be a result of drivers in two (or more) of these categories, the total number of crashes involving high risk drivers represents 35% of the 612 injury crashes that occurred during the latest five year period.

*Insert (D)*

### Issue 9: Personal Safety and Security

The extent to which people feel safe can affect their quality of life and the way they travel. Crime statistics show that Tasman has a lower incidence of violent offending than the national average; however it is often the perception of safety and security that influences travel choices including mode. With the national emphasis on active modes, it is important that personal safety and security are adequately addressed.

### 4.3 Access and Mobility

Accessibility relates to the ability of people to access jobs, education, services and recreational facilities via the transport network as well as businesses to access suppliers and customers. It is critical to promoting community wellbeing and the economic growth and development of the region. Mobility relates to the quality and ease of that movement.

Access to the land transport network provides for the social, cultural and economic wellbeing of regional communities and it is important that residents can potentially employ all transport modes, e.g. private motor vehicle, walking, taxis, buses, etc.

### Issue 10: Accessibility for non-car owning households, mobility impaired and the elderly

The lack of alternative transport modes means that those people without access to a private motor vehicle are limited in their ability to participate in social and economic activities in the region. Almost 5% of households within the Tasman region do not own a private motor vehicle, and as the population of the region ages, this number could increase. Accordingly, these groups require options for mobility and access to social services and needs.

In terms of pedestrian movements, footpaths that are uneven, obstructed, poorly defined or poorly maintained create a barrier for the elderly, the mobility impaired and people with pushchairs. It is important that provisions are made to improve footpaths and public transport services and infrastructure to provide better accessibility and mobility for these user groups. User costs can also be an accessibility issue.

### Issue 11: Reduced community cohesion due to transport network barriers, especially for walking and cycling

The land transport network plays a vital role in helping to establish and maintain a healthy community including connections to meeting places, schooling, places of employment and community centres (e.g. churches, shopping centres).





Providing safe, convenient and close connections between residential and community centres encourages participation and improves community wellbeing. Some barriers created by the transportation network that may affect the cohesion of the Tasman community are the difficulties for pedestrian and cycle movements over a major road, lack of safe direct routes for walking and cycling, or inadequate response times for emergency service vehicles. It is important that the Council provides links for various transport modes between suburbs to prevent such barriers and at the same time encourage self sustaining communities to limit the requirement for travel by private car to access services.

#### 4.4 Protection and promotion of public health

Changing the way people travel can have significant benefits in terms of public health. The increased physical activity associated with walking, cycling or using other active modes significantly reduces the risk of health problems. Furthermore, by reducing the amount of private vehicle travel, fewer pollutants such as exhaust emissions, contaminants, dust and noise are produced, reducing their adverse effects on the community.

##### **Issue 12: High use of private motor vehicles for short distance trips**

Nationally, 19% of private vehicle driver 'round trips' are under four kilometres (average distance of under two kilometres each way, which is generally considered walkable) and 46% are under 10 kilometres (five kilometres each way is within easy cycling distance).

It is likely that urban and rural travel patterns in the Tasman region are similar to national patterns, noting that the region has higher than average walking and cycling commuter mode shares. Many of these short distance vehicle trips could be switched to walking or cycling with a significant improvement in levels of physical activity and general health.

##### **Issue 13: Pollutants due to road vehicles in sensitive environments**

Motor vehicles emit a range of pollutants including particulates (PM10), nitrogen oxides and carbon monoxide. In Richmond, particulate concentrations in winter can exceed the National Environmental Standard on more than 20 days a year. National and international data shows high particulate concentrations can increase mortality rates, aggravate respiratory illnesses such as asthma, and result in reduced activity (people work less because of illness or having to care for ill people).

Air quality monitoring in Richmond since 2000 has shown that the primary cause of poor air quality is burning solid fuels in domestic appliances. Over 84% of PM10 comes from this source, with about 6% coming from traffic sources, although this figure is increasing. Council has adopted measures to improve air quality and protect people's health.

While it is expected that new technologies will assist in reducing emissions from the transport sector, there is also scope to reduce total vehicle emissions by other means.

##### **Issue 14: Human health effects of dust from unsealed roads**

Dust from gravel roads is a significant air quality issue, particularly during the dry period beginning November and continuing through to March. Dust nuisance has been linked to an increase in respiratory illness and asthma. Road dust also has a considerable nuisance element for houses, schools, community and recreation facilities, and is a significant issue for horticultural export crops situated close to unsealed roads. Dust can affect the quality of tank water supplies. While the Council does have the option of using oil as a dust suppressant, this practice does have environmental and public health issues, and sealing is the preferred long-term option for dust nuisance.



## 4.5 Environmental Sustainability

The Tasman region's land transport network provides the people of the region and visitors with a high degree of mobility. The economic and social benefits of this mobility do not come without some environmental cost. The environmental consequences associated with the land transport network in the Tasman region are similar to those being experienced in other regions of New Zealand.

Increasing levels of vehicle-based mobility and accessibility will lead to an increase in environmental impacts. A heavy reliance on the road network means that these impacts include noise, visual intrusion, air and water pollution, and community severance (as highly trafficked roads can become barriers to pedestrian and cycle movements).

Inefficient use of private motor vehicles also results in an unsustainable reliance on non-renewable fuels. Whilst future innovations may reduce this reliance, common use of new technologies is not imminent.

### Issue 15: Greenhouse Gas Emissions

The Government through the New Zealand Transport Strategy and the New Zealand Energy Efficiency and Conservation Strategy has set a target of halving domestic greenhouse gas transport emissions per capita by 2040. In August 2009, the government pledged to reduce total emissions by 10-20% by 2020. In 2007, transport contributed 20% of New Zealand's total greenhouse gas emissions. If the national greenhouse gas targets are to be met, emissions associated with motor vehicle traffic will need to be reduced.

While the majority of work associated with achieving this target will take place on a national level, the Tasman region still has a part to play. For example, short trips generate proportionally higher emission rates when engines are cold and often operating at inefficient speeds. Short trips can often be made by another mode. If current travel trends continue, the increasing volumes of traffic forecast on the region's road network will result in greater volumes of greenhouse gases being emitted.

for example with the Emission Trading Scheme, which is likely to result in an increase in fuel prices. However,

### Issue 16: Land use planning impacts on transportation network

The location and density of land-use activities directly affects the demands placed on the transportation network. Failure to correctly plan and control new land-use activities, for example by allowing residential development away from urban areas or community facilities, can result in an increased number of private motor vehicle trips and their associated environmental impacts. Land-use planning needs to consider all modes of transport and encourage more sustainable travel.

## 4.6 Affordability

Whilst all transport related projects and initiatives that are implemented in the region need to be justified and prioritised by their benefits, consideration of their cost is also required. These projects and initiatives are implemented through budgeted programmes which have limited funds and thus the total programme cost must be affordable and within budget. Projects that make better use of existing infrastructure can defer or reduce the need for new infrastructure, resulting in savings.

### Issue 17: Funding Availability

There is limited funding available from both local and central government to progress transport projects. This constraint on funding means that some of the projects and measures that could contribute to achieving the vision and objectives of this Strategy may not be able to be progressed or have to be progressed more slowly. Accordingly, the projects and measures need to be prioritised to ensure that those activities which provide the most benefits - and contribute the most towards the RLTS targets - are funded.





# 5.0 Targets

In order to monitor progress towards the vision and objectives outlined in Section 1, specific measurable indicators and targets are required.

The indicators and targets specified in this section closely relate to the issues identified in Section 4. However, some targets will result in benefits against more than one objective area. These targets form the basis of the monitoring strategy so progress towards the vision can be reviewed on an annual basis.

## 5.1 Economic Development Targets

Indicator reference	Indicator	Target
1a	Peak period <sup>3</sup> travel times on main arterials in the region.	No deterioration through to 2019 from values recorded in 2009.
1b	Peak period travel time variability on main arterials in region.	No deterioration through to 2019 from values recorded in 2009.
2	The strategic road network condition.	Identify the strategic road network required for economic growth by 2011 and implement ongoing prioritised programme of asset maintenance and improvement to cater for projected demands by the 2012 RLTP.
3a	Percentage of single occupancy vehicles in the peak periods across the Richmond Deviation / Salisbury Road screenline.	Decrease by at least 10% by 2019 from 2009 values.
3b	The share of week day journey to work trips undertaken by public transport.	Increase to at least 2.5% by 2021 <sub>x</sub> from 2006 census data.
4	Availability of the strategic road network.	Strategic road network open or alternative routes available 99% of the year.

3. Defined as 7:30 - 9:00 am and 4:30 - 6:00 pm



## 5.2 Safety and Personal Security Targets

Indicator reference	Indicator	Target
5	The number of loss of control crashes on bends.	Reduce by at least 20% by 2019 from 2009 five year rolling average.
6	The number of vulnerable road user crashes.	Reduce by at least 20% by 2019 from 2009 five year rolling average.
7	The number of crossing/turning injury crashes.	Reduce by at least 20% by 2019 from 2009 five year rolling average.
8	The number of injury crashes involving high risk drivers.	Reduce by at least 20% by 2019 from 2009 five year rolling average.
9	Community perceptions of personal safety and security.	The Tasman District Council annual residents survey indicates that by 2019, 70% agree/strongly agree that they feel safe and secure using the transport system.

## 5.3 Access and Mobility Targets

Indicator reference	Indicator	Target
10	Alternatives to services and activities access.	By 2011, identify and support a programme for provision of measures to encourage alternatives to private car access to services and activities.
11	Barriers to walking (including access to bus stops) and cycling in urban areas.	By 2011 develop a programme of area specific studies, initially focusing on the heavily trafficked arterial and principal roads; by 2012 ongoing implementation of action plan from those studies.



## 5.4 Public Health Targets

Indicator reference	Indicator	Target
12a	The share of week day journey-to-work trips undertaken by walking.	Increase to at least 10% by 2021.
12b	The share of week day journey-to-work trips undertaken by cycling.	Increase to at least 5% by 2021.
13	PM10 emissions to air from the transport sector.	Reduce by 2019 from values recorded in 2006 in line with NZTS targets.
14	Length of unsealed road in the region with more than 50 vpd.	Reduce length of unsealed roads annually. <i>Seal at least half one kilometre of</i>

## 5.5 Environmental Sustainability Targets

Indicator reference	Indicator	Target
15	Greenhouse gas emissions from the transport sector per capita.	Reduce by <del>at least</del> 20% by <del>2019</del> <sup>2010</sup> , relative to 2007 per capita emissions, in line with NZTS target of 50% by 2040.
16a	Land-use change applications (plan changes and resource consents) assessments.	By 2010, every application assessed to determine its consistency with the targets in this Strategy.
16b	Provision of walking and cycling facilities and access to public transport corridors in development areas.	All developments to provide from 2010.
16c	Tasman Resource Management Plan alignment.	Alignment review completed by 2011, with programme of identified required changes initiated by 2012.



## 5.6 Affordability Targets

Indicator reference	Indicator	Target
17a	Prioritised RLTP.	A current RLTP is in operation at all times.
17b	A regional funding plan exists.	An agreed regional funding plan is operative at all times, including a programme for ensuring maximum central government funding is provided to the region, by 2010.
17c	Value for money community perception.	Seventy percent of the community are satisfied that the Tasman regional transport network provides them with value for money by 2019 indicated in the Tasman District Council annual residents survey.

## 6.0 Implementation

The vision and objectives of this strategy are clearly stated. All agencies involved in transport need to accept these objectives and be proactive in their implementation. In order to realise the targets from the previous section a range of projects and activities will be required under the areas of:

- Roads and Traffic
- Walking
- Cycling
- Travel Demand Management (including Land Use Integration); and
- Public Transport

### 6.1 Roads and Traffic

Travel by private motor vehicle is the main mode of transport in the Tasman region. Consequently, having a safe and reliable road network is vital. The transportation routes within the region linking major settlements rely almost solely upon the road network. State highway corridors are the main arterial networks providing high volume commuter links between urban centres and heavy vehicle routes within the region and to neighbouring districts of Marlborough, Nelson and Buller.

The strategic road network provides a framework of key

routes for longer distance travel and access to major destinations such as the port, airport and urban centres, in addition to linkages between this region and surrounding regions. Non-strategic local roads support the strategic network by providing local access and circulation.

Given the low density of transport corridors in many parts of the region, it is important that the road network caters for all users such as cyclists, pedestrians, and public transport operators and passengers; not only motorists. This includes the provision of space and infrastructure to allow for safe, convenient and pleasant travel by all modes present.

Significant consideration should be given to the impacts on safety and personal security when building, maintaining and operating a road network. Roads can also have significant impacts on public health and environmental sustainability, as well as both positive and negative social implications.

This Strategy aims to maintain and improve the strategic road network to provide efficient and safe movement for higher volumes of people and goods, so as to support the continued growth and economic development of the region. The strategic road network is pivotal to this goal. Activities for other roads in the region support other key needs of the local communities.



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.

### 6.1.1 Road Safety and Education

Road crashes have a high social and economic impact on the region. This Strategy aims to reduce the harm (deaths, injuries, and property damage) resulting from crashes of road vehicles, through a combination of infrastructure, education and enforcement initiatives. With aims to

increase the use of walking and cycling, addressing road safety concerns for these modes is critical as safety is a major perceived barrier to greater use of these modes. High quality and complete information is a key element of being able to accurately, efficiently and effectively target improvements to road safety; improved crash and incident reporting is vital to this end.

## Roads and Traffic Policy 1

Reduce the number and severity of road crashes in the Tasman region.

Activity <i>action</i>	Activity Start	Indicators influenced	Responsible agencies
Review the regional road safety plan to improve coordination and develop regional road improvements, safety programmes and priorities.	Ongoing	5-9, 11	Tasman District Council
Continuously update, implement and advocate for enforcement and community development activities targeted to road safety issues across the region.	Ongoing	5-9, 11	Tasman District Council, Police, NZTA
Consider road safety in development consent decisions	Ongoing	5-9, 11, 16b	Tasman District Council
Promote better recording of injury and non-injury crashes and integration with existing databases especially cycling and pedestrian accidents.	Ongoing	5-9, 11	Tasman District Council, NZTA, Police, District Health Board
Undertake education and advertising campaigns to highlight regional road safety issues.	Ongoing	5-9, 11	Tasman District Council, NZTA
Ensure that safety is an integral part of all prioritised improvements and maintenance programmes & designs.	Ongoing	5-9, 11, 17c	Tasman District Council, NZTA

*Update the road safety strategy* | Short Term | 5-9, 11 | Tasman District Council



to reflect the outcomes sought by connecting Tasman and Safer Journeys



## 6.1.2 Environmental and Public Health Impacts

The construction, maintenance and operation of the road network can have a significant effect on the sustainability of the environment and public health of the community in a number of ways.

Environmental impacts arise through use of natural resources, construction works near eco-systems, vehicle emissions, noise, vibration, visual impacts and severance. The motor vehicle does have considerable benefits overall although other modes of travel such as cycling, walking and passenger transport are better for the environment.

The transport system can also have many direct and indirect effects on public health, both positive and negative. Positive effects can occur from providing a convenient way for people to exercise or engage with their local community while conducting other daily activities. Direct negative effects include injuries from traffic accidents, the consequences of breathing polluted air and the effects from reduced levels of physical activity that are an outcome of the growing car dependent culture. Indirect effects include mental health problems which have been linked to increasing levels of social connection

or segregation. Access to friends and family and social networks can facilitate good health, whereas isolation can lead to mental and physical health problems.

A sustainable transport system seeks to minimise reliance on non-renewable resources and environments as well as avoid, remedy or mitigate adverse effects on the environment, whilst supporting effective, safe access and mobility. The environmental impacts are addressed through a range of government policies and standards, which cover matters such as emissions standards, chemical content of fuels and noise standards. Additionally, requirements of the Land Transport Management Act stipulate that all RLTS shall take into account the New Zealand Energy Efficiency and Conservation Strategy.

This Strategy aims to protect and promote public 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 individuals' levels of physical activity.

## Roads and Traffic Policy 2

Support activities which improve public health and ensure monitoring of environmental impacts of land transport and compliance with national and regional standards.

Activity	Activity Start	Indicators influenced	Responsible agencies
Promote and support alternative modes such as walking, cycling and public transport.	Short Term	3a, 3b, 10-13, 15-16c	Tasman District Council, NZTA
Ensure that the construction, operation and maintenance effects of land transport projects on air quality, water and soil quality, noise levels and environmentally sensitive sites comply with relevant standards.	Short Term	13, 15-16c	Tasman District Council, NZTA
Encourage and promote land use developments which avoid, remedy and mitigate adverse environmental impacts of transport.	Ongoing	3a, 3b, 11, 12a, 12b, 13, 15-16c	Tasman District Council



### 6.1.3 Tasman Road Network

The land transport network in the Tasman region predominantly comprises the local and state highway road network. These roads are classified in a road hierarchy and perform two broad functions: as a strategic road network and non-strategic roads. The strategic road network should efficiently carry through traffic, linking regionally important destinations such as major urban areas, ports and airports, main tourism sites and major industrial and employment zones. The non-strategic roads provide more local circulation and property access functions.

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

As the Tasman region has such a strong tourism aspect, there are highly variable traffic volumes on some roads over a year, with very high peaks during holiday periods. Heavy vehicles make up a significant proportion of the traffic stream within the Tasman region so it is important that the strategy recognises these types of vehicles.

People living in and visiting rural areas and small settlements are highly reliant on an effective road network, given the limited availability of non-car options for most trips. The non-strategic road network in particular helps support and enables rural economic development, recreational activity, emergency services access and social cohesion of those communities.

## Roads and Traffic Policy 3

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

Activity	Activity Start	Indicators influenced	Responsible agencies
Operate, maintain and renew the road network in line with the NZTA and Tasman District Council transport activity management plans and the adopted RLTP.	Short Term	1a, 1b, 2, 4, 5, 6, 7, 8, 9, 14, 17c	Tasman District Council, NZTA
Protect and enable the functions of the strategic road network through developing and implementing corridor and/or access management plans where required.	Short Term	1a, 1b, 2, 4, 5, 6, 7, 8	Tasman District Council, NZTA
Investigate alternative heavy vehicle and high demand holiday traffic routes to make the best use of the existing network.	Medium Term	1a, 1b, 2, 4, 5, 6, 7, 8, 17c	Tasman District Council, NZTA
Develop a road network that supports and responds to economic development supporting business and tourism.	Medium Term	1a, 1b, 2, 4-12b, 16a-c	Tasman District Council, NZTA
Ensure that developments, including transport infrastructure, are located, built and managed to be accessible and functional for those with special transport needs.	Ongoing	9, 10, 15b	Tasman District Council, developers



## 6.1.4 Freight

The transport of freight is an integral element of regional economic activity. Economic growth and development are heavily reliant upon an efficient and effective freight industry and system. The present logistics patterns rely upon highly mobile and responsive networks which can provide services and delivery of goods quickly and at any time, 24 hours a day, seven days a week.

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 movement, such as during logging operations in a particular forest block over a set period. Freight activity can have negative impacts on communities and the environment, such as safety issues, increased road maintenance and noise nuisance, especially at night.

### Roads and Traffic Policy 4

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

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Activity	Activity Start	Indicators influenced	Responsible agencies
Review the Tasman Resource Management Plan to ensure provision for local freight distribution and servicing needs.	Medium Term	<del>2, 2b, 8</del> 2, 9	Tasman District Council
Maintain and protect a safe network of routes for over-dimension, over-weight and dangerous goods/hazardous substances vehicles.	Short Term	<del>2a, 2b</del> 2	Tasman District Council, NZTA
Develop a strategic freight network suited to the needs of freight traffic that relieve local roads and residential streets of unnecessary heavy vehicle traffic.	Medium Term	<del>2a, 2b, 8</del> 2, 9	Tasman District Council, NZTA
Investigate options for funding one-off high asset maintenance and improvement costs due to short term high demand heavy vehicle activity, such as forestry block clearing.	Short Term	<del>14, 16b, 16c</del> 14, 17b, 17c	Tasman District Council







## 6.2 Walking

The Tasman District Council has a vision to make the region a "safe and enjoyable place to walk and cycle". Walking is a fundamental part of life which is widely recognised for health and environmental benefits it provides while enabling convenient access to many destinations. It is an important part of any sustainable transport system, providing an efficient and economical means of travel for many shorter trips. Walking provides an essential mode of travel for those with limited access to a motor vehicle and can be an integral part of public transport journeys and even motor vehicle journeys.

There has been an overall decrease in the number of commuters that prefer to walk as a mode of transportation within the Tasman region. This trend may be due to people's concerns about their personal safety and security, the availability of cheap vehicles, distance between home and employment and lifestyle changes. The Strategy aims to change this by enhancing the amount of walking trips within the region through supporting the measures identified in the Council's Regional Pedestrian Strategy.

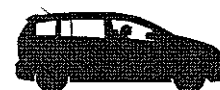
This Strategy recognises the importance of walking and promotes a pedestrian-friendly built environment. Walking routes should be well signed, connected, convenient, comfortable and convivial. Within the context of the RLTS, walking includes those using walking aids such as wheelchairs and mobility scooters and those with specific requirements such as people with (often wide) pushchairs. A walking environment designed with the needs of mobility impaired pedestrians in mind will often create excellent levels of service for all pedestrians.

This Strategy suggests a variety of activities for increasing the use of walking as a transport mode. It also promotes for the first time the comprehensive and structured application of Non Motorised Road User Reviews and Audits (as promoted by the New Zealand Transport Agency) in the assessment of all significant transportation, land use and community facility developments. This will ensure that maximum value for money in supporting these sustainable modes is gained from all infrastructure investment.

### Walking Policy

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

Activity	Activity Start	Indicators influenced	Responsible agencies
Ensure that the impact on walking is taken into account in decisions by public agencies of the location of key facilities, e.g. schools, hospitals, council offices, post offices, shops, parks and open spaces.	Short Term	6, 9-12a, 13, 15, 16b	Tasman District Council, Government departments and ministries
Make maps available showing walking routes and promote them with publicity campaigns.	Short Term	6, 9-12a, 13, 15, 16b	Tasman District Council
Review the Tasman Resource Management Plan to ensure priority is given to walking access to, through and within new developments in planning decisions.	Short Term	6, 9-12a, 13, 15, 16b	Tasman District Council
Provide a clearly definable network of walking routes to key destinations (such as schools, shopping areas, bus stops, stations and places of work) from local residential communities.	Short Term	6, 9-12a, 13, 15, 16b	Tasman District Council, developers
Implement the Tasman District Council Pedestrian Strategy.	Short Term	6, 9-12a, 13, 15, 16b	Tasman District Council, NZTA
Ensure that all key infrastructure programmes for transportation and community facilities are subjected to Non Motorised Road User Reviews and Audits with a particular emphasis on the needs of pedestrians with mobility impairments.	Short Term	6, 9-12a, 13, 15, 16b	Tasman District Council, NZTA



## 6.3 Cycling

The Tasman District Council has a vision to make the region a “safe and enjoyable place to walk and cycle”. Cycling is an active, enjoyable, cheap and environmentally friendly mode of transport that has significant potential for many more short to medium distance trips than at present. Cycling often provides the fastest door-to-door journeys in congested areas. Increasing numbers of people are choosing to travel by cycle for longer distances throughout the region, which is reflected in the growing cycle tourism market.

Cycling provides many environmental benefits as it is pollution-free, noise-free and congestion-free.

Despite having a high mode share for commuter cycling, there has been an overall decline in the number of commuters that prefer to cycle as a mode of transportation within the Tasman region over recent decades. This trend may be due to people’s concerns about their personal safety and security, the availability of cheap vehicles, distance between home and workplace and lifestyle changes.

### Cycling Policy

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

Activity	Activity Start	Indicators influenced	Responsible agencies
Ensure that the impact on cycling is taken into account in decisions by public agencies of the location of key facilities, e.g. schools, hospitals, council offices, post-offices, shops, parks and open spaces.	Short Term	6, 9-11, 12b, 13, 15, 16b	Tasman District Council, Government departments and ministries
Make maps showing cycle routes available and promote with publicity campaigns.	Short Term	6, 9-11, 12b, 13, 15, 16b	Tasman District Council
Review the Tasman Resource Management Plan to ensure priority is given to cycling access to, through and within new developments in planning decisions.	Short Term	6, 9-11, 12b, 13, 15, 16b	Tasman District Council
Provide a clearly definable network of cycling routes to key destinations (such as schools, shopping areas, bus stops, stations and places of work) from local residential communities.	Short Term	6, 9-11, 12b, 13, 15, 16b	Tasman District Council, developers
Implement the Tasman District Council Cycling Strategy.	Short Term	6, 9-11, 12b, 13, 15, 16b	Tasman District Council, NZTA
Ensure that all key infrastructure programmes for transportation and community facilities are subjected to Non Motorised Road User Reviews and Audits with a particular emphasis on the needs of cyclists.	Short Term and Ongoing	6, 9-11, 12b, 13, 15, 16b	Tasman District Council, NZTA

**Cycling in Tasman region can be categorised in three ways:**

- Trips within main urban areas.
- Trips within districts and between townships and small settlements.
- Trips which are inter-regional.

It is key to improving cycle usage to recognise that different types of cycling environments will suit different cyclists and also those different types of cyclists (e.g. learners, commuters, serious recreational) have different infrastructure needs. It is also important to recognise that individual mode change does not need to be absolute; current single occupancy car commuters may only choose to cycle a few days a week due to weather, the need to transport goods or other demands, but this would still benefit the individual and the community.

Cycling forms an important element of a sustainable land transport system and this Strategy aims to change the current trends and situation in Tasman by enhancing the volume of cycling trips through supporting the measures identified in the Regional Cycling Strategy. In recognising the importance of cycling, it promotes cycling as a mode of travel.



## 6.4 Travel Demand Management

Travel demand management is a planning concept which seeks to alter travel behaviours in order to provide a more sustainable transport system by reducing the number of private vehicle trips, especially at peak times. It does not seek to reduce the individual's accessibility or mobility, instead it seeks to optimise the mode, frequency and length of trips for the benefit of the user and the community. Travel demand management has the potential to make a significant contribution to short, medium and long term transportation impacts in the Tasman region, through policies, activities and programmes that seek to influence travel behaviour. These can be implemented in a way that maximise the effective supply of transportation services and infrastructure, thus contributing to economic productivity and growth.

Travel demand management influences people's choices as to how, how often, when and where they travel. It involves traffic management initiatives which seek to improve transport system resilience, reduce traffic congestion, operating costs and social exclusion, and encourages and

promotes alternative modes of travel. Travel demand management methods include:

- Travel behaviour change (e.g. education, promotion, marketing);
- Integrated transport and land use planning;
- Support of active travel modes; and
- Parking management.

Travel demand management works best as an integrated system where all travel modes are efficiently utilised, the transport system is well integrated and there is sufficient and effective travel information for the public. This system helps to provide planning alternatives and reduce the amount of infrastructure improvements needed resulting in cost and time savings as well as environmental benefits.

In order to effectively manage travel demand the public must have access to a range of travel options and information. The success of travel demand measures relies heavily on the public's travel patterns and their willingness to change as well as planning tools used to drive behaviour changes.



## 6.4.1 Influencing travel behaviour

Education, promotion and marketing are soft measures that can be used to influence travel behaviour. These can include educational and promotional measures to reduce the use of private motor vehicles, especially for non-essential and shorter journeys, where genuine alternatives are available. The measures will be especially targeted

to educational establishments, important employers and in network locations with traffic congestion problems. Alongside encouragement of healthy active travel modes for community health and wellbeing, there will be a focus on an improved balance of travel demands against network capacity through the day.

### TDM Policy 1

Support a comprehensive range of travel behaviour change programmes and activities applicable to both rural and urban areas of the region.

Activity	Activity Start	Indicators influenced	Responsible agencies
Provide travel behaviour education and promotion/marketing of alternative travel modes through media, publicity campaigns, promotional events, and information packs.	Short Term	1a, 1b, 3a, 3b, 6, 9, 10, 11, 12a, 12b, 13, 15, 16b	Tasman District Council, NZTA
Introduce workplace travel plans for larger businesses.	Short Term	1a, 1b, 3a, 3b, 6, 9, 12a, 12b, 13, 15	Tasman District Council, major employers
Introduce school travel plans for children travelling to and from school.	Short Term	1a, 1b, 3a, 3b, 6, 9, 12a, 12b, 13, 15	Tasman District Council, Schools, Ministry of Education
Provide incentives for employers to support sustainable forms of transport.	Short Term	1a, 1b, 3a, 3b, 6, 9, 12a, 12b, 13, 15	Tasman District Council
Implement car-pooling scheme.	Short Term	1a, 1b, 3a, 6, 9, 15	Tasman District Council



## 6.4.2 Land-use planning

Travel demand is affected by the location of housing, jobs, shopping, leisure, education and community facilities. New developments and retro-fitting existing areas to provide maximum local accessibility by walking and/or cycling to key services such as employment,

shopping, health, education and community facilities has a fundamental impact on both the underlying demand for travel and the choice of mode for short journeys. It also has the ability to create vibrant, healthy communities that people aspire to live in.

### TDM Policy 2

Support the integration of land-use and transport planning, including provision of community and publicly provided facilities to reduce the demand for travel and reduce dependence upon the private motor vehicle.

Activity	Activity Start	Indicators influenced	Responsible agencies
Review of Tasman Resource Management Plan to promote residential and employment land-use development around transportation hubs to minimise commuter travel distances and maximise travel by "active" modes of transport and to deter developments which adversely impact on the efficiency of transport routes.	Medium Term	1a, 1b, 3b, 5, 6, 7, 9, 10, 11, 12a, 12b, 13, 15, 16a-c	Tasman District Council
Review of Tasman Resource Management Plan design guides to ensure that planning proposals cater for mobility-impaired transport users and help to provide more sustainable transport modes (i.e. walking, cycling, bus etc).	Medium Term	1a, 1b, 3b, 5, 6, 7, 9, 10, 11, 12a, 12b, 13, 15, 16a-c	Tasman District Council
Review engineering guidelines to ensure that designs are required to provide for convenient bus services and high standard walking and cycling networks.	Medium Term	1a, 1b, 3b, 5, 6, 7, 9, 10, 11, 12a, 12b, 13, 15, 16a-c	Tasman District Council
Develop accessibility planning guidelines and standards to be applied to all key community facilities, in order to maximise the proportion of the community with ready access to those facilities by affordable, sustainable transport modes.	Medium Term	1a, 1b, 3b, 5, 6, 7, 9, 10, 11, 12a, 12b, 13, 15, 16a-c	Tasman District Council



### 6.4.3 Parking Management

The convenience and cost of parking are factors in the decisions which people make when choosing to travel. Whilst the vitality of urban centres should be maintained through the provision of high standard parking facilities for shopper and tourist trips, in the long term, strategies will need to be developed to address the anticipated future demand for all day parking.



### TDM Policy 3

Use parking controls to help manage more sustainable travel in and around the Richmond and Motueka central business districts and maximise the efficiency of available parking in support of essential commercial activity and deliveries.

Activity	Activity Start	Indicators influenced	Responsible agencies
Develop central business district parking strategies for Richmond and Motueka, to address the anticipated demand for all day parking.	Medium Term <i>Short</i>	1a, 1b, 3a, 3b,	Tasman District Council
Review the Tasman Resource Management Plan parking provisions to be consistent with policies in the Travel Demand Management strategy and the central business district parking strategies.	Medium Term	1a, 1b, 3b, 5, 6, 7, 9, 10, 11, 12a, 12b, 13, 15, 16a-c	Tasman District Council

### 6.5 Public Transport

Public transport generally provides a travel option that is safer, needs less road space per user, is more energy efficient and generates fewer emissions than single occupancy car use. It has a key role to play in a sustainable land transport system by providing a choice other than the private motor vehicle, especially for middle-long distance trips. Public transport services also provide a social function by improving the ability of those who do not own, or are unable to drive, a private motor vehicle to access the services they need.

Public transportation solutions in the Strategy relate to bus-based solutions.

The bus network in the Tasman region is commercially operated, providing routes based on market demand. The

role of a bus network is to provide a safe, effective and efficient network of services that allows the connection of people between different origins and destinations. Private coaches, tour buses and shuttles also operate public services, connecting many urban areas within the region and with nearby regions. These commercial services are recognised as a core part of the land transport system. Similarly school buses provide important access to education services in many parts of the region.

Current rates of bus use are low. This is partly due to the low number and frequency of services, which mean that bus services have never achieved the 'critical mass' to be considered practical compared to many private motor vehicle trips.



## 6.5.1 Tasman Bus System

There is potential to provide an improved bus system in Tasman, including integrating and maximising opportunities with current commercial services. Increased service frequencies, improved route structures and modernised, accessible vehicles and facilities that are comfortable, convenient and reliable can change perceptions of bus travel and lead to a mode shift away from private motor vehicles.

Nelson City Council has undertaken some preliminary investigation into options for improving the public transport provision along the Nelson-Richmond corridor. A summary of this investigation is included in the Nelson Passenger Transport Network Plan within their Regional Land Transport Strategy. Tasman District Council supports the need for improvements to the passenger transport network along this corridor but considers that further



investigation is needed to determine the extent of the improvements, the viability of the improved services and the timeframe for implementation.

While improved bus services are appropriate for the core corridor between Nelson and Richmond, other initiatives could be used to encourage commercial passenger transport within and between other urban areas.

## Public Transport Policy 1

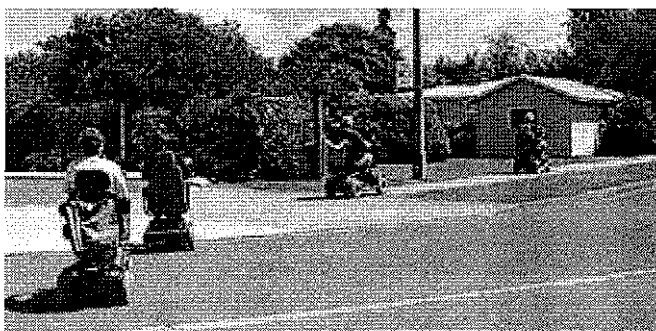
Promote and support the provision of a comfortable, convenient, reliable and cost-effective passenger transport system to increase usage and mode share.

Activity	Activity Start	Indicators influenced	Responsible agencies
Work with Nelson City Council to develop an implementation plan for improved passenger transport services between Nelson and Richmond.	Short Term	1a, 1b, 3a, 3b, 9, 10, 11, 13, 15	Tasman District Council, bus operators
Investigate other intra-regional network opportunities with commercial operators to improve passenger transport, including use of school buses.	Short Term	1a, 1b, 3a, 3b, 9, 10, 11, 13, 15	Tasman District Council, bus operators
Review the provisions in the Tasman Resource Management Plan related to engineering guidelines for design and layout of facilities to support public transport, and the provisions for passenger transport infrastructure and services related to new residential and commercial developments.	Medium Term	1a, 1b, 3a, 3b, 9, 10, 11, 13, 14, 16b, 16c	Tasman District Council
Encourage increased public transport use through marketing activities including promotion, education and encouragement of activities/events.	Medium Term	1a, 1b, 3a, 3b, 9, 10, 11, 13, 15	Tasman District Council, bus operators
Provide comprehensive route, fares and timetable information through a range of channels.	Short Term	1a, 1b, 3a, 3b, 9, 10, 11, 13, 15	Tasman District Council, bus operators
Implement the Regional Passenger Transport Strategy.	Short Term	1a, 1b, 3a, 3b, 9, 10, 11, 13, 15, 16b, 16c	Tasman District Council, bus operators



## 6.5.2 Total Mobility Scheme

The role of total mobility is to assist people with special transport needs by providing subsidised access to opportunities that other members of society take for granted. This programme seeks to remove or reduce barriers to access through specific assistance to allow greater access for people with special and recognised transport needs.



## Public Transport Policy 2

Provide mobility assistance initiatives to assist people with special transport needs

Activity	Activity Start	Indicators influenced	Responsible agencies
Continue to operate a Total Mobility scheme to provide subsidised public transport/taxi-based access to opportunities for those with identified special transport needs.	Ongoing	10	Tasman District Council, NZTA

## 7.0 Funding

The Land Transport Management Act, section 76 (b) states that a regional transport committee must take into account the land transport funding likely to be available within the region for implementing the strategy during the period it covers. The following sections discuss the funding sources for the implementation programme, the need for prioritisation and the relationship to the Regional and National Land Transport Programme.

### 7.1.1 Funding Sources

The Land Transport Management Act requires a more integrated and sustainable approach to the provision and operation of the land transport system, including its funding, planning and long term investment. However, it is recognised that the scope, timing and costs of projects and initiatives change over time. These changes will be recognised in progressive Tasman District Council Ten Year Plans, RLTPs and the New Zealand Transport Agency's National Land Transport Programme, and will be regularly reported to the RTC.

**There are a range of potential funding sources available to implement activities in this Strategy, such as:**

- Local government rates.
- Other local government revenues including dividends and charges.
- Development or financial contributions.
- Developer agreements / cost sharing for particular projects (e.g. between local authorities and developers or between NZTA and developers).
- New Zealand Transport Agency through NLTP (National and Regional funding, or central government cash injections).
- Regional or local authority cash injections (e.g. from investments).
- Tolling and Public-Private Partnerships.
- Other government departments or agencies.





Local authority transport projects which qualify for government subsidy through the NLTP require a local share, although there are a number of transport project types which do not qualify for subsidy and must be funded entirely from local sources. There are principally two types of NZTA (government subsidy) funding currently available to the region:

- Recent changes to the regionally distributed (R) funds result in these now being allocated to the proposed activities judged to have the highest priority in each region. This effectively sets a minimum improvement programme level in each region. 'R' funding comes from a portion of fuel excise tax duty and light road user charges and is allocated proportionally to regions based on population. Tasman District Council has previously committed all available 'R' Funding up to 2015 (when the funding type ceases) to the Ruby Bay Bypass, so all new projects will be funded from nationally distributed funds.
- Nationally distributed (N) funds are allocated to the highest-priority activities in each activity class not funded by R funds. 'N' funds are allocated to activities on the basis of national priority order until the funding available to each activity class is fully allocated. Funding is mainly derived from road user charges, fuel excise and motor vehicle registrations. The Tasman District Council's allocation from 'N' funding will vary from year to year. 'N' funding includes all passenger transport funding (through Nelson) plus state highway and local road development funding.

For Tasman District Council, most local authority transport projects receive a government subsidy (currently set at a Financial Assistance Rate (FAR) of 49%) and improvement projects receive a higher FAR (currently set at 59%). All state highway projects receive 100% FAR as NZTA has no other fund source options.

It is almost inevitable that multiple funding sources will be required if the Strategy and supporting RLTP are to be successfully implemented.

## 7.1.2 Regional Land Transport Programme

The RTC is required to prepare a prioritised Regional Land Transport Programme (RLTP) to cover a period of three years in detail and ten years in outline. This programme allows Tasman District Council to recommend funding for land transport activities from the National Land Transport Fund and other funding sources.

In June 2009, the RTC adopted a prioritised RLTP covering the period 2009/10 to 2011/12 in detail and to 2018/19 in outline. The adopted programme, which responds to the direction and activities outlined in this Strategy, includes a general increase in public expenditure across all modes of transport, to provide the desired and more sustainable transport system for the region. Without this increased investment in the transport system, it is expected that there would be significant increases in the costs of travel – financially, socially, environmentally and economically.

The NZTA are required to prepare a National Land Transport Programme every three years. The NZTA must ensure that the programme contributes to the aims of the LTMA and gives effect to the relevant GPS. It must also take account of Regional Land Transport Strategies and Regional Land Transport Programmes, amongst other policies and strategies.

The National Land Transport Programme for 2009-2012 was released in August 2009 and provides an investment of \$89.7 million for the Tasman region over this period. The NLTP targets investment in the following three areas:

- \$38.4 million on state highway maintenance, operations and renewals.
- Approximately \$29.8 million on state highway improvement projects.
- \$17.6 million on local road maintenance, operations and renewals.

The RLTP and the NLTP are due to be updated in 2012; however variations to these programmes can be made during the three year period if a good reason exists to do so.



## 8.0 Monitoring

The strategy identifies the changes and measures that are necessary in order to realise the vision for the future land transport system in the region. In general, it is difficult to directly assess change in a complex and dynamic system such as transport; however, it is possible to monitor key indicators of such systems. Progress towards the vision and targets can be monitored to assess the effectiveness of the Strategy and understand changes in the wider land transport system.

Changes in the performance of the land transport system over time can arise from a multitude of inter-related factors, some of which cannot be reasonably anticipated. The monitoring process is significant to understand the changes within a region and provide better planning and early response.

This Strategy will be subject to periodic review and revision. Whilst the main elements of the Strategy are considered to be robust in the context of change, some adjustments in the emphasis and the timing of individual project components may be appropriate and these should be informed by robust monitoring.

The results of the monitoring undertaken by Tasman District Council will be outlined in a periodic progress report. Under the Land Transport Management Act, a progress report is required at least every three years describing progress made in implementing the Strategy. The report must be available within three months of the end of the third financial year of the period to which it relates.

Section five of this document identified a range of quantifiable indicators with targets which are considered to encapsulate the vision for the future Tasman land transport network. The achievement of the targets is reliant upon actions by all of the transport sector agencies. Monitoring is required to assess the performance of these agencies in the completion of these tasks. Where tasks are not completed to the intended programme, the reasons for this should be identified in the report to allow remedial action to be undertaken.

The following indicators describe the data which needs to be collected and/or analysed in order to track how the activities in Section six are contributing toward the overall vision and objectives.

### 8.1 Economic development indicators

<b>Target 1a</b>	Average recorded travel time for weekday am peak (7.30 am - 9.30 am), Inter-peak (10.00 am - 2.00 pm) and pm peak (4.30 pm - 6.00 pm) on main arterial routes within the Tasman region. (Annual, Source: survey)
<b>Target 1b</b>	Average recorded travel time variability for weekday am peak (7.30 am - 9.30 am), Inter-peak (10.00 am - 2.00 pm) and pm peak (4.30 pm - 6.00 pm) on main arterial routes within the Tasman region. (Annual, Source: survey)
<b>Target 2</b>	Condition indicators for strategic road network condition (Source: Tasman District Council, NZTA)
<b>Target 3a</b>	Average weekday am peak (7.30 am - 9.30 am) and pm peak (4.30 pm - 6.00 pm) vehicle occupancy rates across the Richmond Deviation/Salisbury Road. (Annual, Source: survey)
<b>Target 3b</b>	Share of weekday journey to work trips by public transport in Tasman urban area. Source: NZ Census
<b>Target 4</b>	Number and duration of strategic road closures. (Annual, Source: Tasman District Council, NZTA)



## 8.2 Safety and personal security indicators

<b>Target 5</b>	Total loss of control crashes on bends per calendar year in Tasman region. (Annual, Source: NZTA)
<b>Target 6</b>	Total number of vulnerable user crashes per calendar year in Tasman region (Annual, Source: NZTA)
<b>Target 7</b>	Total number of crossing/turning injury crashes per calendar year in Tasman region. (Annual, Source: NZTA)
<b>Target 8</b>	Total number of crashes involving high risk drivers per calendar year in Tasman region. (Annual, Source: NZTA)
<b>Target 9</b>	Tasman Annual Residents Survey question(s) (Source: Tasman District Council)

## 8.3 Accessibility and mobility indicators

<b>Target 10</b>	Programme produced and implementation summary (Source: Tasman District Council)
<b>Target 11</b>	Programme completed by 2010, implementation summary after 2012 (Source: Tasman District Council)

## 8.4 Public health indicators

<b>Target 12a</b>	Share of weekday journey to work trips by walking and cycling in Tasman urban area (five-year, Source: NZ Census and annual telephone survey)
<b>Target 12b</b>	Share of weekday journey to work trips by public transport in Tasman urban area (five-year, Source: NZ Census and annual telephone survey)
<b>Target 13</b>	Level of PM10 emissions at monitoring stations and as calculated by five-year emissions inventory (Annual, source: Tasman District Council, national vehicle emissions data)
<b>Target 14</b>	Length of unsealed road with more than 50 vpd in the region (Source: Tasman District Council, NZTA)

## 8.5 Environmental sustainability indicators

<b>Target 15</b>	Greenhouse gas emissions (Annual, Source: Calculated from Tasman District Council & national vehicle emissions data)
<b>Target 16a</b>	Number of land use change applications assessed (Annual, Source: Tasman District Council)
<b>Target 16b</b>	Proportion of new developments complying with walking, cycling and public transport infrastructure requirements (Annual, Source: Tasman District Council)
<b>Target 16c</b>	Aligned Tasman Resource Management Plan (Source: Tasman District Council)

## 8.6 Affordability indicators

<b>Target 17a</b>	An adopted RLTP with prioritised programmes and activities (Source: Tasman District Council, NZTA)
<b>Target 17b</b>	Production and adoption of regional funding plan for the RLTP (Source: Tasman District Council)
<b>Target 17c</b>	Tasman annual residents survey question(s) (Source: Tasman District Council)



# Appendix 1: NZTS Key Principles

## A Sustainable Land Transport System

The land transport system is vital for economic and social wellbeing, but negative environmental and social impacts can occur and need to be avoided, minimised or mitigated. Managing the demand for travel and changing to more efficient means of transport with lesser environmental impact and greater social cohesion is required. The NZ Transport Strategy states “the transport sector cannot endlessly build its way out of all its problems”. A range of approaches is needed, starting with improving the efficiency of existing infrastructure, improving travel choices available along with parallel initiatives to influence the travel choices people make and only then considering further capacity improvements on a selected basis.

Recent oil price rises have focused attention on the longer term availability of fuel for private vehicles. Increased fuel costs associated with a peaking of oil production are likely to become permanent, affecting the total cost of travel and hence the amount of travel. The increased cost of oil will probably lead to alternative forms of energy becoming more viable. It is relevant in the development of a strategy to recognise that these increased travel costs will impact upon overall levels and modes of travel demand. A more sustainable approach would recognise the need to provide safe alternative choices that reduce people’s dependence on non-renewable resources, while recognising that use of the private motor vehicle will continue to predominate for some time, perhaps simply with a different source of fuel energy.

## A Safe Land Transport System

It is essential that the safety implications of any activity are fully considered and safety improvements are sought in all actions. This is not just limited to physical safety; personal security is also important. Actions can be taken to improve safety for all people, no matter how they choose to travel. The design and location of the land transport network and urban spaces are significant factors. Equally, targeted and appropriate education and promotion are methods that can contribute to significant safety outcomes.

## An Integrated and Responsive Land Transport System

A complementary package of measures will work towards the vision and objectives of the Strategy. This includes effective connections within the land transport system and also in other areas that impact on the way people travel and engage in their day-to-day activities. There needs to be close integration between transport planning and land-use planning and collaboration with other sectors within the public and business communities. This will be a challenging task that requires all of the organisations and agencies involved in delivering transport outcomes to work together to implement the Strategy.

The provision of a multi-modal land transport system provides a more flexible system that is inclusive of all members of society. More intensive use of existing urban areas creates a more efficient land transport system by ensuring that the need to travel is reduced. A realistic choice of transport options, especially within the urban areas, completes the picture of an integrated and responsive network.

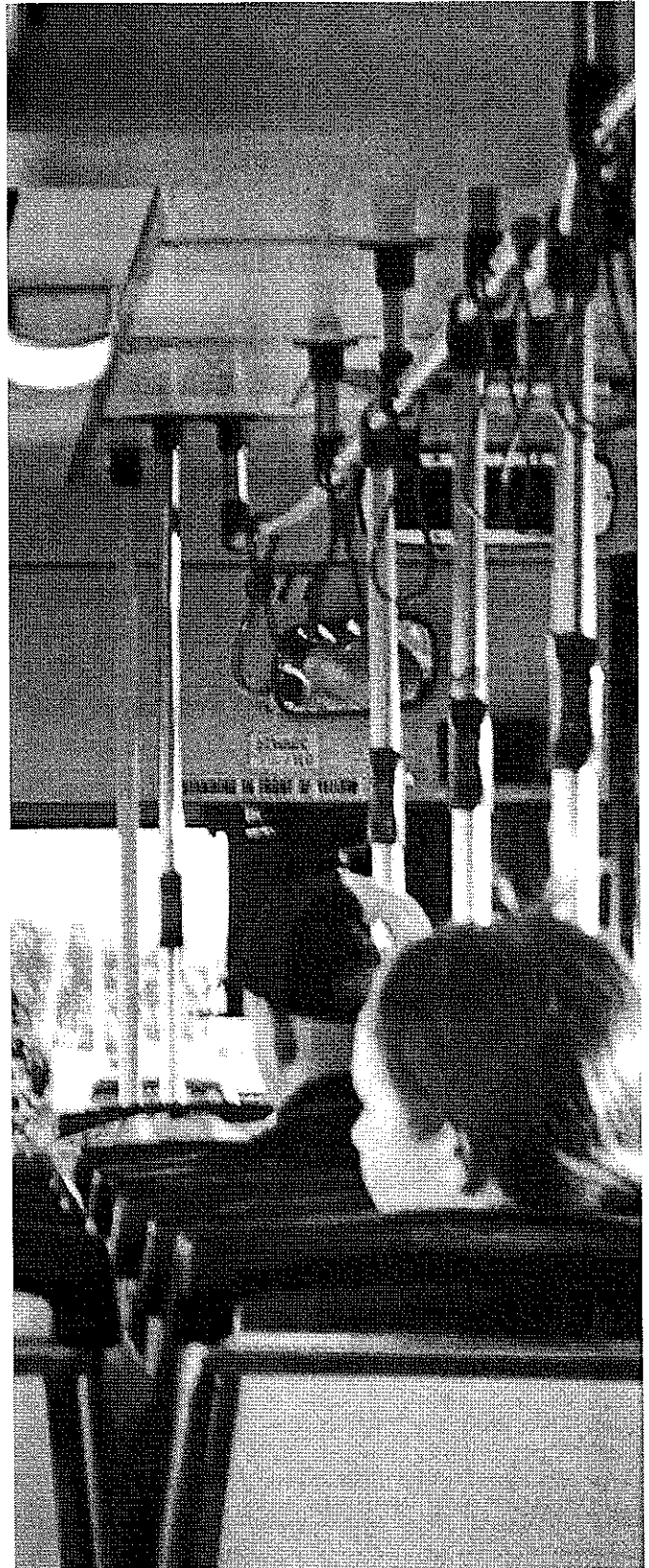


## An Affordable Land Transport System

The transport system needs to be affordable for individuals, households, businesses, regions, local government and central government. A key component of affordability is the need for all investments in transport to be cost-effective and represent value for money. The principles which need to be considered in relation to affordability are that decisions should:

- place an acceptable financial demand on central and local government, regions, households, businesses and individuals;
- take into account available funding sources;
- consider costs including those that occur in other sectors; and
- require that all investments in transport are cost-effective and represent value for money.

The challenge will be to invest enough in the transport system to support New Zealand's global competitiveness while ensuring that transport remains affordable for its users.



# Appendix 2:

## Tasman Regional Transport Committee Significance Policy

Section 106 of the Land Transport Management Act 2003 (LTMA) requires each RTC to adopt a policy that determines significance in respect of variations made to the Regional Land Transport Programme and Regional Land Transport Strategies.

This significance policy was adopted on 30 January 2009.

The intent of this Regional Transport Committee Significance policy is to provide a clear understanding of what is considered significant in terms of variations to a proposed or adopted Regional Land Transport Programme (RLTP). It provides the thresholds and procedures that the Regional Transport Committee (RTC) will use in assessing which variations are deemed significant and the subsequent consultation requirements.

In determining the significance of a proposed variation, the RTC will be guided by the following:

- Whether the variation is in the interest of public safety.
- Whether the activity or activities have previously been consulted on in accordance with section 17 and 18 of the LTMA.
- Whether there is a change in scope of the project.
- The variation requested relates specifically to a prioritised activity.

The RTC will have the final decision on what is considered significant in terms of a variation to the RLTP.

The thresholds established are quantifiable and allow for a predetermination of the outcome. Therefore this threshold test can be applied to give a clear indication of whether a particular variation is deemed significant or not.

Amendments or variations of the following types are considered significant and will be required to undergo the consultation prior to adoption:

- a) Scope change of a project that substantially alters the original objectives of the project in a way that reduces the contribution of the project towards the New Zealand Transport Strategy (NZTS) objectives or the Government Policy Statement (GPS) targets or the Regional Land Transport Strategy (RLTS) objectives.
- b) Scope change resulting in cost increases of more than 15% of the New Zealand Transport Agency (NZTA) approved allocation and more than \$10 million in value.
- c) Addition of the Construction phase of any activity that has not previously been consulted upon in accordance with section 18 of the LTMA, and the total project cost of which is over \$10 million.
- d) Any activity or combination of activities that the RTC considers to be regionally significant.

Set out below, for purposes of clarity are examples of amendments or variations that do not meet the thresholds set out in this policy and are therefore considered not significant:

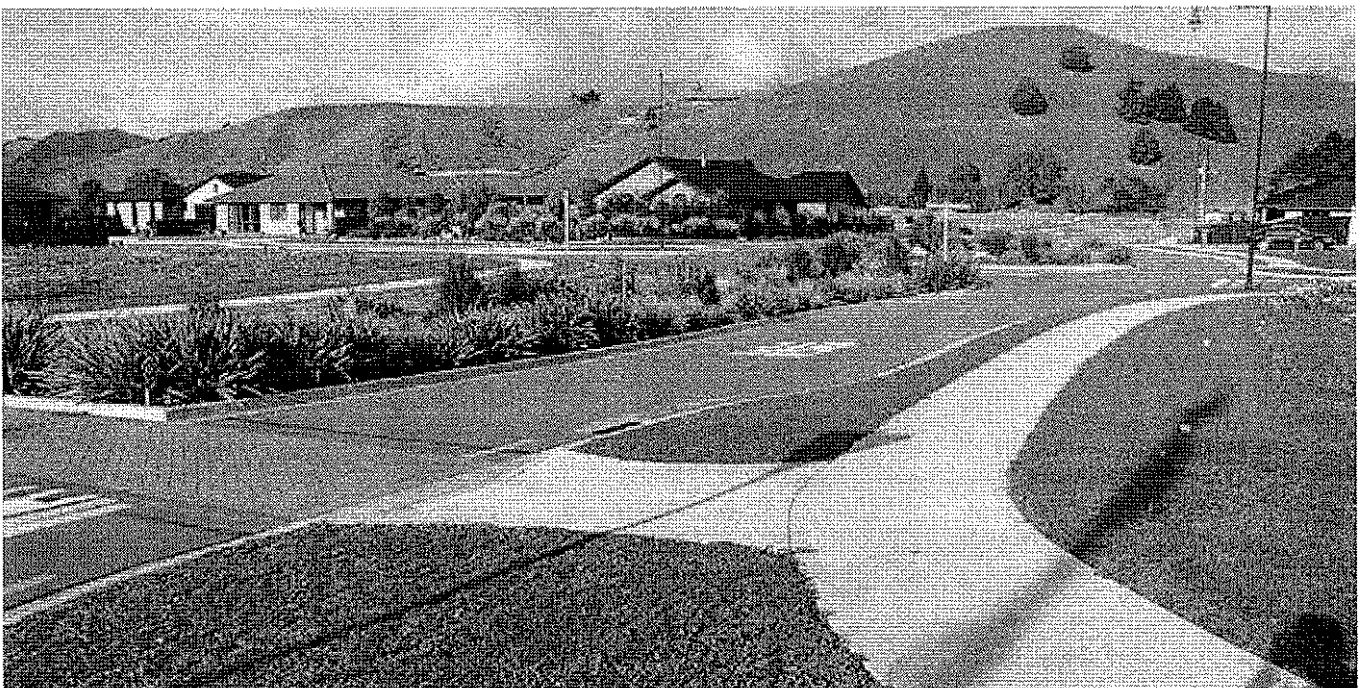
- a) Funding requirements for preventative maintenance and emergency reinstatement activities.
- b) Changes to activities relating to local road maintenance, local road renewals, local road minor capital works, and existing public transport services. This refers to activities in the mentioned areas that have been included in the RLTP.

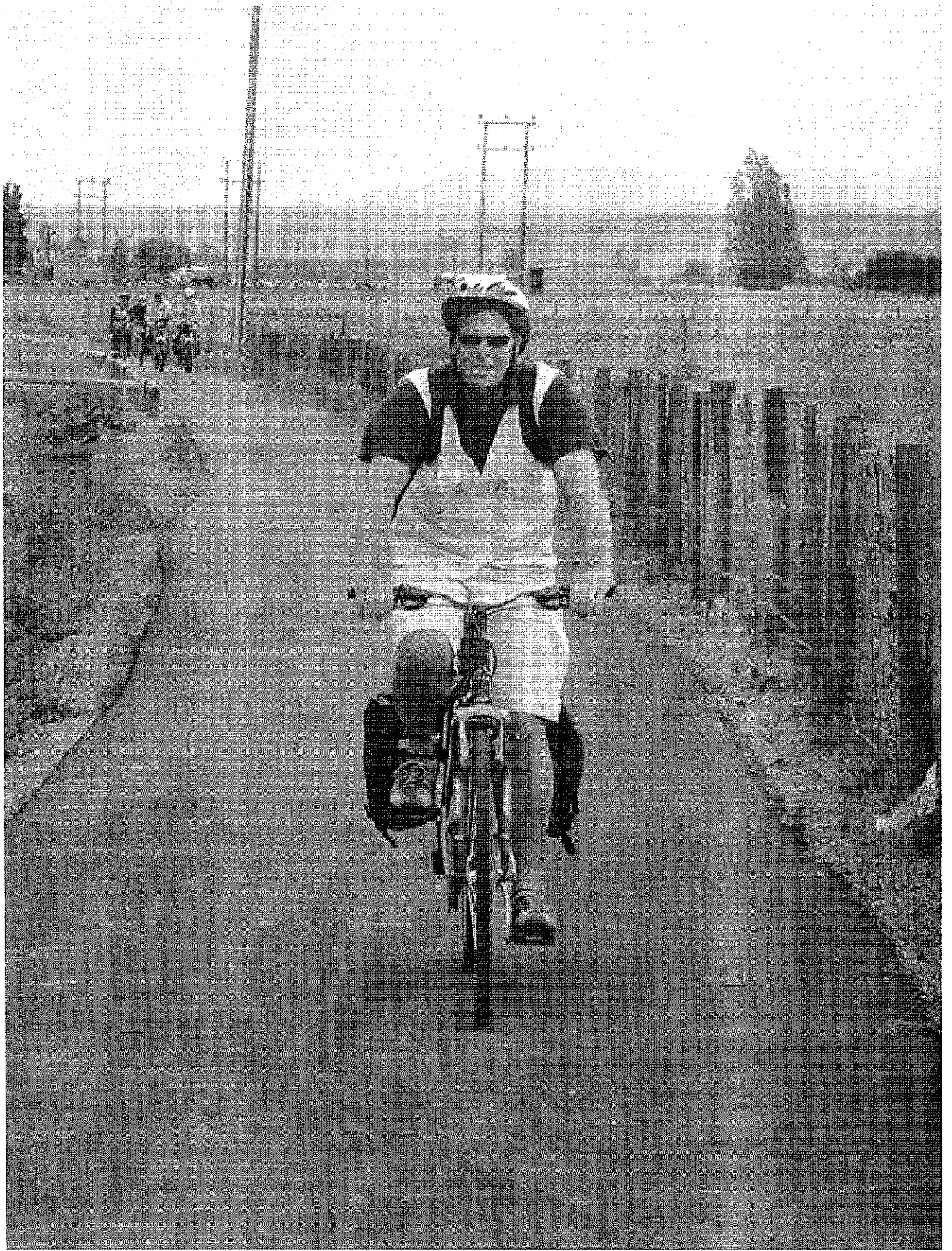


- c) Variations to timing, cash-flow or total cost (resulting from costs changes), for the following:
- improvement projects,
  - demand management activities,
  - community-focused activities.
- d) Transfer of funds between activities within a group.
- e) End of year carry-over of allocations.
- f) 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 LTMA.

- g) Variations to timing of activities if sufficient reasoning is provided for the variation and such that the variation does not substantially alter the balance of funding or make the RLTP unaffordable.

The decision to determine whether or not a requested variation is significant and requires a variation to the RLTP will be decided by the RTC. Once a variation has been determined to be significant, then the variation to the RLTP will be consulted upon in accordance with the consultation principles set out in Sections 17 and 18 of the LTMA. In order to optimise consultation costs, consultation required for the RLTP will be carried out in conjunction with other consultation undertaken by the Tasman District Council, an example of which is the Annual Plan.







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# TASMAN REGIONAL CYCLING STRATEGY

WORKING DRAFT 2009

2010



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# 1.0 Introduction

## 1.1 Vision and Objectives for Land Transport in the Tasman region

The vision for Tasman's land transport network contained in the Regional Land Transport Strategy 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 within and visiting the Tasman region.'

In turn, this vision responds to the requirements of the Land Transport Management Act (2003) and is embodied in the following high-level objectives for the land transport system:

- **Assist Economic Development:** A transport system that contributes to economic growth and prosperity.
- **Safety and Personal Security:** A transport system that is safe to use across all transport modes.

- **Access and Mobility:** An efficient transport system that is integrated with land-use planning optimising access and mobility for all.
- **Public Health:** A transport system that encourages active modes of travel.
- **Environmental Sustainability:** A transport system that optimises energy efficiency and ensures the sustainability of the natural and built environment.
- **Economic Efficiency:** A transport system that is affordable and provides value for money.

This vision and objectives are consistent with the New Zealand Transport Strategy 2008 (NZTS 2008) and the Government Policy Statement on Land Transport Funding (2009/10 – 2018/19).



This plan is part of a suite of legislative and policy documents that impact on the Tasman land transport system. The key influencing documents are outlined in the diagram below. *in Section 2.0 of the Regional Land Transport Strategy*

**Hierarchy of Related Policy Documents** *see page 13*

National Legislation	Local Government Act	Land Transport Act	Land Transport Management Act	Public Transport Management Act	Resource Management Act	
National Strategies and Policies		New Zealand Transport Strategy	Government Policy Statement on Land Transport Funding	Safer Journeys: New Zealand Road Safety Strategy to 2020	Energy Efficiency and Conservation Strategy	
Regional Strategies and Policies		Tasman Regional Policy Statement	Regional Land Transport Strategy	Tasman Resource Management Plan	Other Tasman District Council documents (see Section 2.8)	
Regional Planning and Programmes	Long Term Council Community Strategy	Tasman Regional Land Transport Programme	Tasman Travel Demand Management Strategy	Tasman Passenger Transport Strategy	Tasman Pedestrian Strategy	Tasman Cycling Strategy

Tasman District Council aims to transform the region into a safe and pleasant place to walk and cycle. That is our vision. In meeting that vision, we hope to increase the number of people who naturally choose to cycle and walk in preference to the car, for at least some of their journeys. There are things the Council can deliver, lead or strongly influence that will help turn that goal into a reality. Identifying those key actions is the primary purpose of this Draft Regional Cycling Strategy.

If we can achieve this vision we will contribute to developing a healthier, safer community and will most likely help reduce the amount of traffic and pollution generated by passenger vehicles. This vision responds to community needs for cycling and walking as identified through consultation with stakeholder groups for the 2005 Regional Cycling and Walking Strategy and through the Ten Year Plan process.



## 1.2 The Role of this Draft Regional Cycling Strategy

The 2008 New Zealand Transport Strategy has a strong focus on sustainability. Cycling and walking are areas where the Government wishes to see over the longer term of the Strategy (that is to the year 2040) a significant increase in the proportion of travel undertaken by these active and sustainable travel modes. The Government Policy Statement on Land Transport Funding (2009/10 – 2018/19) has however signalled that the achievement of this objective should not be accelerated to the point where the outcomes are economically inefficient. The Draft Tasman Regional Land Transport Strategy (2009) and associated Travel Demand Management (2009) therefore respond to the Government's key priority for its investment in land transport – that of increasing economic productivity and growth in New Zealand, by a range of pragmatic and affordable transportation policies and activities intended to support the Government's highest objectives here in the Tasman region.

The Draft Regional Land Transport Strategy (RLTS) and associated Travel Demand Management Strategy (TDMS) have identified a number of high level activities



where supporting cycling and walking have a significant contribution to make to the Government's desired transportation impacts. It is the intention of this Draft Regional Cycling Strategy to outline in a little more detail some key actions in the areas of cycling encouragement and infrastructure delivery that will help implement those relevant RLTS and TDMS policies and activities. This 2009 Regional Cycling Strategy therefore provides a clear vision, objectives, targets and actions for the future of cycling in the Tasman region and should be read in conjunction with the Draft Regional Land Transport Strategy (2009), the Draft Travel Demand Management Strategy (2009) and the Draft Regional Pedestrian Strategy (2009).

## 2.0 Background to Cycling in Tasman

### 2.1 Modal Choice

The Tasman region is predominantly rural with a population of 44,600 in 2006 and a population growth rate slightly below the national average. Approximately 42 percent of ratepayers live in its three main urban centres of Richmond, Motueka and Takaka. A further 15 percent live in residential 'clusters' such as Brightwater, Wakefield, Mapua, St Arnaud, Tapawera, Murchison and Collingwood.

Walking and cycling are relatively popular modes of travel in Tasman; higher than in most other parts of the country.

Table 2.1 shows the percentage of commuter movements which were by walking or cycling within the Tasman region in comparison with all of New Zealand, during the census years of 1996, 2001 and 2006. While Tasman has a higher proportion of active commuters than nationally, the percentage of commuters that choose to walk or cycle in Tasman has been static or decreasing over recent years.



Table 2.1

Percentage of Pedestrian and Cycling Commuter Movements

Year	Tasman region		New Zealand	
	Walking	Cycling	Walking	Cycling
1996	1374 (7.3%)	828 (4.4%)	5.7%	3.1%
2001	1275 (6.2%)	792 (3.9%)	5.4%	2.4%
2006	1335 (5.7%)	900 (3.9%)	5.3%	1.9%

In addition to commuter cycling, recreational and tourism cycling are also popular. While anecdotal evidence suggests that the number of recreational and tourist cyclists are increasing, little data exists in relation to these trips.

Cycling in the Tasman region can be described in terms of key user groups. Each user group has a range of needs that the cycling strategy must provide for.

**These user groups are:**

- **Commuters:** Those who use cycling as a means to access places of employment, schools, services, shops and for visiting other people.
- **Recreational users:** Those who cycle for exercise, sport or as a hobby.
- **Domestic and International tourists:** Those who use cycling as a means of travel around Tasman for tourism purposes.

## 2.2 Commuter Cycling

Commuters represent the greatest number and are the most regular cyclists. This user group mixes with peak motor vehicle traffic, so commuter cyclists are required to negotiate in a high volume traffic environment. The New Zealand Travel Survey identified that commuting to work and education accounted for 28 percent of all cycling trips. Available Tasman region commuter data is confined to census information.

Table 2.2 shows the total number and the percentage of commuters who cycled to work on Census day in 2006 by the main settlements.

Table 2.2 Commuters Who Cycled to Work on Census Day 2006

Urban Centre	Cyclists % total commuters	Total Cyclists
Motueka	6.95%	243
Richmond	4.71%	273
Takaka	8.72%	51
Murchison	4.21%	12
Mapua	2.49%	24
Brightwater	3.45%	33
Wakefield	1.32%	12

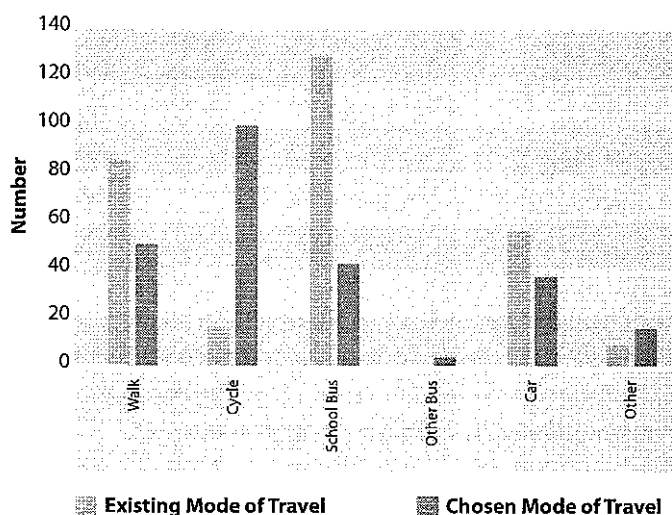
It is important to note that using the census information confines the data to those who are gainfully employed and aged 15 and over. This data source does not take into account other significant users of cycling (and walking) facilities including school children and recreational users (including tourists).



## 2.3 School Movements

The census data does not record student movements to and from school. No other sources of data are collected on a regular basis. However Tasman District Council has undertaken a school travel survey. The results of this survey indicated that cycling was chosen over walking and using the school bus (as shown in Figure 1) as a mode that the students would like to use, but it was one of the least common forms of travel for these schools.

Figure 2.1 School Travel Choice



## 3.0 Cycling Strategy

### 3.1 Key Policy Linkages to the GPS and LTMA

In order to offer the maximum synergy with the Government's desired GPS impacts for transportation, it is essential that the TDMS and the policies and activities within it, support the following desired impacts of the GPS for 2009/10 – 2018/19:

- Contribute to meeting the Government's key priority to increase national economic growth and productivity.
- Achieving value for money.
- Encouraging integrated planning.
- Making best use of existing networks and infrastructure - implementing and fostering coordinated approaches.
- Considering the impact of volatile fuel prices.

#### These are expressed as follows:

- A Improvements in the provision of infrastructure and services that enhance transport efficiency and lower the cost of transportation through:
  - A1 Improvements in journey time reliability.
  - A2 Easing of severe congestion.
  - A3 More efficient freight supply chains.
  - A4 Better use of existing transport capacity.
- B Better access to markets, employment and areas that contribute to economic growth.
- C A secure and resilient transport network.

#### Other sought impacts include:

- D Reductions in deaths and serious injuries through road crashes.



- E More transport choices, particularly for those with limited access to a car, where appropriate.
- F Reductions in adverse environmental effects from land transport.
- G Contribution to positive health outcomes.

**At the same time, the government also expects to see progress against the key aims of the Land Transport Management Act 2003, namely:**

- Assisting economic development.
- Assisting safety and personal security.
- Improving access and mobility.
- Protecting and promoting public health.
- Ensuring environmental sustainability.

### 3.2 Cycling Plan approach

The Council aims to turn the region into a safe and pleasant place to cycle. The Council hopes to increase the number of cyclists within the region to reduce the amount of traffic and pollution generated by passenger vehicles. This will contribute to developing a healthier community as a whole.

Council has set three primary objectives in developing this Strategy:

1. To increase the percentage of people who cycle to work, (measured by census) and the number of children cycling to school.
2. To reduce the number of injuries involving cyclists.
3. To increase the understanding of cyclist needs.

This Strategy identifies that the key to improving cycle usage is likely to lie in recognising that different types of cycling environments will suit different cyclists and also those different types of cyclists (e.g. learners, commuters, serious recreational) have different infrastructure needs. It also notes that individual mode change does not need to be absolute; current single occupancy car commuters may only choose to cycle a few days a week due to weather, the



need to transport goods or other demands, but this would still benefit the individual and the community.

Cycling is therefore recognised as forming an important element of a sustainable land transport system and the Draft Regional Land Transport Strategy, the associated TDMS and this Strategy aim to change this. This will be achieved by enhancing the amount of cycling trips within the region through supporting the policies, activities and detailed initiatives and actions identified in this Draft Strategy.

This Draft Cycling Strategy also further promotes, in accordance with the Draft RLTS, the comprehensive and structured application of Non Motorised Road User Reviews and Audits (as promoted by the New Zealand Transport Agency) of cycling and pedestrian amenity and convenience, undertaken in the assessment of all significant transportation, land use and community facility developments. This will ensure that maximum value for money in supporting increased cycling activity is gained from all infrastructure investment.

#### 3.2.1 Cycle Mode Share

Cycling forms an important element of a sustainable land transport system and this plan, together with the Regional Land Transport Strategy, aims to change the current trends and the situation in the Tasman region by enhancing the volume of cycling trips through the following policies and activities.





# Cycling Policy 1

Increase the percentage of people who cycle to work and school

Activity	Activity Start	Contributes to GPS and LTMA Impacts														
		A1	A2	A3	A4	B	C	D	E	F	G	a	b	c	d	e
Ensure that the impact on cycling is taken into account in decisions by public agencies for the location of key facilities, e.g. schools, hospitals, council offices, post offices, shops, parks and open spaces.	Short Term	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Promote the provision of cycle-friendly facilities at workplaces and schools in order to support those who wish to cycle to work or school.	Medium Term	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Assist in the undertaking of School Travel Plans to encourage safe and enjoyable cycling to and from school.	Short Term	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Encourage cycling through the Tasman Resource Management Plan. This may include rules for cycle parking and storage, off-street parking or developers incorporating sections of identified cycleway into their development.	Medium Term	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Provide a clearly definable network of cycling routes to key destinations (such as schools, shopping areas, bus stops, stations, and places of work) from local residential communities.	Medium Term	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Make maps showing cycle routes available and promote with publicity campaigns.	Short Term	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Review the Tasman Resource Management Plan policies and objective to ensure priority is given to cycling access to, through and within new developments in planning decisions.	Medium Term	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.

Insert  →



### 3.2.2 Cycle Safety

Compared with the road safety picture for New Zealand at large and comparable peer “Group D” authorities, the Tasman region has a markedly higher proportion of urban cycle casualties. A focus of the Draft RLTS and this Draft Regional Cycling Strategy is therefore on activities and initiatives to address this problem, improve cycle safety and thus increase the attractiveness of cycling.





### 3.2.3 Understanding Cyclist Needs

Council recognises different types of cyclists (e.g. learners, commuters, serious recreational) have different infrastructure needs. This Plan seeks to ensure that all types of cyclists are provided for. While some of the activities above already provide for many types of cyclists, the following activities look to ensure that all types of cyclists will be considered.

#### Cycling Policy 3

Understand, and seek to provide for, the needs of all types cyclists

Activity	Activity Start	Contributes to GPS and LTMA Impacts														
		A1	A2	A3	A4	B	C	D	E	F	G	a	b	c	d	e
Ensure that all key infrastructure programmes for transportation and community facilities are subject to Non Motorised Road User Reviews and Audits with a particular emphasis on the needs of cyclists.	Short Term															
Ensure ongoing development of recreational walkways and cycleways and improvement of recreational opportunities. This is an aim of Council's Community Services Department.	Short Term															
Promote cycle tourism through appropriate signage that supports identified recreational facilities and networks.	Short Term															





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# 1.0 Introduction

## 1.1 Vision and Objectives for Land Transport in the Tasman region

The vision for Tasman's land transport network contained in the Regional Land Transport Strategy 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 within and visiting the Tasman region.'

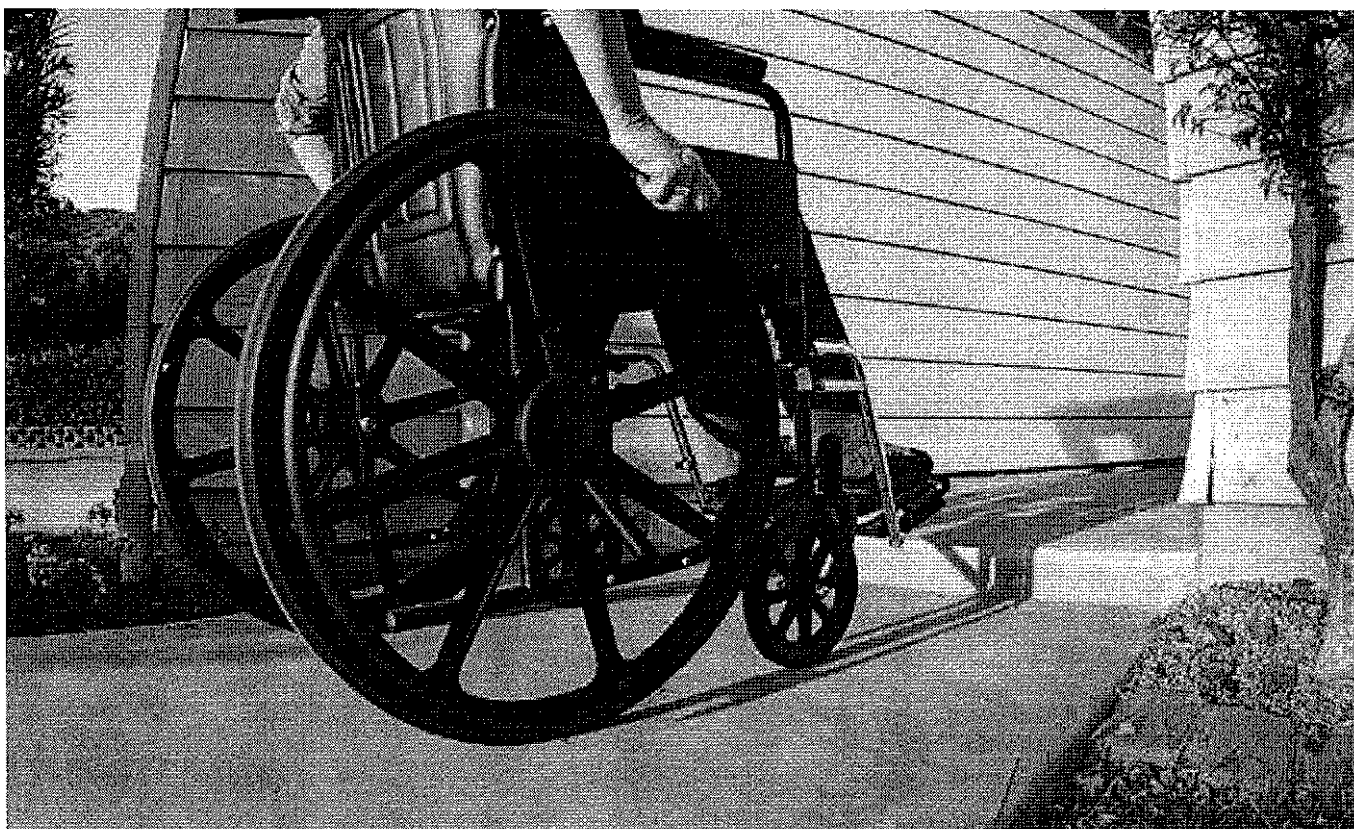
In turn, this vision responds to the requirements of the Land Transport Management Act (2003) and is embodied in the following high level objectives for the land transport system:

- Assist Economic Development: A transport system that contributes to economic growth and prosperity.
- Safety and Personal Security: A transport system that is safe to use across all transport modes.

- Access and Mobility: An efficient transport system that is integrated with land-use planning optimising access and mobility for all.
- Public Health: A transport system that encourages active modes of travel.
- Environmental Sustainability: A transport system that optimises energy efficiency and ensures the sustainability of the natural and built environment.
- Economic Efficiency: A transport system that is affordable and provides value for money.

This vision and objectives are consistent with the New Zealand Transport Strategy 2008 (NZTS 2008) and the Government Policy Statement on Land Transport Funding (2009/10 – 2018/19).

This plan is part of a suite of legislative and policy documents that impact on the Tasman land transport system. The key influencing documents are outlined in the diagram overleaf. *Section 2.0 of the Regional Land Transport Strategy.*



## Hierarchy of Related Policy Documents

National Legislation	Local Government Act	Land Transport Act	Land Transport Management Act	Public Transport Management Act	Resource Management Act	<i>delete</i>
National Strategies and Policies		New Zealand Transport Strategy	Government Policy Statement on Land Transport Funding	Safer Journeys: New Zealand Road Safety Strategy to 2020	Energy Efficiency and Conservation Strategy	
Regional Strategies and Policies		Tasman Regional Policy Statement	Regional Land Transport Strategy	Tasman Resource Management Plan	Other Tasman District Council documents (see Section 2.8)	
Regional Planning and Programmes	Long Term Council Community Strategy	Tasman Regional Land Transport Programme	Tasman Travel Demand Management Strategy	Tasman Passenger Transport Strategy	Tasman Pedestrian Strategy	Tasman Cycling Strategy

Tasman District Council aims to transform the region into a safe and pleasant place to walk and cycle. That is our vision. In meeting that vision, we hope to increase the number of people who naturally choose to walk in preference to the car, for at least some of their journeys. There are things the Council can deliver, lead on or strongly influence that will help turn that goal into a reality. Identifying those key actions is the primary purpose of this Draft Regional Pedestrian Strategy.

If we can achieve this vision we will contribute to the development of healthier, safer community and will likely help reduce the amount of traffic and pollution generated by passenger vehicles. This vision responds to community needs for walking as identified through consultation with stakeholder groups for the 2005 Regional Cycling and Walking Strategy and through the Ten Year Plan process.

## 1.2 The Role of this Draft Regional Pedestrian Strategy

The 2008 New Zealand Transport Strategy has a strong focus on sustainability. Walking and cycling are areas where the Government wishes to see over the longer term of the Strategy, (that is to the year 2040), a significant increase in the proportion of travel undertaken by these active and sustainable travel modes. The Government Policy Statement on Land Transport Funding (2009/10 – 2018/19) has however signalled that the achievement of this objective should not be accelerated to the point where the outcomes are economically inefficient. The Draft Tasman Regional Land Transport Strategy (2009) and associated Travel Demand Management Strategy (2009) therefore respond to the Government's key priority for its investment in land transport – that of increasing economic productivity and growth in New Zealand, by a range of pragmatic and affordable transportation policies and



activities intended to support the Government's highest objectives here in the Tasman Region.

The Draft Regional Land Transport Strategy (RLTS) and associated Travel Demand Management Strategy (TDMS) have identified a number of high level activities where supporting walking have a significant contribution to make to the Government's desired transportation impacts. It is the intention of this Draft Regional Pedestrian Strategy to outline in a little more detail some key actions in the areas of walking and pedestrian encouragement and infrastructure provision that will help implement those relevant RLTS and TDMS policies and activities. This 2009 Regional Pedestrian Strategy therefore provides a clear vision, objectives, targets and initiatives for the future of walking in the Tasman region and should be read



in conjunction with the Draft Regional Land Transport Strategy (2009), the Draft Travel Demand Management Strategy (2009) and the Draft Regional Cycling Strategy (2009).

## 2.0 Background to Walking in Tasman district

### 2.1 Modal Choice

The Tasman region is predominantly rural with a population of 44,600 in 2006 and a population growth rate slightly below the national average. Approximately 42 percent of ratepayers live in its three main urban centres of Richmond, Motueka and Takaka. A further 15 percent live in residential 'clusters' such as Brightwater, Wakefield, Mapua, St Arnaud, Tapawera, Murchison and Collingwood.

Walking and cycling are relatively popular modes of travel in Tasman; higher than in most other parts of the country.

Table 2.1 shows the percentage of commuter movements which were by walking or cycling within the Tasman region in comparison with all of New Zealand, during the Census years of 1996, 2001 and 2006. While the Tasman region has a higher proportion of active commuters than there are nationally, the percentage of commuters that choose to walk or cycle in Tasman has been static or decreasing over recent years.

**Table 2.1 Percentage of Pedestrian and Cycling Commuter Movements**

Year	Tasman region (% of all commuters)		New Zealand	
	Walking	Cycling	Walking	Cycling
1996	1374 (7.3%)	828 (4.4%)	5.7%	3.1%
2001	1275 (6.2%)	792 (3.9%)	5.4%	2.4%
2006	1335 (5.7%)	900 (3.9%)	5.3%	1.9%





## 2.2 Walking Activity in the Tasman region

This section of the Draft Strategy profiles the use of walking as a key travel mode in Tasman, as compared to nationally. Nationally, walking is a common mode of transport that provides a critical link between other modes of transport used in our day-to-day activities. The New Zealand Pedestrian Profile and the New Zealand Travel Survey provide some interesting insights into the pedestrian activities of New Zealanders:

- Nearly sixteen percent of household trips are undertaken by foot.
- Walking is particularly significant in the travel of children, young people and older adults.
- Social and leisure activities are the most common reasons for walking followed by shopping, education and work trips.
- Walking as a mode of transport is declining in favour of travel in cars.
- The number of walking trips by children going to school declined by 6 percent between 1997/98 and 2003-2006.

Commuters represent the greatest number, and are the most regular pedestrians. This user group mixes with peak motor vehicle traffic so commuter pedestrians are often required to negotiate a high volume traffic environment, especially in the urban centres. The New Zealand Travel Survey identified that commuting to work and education accounted for 20 percent of all walking trips. Table 2.2 shows the total number and the percentage of commuters who walked to work in the region on Census day in 2006. It is important to note that using the Census information confines the data to those who are gainfully employed and aged 15 and over. This data does not therefore take into account other significant users of pedestrian facilities including:

- School children.
- Recreational users (including tourists).
- Those who would walk if adequate facilities were provided.

**Table 2 2: Commuters Who Walked to Work on Census Day 2006**

Urban Centre	Pedestrians % total commuters	Total Pedestrians
Motueka	8.9%	312
Richmond	6.8%	393
Takaka	11.3%	66
Murchison	22.1%	63
Mapua	5.0%	48
Brightwater	3.1%	30
Wakefield	1.3%	12



There are a number of factors which influence a person's decision to walk. In relation to the services provided, these can include:

- Perceptions of safety (traffic, lighting, parked cars, graffiti);
- Pleasantness of walking facilities (surface condition, vehicle fumes);
- Accessibility characteristics of the route (stairs, number of road crossings); and
- Directness of route to the desired destination.

Upgrading of facilities to address these issues improves the desirability of walking. Therefore, the promotion of walking activities in Tasman cannot be efficiently undertaken without having a clear understanding of the suppressed demand for services. To this end, Council has undertaken three investigations of key user groups to identify the suppressed demand for walking facilities in Tasman. These investigations were:

- i. A survey of all schools within the region to identify how the students wished to travel to school and the barriers to that travel choice. School children were particularly important to target as they are not represented in the census data.
- ii. Consultation with pedestrian user groups to identify their perceived needs to improve cycling and walking in the region.
- iii. An internet-based demand survey promoted through the media, consultation and direct invitation to all walking and cycling user groups. Any person who wished to walk in the Tasman region was invited to submit comments on particular issues and rate a series of photographs that displayed a range of cycling and walking facilities.

The results of these investigations were used in the development of this Strategy.

## 3.0 Pedestrian Strategy

### 3.1 Key Policy Linkages to the GPS and LTMA

In order to offer the maximum synergy with the Government's desired GPS impacts for transportation, it is essential that the Pedestrian Strategy and policies and activities within it, support the following desired impacts of the GPS for 2009/10 – 2018/19:

- Contribute to meeting the Government's key priority to increase national economic growth and productivity.
- Achieving value for money.
- Encouraging integrated planning.
- Making best use of existing networks and infrastructure - implementing and fostering coordinated approaches.
- Considering the impact of volatile fuel prices.

#### **These are expressed as follows:**

- A Improvements in the provision of infrastructure and services that enhance transport efficiency and lower the cost of transportation through:
  - A1 Improvements in journey time reliability.
  - A2 Easing of severe congestion.
  - A3 More efficient freight supply chains.
  - A4 Better use of existing transport capacity.
- B Better access to markets, employment and areas that contribute to economic growth.
- C A secure and resilient transport network.



**With other sought impacts including:**

- D Reductions in deaths and serious injuries through road crashes.
- E More transport choices, particularly for those with limited access to a car, where appropriate.
- F Reductions in adverse environmental effects from land transport.
- G Contributions to positive health outcomes.

**At the same time, the Government also expects to see progress against the key aims of the Land Transport Management Act 2003, namely:**

- a. Assisting economic development.
- b. Assisting safety and personal security.
- c. Improving access and mobility.
- d. Protecting and promoting public health.
- e. Ensuring environmental sustainability.

### 3.2 Proposed Pedestrian Strategy approach

The Council aims to turn the region into a safe and pleasant place to walk. The Council hopes to increase the numbers of pedestrians within the region to reduce the amount of traffic and pollution generated by passenger vehicles. This will contribute to developing a healthier community as a whole.

**Council has set three primary objectives in developing this Strategy:**

1. To increase the percentage of people who walk to work, (measured by census) and the number of children walking to school.
2. To reduce the number of injuries involving pedestrians.
3. To increase the understanding of pedestrian needs.

This Draft Regional Pedestrian Strategy contains a number of policies, activities and initiatives for increasing the use of walking as a transport mode. It also further promotes the Draft RLTS proposal for comprehensive and structured application of Non Motorised Road User Reviews and Audits (as promoted by the New Zealand Transport Agency) in the assessment of the convenience and amenity offered by all significant transportation, land-use and community facility developments. This will ensure that maximum value for money in supporting pedestrian activity is gained from all infrastructure investment.

#### 3.2.1 Pedestrian Mode Share

Walking is a fundamental part of life which is widely recognised for the health and environmental benefits it provides, while enabling convenient access to many destinations. It is an important part of any sustainable transport system, providing an efficient and economical means of travel for many shorter trips. Walking provides an essential mode of travel for those with limited access to a motor vehicle and can be an integral part of public transport journeys and even motor vehicle journeys.

There has been an overall decrease in the percentage of commuters that prefer to walk as a mode of transportation within the Tasman region. This trend may be due to people's concerns about their personal safety and security, the availability of cheap vehicles, distance between home and employment and lifestyle changes. The Draft Regional Land Transport Strategy, the associated Draft Travel Demand Management Strategy and this associated Draft Regional Pedestrian Strategy aim to change this by enhancing the number of walking trips within the region through supporting the policies, activities and detailed initiatives and actions identified in this Draft Strategy.

This Strategy recognises the importance of walking and promotes a pedestrian-friendly built environment. Walking routes should be well designed, user friendly and safe.





## Walking Policy 1

Increase the percentage of people who walk to work and school.

Activity	Activity Start	Contributes to GPS and LTMA Impacts														
		A1	A2	A3	A4	B	C	D	E	F	G	a	b	c	d	e
Ensure that the impact on walking is taken into account in decisions by public agencies of the location of key facilities, e.g. schools, hospitals, council offices, post offices, shops, parks and open spaces.	Short Term	•	•		•	•	•	•	•	•	•	•	•	•	•	•
Assist in the undertaking of School Travel Plans to encourage safe and enjoyable walking to and from school.	Short Term	•	•		•	•	•	•	•	•	•	•	•	•	•	•
Encourage walking through the Tasman Resource Management Plan. This may include developers incorporating sections of identified walkway into their development.	Short Term	•	•		•	•	•	•	•	•	•	•	•	•	•	•
Provide a clearly definable network of walking routes to key destinations (such as schools, shopping areas, bus stops, stations, and places of work) from local residential communities.	Short Term	•	•		•	•	•	•	•	•	•	•	•	•	•	•
Make maps showing walking routes, facilities and services available and promote with publicity campaigns.	Short Term	•	•		•	•	•	•	•	•	•	•	•	•	•	•
Review the Tasman Resource Management Plan policies and objective to ensure priority is given to pedestrian access to, through and within new developments in planning decisions.	Medium Term	•	•		•	•	•	•	•	•	•	•	•	•	•	•

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### 3.2.2 Pedestrian Safety

Road crashes have a high social and economic impact on the region. The RLTS aims to reduce the harm (deaths, injuries and property damage) resulting from crashes of road vehicles, through a combination of infrastructure, education and enforcement initiatives. With aims to increase the use of walking, addressing road safety

concerns for pedestrians is critical, as safety is a major perceived barrier to greater modal shift. High quality and complete information is a key element of being able to accurately, efficiently and effectively target improvements to road safety; improved crash and incident reporting is vital to this end.



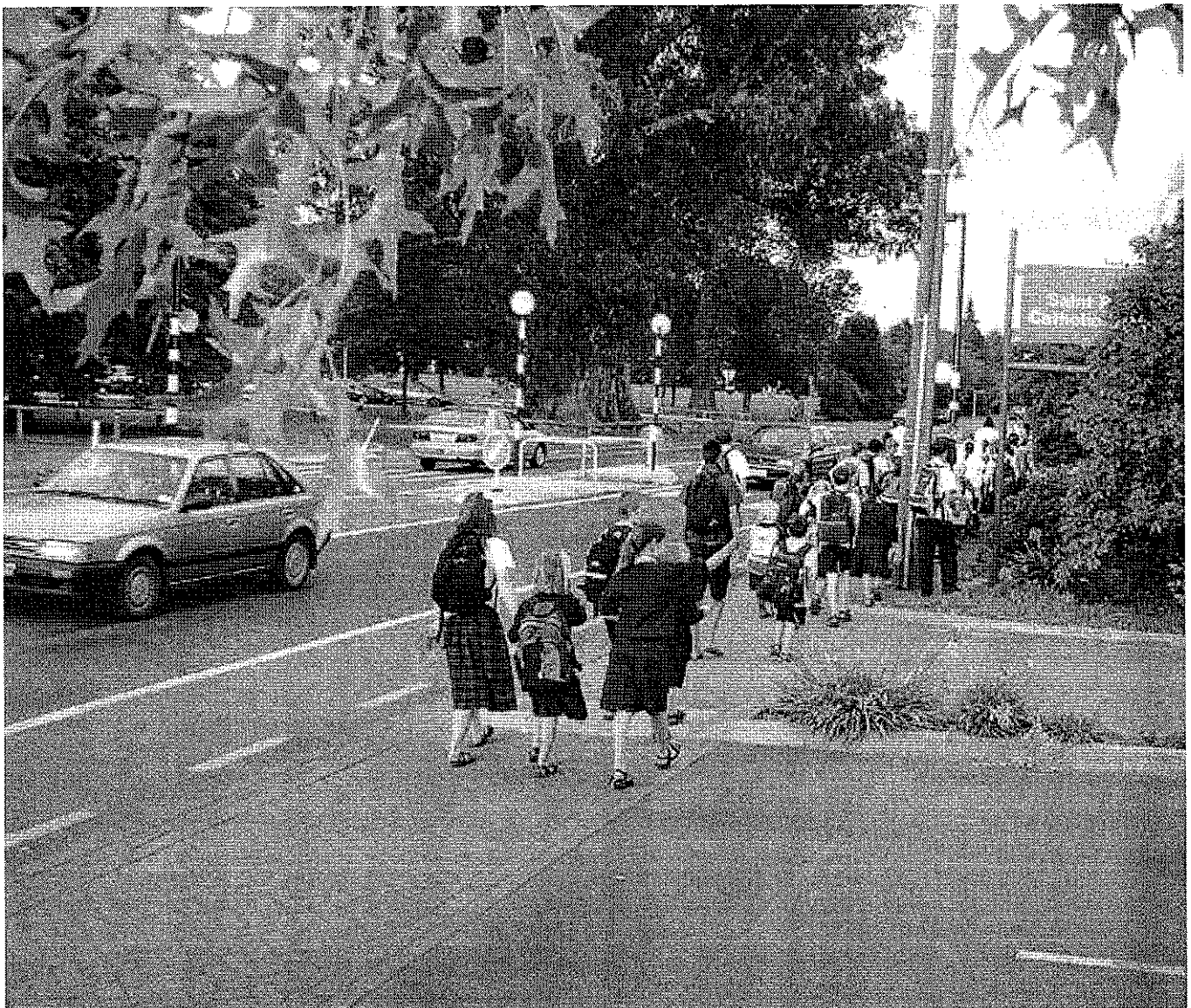


### 3.2.3 Understanding Pedestrian Needs

Within the context of the RLTS, walking includes those using walking aids such as wheelchairs and mobility scooters and those with specific requirements such as visually impaired pedestrians and people with (often wide) pushchairs or children on bicycles with trainer wheels.

A walking environment designed with the needs of mobility and visually impaired pedestrians in mind will often create excellent levels of service for all pedestrians.

Whilst commuter movements have been targeted in this Strategy, recreational walking facilities will also be progressed to help meet the public health aspects of the Regional Land Transport Strategy.







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# 1.0 Introduction

## 1.1 Vision and Objectives for Land Transport in Tasman district

The vision for Tasman's land transport network contained in the Regional Land Transport Strategy 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 within and visiting Tasman.'

In turn, this vision responds to the requirements of the Amended Land Transport Management Act (2003) and is embodied in the following high level objectives for the land transport system:

- Assist Economic Development: A transport system that contributes to economic growth and prosperity
- Safety and Personal Security: A transport system that is safe to use across all transport modes

- Access and Mobility: An efficient transport system that is integrated with land use planning optimising access and mobility for all
- Public Health: A transport system that encourages active modes of travel
- Environmental Sustainability: A transport system that optimises energy efficiency and ensures the sustainability of the natural and built environment
- Economic Efficiency: A transport system that is affordable and provides value for money.

This vision and objectives are consistent with the New Zealand Transport Strategy 2008 (NZTS 2008) and the Government Policy Statement on Land Transport Funding (2009/10 – 2018/19).

This plan is part of a suite of legislative and policy documents that impact on the Tasman land transport system. The key influencing documents are outlined in the diagram below: *Section 2.0 of the Regional Land Transport Strategy*



*delete  
see page 13*

## Hierarchy of Related Policy Documents

National Legislation	Local Government Act	Land Transport Act	Land Transport Management Act	Public Transport Management Act	Resource Management Act	
National Strategies and Policies		New Zealand Transport Strategy	Government Policy Statement on Land Transport Funding	Safer Journeys: New Zealand Road Safety Strategy to 2020	Energy Efficiency and Conservation Strategy	
Regional Strategies and Policies		Tasman Regional Policy Statement	Regional Land Transport Strategy	Tasman Resource Management Plan	Other Tasman District Council documents (see Section 2.8)	
Regional Planning and Programmes	Long Term Council Community Strategy	Tasman Regional Land Transport Programme	Tasman Travel Demand Management Strategy	Tasman Passenger Transport Strategy	Tasman Pedestrian Strategy	Tasman Cycling Strategy

Passenger transport policies and programmes of activities have the potential to make a direct and positive contribution to meeting both the short to medium term impacts of the GPS, alongside laying the foundations for positive gains to be made over the longer term towards the NZTS 2008 objectives.

The purpose of this Passenger Transport Strategy (PTS) for Tasman is to provide an overarching framework for the development of the region's passenger transport system for the 2009 to 2019 period and to support and give effect to the implementation of the public transport elements of the Tasman RLTS. The Passenger Transport Strategy is necessary to outline the passenger transport services and infrastructure proposed for the region both for general travel purposes and in respect of providing people services for those who are transport disadvantaged.

### 1.2 The Role of Passenger Transport in the Tasman region

The mode of passenger transport that has the greatest potential to cater for high volume movements of people in

Tasman is the bus. Therefore the main focus of this plan is the development of the public bus network. Other modes and means of public transport that have an interaction with that network include inter-regional coach services, total mobility services, taxi and shuttle services, school buses and pleasure craft services (i.e. tourist boat trips). These services provide transport for the general public with tours primarily focused on visitors to the area. While consideration of these modes has been taken into account in the preparation of this Strategy, the purpose is to focus on scheduled passenger transport aimed at the general public.

The Tasman District Council's 2007 survey of residents identified a desire for better, cheaper and more frequent passenger transport services. However, the geographically large area of Tasman, coupled with the relatively low population means that the viability of new public transport services is limited in many areas. Nevertheless, this Passenger Transport Strategy sets out a blueprint for delivering phased improvements to the quality and quantity of passenger transport in an integrated fashion with the Nelson City Council's public transport plans.



## 2.0 Current Bus Service Provisions

There is currently no passenger rail or ferry available in the Tasman region. The bus network is mostly commercially operated, providing routes based on market demand. Bus routes within the region include:

- Urban access services linking Stoke, Nelson and Richmond.
- Inter-regional links along major routes, for instance, from Nelson to Christchurch.
- Specialised services targeting rural communities such as school buses being administered by the Ministry of Education which are presently run by commercial operators out of Nelson, Takaka, Motueka, Tapawera and Murchison.
- Seasonal tourist services.

The corridor bus service between Nelson and Richmond is the primary focus of bus services in Tasman, operating Monday to Sunday on a limited frequency with gaps of up to two hours during off peak. A regular commercial bus service also operates between the Nelson CBD and Motueka/Kaiteriteri, with four trips per day in each direction during the summer and once per day each way during the winter. This service is timetabled to connect

with Inter-city coaches travelling from outside the region. The vehicles are relatively old, have high steps and predate modern exhaust emission standards. The commercial bus operators would like to improve the service. However further investment in the service in terms of service frequency or vehicle quality is not commercially viable for the current operator.

The level of service is very low in terms of both frequency and quality for a well dispersed population of about 45,000 people residing in mainly towns and rural areas. Consequently, the number of people currently travelling to work by bus is low at around 0.5% of trips.

Although this level of bus usage is comparable with similar regions such as Hawkes Bay and the Bay of Plenty (both 0.5% of journey to work trips) it is low compared with more populous regions such as Canterbury and Otago (being 2.4% and 2.0% respectively). While the New Zealand average of journey to work trips by bus is 3%, this is somewhat skewed by larger figures for Auckland and Wellington.

On Friday and Saturday evenings a publicly-funded bus service operates between Richmond and Nelson, catering for night club goers. In addition there are a number of school bus services operating throughout the region.

## 3.0 Passenger Transport Strategy

### 3.1 Key Policy Linkages to the GPS and LTMA

In order to offer the maximum synergy with the Government's desired GPS impacts for transportation, it is essential that the Passenger Transport Strategy and policies and activities within it, support the following desired impacts of the GPS for 2009/10 – 2018/19:

- Contribute to meeting the Government's key priority to increase national economic growth and productivity.
- Achieving value for money.
- Encouraging integrated planning.
- Making best use of existing networks and infrastructure - implementing and fostering coordinated approaches.
- Considering the impact of volatile fuel prices.

**These are expressed in the GPS as follows:**

- A Improvements in the provision of infrastructure and services that enhance transport efficiency and lower the cost of transportation through:
  - A1 Improvements in journey time reliability.
  - A2 Easing of severe congestion.
  - A3 More efficient freight supply chains.
  - A4 Better use of existing transport capacity.
- B Better access to markets, employment and areas that contribute to economic growth.
- C A secure and resilient transport network.



#### **With other sought impacts including:**

- D Reduction in deaths and serious injuries through road crashes.
- E More transport choices, particularly for those with limited access to a car, where appropriate.
- F Reduction in adverse environmental effects from land transport.
- G Contribution to positive health outcomes.

#### **At the same time, the Government also expects to see progress against the key aims of the Land Transport Management Act 2003, namely:**

- a. Assisting economic development.
- b. Assisting safety and personal security.
- c. Improving access and mobility.
- d. Protecting and promoting public health.
- e. Ensuring environmental sustainability.

### 3.2 Passenger Transport Strategy approach

A prerequisite for sustainable and successful passenger transport services is the existence of a geographic concentration of demand. The origin of most people's trips is the home and the level of demand for passenger transport arising from residential areas depends on a range of factors including housing density, demographics, proximity to employment, retail, education and healthcare facilities etc. The relatively dispersed and low density nature of the region gives rise to inherent challenges and difficulties for developing and operating a public transport system. The clear exception to this is Richmond and nearby towns connecting to Nelson.

The fundamental issue for Tasman in achieving greater use of passenger transport is the lack of population density. Deficiencies on the supply side in terms of quality and quantity of the current passenger transport network is constraining current passenger demand in the Richmond-Nelson corridor.

This Public Transport Strategy will consider the Tasman public transport system in two parts: the Richmond-Nelson corridor and the remaining intra-regional system operating between the region's towns. The Richmond-Nelson corridor focuses on the cross-boundary planning with the delivery required to be integrated with Nelson City Council. The services for the rest of the region will focus on investigating the potential for public transport, especially now that the Public Transport Management Act has been enacted.

The low level of service and patronage does mean that there is presently little historic data available to use as a base to estimate future passenger demand. In order to assess the level of services more information is required over the next three years and beyond.

### 3.3 Passenger Transport Policies and Activities

In developing the key Passenger Transport policies and activities, consideration has been given to their applicability to the region and their conformity with both the GPS and LTMA. This will enable the region to seek appropriate support and funding through the defined Activity Classes for Transportation as contained in the GPS of May 2009.

To guide the implementation of passenger transport

improvements and to support the ongoing operation of passenger transport, a range of specific policies have been developed. The policies cover three broad areas:

- Passenger Transport Network.
- Vehicle and Infrastructure Standards.
- Fares, Ticketing, Marketing and Passenger Transport Information.



### 3.3.1 Passenger Transport Network

The bus network should meet the travel needs of the community. To meet these needs the network has to provide for a wide range of journey purposes. This can be achieved using a Balanced Network approach which essentially seeks to cater for all trip purposes by balancing priorities and targeting resources to where they will benefit the greatest number of people. These fundamental principles for the provision of bus services should be applied to both the Richmond-Nelson corridor and services in the remainder of the region.

Tasman District Council and Nelson City Council have undertaken some preliminary investigation into options for improving the public transport provision along the Richmond-Nelson corridor. A summary of this investigation is included in the Nelson Passenger Transport Network Strategy within their Regional Land Transport Strategy. Tasman District Council supports the need for improvements to the passenger transport network along

this corridor but considers that further investigation is needed to determine the extent of the improvements, the viability of the improved services and the timeframe for implementation.

While improved bus services are appropriate for the core corridor between Richmond and Nelson, other initiatives could be used to encourage commercial passenger transport within and between other urban areas. It is proposed to further investigate potential options in these locations.

Changes in land use give rise to changes in demand for transport. Well-considered land-use planning can reduce the need to travel, for example by locating residential and commercial land uses in close proximity. For larger residential and commercial developments, future-proofing the urban design ensures adequate pedestrian connections to possible passenger transport routes.



## Policy PT1

### Passenger Transport Network

To adopt a phased approach to the implementation of improved passenger transport services network subject to the availability of funding and agreement on cross-boundary issues.

Activity	Activity Start	Contributes to GPS and RTMA Impacts																		
		A1	A2	A3	A4	B	C	D	E	F	G	a	b	c	d	e				
Work with Nelson City Council to develop an implementation plan for improved passenger transport services between Richmond and Nelson.	Short Term	•																		
Investigate other intra-regional network opportunities with commercial operators to improve passenger transport.	Short Term	•																		
Review the provisions in the Tasman Resource Management Plan related to subdivision standards for design and layout to support public transport, and the provisions for passenger transport infrastructure and services related to new residential and commercial developments.	Medium Term																			







### Passenger Infrastructure Standards

For passenger transport to be convenient to the public, it needs to be close to where people live, work, shop and play. This means the provision, location and separation of bus stops is very important.

Likewise the provision of shelter from the elements is an important service attribute to ensure bus services are attractive all year round. No bus network has a bus shelter at every bus stop across a whole network,

however many local authorities aim to provide a bus shelter at key bus stop locations where there is a concentration of passenger demand.

Integration with walking and cycling can be achieved by ensuring bus stops are properly connected to footpaths and pedestrian crossing facilities are provided nearby where needed (i.e. where traffic flows are high). The provision of cycle parking near key bus stops will enhance integration between cycling and passenger transport.

## Policy PT3

### Passenger Infrastructure Standards

Bus stops which are accessible, safe and attractive.

Activity	Activity Start	Contributes to GPS and RTMA Impacts														
		A1	A2	A3	A4	B	C	D	E	F	G	a	b	c	d	e
Manage the provision of bus stops on the basis that bus stops are provided at locations where there is an identifiable passenger demand.	Medium Term	•			•											
Ensure supporting pedestrian and cycle facilities such as footpaths, pedestrian crossing points/ refuges and cycle parking are provided (where appropriate) to enable excellent walking and cycle access to and from bus stops.	Medium Term				•											
Investigate the provision of a bus interchange in Richmond and bus priority measures in adjacent areas.	Medium Term				•											

*and park and ride facilities*





### 3.3.3 Fares, Ticketing, Marketing and Passenger Transport Information

#### Fares

Fares are a key element of funding for the operation of public transport. Fares for commercial passenger transport services are set by the operator and are outside the control of Tasman District Council. Fares

for contracted passenger transport are usually set by a local authority, as the balance between operating costs and fare revenue is provided as a subsidy by way of the contract payments, usually sourced from a combination of rates and NZTA funding.

Concessionary fares should be available through the SuperGold card scheme and for the transport disadvantaged.

## Policy PT4

### Fares

Fares which encourage the use of passenger services while taking account of operating costs.

Activity	Activity Start	Contributes to GPS and RTMA Impacts
		A1 A2 A3 A4 B C D E F G a b c d e
Work with Nelson City Council to set fares on the Richmond-Nelson routes that: <ul style="list-style-type: none"> <li>• encourage/incentivise use of services.</li> <li>• take account of operating costs and the effect on local rates.</li> <li>• take account of the transport disadvantaged.</li> </ul> Fares will be reviewed annually.	Medium Term	

**Ticketing**

Ticketing for bus services must be simple, while also providing for a number of options for the different types of user (i.e. regular, casual, transport disadvantaged). Tickets should be available at appropriate locations and also from the bus driver.

While a number of new technologies are available in terms of electronic ticketing, the low number of services likely to be established in the Tasman region mean that the capital and ongoing cost of such systems are unlikely to be beneficial

**Policy PT5  
Ticketing**

A simple effective ticketing system.

Activity	Activity Start	Contributes to GPS and RTMA Impacts
Ensure that the ticketing system on both contracted and commercial routes is easy to understand, provides for a range of ticket options and that tickets are widely available.	Medium Term	A1 A2 A3 A4 B C D E F G a b c d e





### 3.4 Costs, Funding Sources and Procurement

#### 3.4.1 Indicative Costs

Indicative cost estimates for services between Richmond and Nelson have been undertaken by Nelson City Council and are reported in their Passenger Transport Strategy. This indicates that the total cost of providing a limited initial increase in services on the core route (Phase A) is around \$2-3 million per annum. After taking into consideration the NZTA subsidy and fare box revenue, the local share which would come from Nelson City Council and Tasman District Council is likely to be between \$0.9 million and \$1.3 million per annum.

If these services were to proceed to the next stage of investigation, further work is needed to develop more accurate cost estimates and determine the percentage of this local share which would be funded by the Tasman District Council.

In addition to this operating cost, the public transport system will need to be supported by an investment in infrastructure. Further work is also required in this area to determine likely costs.

#### 3.4.2 Tasman Regional Land Transport Programme

In looking at funding issues over the next three to 10 years, the Tasman Regional Land Transport Programme (RLTP) indicates a proposed expenditure programme on public transport services and infrastructure as shown in the table below.

As no firm decision has yet been made on the scope of any improvements, and as the Core Public Transport Corridor network improvements are being led by Nelson City Council, the funding application for national funds will be made through that Council and hence it is not prioritised in the Tasman RLTP. Funding has been allocated towards improvements in the Tasman District Council's Ten Year Plan, aligned to the table below.

#### Public Transport Services and Infrastructure – RLTP 10 year Forecast Expenditure

	2009/10	2010/11	2011/12	2012/13	2013/14	2014/15	2015/16	2016/17	2017/18	2018/19
NZTA	0	0	0	0	0	0	0	0	0	0
Tasman District Council	60,000	120,000	120,000	120,000	120,000	120,000	120,000	120,000	120,000	120,000
Total	60,000	120,000	120,000	120,000	120,000	120,000	120,000	120,000	120,000	120,000

	3 year total	10 year total
NZTA	0	0
Tasman District Council	300,000	1,140,000
Total	300,000	1,140,000

The tables show that the indicative funding put aside for public transport services is likely to be less than that required under this Passenger Transport Strategy. Furthermore, the latest NLTP has not allocated national funding to public transport improvements in Nelson or Tasman, which means that if public transport improvements are to be implemented, a greater local investment will be required.

This forecast expenditure will be reviewed under the next Regional Land Transport Programme in early 2012 once the further investigations recommended in this plan are underway.



### 3.4.3 Operational Funding Sources

Currently the main sources of funding for passenger transport operations are:

- user charges i.e. bus fare-box.
- central government funding.
- local government funding e.g. local rates, private sector contributions or other Council revenue streams.

Bus passengers provide a funding stream through the fare-box. There is no set minimum requirement for how much the fare-box should yield in proportion to overall service costs. However for smaller cities and regions a fare-box recovery of around 20% to 35% is typical. New bus services take a number of years for patronage to build momentum and achieve true potential; therefore it is normal for the fare box recovery to be relatively low during the first years of operation.

Central government currently provides 50% funding assistance to local government on the net subsidies paid to bus operators, i.e. having firstly deducted the fare-box revenue. The remaining 50% (the local share) has to be met by local government. As some of the proposed passenger transport network is to operate across local government boundaries, negotiations with Nelson City Council will need to take place to determine the composition of local share.

### 3.4.4 Procurement

All councils procuring passenger transport services have to produce a procurement strategy. The strategy has to include an analysis of the market place, the council's procurement philosophy and a host of detailed procurement procedures. Details such as contract type (i.e. gross cost, net price or other), contract length, contract size, quality and resilience of tender bidders, the tender evaluation methodology, value for money etc, are to be set out in the strategy. For any new routes between Richmond and Nelson, it is envisaged that this process will be led by Nelson City Council.









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# TASMAN TRAVEL DEMAND MANAGEMENT STRATEGY

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# 1.0 Introduction

## 1.1 Vision and Objectives for Land Transport in Tasman

The vision for Tasman's land transport network contained in the Regional Land Transport Strategy 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 within and visiting the Tasman region.'

In turn, this vision responds to the requirements of the Land Transport Management Act (2003) and is embodied in the following high level objectives for the land transport system:

- Assist Economic Development: A transport system that contributes to economic growth and prosperity.
- Safety and Personal Security: A transport system that is safe to use across all transport modes.

- Access and Mobility: An efficient transport system that is integrated with land-use planning optimising access and mobility for all.
- Public Health: A transport system that encourages active modes of travel.
- Environmental Sustainability: A transport system that optimises energy efficiency and ensures the sustainability of the natural and built environment.
- Economic Efficiency: A transport system that is affordable and provides value for money.

This vision and objectives are consistent with the New Zealand Transport Strategy 2008 (NZTS 2008) and the Government Policy Statement on Land Transport Funding (2009/10 – 2018/19).

This plan is part of a suite of legislative and policy documents that impact on the Tasman land transport system. The key influencing documents are outlined in the diagram below. *Section 2.0 of the Regional Land Transport Strategy*

### Hierarchy of Related Policy Documents

National Legislation	Local Government Act	Land Transport Act	Land Transport Management Act	Public Transport Management Act	Resource Management Act	<i>delete</i>
National Strategies and Policies		New Zealand Transport Strategy	Government Policy Statement on Land Transport Funding	Safer Journeys: New Zealand Road Safety Strategy to 2020	Energy Efficiency and Conservation Strategy	
Regional Strategies and Policies		Tasman Regional Policy Statement	Regional Land Transport Strategy	Tasman Resource Management Plan	Other Tasman District Council documents (see Section 2.8)	
Regional Planning and Programmes	Long Term Council Community Strategy	Tasman Regional Land Transport Programme	Tasman Travel Demand Management Strategy	Tasman Passenger Transport Strategy	Tasman Pedestrian Strategy	Tasman Cycling Strategy

*delete*

*see page 13*



Travel demand management policies and programmes of activities for the Tasman region have the potential to make a direct and positive contribution to meeting both the short to medium term impacts of the GPS, alongside laying the foundations for positive gains to be made over the longer term towards the NZTS 2008 objectives. Therefore this Travel Demand Management Strategy for Tasman, which forms a part of the RLTS, has been determined from an assessment of those policy initiatives and activities that can make a demonstrable contribution to national and regional transportation objectives.

## 1.2 The Role of Travel Demand Management in Tasman

Travel demand management has the potential to make a significant contribution to short, medium and long term transportation impacts in the Tasman region, through policies, activities and programmes that seek to influence travel behaviour. These policies can be implemented in a way that maximises the effective deployment of transportation services and infrastructure, thus contributing to economic productivity and growth.

Many travel demand management policies and programmes devised by local authorities in New Zealand and internationally, have rightly acknowledged that a single measure or activity is unlikely to bring about travel behavioural change to any demonstrable degree. The common theme in all however, is a focus on creating an improved capability for travel choice among all sectors of the community and an improved balance between the demand for travel and reasonably available and affordable transportation services and infrastructure supply.

Creating the climate for improved travel choice and delivering genuine alternatives to the high proportion of private journeys made by car offers the opportunity to create a more resilient transport network that permits continued economic and land-use growth with a transportation network more resilient to external forces such as international fuel prices and availability, and wider climate and environmental concerns. The government

requires that land transport planning and evaluation take account of such issues.

The Government's recently published GPS therefore signals how it intends to prioritise its investments for the coming period, primarily in the supply of transportation infrastructure and services. This Travel Demand Management Strategy is intended to respond directly to those intended impacts of the GPS. Therefore travel demand management has a continuing and perhaps increasing role to play in better managing demand for transportation networks and services, in order that maximum value can be gained from existing and committed transportation expenditure. Influencing travel behaviour thus has the capability of offering excellent value for money in reducing the short to medium term demand for infrastructure investment.

The geographically large area of Tasman, coupled with the relatively low population means that not all traditional travel demand management measures are appropriate for this region. For example, there are very limited public transport services, especially outside of Richmond and providing such services is unlikely to be viable. Accordingly, encouraging large numbers of people to use public transport is not a feasible option.

However, there are many other practicable travel demand management measures available which could be used to great affect for travel within, to and from the urban areas. An integrated programme of activities making up a Travel Demand Management Strategy is likely to include a combination of the following:

- Influences on travel behaviour (through education, promotion and marketing to the community at large and particular sectors of the community such as schools and workplaces where the scope for change is highest);
- Improved integration of land use and transportation planning; and
- Network capacity measures, including parking management.



## 2.0 Travel Demand Management Plan

### 2.1 Key Policy Linkages to the GPS and LTMA

In order to offer the maximum synergy with the Government's desired GPS impacts for transportation, it is essential that the TDM Strategy and policies and activities within it, support the following desired impacts of the GPS for 2009/10 – 2018/19:

- Contribute to meeting the Government's key priority to increase national economic growth and productivity.
- Achieving value for money.
- Encouraging integrated planning.
- Making best use of existing networks and infrastructure - implementing and fostering coordinated approaches.
- Considering the impact of volatile fuel prices.

#### These are expressed as follows:

- A Improvements in the provision of infrastructure and services that enhance transport efficiency and lower the cost of transportation through:
- A1 Improvements in journey time reliability.
  - A2 Easing of severe congestion.
  - A3 More efficient freight supply chains.
  - A4 Better use of existing transport capacity.

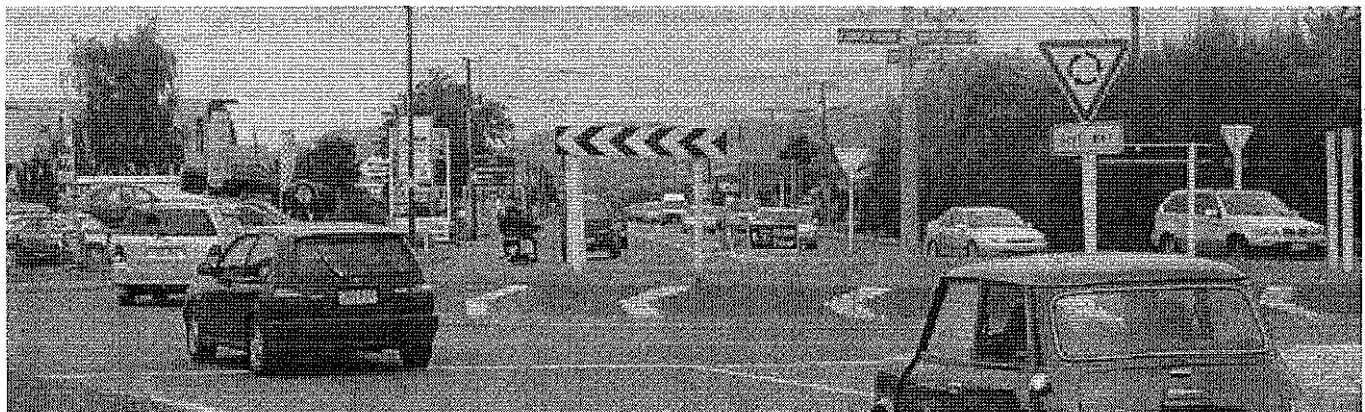
- B Better access to markets, employment and areas that contribute to economic growth.
- C A secure and resilient transport network.

#### With other sought impacts including:

- D Reductions in deaths and serious injuries through road crashes.
- E More transport choices, particularly for those with limited access to a car, where appropriate.
- F Reductions in adverse environmental effects from land transport.
- G Contributions to positive health outcomes.

#### At the same time, the Government also expects to see progress against the key aims of the Land Transport Management Act 2003, namely:

- a. Assisting economic development.
- b. Assisting safety and personal security.
- c. Improving access and mobility.
- d. Protecting and promoting public health.
- e. Ensuring environmental sustainability.



## 2.2 Proposed Travel Demand Management Plan approach

It is proposed that the Tasman Travel Demand Management Strategy adopt an approach of Reduce, Manage and Invest to guide the delivery of TDM policies and activities, as follows:

**Reduce** – reducing the need to travel (and hence the level of demand on the transportation networks) by such measures as integrated land use and transportation planning; encouraging modal choice in favour of more sustainable and resilient networks and services; the better balancing of demand with available or committed capacity increases, as likely to achieve efficiency savings.

**Manage** – managing existing networks and transportation services to gain maximum efficiencies from those services and capacity.

**Invest** – enhancing services or infrastructure capacity where there is a demonstrable need to do so and where funding decisions can be demonstrated to show good economic efficiency from that project or programme.

## 2.3 Travel Demand Management Policies and Activities

In delivering against the proposed TDM approach of Reduce, Manage and Invest, key TDM policies and activities have been assessed against conformity with both the GPS and LTMA. This will enable the region to seek appropriate support and funding through the GPS defined Activity Classes for Transportation.

### 2.3.1 Influencing travel behaviour

Measures that influence travel behaviour will focus upon desired impacts contributing to reduced congestion (and hence network capacity efficiencies) at peak travel periods, the encouragement of a greater use of healthy, active travel modes, greater use of available public transport and/or car sharing. Accordingly, the optimum effectiveness of these measures will often but not always rely upon improvements being made to the public transport system and to walking and cycling infrastructure.

School and workplace travel plans can be very effective in reducing single occupant car journeys and the high proportions of children taken to and from school by car. Maximising use of active healthy travel modes is good for the health and wellbeing of the population as a whole and is increasingly recognised internationally as good for child health and development. Positive results in reducing the numbers of children driven to school can achieve demonstrable improvements to existing peak period congestion on road networks, thus helping free capacity and improve journey reliability for economically essential business travel needs and freight movements.

The value of travel promotion and education campaigns to gain improved community awareness and support of the need to carefully consider travel choice for a wide range of reasons cannot be under-estimated.

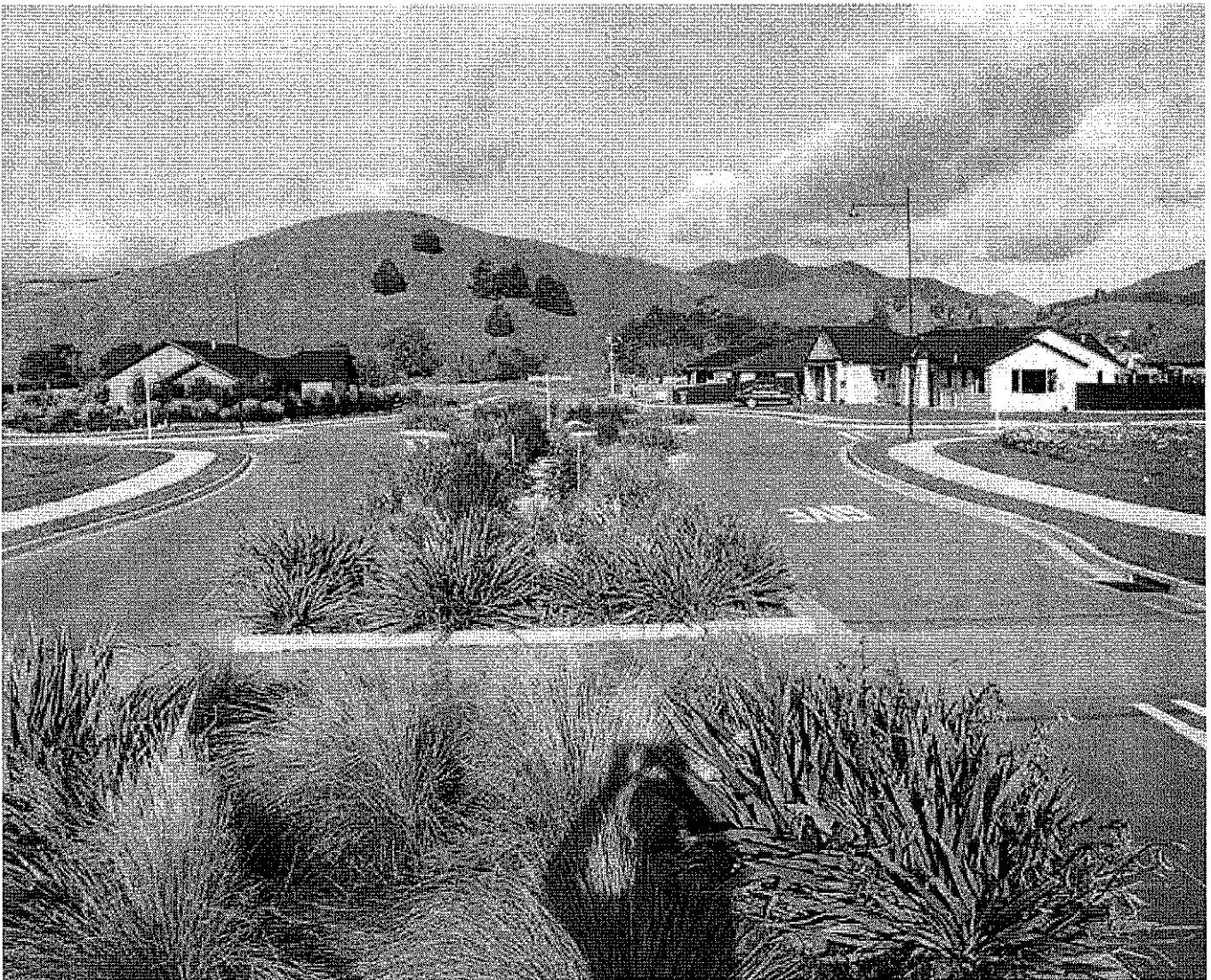




### 2.3.2 Integrated land-use and transportation planning

Travel demand is significantly affected by the location of residential, commercial and employment activities. The ability of new development areas to provide maximum local accessibility by walking and/or cycling to key services such as employment, shopping, health, education and key community facilities such as libraries, has a fundamental impact on both the underlying demand for travel and the choice of mode for short journeys. It has the ability to create vibrant, healthy communities in which people aspire to live.

Future demands on the transport network can thus be better managed by the improved integration of land-use and transport planning, together with improved accessibility planning for key land-uses and community facilities. Additionally, the placement of new land-use developments to gain optimum access to existing transport networks that have sufficient projected capacity, also makes optimum use of existing transportation infrastructure and services.







### 2.3.3 Active Travel – Additional Activities

The Tasman District Council has a vision to make the region a “safe and enjoyable place to walk and cycle”. Walking is a vitally important part of a transport system as it provides an essential mode of travel for those with limited access to a motor vehicle. It can also be an integral part of public transport journeys and even shared motor vehicle journeys. It is the most sustainable, efficient and economical method of travel for short journeys and it provides considerable health and environmental benefits. Cycling is also an active, relatively cheap and environmentally friendly mode of transport that has significant potential for use for many more short to medium distance trips. It provides many environmental benefits as it is pollution free, noise free and can significantly benefit congestion levels when cycling routes are convenient, direct and safe.

This Strategy recognises the importance of walking and cycling and promotes a pedestrian and cycle-friendly built environment. Both walking and cycling routes should be well designed, user-friendly and safe; contributing to a pleasant environment necessary for a healthy, vibrant and connected community.

This plan also promotes for the first time the comprehensive and structured application of Non Motorised Road User Reviews and Audits (as promoted by the New Zealand Transport Agency) in the assessment of all significant transportation, land-use and community facility developments. This will ensure that maximum value for money in supporting these sustainable modes is gained from all infrastructure investment.





## Policy TDM3 Support of Active Travel Modes

Ensuring that cycling and walking networks are well-publicised and signed to generate maximum usage, and that all key infrastructure development and renewal is subjected to a structured Non Motorised Road User Review or Audit.

Promoting maximum awareness and usage of cycling and walking networks along with optimum value from all transportation (and other) infrastructure investment, in support of active travel modes.

Activity Delivery	Activity Start	Contributes to GPS and LTMA Impacts														
		A1	A2	A3	A4	B	C	D	E	F	G	a	b	c	d	e
Ensure that all key infrastructure programmes for transportation and community facilities are subjected to Non Motorised Road User Reviews and Audits with a particular emphasis on the needs of pedestrians with mobility impairments	Short Term and Ongoing	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•
Provide a clearly definable network of walking and cycling routes to key destinations (such as schools, shopping areas, health facilities, Post Offices, places of work, open spaces) from local residential communities.	Short Term and Ongoing	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•
Provision of maps showing walking and cycling routes, facilities and services, and promote with publicity campaigns. Make information available in both hard copy and internet.	Short Term and Ongoing	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•
Implement the Tasman Regional Walking and Cycling Strategy.	Short Term and Ongoing	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•



### 2.3.4 Parking Management

The convenience and cost of parking are factors in the decisions which people make when choosing to travel. Whilst the vitality of Richmond and other urban centres should be maintained through the provision of high

standard parking facilities for shopper and tourist trips, in the long term, strategies will need to be developed to address the anticipated future demand for all day parking.





# Appendix A: Description of Key Activities

**A number of the key activities listed under the Travel Demand Management Policies are discussed further below:**

## Activity

### Promote School Travel Plans

School travel planning aims to encourage more families to use environmentally-friendly transport options to get to and from school. Programmes include walking school bus or cycle training, and infrastructure changes such as pedestrian crossings, traffic calming and cycle lanes as part of a 'safer routes to school' programme. They can also include provision of walking school buses.

School travel plans deliver a range of benefits, including:

- improved health and road awareness;
- reduced emissions and other environmental benefits; and
- economic benefits of spending less time in cars.

NZTA can assist in producing School Travel Plans as can some City Councils and Road Safety Coordinators. More information about these travel plans, including guidelines for School Travel Plan Coordinators and guidelines for Walking School Bus Coordinators and a walking school bus resource kit can be found on the NZTA website.

## Activity

### Promotion of Workplace Travel Plans

Workplace travel plans are a package of measures produced by employers to encourage staff to use alternatives to single-occupancy cars.

A workplace can choose to develop a travel plan at any time, or could be required to develop a travel plan as a condition of planning consent for an expansion or new development. Typical actions in a workplace travel plan include improving facilities for pedestrians and cyclists (showers, lockers and cycle parking), promotion and subsidy of public transport, and encouraging car pooling, trip chaining, working from home, flexible hours and teleconferencing.

NZTA can assist in producing Workplace Travel Plans. More information about these travel plans, including guidelines for Workplace Travel Plan Coordinators and workplace travel plan resources can be found on their website.

## Activity

### Employer Incentives

Tasman District Council should provide incentives for employers to support sustainable forms of transport. This is a necessary part of workplace travel plans, but can also be undertaken separately, especially in small or medium-size businesses.

Incentives could take the form of provision of vouchers for discounts at cycle shops, free passes to community facilities such as swimming pools and public transport discounts for employees.

## Activity

### Promote alternative forms of travel

Individuals need to be given the appropriate information in regards to travel options before they are able to change towards more sustainable modes of travel. Information can help increase the acceptance of travel demand initiatives by assisting understanding as to why measures are being introduced and why there is a need to consider changing travel behaviour where possible.

Promotion of alternative forms of travel through various mediums should be undertaken regularly. Specific forms of promotion could include publicity campaigns, promotional events and information packs. An ideal time for promotion is prior to a travel demand management related scheme to provide information on the purpose of the measure and help to negate any potential opposition. It is also important to communicate the benefits that have been gained from travel demand initiatives once they have been implemented, as people can often be sceptical of benefits.



## Activity Develop Richmond and Motueka parking strategies

A commuter parking strategy is necessary to ensure a consistent and sustainable approach to parking across the region and in particular throughout CBDs. It should establish objectives for the effective management of parking that is consistent with government and local policies on travel choice and sustainable development. Such objectives could include:

- determining the future demand for parking;
- regulating the availability of public spaces to give higher priority to short stay parking in the CBD to support the local economy;
- controlling the supply of parking in new developments in order to support sustainable travel.

## Activity Review Resource Management Plan Rules

The Tasman Resource Management Plan contains rules to achieve integrated and sustainable management of natural and physical resources. These plans dictate rules in regards to the type of land-use that can occur within different parts of the region.

In order to reduce the impact that the increasing population will have on the transportation network, it is recommended that the Tasman Resource Management Plan rules be altered with a view to intensifying residential and employment land-use development around transportation hubs, in order to minimise commuter travel distances and maximise travel by 'active modes' and/or public transport.

While the Tasman District Council Growth Strategy provides a plan for intensification and preferred growth areas, these may not go far enough towards having a noticeable impact in reducing the dependence on the private car. Further reinforcement of intensification and development around transport hubs needs to be developed through rules in the Tasman Resource Management Plan.

## Activity Revise subdivision engineering guidelines

The physical characteristics of new developments need to be designed in accordance with local engineering guidelines. It is therefore important that these guidelines include information and standard specifications to ensure that the layout and design of new developments cater for the potential provision of bus services and high standard walking and cycling networks, from both a traffic engineering and personal safety and security viewpoint. It is also important to take into account the urban design protocols to provide an environment that is pleasant and which will possibly encourage mixed development and better transport links between these areas.



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~~Appendix B: 3~~

iii Glossary of Terms and Acronyms

CBD	Central Business District
GPS	Government Policy Statement on Land Transport Funding (GPS) - refers to a government policy statement issued under section 86 of the Land Transport Management Act 2003.
FAR	Financial Assistance Rate
km	Kilometres
LTMA	Land Transport Management Act 2003 - refers to the main statutory framework for land transport planning and funding in New Zealand.
Mode	Is a categorisation of different methods of transport, e.g. bus, walking, cycling, road, rail, aeroplane or boat.
NLTP	National Land Transport Programme - a national three-year programme of approved and proposed activities prepared under Part 2 of the Land Transport Management Act 2003, and produced by the NZ Transport Agency.
NZTA	New Zealand Transport Agency - refers to the single Crown entity established under section 93 of the Land Transport Management Act 2003 that replaced Land Transport New Zealand and Transit New Zealand from 1 August 2008.
NZTS	New Zealand Transport Strategy 2008 - refers to the New Zealand transport strategy prepared by the government.
RLTP	Regional Land Transport Programme - means a regional land transport programme, prepared under Part 2 of the Land Transport Management Act 2003, as from time to time amended or varied.
Region	Refers to the area of Tasman District
RLTS	Regional Land Transport Strategy - means a regional land transport strategy prepared under Part 3 of the Land Transport Management Act 2003.
RTC	Tasman Regional Transport Committee - refers to a regional transport committee established under Section 105 or Clause 11 of Schedule 7 of the Land Transport Management Act 2003. The Tasman Regional Transport Committees has representation from Councils, the New Zealand Transport Agency and the community.
TDM	Travel Demand Management
TDMS	Travel Demand Management Strategy
TRMP	Tasman Resource Management Plan
vpd	Vehicles per day





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