



Annual Monitoring Report on the Regional Land Transport Strategy and Regional Land Transport Programme

2010

Nelson City Council
PO Box 645 Nelson 7040

03 546 0200 phone
03 546 0239 fax

www.nelsoncitycouncil.co.nz

Printed September 2010

Table of contents

1.	Introduction	1
2.	Executive Summary	2
2.1.	<i>Regional Land Transport Strategy</i>	<i>2</i>
2.2.	<i>Regional Land Transport Strategy Policies and Activities</i>	<i>4</i>
2.3.	<i>Passenger Transport Network Plan</i>	<i>4</i>
2.4.	<i>Travel Demand Management Strategy</i>	<i>4</i>
2.5.	<i>Regional Land Transport Programme</i>	<i>4</i>
3.	Regional Land Transport Strategy Targets	5
3.1.	<i>Economic development</i>	<i>5</i>
3.2.	<i>Safety and personal security</i>	<i>12</i>
3.3.	<i>Access and mobility</i>	<i>18</i>
3.4.	<i>Public health</i>	<i>21</i>
3.5.	<i>Environmental sustainability</i>	<i>25</i>
3.6.	<i>Affordability and economic efficiency</i>	<i>29</i>
4.	Regional Land Transport Strategy Policies and Activities	31
4.1.	<i>Travel Demand Management</i>	<i>31</i>
4.2.	<i>Walking</i>	<i>33</i>
4.3.	<i>Cycling</i>	<i>35</i>
4.4.	<i>Public Transport</i>	<i>36</i>
4.5.	<i>Roads and Traffic Management</i>	<i>36</i>
5.	Passenger Transport Network Plan	41
5.1.	<i>Passenger Transport Targets</i>	<i>41</i>
5.2.	<i>Passenger Transport Policies</i>	<i>43</i>
6.	Travel Demand Management Strategy	47
6.1.	<i>Travel Demand Management Targets</i>	<i>47</i>
6.2.	<i>Travel Demand Management Policies and Activities</i>	<i>48</i>
7.	Regional Land Transport Programme	50
8.	Nelson Transport Statistics	58
8.1.	<i>Journey to Work</i>	<i>58</i>
8.2.	<i>Traffic Volumes</i>	<i>60</i>
8.3.	<i>Cycle and Pedestrian Counts</i>	<i>64</i>
8.4.	<i>Bus Patronage</i>	<i>73</i>
8.5.	<i>Travel Times</i>	<i>74</i>
8.6.	<i>Crash Data</i>	<i>75</i>

List of Tables

Table 1 - Summary of Progress against RLTS Targets	2
Table 2 - Pedestrian and Cyclist Injuries 2008	14
Table 3 - Average daily emissions from motor vehicles	23
Table 4 - Regional Land Transport Programme Monitoring	51
Table 5 - Vehicle Kilometres Travelled	63
Table 6 - Summer 7hour Manual Counts of Cyclists and Pedestrians	64

List of Figures

Figure 1 - Travel Time on Rocks Road	5
Figure 2 - Travel Time on Waimea Road	6
Figure 3 - Interpeak Travel Times on Rocks Road.....	6
Figure 4 - Interpeak Travel Times on Waimea Road.....	7
Figure 5 - Percentage of Population that Travel to Work by Bus	9
Figure 6 - Percentage of Vehicles with More than One Occupant.....	10
Figure 7 - Number of Casualties	12
Figure 8 - Pedestrian and Cyclist Crashes	15
Figure 9 - Perceptions of Personal Safety for Different User Groups	16
Figure 10 - Perceptions of Safety from 2009 Residents Survey.....	17
Figure 11 - Mode of Journey to Work (Source: Annual Residents Survey)	21
Figure 12 - PM10 Emissions in Airsheds A, B, and C.	24
Figure 13 - Greenhouse Gas Emission from the Nelson Transport Sector	26
Figure 14 - Number and Percentage of Resource Consents Assessed for Walking and Cycling Provision.....	28
Figure 15 - Satisfaction with Transport Assets (Annual Residents Survey)	29
Figure 16 - Journey to Work Data (Source: Statistics NZ Census Data)	58
Figure 17 - Main Means of Travel to Work (Source: Annual Residents Survey).....	59
Figure 18 - 5-day Average Daily Traffic Counts on Main Roads.....	60
Figure 19 - 5-day Average Daily Traffic Counts on CBD and Richmond Screenlines	62
Figure 20 - Cycle Count - 24hr Estimates.....	65
Figure 21 - Cycle Count - 24hr Total	65
Figure 22 - Pedestrian Count – 7hr Count	66
Figure 23 - Pedestrian Count - 7hr Count Total.....	66
Figure 24 - Comprehensive Cycle Count - 7hr Count Total.....	67
Figure 25 - Comprehensive Cycle Count - 7hr Pedestrian Count Total	68
Figure 26 - Comprehensive Cycle Count - Male/Female Ratio.....	69
Figure 27 - Comprehensive Cycle Count - Age of Cyclist	70

Figure 28 - Comprehensive Cycle Count - Helmet Use	71
Figure 29 - Comprehensive Cycle Count - High Visibility Gear	72
Figure 30 - Annual Patronage on Contracted Bus Routes 1999-2010.....	73
Figure 31 - Total Patronage on Contracted Bus Routes 1999-2010	73
Figure 32 - Travel Times on Rocks Road	74
Figure 33 - Travel Times on Waimea Road	74
Figure 34 – Total Injury Crashes	75
Figure 35 – Total Casualties.....	75
Figure 36 - Pedestrian Casualties.....	76
Figure 37 - Pedestrian Casualties (Percentage of All Casualties)	76
Figure 38 - Cyclist Casualties	77
Figure 39 - Cyclist Casualties (Percentage of All Casualties)	77

1. Introduction

Section 83 of the Land Transport Management Act requires Nelson City Council to prepare a progress report on the implementation of its Regional Land Transport Strategy (RLTS) every three financial years. The RLTS states that the monitoring report will be produced annually in line with past practice. This report is for the year ending 30 June 2010. Council is also required to monitor and report on the Regional Land Transport Programme, which will be done in conjunction with this report.

The Regional Land Transport Strategy was reviewed and updated in 2008 and adopted by Council in June 2009. This is the first report on the progress of the 2009 RLTS. The key issues and the targets in the 2009 RLTS are different from those in the previous RLTS, and therefore this Annual Report is presented in a different format than previous years.

Section 3 of this document reports on the key transport issues identified in the 2009 RLTS and details progress made towards the targets associated with each issue. The key issue and target areas are:

- Economic development
- Safety and personal security
- Access and mobility
- Protection and promotion of public health
- Environmental sustainability
- Affordability and economic efficiency

Section 4 describes the progress made on the policies of the RLTS and their associated activities. Achievement of these policies and actions directly relates to progress on the targets in the previous section. The policy areas are:

- Travel Demand Management
- Walking
- Cycling
- Public Transport
- Roads and Traffic Management.

Sections 5 and 6 report on progress towards the targets, policies and activities of the Regional Passenger Transport Network Plan and the Travel Demand Strategy.

Section 7 reports on the progress of the Regional Land Transport Programme.

The final section (8) presents statistics for Nelson's transport network that provide useful background information.








2. Executive Summary

























Since the development of the Regional Land Transport Strategy, the general election resulted in a change of Government. The newly elected Government revised the Government Policy Statement on Land Transport Funding (GPS) in line with their new priorities. These changes mean that the Nelson Regional Land Transport Strategy is no longer aligned with Central Government priorities and funding. This has had the effect of reducing or eliminating funding for key activities in the Strategy. In addition, Council made the decision to delay the implementation of the upgraded passenger transport service till 2012/13 and initiated the Arterial Traffic Study. When combined, these influences have meant that many aspects of the RLTS have not been implemented.

2.1. Regional Land Transport Strategy

Table 1 below summarises progress on the targets in the Regional Land Transport Strategy.

Table 1 - Summary of Progress against RLTS Targets

	Target	Status
	ED1 – Reduce average peak hour travel delays by 10% by 2018 from values recorded in 2008.	Overall the developing trends are in line to achieve the target.
	ED2 - Increase share of weekday journey to work trips by public transport to at least 10% by 2018	While it appears results are on track, the percentage increase in PT trips is very small and is below the margin of error of the survey. Additionally we would expect no significant increase in patronage as there have been no improvements to the service to date.
	ED3 - Increase number of vehicles with more than one occupant in the peak period across the Waimea Rd / Rocks Rd screenline to at least 10% by 2018	Target and indicator not aligned. Further data is required before a meaningful assessment of performance can be made.
	S1 - Reduce the total number of reported injury casualties by at least 20% by 2018 compared to 2008	Overall on track to achieve target though there has been an increase in the number of serious and fatal incidents. Key intersection improvements are on hold pending the outcome of the Arterial Traffic Study.
	S2 - Reduce the number of injury pedestrian and cyclist casualties by 20% by at least 2018 compared to 2008	Not on track to achieve target. However further data is required before a trend can be confirmed.
	S3 - Assess perceptions of personal safety and security in the NCC annual survey.	Perceptions of personal safety and security have been assessed.
	AM1 - 80% of households are within 400 metres (five minute walk) of a bus route by 2012	No progress being made towards target as passenger transport service development has been postponed till 2012/13.

	Target	Status
	AM2 - Develop programme of area-specific studies into the barriers to walking and cycling by 2010, initially focussing on the heavily trafficked arterial and principal roads	Heart of Nelson and Main Road Stoke work progressing. Further programmes to be considered after completion of the Arterial Traffic Study. Therefore no progress on achieving target.
	AM3 - Develop local road upgrade design methodology to improve streetscapes, by 2010	On track to achieve target.
	PH1 - Increase share of weekday journey to work trips undertaken by walking and cycling to at least 25% by 2018	There has been an increase in walking and cycling as a mode of journey to work between 2009 and 2010. On track to meet the target as recorded in the residents survey.
	PH2 - Reduce emissions to air from the transport sector by 2018 from values recorded in 2006	There is insufficient data to draw any conclusions until the 2011 inventory is completed. While PM ₁₀ levels are decreasing it is not possible to say whether this reflects a similar trend in transport emissions.
	ES1 - Reduce Nelson's greenhouse gas emissions from the transportation sector 2001 levels by at least 40% in 2020	Because the methodology for calculating greenhouse gas emissions changed between 2001 and 2009 these two values are not comparable. However between 2009 and 2010 there does appear to be a decrease in emissions, although this is due to estimated improvements in vehicle efficiency rather than reduced travel.
	ES2 - Every land use change application will be reviewed to determine its consistency with the targets in this strategy	The target is being achieved. All plan changes considered the targets of this strategy.
	ES3 - All subdivisions and developments to include provision for walking, cycling and provision for public transport	The target is being achieved.
	A1 - A 75% customer satisfaction rating for value for money in the Transport sector is achieved by 2014, as assessed by the NCC annual survey	Average satisfaction decreased slightly since 2009. Not on track to achieve target.
Totals:                		

A number of target areas appear to be on track to meet their targets, however there is some concern over the validity and usefulness of several targets and their corresponding indicators. In a number of areas, work to achieve the targets has been postponed. Further data is required before a meaningful assessment of many of these targets areas can be made, but this is to be expected in the first year of reporting on the new Strategy.

2.2. Regional Land Transport Strategy Policies and Activities

Changes to central Government spending priorities have had a significant impact on progress as less funding is available for travel demand management, promotion and education, walking and cycling projects. Several activities are on hold pending the outcomes of the Arterial Traffic Study. Even so, a number of short term activities have been completed, including sealing the Bishopdale railway reserve, adoption of the Land Development Manual, and Plan changes to improve conditions for walking and cycling.

2.3. Passenger Transport Network Plan

The majority of activities in the Passenger Transport Plan are not due to be completed until 2012/13 when the new service extensions are planned. Therefore, minimal progress has been made to date.

2.4. Travel Demand Management Strategy

Central Government spending priority changes have meant that the majority of activities in the Travel Demand Management Strategy are unfunded. Some work is being done on completing School Travel Plans currently underway, but no further expansion of the programme is planned. Workplace travel planning activities, travel behaviour change programmes, and expansion of the carpooling scheme have been put on hold indefinitely. Some progress has been made on Plan Changes that will contribute to the Strategy.

2.5. Regional Land Transport Programme

The RLTP, as submitted to the NZTA, was not adopted in full by the Transport Agency. Most significantly, the Whangamoa upgrade was not funded in the three year programme, and passenger transport funding has been capped at current levels. Passenger transport infrastructure has been categorised as Reserve A¹ which means these projects are unlikely to receive NZTA subsidy unless priorities change.

¹ Reserve A – “Reserve activities indicatively programmed over 2009/12 that, based on the information submitted to the NZTA, have a lower indicative profile and priority and are therefore not expected to be affordable unless there is significant improvement in priority and funding is available.”

3. Regional Land Transport Strategy Targets

3.1. Economic development

Issue ED1 - Inefficient use of the urban arterial road

Target	Indicator
Reduce average peak hour travel delays by 10% by 2018 from values recorded in 2008	Average recorded travel time and travel time variability for weekday AM peak (7.30-9.30am), Inter-peak (10am- 2pm) PM peak (4.30-6pm) on routes between the Haven Road roundabout and the Whakatu Drive/Richmond Deviation/ Main Road Stoke roundabouts via the Rocks Road and Waimea Road routes (Annual, Source: survey)

Background

Delays in travel time are an indication of inefficient use of transport routes and have a negative impact on economic productivity. By monitoring travel times on key routes we can see whether these routes are efficient.

Progress

Travel times were surveyed on Rocks Road and Waimea Road with the following results (Figure 1 and Figure 2). Uncongested travel time is measured as the travel time in the peak period in the opposite direction to the peak flow.

Figure 1 - Travel Time on Rocks Road

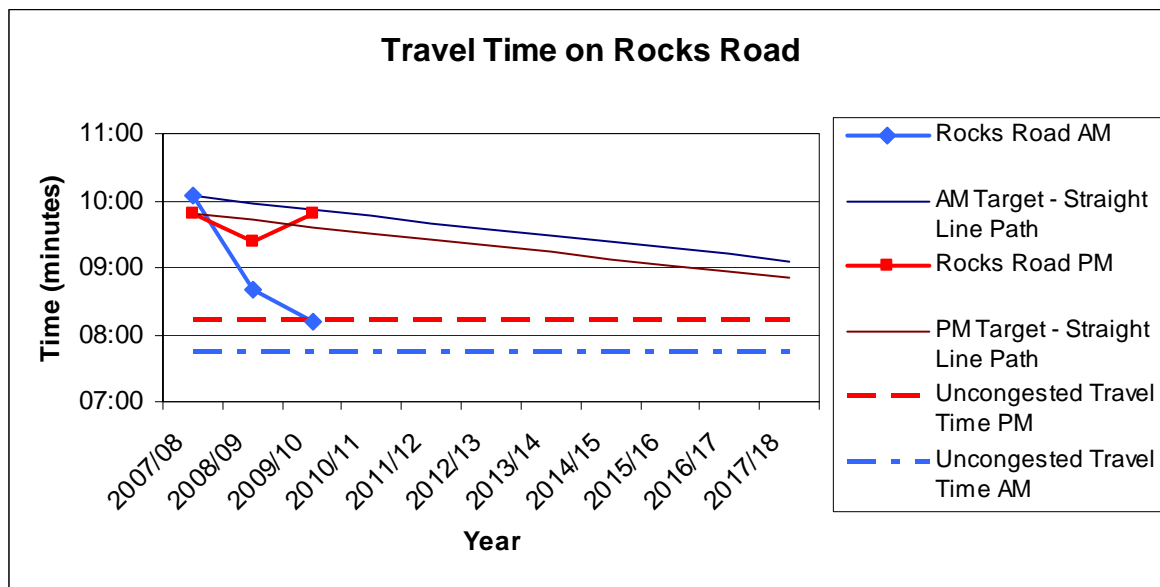
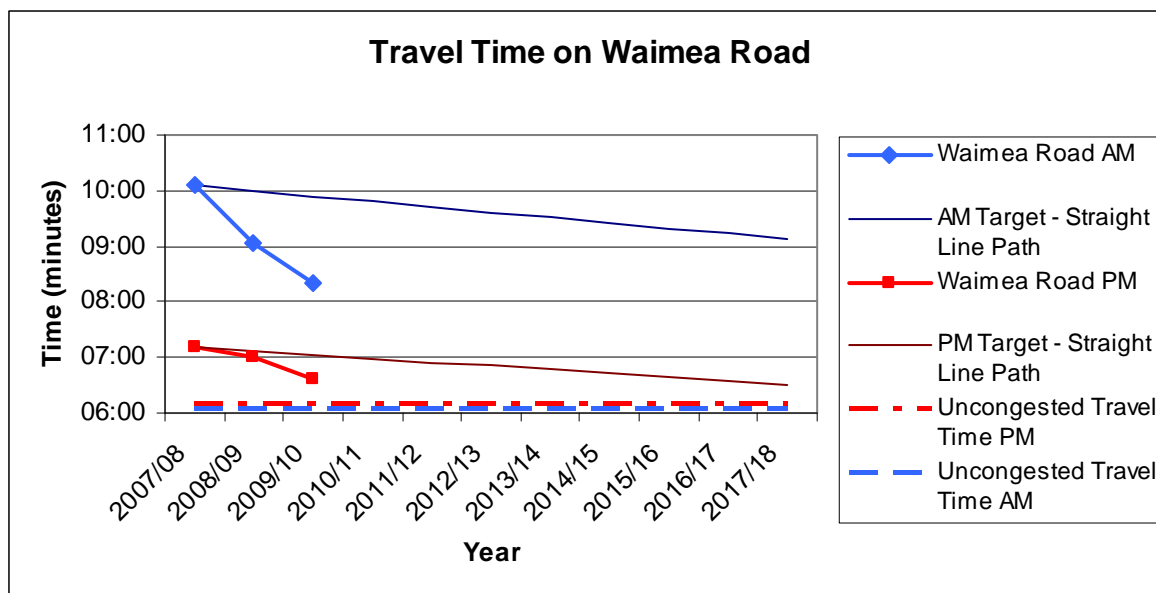


Figure 2 - Travel Time on Waimea Road

These results indicate that while travel times are still higher than the uncongested travel time, the travel times are decreasing in both locations, with the greatest reduction in travel time in the morning peak period. Only Rocks Road in the PM peak has shown upward movement between 2007/08 and 2009/10. All but Rocks Road in the PM are below the 10% reduction target. Over a longer timespan there appears to be a trend in increasing travel times on Rocks Road. For historical data see section 8.5.

Travel times have not historically been surveyed for the interpeak period. However interpeak surveys commenced in September 2009. The figures below show the travel times recorded in 2009/10 for Rocks Road and Waimea Road (Figure 3 and Figure 4).

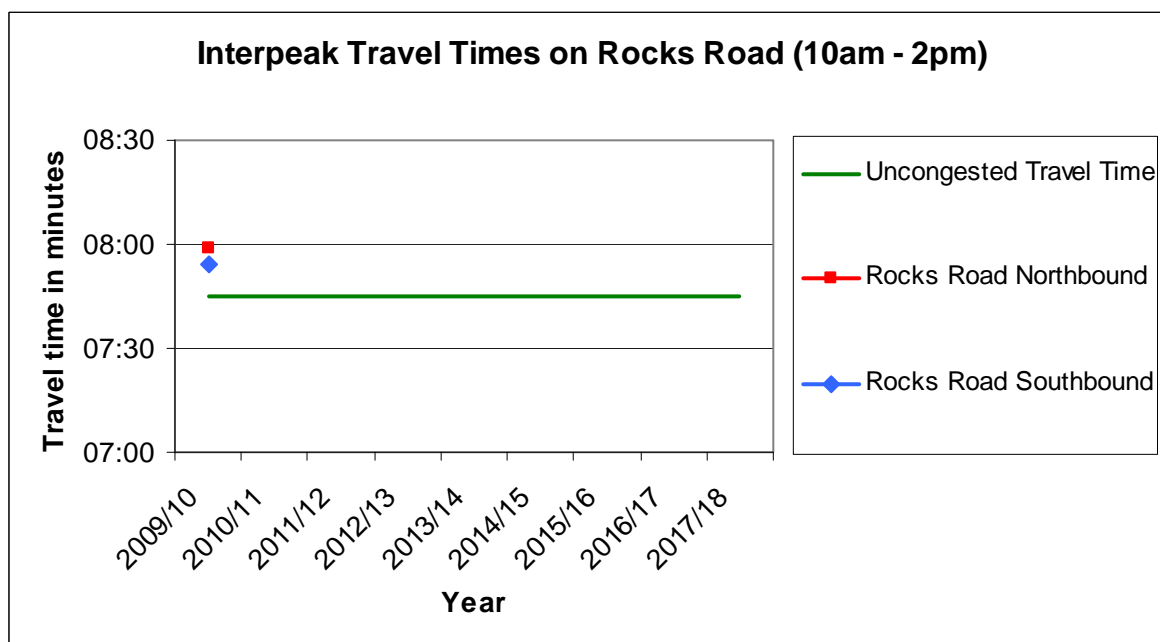
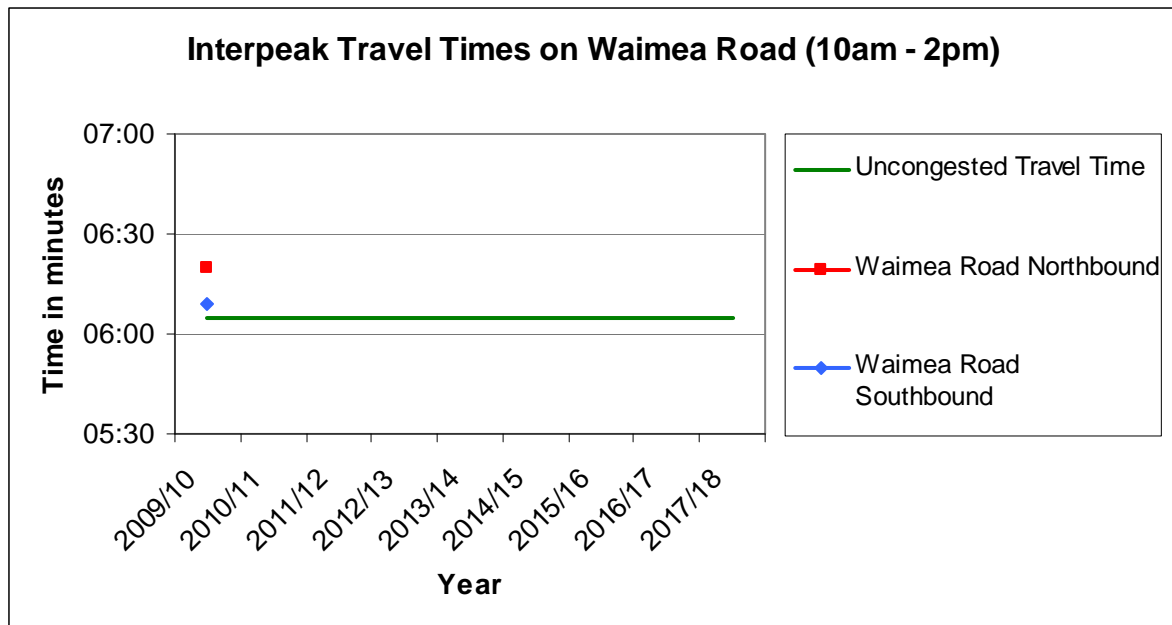
Figure 3 - Interpeak Travel Times on Rocks Road

Figure 4 - Interpeak Travel Times on Waimea Road

Interpeak travel times are very close to the uncongested travel times on both Rocks Road and Waimea Road.

Conclusion

Overall the developing trends are in line to achieve the target.

Issue ED2 - Public transport that does not meet peoples' transport needs

Target	Indicator
Increase share of weekday journey to work trips by public transport to at least 10% by 2018	Share of weekday journey to work trips by public transport in the Nelson urban area (5-Year, Source: census and 1-year, Source: Local telephone survey)

Background

Public transport services in Nelson consist of:

- "The Bus" - a Council contracted service of four routes that serves the central Nelson area, catering mainly for the transport disadvantaged.
- "The Late Late Bus" - a contracted service which operates on Friday and Saturday nights, catering mainly for late night commuters from bars in the CBD.
- The Nelson to Richmond service - operated on a commercial basis by Suburban Bus Lines (SBL).

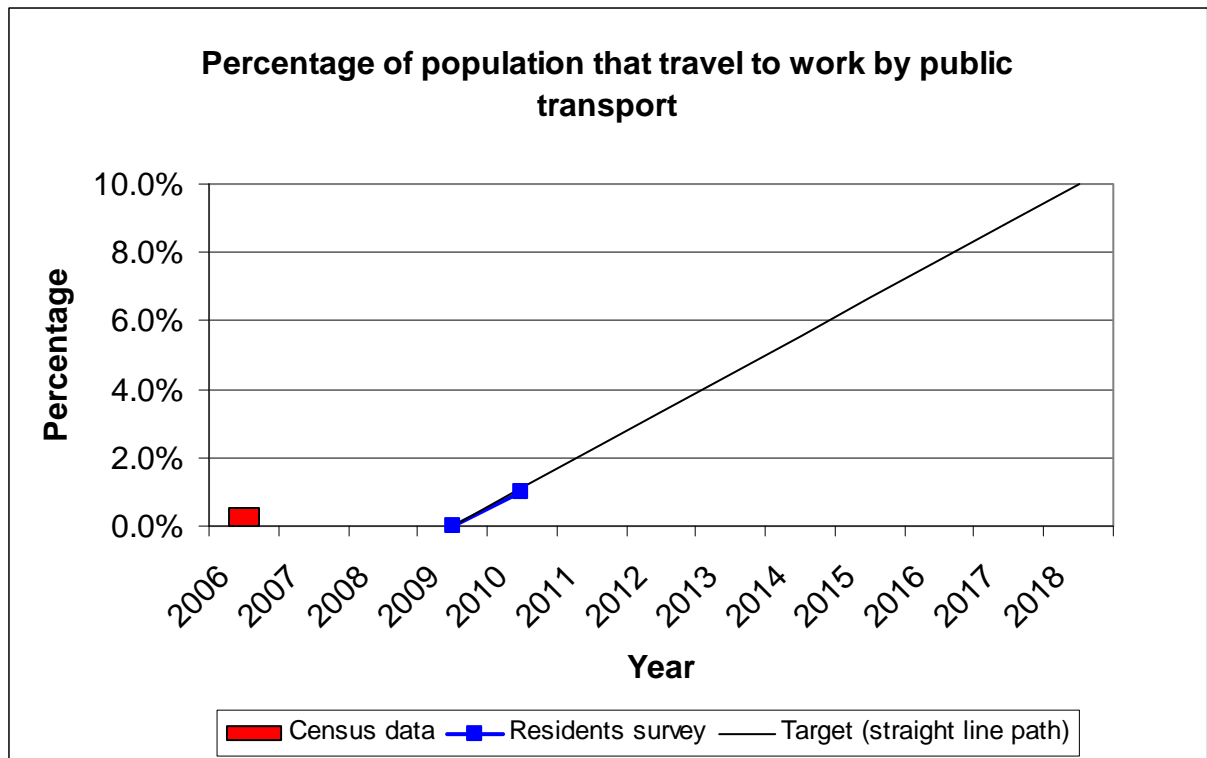
"The Late Late Bus" and "The Bus" combined carry approximately 45,000 passengers per year. These services are limited in their frequency and coverage, and the public have for the last several years requested a better service

A study into options for public transport was completed in 2008 and plans developed for a substantially improved service to start in the 2012/2013 financial year.

Progress

In the 2006 census approximately 0.5% of the working population in Nelson travelled to work by public transport.

In the 2009 Resident's survey no people reported travelling to work by public transport and in 2010 the survey recorded 1%. It should be noted however, that the resident's survey had a small sample size of 400, of which 255 travelled to work on the survey day (262 in 2009), and does not include residents of the Tasman District who travel in to Nelson. The survey has a margin of error of 4.9% so this increase cannot be said to be statistically significant. Further monitoring of this data each year will establish whether this is an upward trend.

Figure 5 - Percentage of Population that Travel to Work by Bus

Conclusion

Public transport is used by very few people to travel to work within the Nelson region. An increase of 10% is required to meet the target between 2009 and 2018. While it appears results are on track, the increase in 2010 is below the margin of error of the survey. Additionally we would expect no significant increase in patronage as there have been no improvements to the service to date.

Once the improved service is implemented in 2012/13 we would expect to see a large increase in the number of people travelling to work by bus.

Issue ED3 - Low commuter vehicle occupancy rates

Target	Indicator
Increase number of vehicles with more than one occupant in the peak period across the Waimea Rd / Rocks Rd screenline to at least 10% by 2018	Average weekday AM peak (7.30-9.30am) and PM peak (4.30-6pm) vehicle occupancy rates across the Rocks Rd / Waimea Rd screenline (Annual, Source: survey)

Background

Census data shows only 4.3% of people travelled to work as a passenger in Nelson in 2006, this is lower than the figure of 5.2% for similar local authorities across New Zealand.

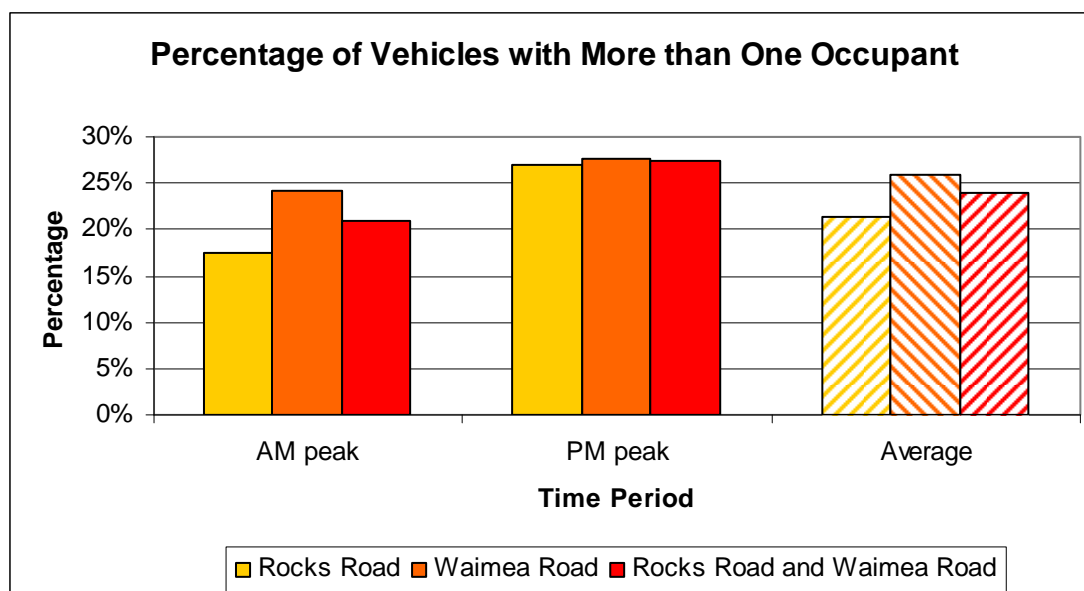
There is scope to increase the number of people sharing a ride. To facilitate ridesharing the Council operates a carpooling scheme, and carpools are allocated free central city parking. Planned improvements to the bus service will likely reduce the number of single occupancy vehicles at peak times.

Progress

Vehicle occupancy was recorded on Rocks Road and Waimea Road on 1 September 2009 and will be repeated in September annually. The survey counted all motor vehicles (including buses) between 7.30am and 9.30am, and 4.30pm and 6.00pm.

There are more single occupancy vehicles in the morning peak period, with Rocks Road carrying a higher percentage than Waimea Road (Figure 6). The percentage of vehicles with more than one occupant is on average around 24% across the screenline. This is well in excess of the target of 10% by 2018.

Figure 6 - Percentage of Vehicles with More than One Occupant



However, this target was developed based on the census 'journey to work' data which shows 4.3% of people travelled to work as a passenger in 2006. This data does not include those under 15 years of age, children going to school, and others who are travelling at peak times but not to work, so it is not comparable to the data gathered from vehicle occupancy surveys for the specified indicator.

This report will monitor both vehicle occupancy (on a yearly basis) and mode of journey to work in the census (every 5 years) to track the trend over time.

Conclusion

Target has been achieved. Further data is required before a meaningful assessment of performance can be made.

3.2. Safety and personal security

Issue S1 - Trauma resulting from road crashes is unacceptable

Target	Indicator
Reduce the total number of reported injury casualties by at least 20% by 2018 compared to 2008	Total injury casualties per calendar year in Nelson region (Annual, Source: New Zealand Transport Agency)

Background

The total number of casualties has increased over the last ten years.

The RLTS identified a number of crash types that are over-represented in Nelson:

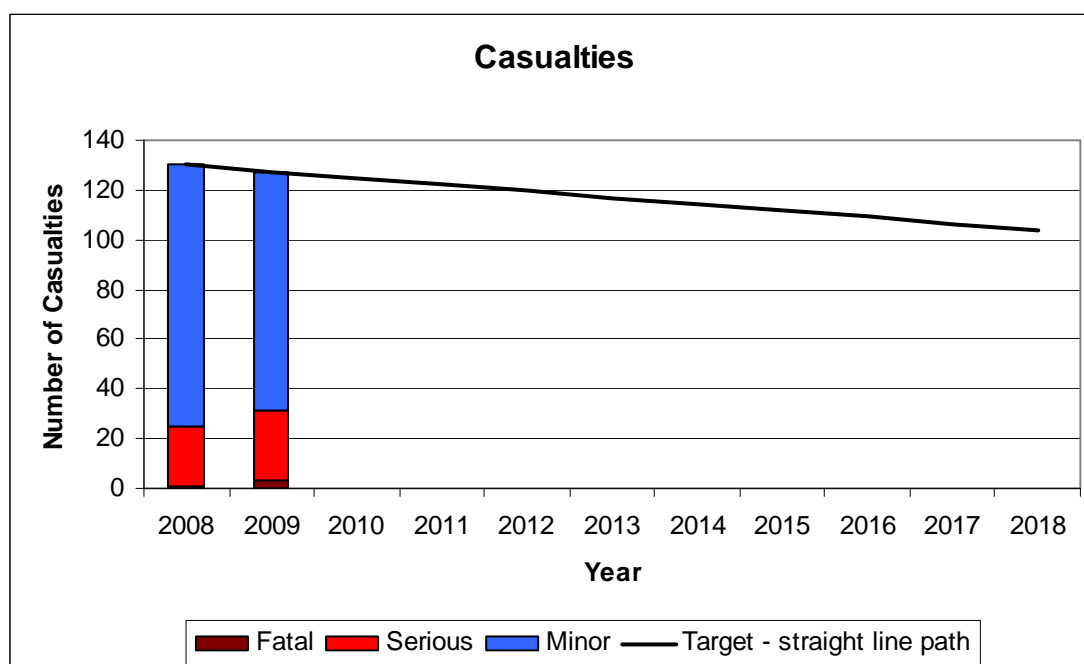
- Crossing/turning crashes, in particular:
 - Waimea Road/Motueka Street (7 crashes in 2007)
 - Haven Road/Halifax Street (3 crashes in 2007)
 - Main Road Stoke/Waimea Road (3 crashes in 2007)
 - Halifax Street/Paru Paru Road (3 crashes in 2007)
- Rear end/obstruction crashes.
- Loss of control crashes on bends.
- Alcohol related crashes.
- Motorcycle crashes.

Progress

The target total number of casualties for 2018 is 104, a 20% reduction. This means a reduction of around 2.5 casualties per year to reach the target (Figure 7).

In 2009 there were a total of 127 casualties, an overall reduction from 2008 and on track to meet the target. However there was an increase in the number of fatalities (3 in 2009 up from 1 in 2008), and an additional 4 serious casualties.

Figure 7 - Number of Casualties



A crash reduction study has been completed that investigates options to improve safety at Waimea Road/Motueka Street and Haven/Halifax intersections. How improvements to these intersections are made will depend on the outcome of the Arterial Routes Study. Further ongoing safety improvements are carried out on the network as part of routine activities.

Ongoing road safety education and awareness programmes are conducted by the Council and the Police. Many are carried out in partnership with Tasman District Council and ACC. This process is co-ordinated through the Road Safety Action Planning process.

Community programmes will focus on areas that have a high strategic fit with the Safer Journeys (Road Safety to 2020) document or where there is a demonstrated high level of community risk in a given area of road safety.

In summary issues headings in the Road Safety Action Plan will be as follows:

- Cycle safety – high local risk for Nelson City
- Intersections - high local risk for Nelson City
- Speed
- Motorcycles- high local risk for Nelson City and Tasman District
- Young drivers - high national strategic fit and high risk for Nelson City (restricted license holders)
- Alcohol- high national strategic fit

“Pedestrian safety” and a large amount of work carried out by the school travel planner will continue.

Conclusion

Overall on track to achieve target though there has been an increase in the number of serious and fatal incidents. Key intersection improvements are on hold pending the outcome of the Arterial Traffic Study.

Issue S2 - High casualty rate amongst pedestrians and cyclists

Target	Indicator
Reduce the number of injury pedestrian and cyclist casualties by 20% by at least 2018 compared to 2008	Annual number of pedestrian and cycle casualties (Annual, Source: New Zealand Transport Agency)

Background

The RLTS notes that cyclists and pedestrians are over-represented in crash statistics in Nelson. According to the NZ Transport Agency annual road safety statistics pedestrians accounted for 9% of casualties in 2009, and cyclists accounted for 24%. The recently published Safer Journeys road safety strategy to 2020 notes safety for walking and cycling is an area for medium concern.

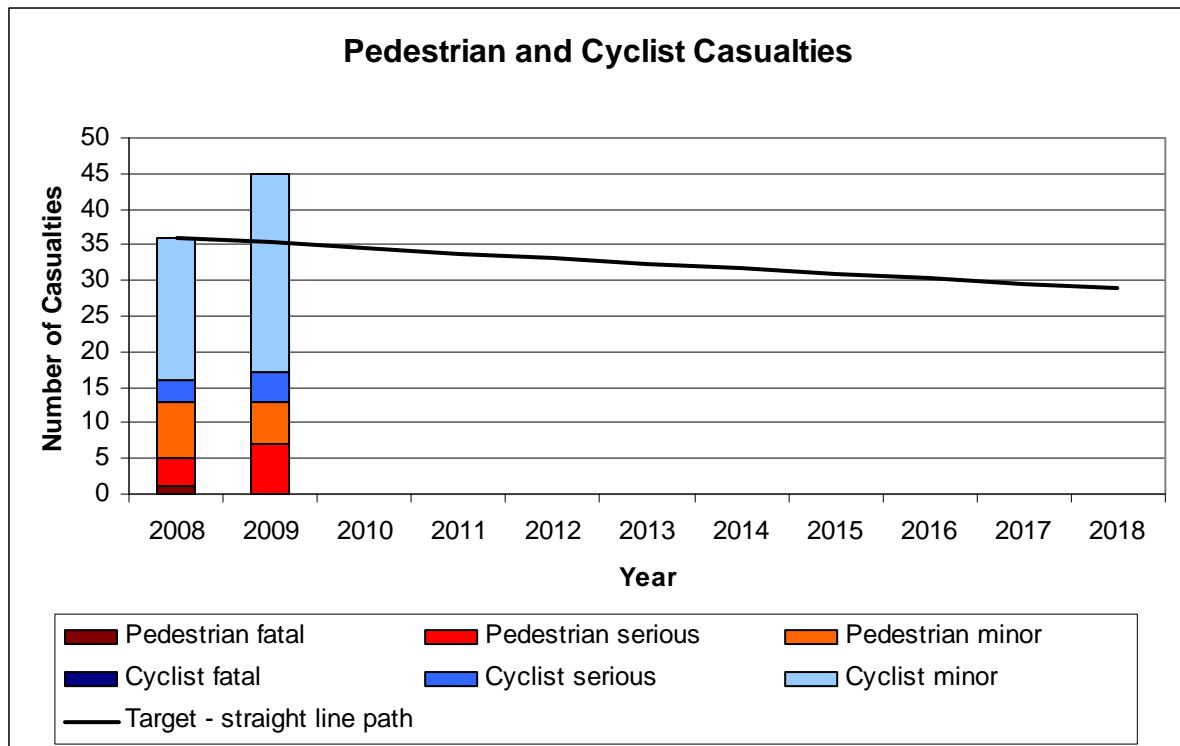
Progress

Table 2 below shows the injury statistics for 2008 and 2009.

Table 2 - Pedestrian and Cyclist Injuries 2008

Injury	Pedestrian		Cyclist	
	2008	2009	2008	2009
Fatal	1	0	0	0
Serious	4	7	3	4
Minor	8	6	20	28

The target reduction of 20% by 2018 will require the total number of casualties to reduce from 36 to 28, as indicated in Figure 8 below. As shown in the chart below the 2009 data is well above this, largely due to an increase in the number of minor cyclist injuries (from 20 to 28). Serious injuries to pedestrians and cyclists has also increased by a small number from 2008 to 2009.

Figure 8 - Pedestrian and Cyclist Crashes

Conclusion

Not on track to achieve target, however future results will show whether this is an upward trend or an anomaly. Safety statistics can vary significantly from year to year and a five year average is often used to account for this and determine trends.

Issue S3 - Personal safety and security

Target	Indicator
Assess perceptions of personal safety and security in the NCC annual survey.	Annual Survey

Background

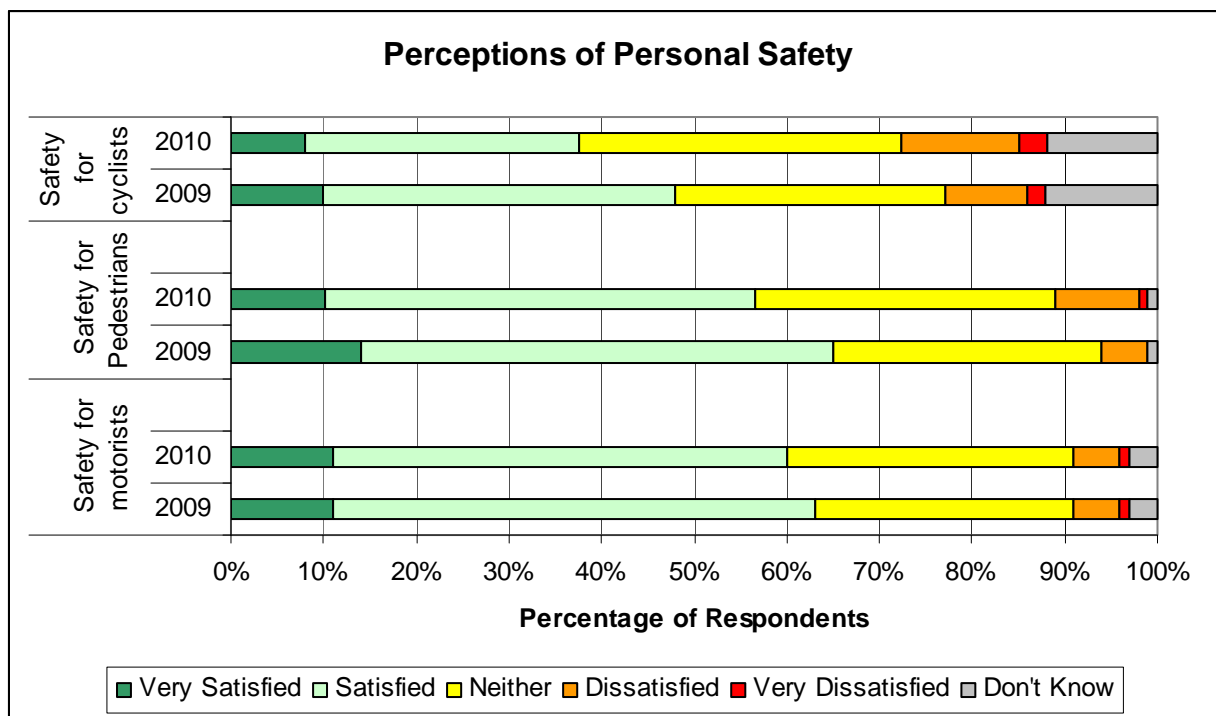
Perceptions of personal safety and security can be major barriers to people walking, cycling or using public transport. The Council can influence these perceptions through, for example, lighting walkways or providing well lit safe interchanges for public transport after dark.

Progress

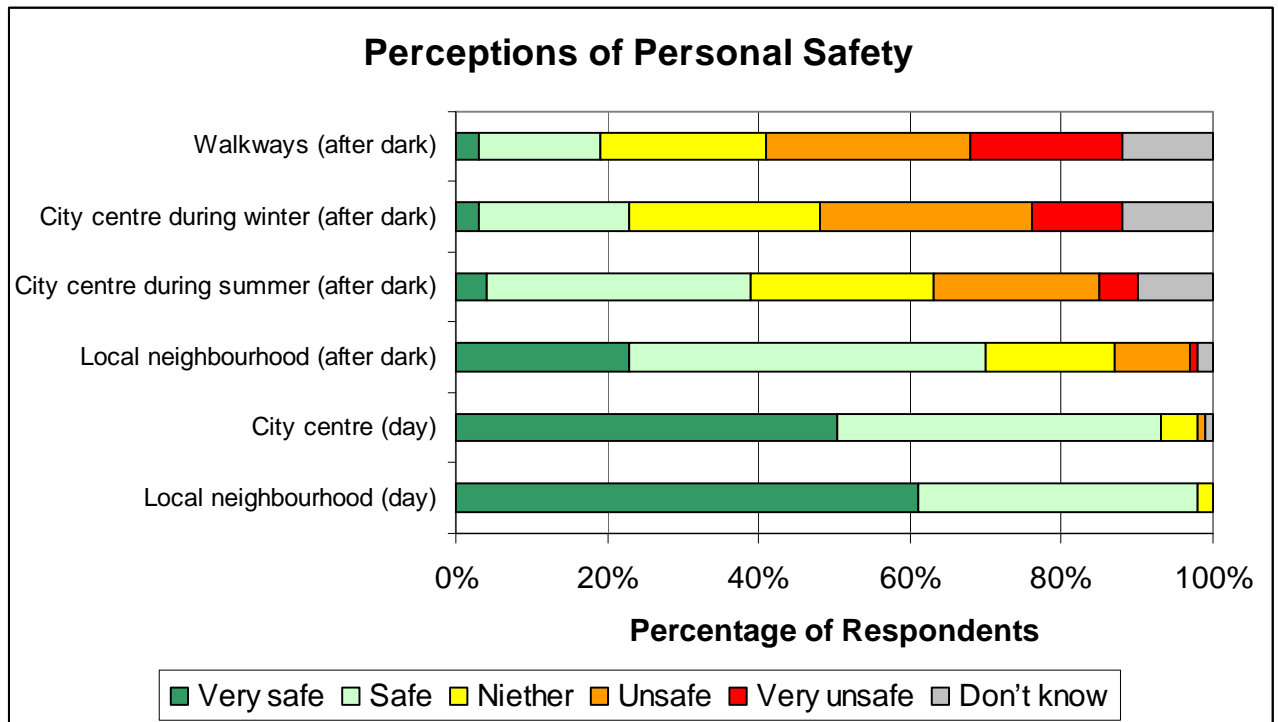
The annual residents survey measures perceptions of personal safety for different user groups as shown in Figure 9 below. Of the three user groups cyclists are perceived to be the least safe group (38% satisfied), followed by pedestrians (56% satisfied). All user groups experienced a decline in perceived safety between 2009 and 2010.

It should be noted this question asks all respondents for an opinion on safety of each user group regardless of whether or not they are part of that user group. The question is also framed quite broadly, encompassing aspects of road safety and personal security.

Figure 9 - Perceptions of Personal Safety for Different User Groups



In the 2009 annual residents survey respondents were also asked how safe they feel in a number of urban settings. The majority of respondents feel safe or very safe in the city centre during the day and their own neighbourhoods during day or night. Respondents feel less safe in the city centre at night. Respondents feel least safe on walkways at night (47% feel unsafe or very unsafe). The graph below shows the responses from the survey (Figure 10).

Figure 10 - Perceptions of Safety from 2009 Residents Survey

This question was not asked in the 2010 survey, but will be asked again in the 2012 survey. Future surveys will be compared to these results to identify trends in these areas.

Conclusion

Perceptions of personal safety and security have been assessed.

3.3. Access and mobility

Issue AM1 - Accessibility for non-car owning households, elderly and mobility impaired

Target	Indicator
80% of households are within 400 metres (five minute walk) of a bus route by 2012	Carry out assessment in 2012

Background

It is important to ensure there are transport options available to those who do not have access to a private vehicle. With an increasing elderly population in the region the number of people who do not have access to a private vehicle is likely to grow in the future.

Currently the Council operates a small bus service for the transport disadvantaged and the Total Mobility taxi voucher scheme. A larger bus service with wheelchair accessible vehicles is planned to begin operation in 2012/13.

Progress

Currently 79% of households are within 400m of a bus route. No changes have been made to the bus services since the RTLS was adopted so there has been no progress towards this target to date. The expanded service that is planned to commence in 2012/13 will mean 90% of households are within 400m of a bus route – exceeding the target of 80%.

However, it should be noted that this measure considers the direct distance between a bus route and residential properties, not the distance to a bus stop, or the distance of the route that must be walked to reach the bus stop. If these elements were considered the number of households within a 400m walk of a bus stop or pick up point would be less.

Conclusion

No progress being made towards target as passenger transport service development has been postponed till 2012/13.

Issue AM2 - Accessibility for pedestrians across heavily trafficked arterial and principle roads

Target	Indicator
Develop programme of area-specific studies into the barriers to walking and cycling by 2010, initially focussing on the heavily trafficked arterial and principal roads	Programme completed by 2010

Progress

No funding has been allocated to this study in 2009/10. However, \$10,000 has been allocated to works required to reduce the speed limit on Main Road Stoke between Standish Place and Orphanage Creek from 80kph to 50kph.

The programme of studies will be commenced following the completion of the Arterial Traffic Study. Meanwhile areas of concern in the CBD are being considered through the Heart of Nelson projects, and a number of studies have been completed in these areas as part of work to improve safety for journeys to schools. Barriers have been identified and remedial work programmed in the Minor Improvements budget.

Conclusion

Heart of Nelson and Main Road Stoke work progressing. Further programmes to be considered after completion of the Arterial Traffic Study. Therefore no progress on achieving target.

Issue AM3 - Low amenity on local roads reduces the cohesion of local neighbourhoods

Target	Indicator
Develop local road upgrade design methodology to improve streetscapes, by 2010	Methodology completed by 2010

Background

Roading upgrades in the Nelson region have traditionally been conducted in line with the Engineering Standards. These standards have resulted in wide roads in steep hilly areas where this design may not be appropriate. Roads designed to these standards can encourage speeding, and the earthworks required to create space for the road, including large retaining walls, can reduce the amenity for residents.

Progress

A methodology for road upgrade design is being developed this year. This methodology will focus on creating local residential streets that provide a safe and attractive environment for pedestrians and cyclists, people with impaired mobility, and motorists. The review is due to be completed by the end of 2010.

In addition, the Roding Review Team are reviewing projects on a regular basis and have developed guidelines for Residential Shared Zones to be introduced on appropriate streets in the city. The Land Development Manual, which sets the standards for new roads has also been adopted and has a greater focus on safety and amenity in residential areas.

Conclusion

On track to achieve target.

3.4. Public health

Issue PH1 - High use of private motor vehicles for short distance trips

Target	Indicator
Increase share of weekday journey to work trips undertaken by walking and cycling to at least 25% by 2018	Share of weekday journey to work trips by walking and cycling in Nelson urban area (5-Year, Source: census: and 1-year, Source: Local telephone survey)

Background

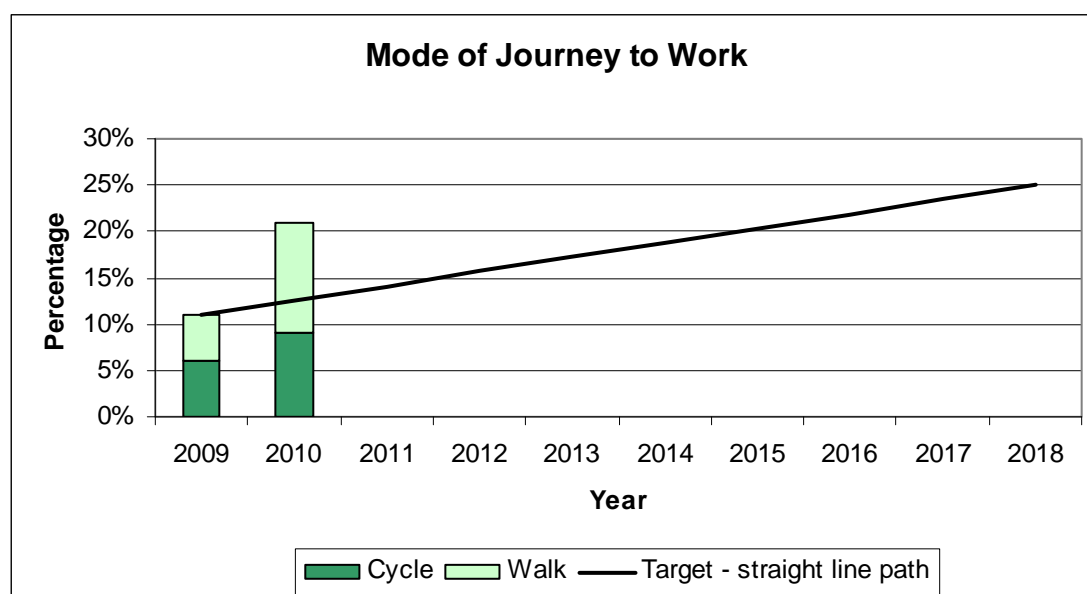
National data shows that 19% of round trips are under 4km (ie. 2km each way) and 46% are under 10km. Many of these short trips could easily be made by walking or cycling.

Progress

In the 2006 census 5.5% of people travelled to work by bike and 7.9% of people walked or jogged. Combined, this amounts to 13.5%.

In the 2009 residents survey 6% of people cycled to work and 5% walked or jogged, 11% in total. This question in the survey had a sample size of 262. The figure below (Figure 11) shows the percentage of people travelling to work by active transport and the straight line path to reach the target in 2018. In 2010 the percentage of people walking and cycling increased to 12% for walking and 9% for cycling, a total of 21% (sample size of 255). It should be noted that the residents survey is conducted mid winter, so the number of people travelling to work by walking or cycling will be higher at other times of the year. The 2010 survey was conducted during a period of relatively mild weather which might have contributed to the increase. Results from future annual surveys will determine whether this is an upward trend.

Figure 11 - Mode of Journey to Work (Source: Annual Residents Survey)



Conclusion

There has been a significant increase in walking and cycling as a mode of journey to work between 2009 and 2010, on track to meet the target. However further data is necessary before we can be sure there is an increasing trend.

Issue PH2 - Poor air quality in sensitive environments

Target	Indicator
Reduce emissions to air from the transport sector by 2018 from values recorded in 2006	Level of emissions at monitoring stations and as calculated by 5-year emissions inventory (Annual, source: NCC, national vehicle emissions data)

Background

As noted in the Regional Land Transport Strategy transport accounts for 6 to 10% of emissions of particulate matter (PM₁₀) in Nelson, as recorded in the 2006 Nelson Emission Inventory. The major source of PM₁₀ is domestic heating, however transport is the major contributor of nitrogen oxides (NO_x) and a significant contributor to sulphur oxides (SO_x), carbon monoxide (CO), and carbon dioxide (CO₂) emissions.

The 2006 Emission Inventory monitored emissions at four sites in the city. The results for emissions from motor vehicles is shown in Table 3 below.

Table 3 - Average daily emissions from motor vehicles

Average daily emissions	Airshed A – Nelson South	Airshed B1 - Tahunanui	Airshed B2 - Stoke	Airshed C – Rest of Nelson	Total
PM ₁₀ (kg)	27	23	42	41	133kg
CO (kg)	2,485	2,124	3,879	3,710	12,198kg
NO _x (kg)	342	291	542	534	1,709kg
SO _x (kg)	51	43	80	78	252kg
VOC (kg)	384	327	603	592	1,906kg
CO ₂ (t)	87	74	137	133	431 t
PM _{2.5} (kg)	14	12	22	22	70kg

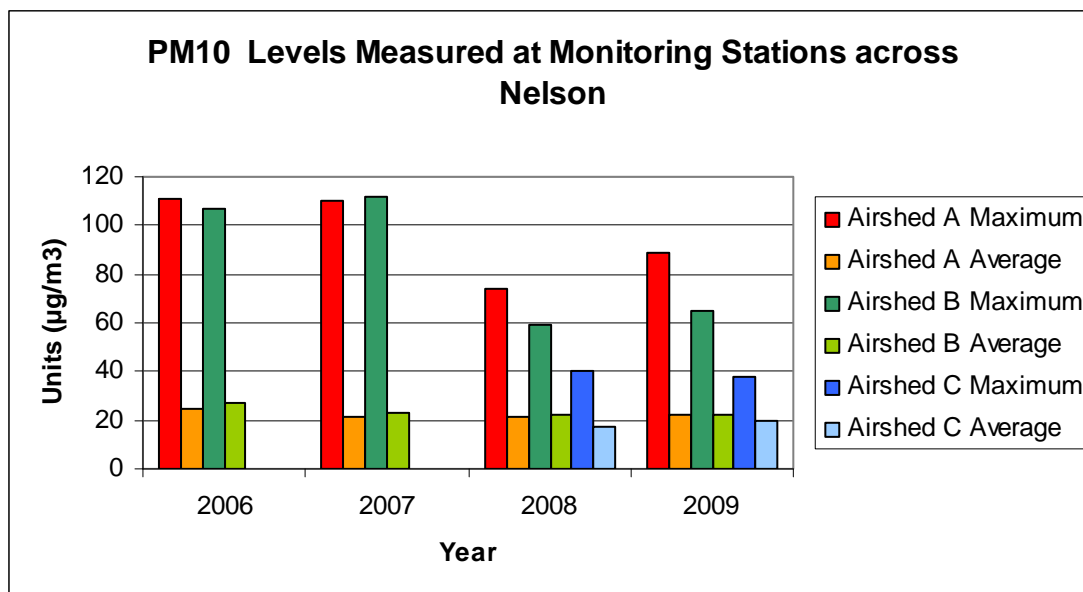
Progress

The air emissions inventory is carried out every 5 years, and the next inventory is due in 2011. The figures for emissions from the transport sector are not monitored annually.

The PM₁₀ emissions as measured at monitoring stations in each of the three airsheds in Nelson can be used to give us an indication of the direction of the trend of emissions in the city. However, they include emissions from all sources, not just motor vehicles.

The trend from 2006 till 2009 appears to be improving overall, although there has been a slight rise in maximum values while the average at airsheds A and B has stayed steady between 2008 and 2009. Data at the monitoring station in Airshed C has only been collected since 2008 (Figure 12).

Figure 12 - PM10 Emissions in Airsheds A, B, and C.



Conclusion

There is insufficient data to draw any conclusions until the 2011 inventory is completed. While PM10 levels are decreasing it is not possible to say whether this reflects a similar trend in transport emissions.

3.5. Environmental sustainability

Issue ES1 - Greenhouse gas emissions

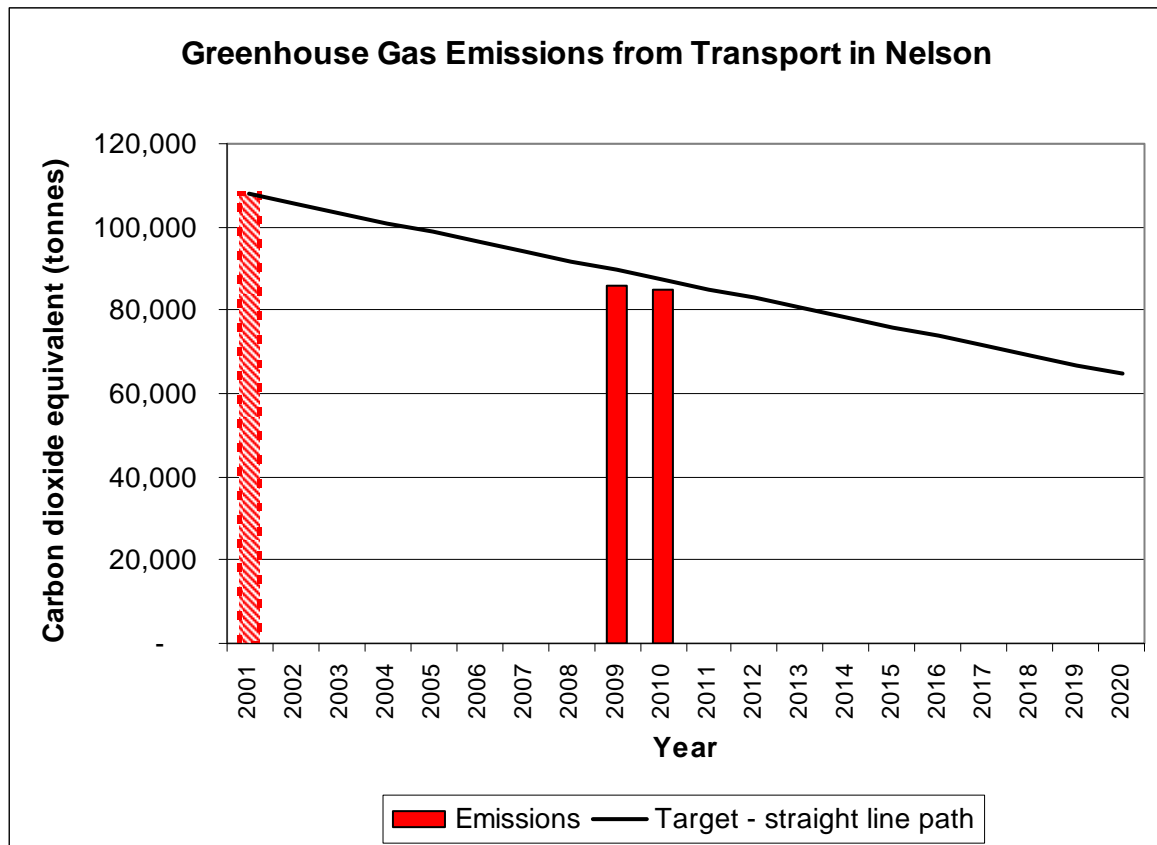
Target	Indicator
Reduce Nelson's greenhouse gas emissions from the transportation sector 2001 levels by at least 40% in 2020	Greenhouse gas emissions (Annual, Source: NCC, national vehicle emissions data)

Background

As part of the Communities for Climate Protection programme greenhouse gas emissions from the transportation sector in Nelson were estimated at approximately 107,776 tonnes carbon dioxide equivalent in 2001. This data was developed to provide a snapshot of the makeup of greenhouse gas emissions in Nelson, and was done at a national level. More recent estimates have used a different methodology which has produced a more accurate result for the region. However, the two are not directly comparable. However, we will continue to measure progress against the values established in 2001.

Progress

The target is to achieve a reduction of emissions of 40% below 2001 values, or approximately 64,600 tonnes carbon dioxide equivalent by 2020. The graph below (Figure 13) sets out the estimate from 2001 and the more recent estimates from 2009 and 2010. At present emissions in Nelson are estimated at approximately 85,000 tonnes carbon dioxide equivalent - in line with the required reductions to meet the target. However it should be noted that the calculated reduction between 2009 and 2010 is due to the expected increase in fuel efficiency of the vehicle fleet, as the vehicle kilometres travelled in 2010 have increased in comparison to 2009.

Figure 13 - Greenhouse Gas Emission from the Nelson Transport Sector

Conclusion

Because the methodology for calculating greenhouse gas emissions has changed between 2001 and 2009 these two values are not comparable. However between 2009 and 2010 there does appear to be a decrease in emissions, although this is due to estimated improvements in vehicle efficiency rather than reduced travel.

Issue ES2 - Land use planning impacts on transportation network

Target	Indicator
Every land use change application will be reviewed to determine its consistency with the targets in this strategy	Number of land use change applications assessed (Annual, Source: NCC)

Background

The Regional Land Transport Strategy notes it is important to integrate planning for growth in Nelson with transport planning. Future development needs to be more intensive and provide for all modes for transport to encourage more walking, cycling, and passenger transport trips.

Progress

The following plan changes and land use change applications were assessed in the past year:

- Plan Change 13 Marsden Valley Rezoning
- Plan Change 14 Residential Subdivision, Land Development Manual and Comprehensive Housing
- Plan Change 17 Enner Glynn to Brook Rezoning
- Plan Change 18 Nelson South Rezoning
- Plan Change 21 Parking

Conclusion

The target is being achieved. All plan changes considered the targets of this strategy.

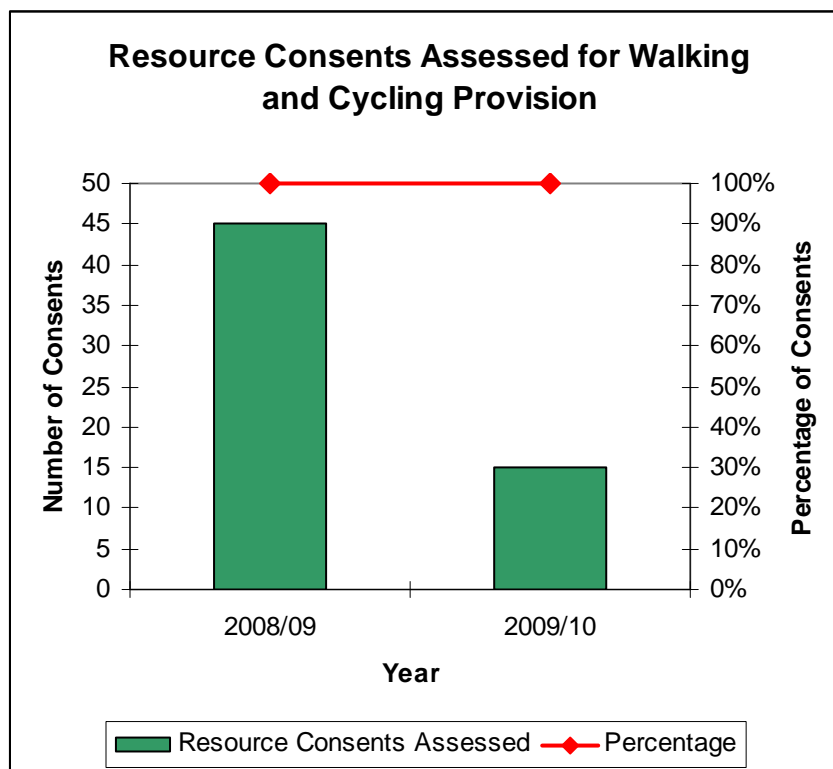
Issues ES3 - Inefficient use of private cars

Target	Indicator
All subdivisions and developments to include provision for walking, cycling and provision for public transport	Number of resource consents for subdivisions and developments assessed

Progress

All resource consents for subdivisions are now being assessed for provision for walking and cycling, meeting the target for the past two years. Forty-five subdivisions and developments were assessed between June 2008 and June 2009 and fifteen in 2009/10

Figure 14 - Number and Percentage of Resource Consents Assessed for Walking and Cycling Provision



Conclusion

The target is being achieved.

3.6. Affordability and economic efficiency

Issue A1 - Funding availability

Target	Indicator
A 75% customer satisfaction rating for value for money in the Transport sector is achieved by 2014, as assessed by the NCC annual survey	Annual Survey

Background

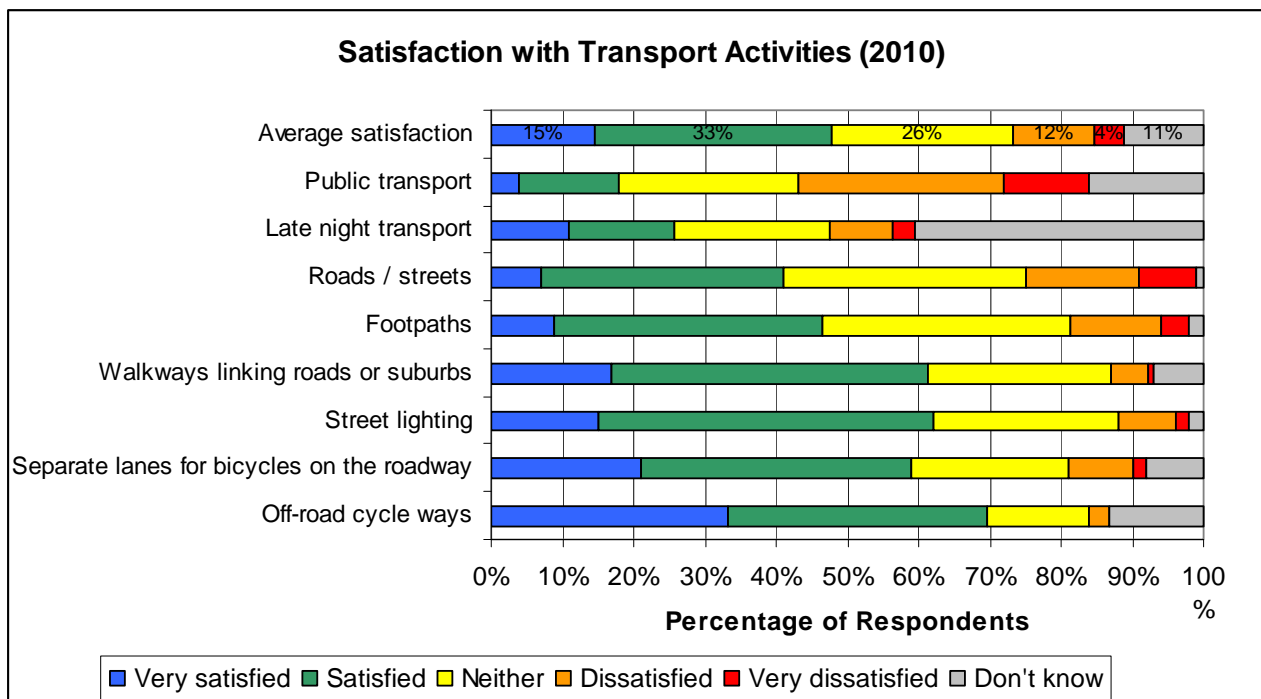
This question could not be asked in this exact form in the annual residents survey, because it would have required a different survey methodology to the rest of the questions to obtain a representative answer. This question will not be asked in future surveys.

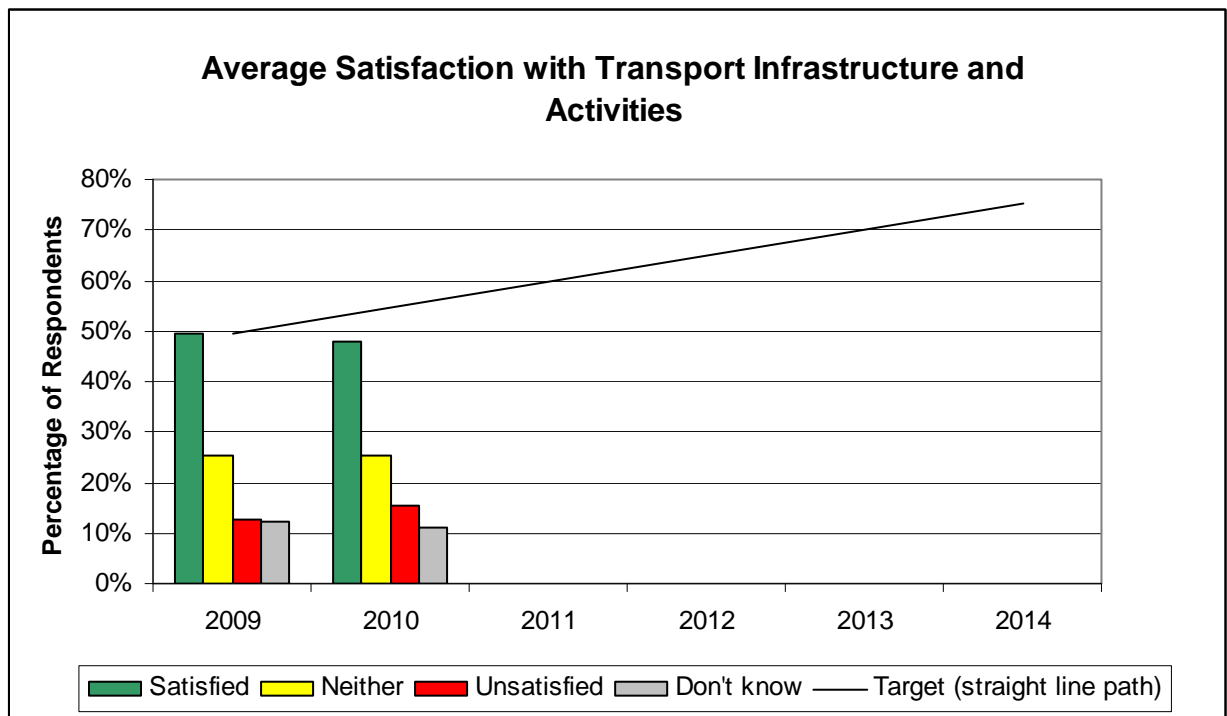
Instead, it is proposed to measure progress based on the results from the question on satisfaction with transport infrastructure and services.

Progress

Figure 15 below shows levels of satisfaction with a selection of transport infrastructure and services for 2010. Public transport has the lowest levels of satisfaction and off-road cycleways have the highest. Combining these elements produces an average satisfaction of 48% for 2010 with 15% dissatisfied and 25% neither satisfied nor dissatisfied.

Figure 15 - Satisfaction with Transport Assets (Annual Residents Survey)





As the chart above shows there is still some way to go to achieve the target of 75% average satisfaction a required improvement of 27%. A significant increase in satisfaction can be expected once the improvements to the bus service have been implemented in 2012/13.

Conclusion

Average satisfaction decreased slightly since 2009. Not on track to achieve target.

4. Regional Land Transport Strategy Policies and Activities

4.1. Travel Demand Management

A change in Government priorities has seen funding for Travel Demand Management activities reduced across New Zealand. Nelson received less funding than was expected through the National Land Transport Programme, a three year programme announced in August 2009, and some of the activities planned for the short term in the RLTS have had to be put on hold till further funding becomes available. As a result, for a number of the activities listed below no progress has been made.

TDM Policy 1
Undertake travel behaviour change programmes, educational and promotional measures to reduce the use of private motor vehicles, especially in areas of traffic congestion

Activity	Timing	Progress
Introduce school / college travel plans	Short term	School travel plans were completed for Stoke School and Clifton Terrace School in the 08/09 year. Travel plans are currently in progress with schools along the Nayland Road corridor (Birchwood Primary, Nayland Primary, Nayland College, Broadgreen Intermediate, and Nayland Kindergarten).
Introduce business travel plans (for businesses with >50 employees)	Short term	No progress has been made on this to date. Reduced national funding for TDM means business travel planning is not likely to be conducted within the next 2 years.
Investigate viability of improving infrastructure which would encourage tele-working	Short term	No progress has been made on this to date. Reduced national funding for TDM means it is not likely to be investigated within the next 2 years ² .
Expand car-pooling /parking priority scheme	Short term	The scheme was updated in 08/09 to align with national guidelines and promotion of the scheme was carried out. No changes will be made to the scheme in the next three years and there will be limited promotion due to reduced funding.
Promote alternative forms of travel through media publicity campaigns, promotional events and information packs	To coincide with other PT and TDM initiatives	Promotion of alternative modes has been undertaken during 08/09 and 09/10. e.g. Ecofest, Bikewise, and Walk to Work Day. However, these activities will also be reduced in the next two years due to funding constraints and the postponement of passenger transport improvements.

² Although the Government is proposing to provide high speed broadband to all New Zealanders.

Activity	Timing	Progress
Commission an investigation of the available road pricing technologies, their application to Nelson and potential impacts	Long term	This activity is scheduled for the long term (i.e. after 2014).
Implement other Travel Demand Management Strategy activities	Refer to Plan in Appendix B	Refer to Section 3 – Travel Demand Management

TDM Policy 2

Use parking controls as a disincentive for long stay commuter parking in central areas.

Activity	Timing	Progress
Develop parking policy to deter long-stay commuter parking in central areas	Short term	Work has not yet begun on this project because the Heart of Nelson and Plan Changes are to be monitored first.
Review Nelson Resource Management Plan provisions to be consistent with the Central City Strategy	Short term	Work under way on plan changes to be notified in late 2010.

TDM Policy 3

Promote the location of housing, jobs, shopping, leisure, education and community facilities and services to reduce the demand for travel and encourage the use of transport modes other than private motor vehicles

Activity	Timing	Progress
Review Nelson Resource Management Plan rules with regard to the locational requirements for new developments and activities; promote the co-location of urban developments which reduce the overall demand for travel and which are conveniently located to bus, walking and cycling networks through intensification and mixed use developments and deter developments which adversely impact on the efficiency of transport routes	Short term	Plan changes prepared for notification in late 2010.

Activity	Timing	Progress
Revise Nelson Resource Management Plan to ensure that subdivision designs provide for safe and convenient bus services appropriate wheelchair/mobility scooter standards, and convenient walking / cycling networks	Short term	Draft plan changes prepared for notification and adoption in late 2010 and the Land Development Manual adopted in August 2010.

4.2. Walking

Walking Policy
Increase walking and the convenience and safety of walking in Nelson

Activity	Timing	Progress
Review the Nelson Resource Management Plan to ensure that provision is made for convenient pedestrian routes in new residential sub-divisions	Short Term	Draft plan changes prepared for notification and adoption in late 2010 and the Land Development Manual adopted in August 2010
Make maps showing walking routes available and promote with publicity campaigns	Short Term	Walking maps have been published and distributed. Work is currently being done on converting this information to electronic form and it is hoped some six walking routes will be available online in time for the Rugby World Cup.
Improve local road streetscape design to provide for mixed use to make streets more people-friendly, sustainable, healthy and reduce severance for local communities	Short Term	A methodology for road upgrade design is being developed and is due to be completed by the end of 2010. Additionally, roading upgrade projects are considered by the Roding Review Team which apply the same principles on a case by case basis.
Investigate improving walking facilities along Rocks Road taking into consideration the historic and heritage values along this route	Short Term	This is being considered as part of the Arterial Traffic Study due to be completed 2010.

Activity	Timing	Progress
Carry out area specific studies to remove barriers to walking and cycling	Short Term	No funding has been allocated to this study in 2009/10. However, \$10,000 has been allocated to works required to reduce the speed limit on Main Road Stoke between Standish Place and Orphanage Creek from 80kph to 50kph.
Implement the other measures within the NCC pedestrian strategy "Stepping Out"		Other measures within the pedestrian strategy are being carried out on an ongoing basis or have been programmed in the LTCCP.

4.3. Cycling

Cycling Policy
Increase cycling and cycling safety in Nelson

Activity	Timing	Progress
Review Nelson Resource Management Plan to ensure that provision is made for convenient and safe cycle routes within all residential sub-divisions	Short Term	Draft plan changes and Land Development Manual prepared for notification and adoption in late 2010.
Make maps showing cycling routes available and promote with publicity campaigns	Short Term	Cycling maps have been published and distributed. Work is currently being done on converting this information to electronic form to make the routes available to the public online.
Seal the cycleway along the 'railway reserve' from Beatson Rd to St Vincent Street	Short Term	The railway reserve was sealed in June 2009.
Investigate provision for an off-road cycleway from Marybank to the north	Short Term	This work is not programmed in the current Regional Land Transport Programme. It will be put forward for consideration in the next version to be updated in 2012/13.
Provide cycle-lanes along St Vincent Street	Short Term	A decision on this project will be made following the outcomes of the Arterial Traffic Study.
Provide cycle-lanes along SH6 Tahunanui Drive and Annesbrook Drive	Short Term	This work is not programmed in the current Regional Land Transport Programme. It will be included in the next version to be updated in 2012/13.
Investigate improving cycling facilities along Rocks Road taking into consideration the historic and heritage values along this route	Short Term	This activity will be considered as part of the Arterial Traffic Study due to be completed in 2010.
Implement other NCC cycle strategy activities		Other measures within the cycling strategy are being carried out on an ongoing basis or have been programmed in the LTCCP.

4.4. Public Transport

PT Policy		
Increase public transport use in Nelson		

Activity	Timing	Progress
Introduce bus priority at key intersections and routes	Short Term	No work is proposed until the public transport service is upgraded in 2012/13.
Review bus service provision, and need for new services to access new residential and commercial areas	Ongoing	Bus services will be reviewed when the contract is tendered for the new service in 2012.
Implement other Passenger Transport Network Plan activities which includes routes, frequencies, facilities and levels of service etc	Refer to Passenger Transport Network Plan	Refer to section 4 – Passenger Transport Network Plan

4.5. Roads and Traffic Management

Roads and Traffic Management Policy 1		
Reduce the number and severity of road crashes in Nelson		

Activity	Timing	Progress
Continuously update, implement and advocate for enforcement in the Nelson Road Safety Action Plan	Ongoing	This work is ongoing.
Consider road safety in consent decisions	Ongoing	Road safety is being considered in consent conditions on an ongoing basis.
Undertake education and advertising campaigns to highlight issues for pedestrians and cyclists	Ongoing	Education and awareness campaigns have been undertaken in 08/09 and 09/10, including adult cycle skills training and "share the road" campaign. A shared paths protocol has also been developed and path marking completed.
Ensure that safety is an integral part of all roading improvements, especially for pedestrians and cyclists	Ongoing	The needs of cyclists, pedestrians and other vulnerable road users are considered in the design stage of all roading projects.

Activity	Timing	Progress
Review suburban street speed limits in conjunction with changes to the speed environment	Ongoing	Council supports changes to be made to the Atawhai Drive speed environment and other areas including Main Road Stoke and Locking Street.

Roads and Traffic Management Policy 2

Monitor the adverse environmental impacts of motorised transport to ensure national and regional standards are met

Activity	Timing	Progress
Implement Transport aspects of the Air Quality Plan and Communities for Climate Protection Action Plan	<p>Short Term</p> <p>Climate Protection Action Plan:</p> <ul style="list-style-type: none"> Investigate providing incentives / disincentives and rewards for staff and councillors to use active transport and car pooling – both to and from work and in the course of work. The Central City Strategy will direct the review of the car parking provisions in the Nelson Resource Management Plan, options for improved pedestrian access, and inner city living. 	<ul style="list-style-type: none"> No action taken on this to date. Pedestrian access – The Heart of Nelson Strategy includes a number of projects which will enhance access for pedestrians within the CBD. The strategy also proposes changes to the CBD boundaries and parking requirements in the Resource Management Plan which are being developed. Inner City Living – work has been delayed on a plan change to facilitate urban intensification. <p>Other actions from the Climate Protection Action Plan include monitoring air travel and trends in vehicles as part of remuneration packages.</p>

Activity	Timing	Progress
	<p>Air Quality Plan:</p> <p>A5-1.4.xxiv Advocate strongly and consistently to central government, and encourage Transit NZ to do the same, regarding:</p> <p>a) new emission standards on used-imported and on new vehicles,</p> <p>b) emission screening of the existing vehicle fleet at time of Warrant of Fitness testing,</p> <p>c) use of Nelson as a pilot for any emission screening trial, and Council assistance in such,</p> <p>d) improved fuel specifications,</p> <p>e) early introduction of low sulphur diesel in Nelson,</p> <p>f) enforcement by Nelson Police of the '10 second smoky' rule (Traffic Regulations),</p> <p>g) labelling of all vehicles at time of sale, to show the estimated fuel consumption.</p> <p>A5-1.4.xxv Implementation of programmes in the Nelson Regional Transport Strategy, including:</p> <p>a) use of planning tools to reduce the need to travel,</p> <p>b) promoting energy efficiency (less fuel burnt) in the land transport network,</p>	<p>Done - outcome achieved</p> <p>Done - outcome achieved (but Government only implemented a visible check at WOF)</p> <p>Done – but emission screening using machines not implemented by Government</p> <p>Done - outcome achieved</p> <p>Not done, but low sulphur diesel now sold throughout NZ</p> <p>Done - outcome achieved (although enforcement still an issue)</p> <p>Done - outcome achieved</p> <p>Ongoing – e.g. plan changes have been drafted for intensification and subdivision. Also plan changes proposed in Heart of Nelson strategy</p> <p>No action taken to date.</p>

Activity	Timing	Progress
	<p>c) public awareness and information to motorists to reduce vehicle emissions,</p> <p>d) investigating running NCC fleet on alternative fuels (LPG, electric, etc) and encourage other fleet operators to do the same,</p> <p>e) investigation of the viability of alternative fuel public transport,</p> <p>f) preparing and implementing a comprehensive public transport strategy (including addressing barriers to use, marketing and promotion),</p> <p>g) implementing the adopted Nelson City Cycling Strategy,</p> <p>h) preparing and implementing a comprehensive pedestrian strategy (promote walking, improve links and safety etc),</p> <p>i) increasing vehicle occupancy rates e.g. promoting car-pooling,</p> <p>j) require as a condition of contract that all contractors working for the Council operate well-maintained, properly tuned vehicles that do not emit excessive smoke.</p>	<p>Not done by Nelson City Council but EECA and other programmes</p> <p>Not yet done</p> <p>Not yet done</p> <p>Done, but not implemented due to funding constraints.</p> <p>Ongoing.</p> <p>Done. Implementation ongoing.</p> <p>Car pooling scheme continuing with promotion periodically.</p> <p>Not yet done</p>
Consider land-use controls that minimise adverse environmental impacts	Short Term	NRMP includes controls to minimise adverse environmental impacts.

Roads and Traffic Management Policy 3

Ensure the efficiency of the transport network by providing appropriately timed traffic management and road maintenance and improvements, taking into account the other RLTS policies that constrain private vehicle use and encourage increased use of alternative modes of transport.

Activity	Timing	Progress
Operate, maintain and renew the road network in accordance with the Transport Activity Management Plan	Short term	The Activity Management Plan was updated in 2009 and works are continuing in accordance with the Plan.
Implement road improvements once they have been identified in the Regional Land Transport Programme	Short term	Not all roading improvements identified in the RLTP have been implemented due to changes in funding criteria and constraints.
Monitor/review need for new or additional roading capacity	Short term	The Arterial Traffic Study will review the need for additional capacity within Nelson City. This study is due to be completed in 2010.
Support the NZTA in prioritising the Whangamoa upgrade	Short term	The Whangamoa upgrade was not prioritised in the NLTP and so is unlikely to be started within the next 2 years.

5. Passenger Transport Network Plan

5.1. Passenger Transport Targets

Two of the core Passenger Transport targets are Regional Land Transport Strategy targets, ED2 and AM1. Progress against these targets has been covered in sections 3.1 and 3.3.

Key Outcomes	Targets	Target Reference
Increased peak period passenger transport modal share	Increase share of weekday journey to work trips by public transport to at least 10% by 2018.	RLTS Target ED2
Increased accessibility to passenger transport	80% of households are within 400 metres (5 minutes walk) of a bus route by 2012.	RLTS Target AM1

Additional passenger transport targets have been developed as part of the Passenger Transport Network Plan. These targets are discussed below.

It should be noted that implementation of measures that will achieve many of these targets is not due to begin till 2012/13. Further, any interim progress is unlikely as the NZTA have allocated no additional funding to Nelson for passenger transport within the next 3 years.

Target	Progress
RPTP Target 1 Reliability 99% of all timetabled bus journeys are operated by 2014.	At present records are not kept for "The Bus" service as it is such a small service and anecdotal evidence suggests timetables are being kept. With the introduction of the larger service in 2012/13 monitoring requirements will be included in the contract.
RPTP Target 2 Punctuality 95% of all timetabled bus journeys operate no earlier than 1 minute before and no later than 5 minutes after departure times as published in timetables by 2014.	At present records are not kept for "The Bus" service as it is such a small service and anecdotal evidence suggests timetables are being kept. With the introduction of the larger service in 2012/13 monitoring requirements will be included in the contract.

Target	Progress
RPTP Target 3 Sustainability Total exhaust emissions of the bus fleet are lower in 2014 compared to 2008 notwithstanding the service frequency is proposed to increase by over 200% in bus kilometres operated.	We do not monitor for total exhaust emissions, however we can calculate the CO2 equivalent for the buses in the Council contracted services. Total CO2 equivalent for 2008/09 was approximately 114 tonnes and 85 tonnes in 2009/10. The change is due to use of an older vehicle with a smaller engine (and lower diesel consumption) on one of the routes and a slightly more efficient vehicle on another route. No changes have been made to the routes or timetable.
RPTP Target 4 Convenience All express and secondary * bus services operate at least every 30 minutes (Monday to Saturday daytime**) by 2014.	This level of service is still planned to be provided by 2014.
RPTP Target 5 Simplicity Bus timetable information is easy to use and is widely available through multiple channels by 2014.	Work on this target will begin closer to 2014.
RPTP Target 6 User Friendliness All bus drivers attend a customer service and disability awareness training course by 2014.	Work on this target will begin closer to 2014.
RPTP Target 7 Affordability At least 33% of bus network costs are supported by the fare-box by 2018.	At present the contracted services ("The Bus" and the Late Late Bus) have a farebox recovery rate of approximately 30%. The farebox recovery rate of SBL's commercial services is unknown. The planned expansion of the service will require a significant increase in passenger numbers to achieve a 33% farebox recovery rate. Farebox recovery in the first year of operation of the new service will provide an indication of the likelihood of achieving this target. The Government now requires that the Council develop a farebox recovery policy as part of the Regional Public Transport Plan by Jan 1 st 2012.

* Express and secondary routes are defined on page 9 of the RLTS

** Daytime means operating from 7am to 6pm

5.2. Passenger Transport Policies

Policy	Progress
RPTP Policy 1 Network Standards <p>Nelson City Council adopts a phased approach to the implementation of a new passenger transport network and commences with Phase A subject to the availability of funding and agreement on cross boundary issues.</p>	<p>Implementation planned from 2012/13</p>
RPTP Policy 2 Network Standards <p>Nelson City Council will review the need for provision of passenger transport infrastructure and services to access new residential and commercial areas.</p> <p>The Council will investigate through the resource management process the appropriate level of passenger transport service required to service a development and seek appropriate financial contributions from developers, where appropriate.</p>	<p>The need for new services has not been investigated as there is no additional funding to expand the service for the next three years.</p> <p>Work has not yet been started on investigating appropriate levels of passenger transport and appropriate development contributions.</p>
RPTP Policy 3 Network Standards <p>Nelson City Council may decline to register a passenger transport service (and therefore refuse to allow it to be operated) where the service:</p> <ul style="list-style-type: none"> • is likely to increase the net cost to Nelson City Council of any contracted service; or • is contrary to sound traffic management or environmental sustainability practises or policies or is contrary to any other policy identified by Nelson City Council as being of importance to the region. 	<p>Council has not needed to decline any registration in the past year.</p>
RPTP Policy 4 Vehicle and Infrastructure Standards <p>All buses operating contracted express and secondary routes in the Nelson region must be fully wheelchair accessible with low floor entry and exits without steps and without internal steps between front and rear doors (where rear doors are fitted). Tender documents issued by Nelson City Council may specify fully wheelchair accessible buses as a mandatory requirement for bus operators.</p>	<p>Implementation 2012 to 2019.</p>

Policy	Progress
RPTP Policy 5 Vehicle and Infrastructure Standards All buses operating contracted express and secondary routes in the Nelson region should meet at least EURO 4 but preferably EURO 5 exhaust emissions standards. Tender documents issued by Nelson City Council may specify EURO 4 or EURO 5 emission standards as a mandatory requirement for bus operators.	Implementation 2012 to 2019.
RPTP Policy 6 Vehicle and Infrastructure Standards All new passenger transport infrastructure in urban and sub-urban areas takes into account the New Zealand Urban Design protocol.	Ongoing.
RPTP Policy 7 Vehicle and Infrastructure Standards Nelson City Council will manage passenger transport infrastructure through the Transport Asset Management Plan in accordance with the Council's Long Term Council Community Plan.	Implementation 2012 to 2019.
RPTP Policy 8 Vehicle and Infrastructure Standards Nelson City Council will manage the provision of bus stops on the basis that bus stops are provided at locations where there is an identified passenger demand. This will entail adding and sometimes removing bus stops. Spacing between bus stops should not be less than 200 metres and not more than 400 metres, unless this is justified for road safety or traffic management reasons. All proposed new bus stop locations or relocations shall be subject to a bus stop location safety audit.	Ongoing.
RPTP Policy 9 Vehicle and Infrastructure Standards Nelson City Council will provide bus shelters at key bus stop locations. All bus shelters installed by the Council will include seating unless there is insufficient footpath width. The Council will prioritise locations for bus shelters where the average number of people using the stop is in excess of 50 people per day. The number of new bus shelters that can be installed each year will depend upon the availability of funding.	Implementation 2012 to 2019.

Policy	Progress
<p>RPTP Policy 10 Fares, Ticketing, Marketing and Passenger Information</p> <p>For contracted passenger transport Nelson City Council will set the fare. In determining the fare, Council will adopt fare levels that :</p> <ul style="list-style-type: none"> • encourage / incentivise use of services, • take account of operating costs and the effect on local rates. <p>In order to manage inflationary cost pressures effectively Council will review fares annually, unless there are sound reasons for reviewing fares either more or less often.</p>	<p>Implementation 2012 to 2019.</p>
<p>RPTP Policy 11 Fares, Ticketing, Marketing and Passenger Information</p> <p>Nelson City Council will provide bus fare concessions to the following groups, subject to individuals meeting eligibility criteria (to be developed by the Council):</p> <ul style="list-style-type: none"> • Children aged under 5 (free travel) • Children aged 5 to 15 • Secondary School Students aged between 16 and 19 and Tertiary students on a fulltime course • People with disabilities • Beneficiaries • People aged 65 and over <p>The level of concession provided will be determined and reviewed by the Council periodically. Concessions (as appropriate) will be either:</p> <ul style="list-style-type: none"> • a flat rate fare, or • a percentage discount, or • free travel (with or without time of day restrictions) <p>Nelson City Council will consider the implementation of the Government's initiative to provide free off peak bus travel to SuperGold Card holders, pending further information regarding funding and administration.</p>	<p>Implementation 2012 to 2019.</p> <p>Council implemented the SuperGold Card scheme in October 2008. To date the scheme has carried 6,700 passengers.</p>
<p>RPTP Policy 12 Fares, Ticketing, Marketing and Passenger Information</p> <p>All buses operating contracted bus routes in the Nelson region must be fitted with electronic ticketing machines. Tender documents issued by Nelson City Council will specify electronic ticket machines as a mandatory requirement for bus operators.</p>	<p>Implementation 2012 to 2019.</p>

Policy	Progress
RPTP Policy 13 Fares, Ticketing, Marketing and Passenger Information Nelson City Council supports the development and implementation of a national integrated smartcard ticketing system. Subject to further information being made available regarding the system (including costs and back office functions), tender documents issued by Nelson City Council may specify a mandatory requirement for bus operators to participate in any national integrated smartcard ticketing system.	Implementation 2012 to 2019.
RPTP Policy 14 Fares, Ticketing, Marketing and Passenger Information All contracted bus services operating in the Nelson region will be fully branded. The brand design (livery) will be determined by Nelson City Council. Tender documents issued by Nelson City Council may state that all advertising rights (both exterior and interior) for the buses are retained by the Council. Tender documents may also specify branding requirements.	Implementation 2012 to 2019.
RPTP Policy 15 Fares, Ticketing, Marketing and Passenger Information Nelson City Council will provide comprehensive route and timetable information through a range of channels. This will involve providing printed timetables and maps and publishing information on the Council's website. Printed information will also be provided and maintained at key bus stop locations.	Implementation 2012 to 2019.
RPTP Policy 16 Fares, Ticketing, Marketing and Passenger Information All contracted bus services operating in the Nelson region will be required to display clear destination signs and route numbers. Tender documents issued by Nelson City Council may state specific destination sign requirements.	Implementation 2012 to 2019.

6. Travel Demand Management Strategy

6.1. Travel Demand Management Targets

Target	Progress
RTDMP Target 1 All secondary, intermediate and primary schools on arterial routes to have travel plans by 2012, with the remainder completed by 2016 School Travel Plans	<p>Birchwood Primary, Nayland Primary, Nayland College, Nayland Kindergarten and Broadgreen Intermediate are likely to complete school travel plans in 2010/11.</p> <p>Other schools that have had travel plans completed are:</p> <ul style="list-style-type: none"> • Victory School • Nelson Intermediate School • Nelson Central School • St Josephs School • Stoke School • Clifton Terrace School • Auckland Point School (<i>not a "travel plan" as it predated them – but was a safety audit and action plan</i>) <p>The scheme will not however be expanded due to funding constraints over the next 2 years.</p>
RTDMP Target 2 100% of workplaces with more than 50 staff to have Workplace Travel Plans by 2016 Workplace Travel Plans	<p>No progress has been made on this to date. Reduced national funding for TDM means workplace travel planning is not likely to be conducted within the next 2 years.</p>
RTDMP Target 3 To have 200 registered users by 2016 Car pooling	<p>As of July 2010 there were 79 registered users. Up from 66 in 2008/09.</p>
RTDMP Target 4 5% of households in NCC to be contacted to offer TravelSmart services annually (beginning after commissioning of new public transport services) TravelSmart	<p>The new public transport service is scheduled to begin in 2012/13.</p>

6.2. Travel Demand Management Policies and Activities

The majority of these policies and activities are listed under the TDM policies in the Regional Land Transport Strategy. They have been repeated in this section for the convenience of the reader.

TDM Policy 1

Undertake travel behaviour change programmes, educational and promotional measures to reduce the use of private motor vehicles, especially in areas of traffic congestion.

Activity	Timing	Progress
Expand existing programme of school / college travel plans	Short term	Birchwood Primary, Nayland Primary, Nayland College, Nayland Kindergarten and Broadgreen Intermediate are likely to complete school travel plans this year. The scheme will not however be expanded due to funding constraints over the next 2 years.
Introduce "TravelSmart" programme – provision of information on alternative travel modes and methods on an individual household basis	Short term	The TravelSmart programme will not be introduced in the next 2 years due to reduced funding.
Introduce workplace travel plans (for businesses with >100 employees)	Short term	Workplace travel plans will not be introduced in the next 2 years due to reduced funding.
Investigate viability of improving infrastructure which would encourage tele-working	Short term	No progress has been made on this to date. Reduced national funding for TDM means it is not likely to be investigated within the next 2 years.
Expand car-pooling for those areas not encompassed by public transport	Short term	The car pooling programme will not be expanded in the next 2 years due to reduced funding.
Promote alternative forms of travel through media publicity campaigns, promotional events and information packs	To coincide with other PT and TDM initiatives	Promotional activities will continue but will be limited due to reduced funding levels.
Commission an investigation of the available road pricing technologies, their application to Nelson and potential impacts	Long term	This project is scheduled for the long term.
Investigate the application of Regional Fuel Tax in Nelson	Short term	The Government has removed the ability of regional authorities to levy a local fuel tax, and so this activity is no longer being pursued.

TDM Policy 2

Use parking controls as a disincentive for long stay commuter parking in central areas.

Activity	Timing	Progress
Develop commuter parking policy to deter long stay commuter parking in central areas	Short term	Work has not yet begun on this project.
Review Nelson Resource Management Plan parking provisions and requirements to be consistent with this strategy and the RLTS	Short term	Work under way on plan changes to be notified in June 2010.

TDM Policy 3

Promote the location of housing, jobs, shopping, leisure, education and community facilities and services to reduce the demand for travel and facilitate the use of transport modes other than private motor vehicles.

Activity	Timing	Progress
<p>Review Nelson Resource Management Plan rules with regard to:</p> <ul style="list-style-type: none"> the location requirements for new developments and activities; promoting the co-location of urban developments which reduce the overall demand for travel and which are conveniently located to bus, walking and cycling networks through intensification and mixed use developments and control of developments which adversely impact on the efficiency of transport routes 	Short term	Draft plan changes prepared for public consultation in Nov –Dec 2009

7. Regional Land Transport Programme

This is the first year that Council has been required to develop a Regional Land Transport Programme (RLTP) following amendments to the Land Transport Management Act. The RLTP sets out the programme of works and was adopted by Council in June 2009. The following table sets out the projects identified in the RLTP and their current status.

Funding from NZTA is less than was applied for overall, resulting in some cuts to the programme specified in the RLTP. Travel demand management and community programmes have been reduced, and for those that have been retained funding levels have been set for the first year of the RLTP only.

Table 4 - Regional Land Transport Programme Monitoring

Activity class	Project name	Project phase	Agency	RLTP cost estimate 2009/10	NLTP budget 2009/10	RLTP cost estimate 2010/11	NLTP budget 2010/11	RLTP cost estimate 2011/12	NLTP budget 2011/12	RLTP total cost for 3 years	NLTP total cost for 3 years	Difference over 3 years	RLTP funding source	NLTP funding source	Comment on 2009/10 programme
Maintenance and operation of local roads	Sealed pavement maintenance	Construction	NCC	576,000	454,230	592,992	454,230	610,485	454,230	1,779,477	1,362,690	-416,787	N and local	N and local	Approved
	Unsealed pavement maintenance	Construction	NCC	22,000	20,600	22,649	20,600	23,317	20,600	67,966	61,800	-6,166	N and local	N and local	Approved
	Routine drainage maintenance	Construction	NCC	117,720	111,720	121,193	120,990	124,768	120,990	363,681	353,700	-9,981	N and local	N and local	Approved
	Structures maintenance	Construction	NCC	70,000	70,000	72,950	72,950	74,191	74,191	217,141	217,141	0	N and local	N and local	Approved
	Environmental maintenance	Construction	NCC	184,060	138,985	189,490	138,985	195,080	138,985	568,630	416,955	-151,675	N and local	N and local	Approved
	Traffic services maintenance	Construction	NCC	875,352	875,352	1,051,320	937,200	994,364	937,200	2,921,036	2,749,752	-171,284	N and local	N and local	Approved
	Operational traffic management	Construction	NCC	128,900	128,900	132,703	132,703	136,617	136,617	398,220	398,220	0	N and local	N and local	Approved
	Cycle path maintenance	Construction	NCC	83,940	83,940	86,416	86,416	87,965	87,965	258,321	258,321	0	N and local	N and local	Approved
	Network and asset management	Construction	NCC	456,400	456,400	469,864	469,864	483,725	483,725	1,409,989	1,409,989	0	N and local	N and local	Approved
	Total			2,514,372	2,340,127	2,739,577	2,433,938	2,730,512	2,454,503	7,984,461	7,228,568	-755,893			
Renewal of local roads	Unsealed road metalling	Construction	NCC	22,000	21,200	22,649	21,200	23,317	21,200	67,966	63,600	-4,366	N and local	N and local	Approved
	Sealed road resurfacing	Construction	NCC	690,000	690,000	717,459	717,459	746,042	746,042	2,153,501	2,153,501	0	N and local	N and local	Approved
	Drainage renewals	Construction	NCC	230,000	230,000	241,933	239,800	254,369	239,800	726,302	709,600	-16,702	N and local	N and local	Approved
	Sealed road pavement rehabilitation	Construction	NCC	320,000	320,000	334,588	334,588	349,757	349,757	1,004,345	1,004,345	0	N and local	N and local	Approved
	Traffic services renewals	Construction	NCC	180,000	180,000	124,055	124,055	127,714	127,714	431,769	431,769	0	N and local	N and local	Approved
	Associated improvements	Construction	NCC	215,000	215,000	226,490	226,490	238,471	238,471	679,961	679,961	0	N and local	N and local	Approved
	Total			1,657,000	1,656,200	1,667,174	1,663,592	1,739,670	1,722,984	5,063,844	5,042,776	-21,068			
New & improved infrastructure for local roads	Minor improvements 2009/12	Construction	NCC	320,186	320,186	367,532	327,802	381,553	334,199	1,097,185	982,187	-114,998	N and local	N	Approved
	Improve, expand or replace network group	Group allocation	NCC	0	50,000	0	55,000	0	55,000	0	160,000	160,000			Alloc.
	Retaining wall renewals 2009/12	Construction	NCC	60,000	31,800	293,408	155,500	74,191	39,300	427,599	226,600	-200,999	N and local	R	Cat 2
	Total			408,100	219,500	660,940	335,900	455,744	220,300	1,524,784	775,700	-749,084			

Activity class	Project name	Project phase	Agency	RLTP cost estimate 2009/10	NLTP budget 2009/10	RLTP cost estimate 2010/11	NLTP budget 2010/11	RLTP cost estimate 2011/12	NLTP budget 2011/12	RLTP total cost for 3 years	NLTP total cost for 3 years	Difference over 3 years	RLTP funding source	NLTP funding source	Comment on 2009/10 programme
Maintenance and operation of State highways	Sealed pavement maintenance	Construction	NZTA	681,950		740,259		752,482		2,174,691			N	N	Approved
	Routine drainage maintenance	Construction	NZTA	107,000		111,564		85,946		304,510			N	N	Approved
	Structures maintenance	Construction	NZTA	60,000		66,112		92,929		219,041			N	N	Approved
	Environmental maintenance	Construction	NZTA	417,250		421,722		441,814		1,280,786			N	N	Approved
	Traffic services maintenance	Construction	NZTA	354,990		383,078		382,624		1,120,692			N	N	Approved
	Operational traffic management	Construction	NZTA	99,960		106,699		110,182		316,841			N	N	Approved
	Cycle path maintenance	Construction	NZTA	25,000		25,825		26,858		77,683			N	N	Approved
	Network and asset management	Construction	NZTA	469,974		499,642		533,643		1,503,259			N	N	Approved
	Property management (State highways)	Construction	NZTA	80,000		90,000		100,000		270,000			N	N	Approved
	Total			2,296,124	2,107,600	2,444,901	2,109,000	2,526,478	2,109,000	7,267,503	6,325,600	-941,903			
Renewal of State highways	Preventive maintenance	Construction	NZTA	1,270,505		679,800		3,296,000		5,246,305			N	N	Approved
	Sealed road resurfacing	Construction	NZTA	991,834		912,381		964,069		2,868,284			N	N	Approved
	Drainage renewals	Construction	NZTA	26,500		63,066		64,589		154,155			N	N	Approved
	Sealed road pavement rehabilitation	Construction	NZTA	190,000		965,245		191,115		1,346,360			N	N	Approved
	Structures component replacements	Construction	NZTA	9,000		17,819		38,676		65,495			N	N	Approved
	Environmental renewals	Construction	NZTA	185,000		113,630		118,175		416,805			N	N	Approved
	Traffic services renewals	Construction	NZTA	17,000		17,561		22,561		57,122			N	N	Approved
	Associated improvements	Construction	NZTA	30,200		44,936		56,402		131,538			N	N	Approved
	Scour Investigation 9/12	Implementation	NZTA	15,000	15,000	15,000	15,000	16,000	15,000	46,000	45,000	-1,000		N	Cat 2
	Total			2,735,039	2,820,600	2,829,438	978,700	4,767,587	979,700	10,332,064	4,779,000	-5,553,064			

Activity class	Project name	Project phase	Agency	RLTP cost estimate 2009/10	NLTP budget 2009/10	RLTP cost estimate 2010/11	NLTP budget 2010/11	RLTP cost estimate 2011/12	NLTP budget 2011/12	RLTP total cost for 3 years	NLTP total cost for 3 years	Difference over 3 years	RLTP funding source	NLTP funding source	Comment on 2009/10 programme
New & improved infrastructure for State highways	Minor improvements 2009/12	Implementation	NZTA	260,450	317,300	336,151	210,700	286,103	210,700		738,700	-144,004	N	N	Approved
	SH6 Quarantine Road I/S	Investigation	NZTA	25,000	135,000	0		Yellow columns have been made blank, but figures are still there but in white0			135,000	110,000	N	N	Committed
	Cable Bay Road Intersection	Investigation	NZTA	50,000		0		0			0	-50,000	N	N	Committed
	Cable Bay Road Intersection	Design	NZTA	52,000	52,000	0		0			52,000	0	N	R	Cat 2
	Cable Bay Road Intersection	Construction	NZTA	0		548,000	548,000	0			548,000	0	N	R	Cat 2
	Nelson Region PL	Investigation	NZTA	0		0		131,000	131,000		131,000	0	N	R	Cat 2
	Rehabilitation Seal Widening 9/12	Construction	NZTA	33,497	33,500	34,502	34,500	35,537	35,500		103,500	-36	N	R	Cat 2
	Improved Driver Information 9/12	Implementation	NZTA	26,798	26,800	27,602	27,600	28,430	28,400		82,800	-30	N	R	Cat 2
	SH6 Atawhai Drive Intersections	Design	NZTA	77,000	77,000	86,000	86,000	0			163,000	0	N	R	Cat 2
	Teal River Bridge	Design	NZTA	164,000	154,500	0					154,500	-9,500	N	R	Cat 2
	Teal River Bridge	Construction	NZTA			2,015,710					0		N		Funded elsewhere
	SH6 Gentle Annie Passing Lanes	Design	NZTA	57,000	57,000	0		0			57,000	0	N	R	Cat 2
	SH6 Gentle Annie Passing Lanes	Construction	NZTA	0		2,191,000	2,191,000	0			2,191,000	0	N	R	Cat 2
	Rai Saddle second curve realignment	Design	NZTA	206,000	206,000	0		0			206,000	0	N	R	Cat 2
	Rai Saddle second curve realignment	Construction	NZTA	0		0		1,308,000	1,308,000		1,308,000	0	N	R	Cat 2
	SH6 The Glen Intersection Improvements	Design	NZTA	0		83,000	83,000	0			83,000	0	N	R	Cat 2
	Strategic Plan Initiatives 9/12	Implementation	NZTA	80,393	80,400	82,805	82,800	85,289	85,300		248,500	13	N	R	Cat 2
	Safety Retrofit 9/12	Implementation	NZTA	100,492	100,500	103,507	103,500	106,612	106,600		310,600	-11	N	R	Cat 2
	Property Acquisitions 9/12	Implementation	NZTA	175,315	175,300	180,574	180,600	185,991	186,000		541,900	20	N	R	Cat 2
	Pavement Smoothing 9/12	Implementation	NZTA	162,971	163,000	166,906	166,900	153,967	154,000		483,900	56	N	R	Cat 2
	SH6 Whangamoa South Realignment - road reconstruction	Design	NZTA	1,165,548		0		0			1,331,500	165,952	N	-	Reserve B

	SH6 Whangamo South Realignment - property purchase (State highways)													
		Property	NZTA	9,000		0		0			347,900	338,900	N	-
	Total			2,645,464	1,578,300	5,855,757	3,714,600	2,320,929	2,245,500	10,822,150	9,217,800	-1,604,350		Reserve B

Activity class	Project name	Project phase	Agency	RLTP cost estimate 2009/10	NLTP budget 2009/10	RLTP cost estimate 2010/11	NLTP budget 2010/11	RLTP cost estimate 2011/12	NLTP budget 2011/12	RLTP total cost for 3 years	NLTP total cost for 3 years	Difference over 3 years	RLTP funding source	NLTP funding source	Comment on 2009/10 programme
Public transport services	Bus services	Operations	NCC	126,000	123,600	130,158	123,600	133,933	123,600	390,091	370,800	-19,291	N and local	N and local	Approved
	Bus and passenger ferry concession fares	Operations	NCC	258,600	125,345	397,770	155,639	409,568	140,492	1,065,938	421,476	-644,462	N and local	N and local	Approved
	Passenger transport facilities operations and maintenance	Operations	NCC	96,000	96,000	97,062	97,062	98,081	98,081	291,143	291,143	0	N and local	N and local	Approved
	Super gold card trip payments	Implementation		0	50,000	0	50,000	0	50,000	0	150,000	150,000	N	N	Approved
	Total mobility operations	Operations	NCC	225,861	211,400	232,637	227,207	211,400	211,488	669,898	650,095	-19,803	N and local	N and local	Approved
	Total mobility flat payments	Operations			48,900	0	48,900	0	53,300	0	151,100	151,100	N	N	Approved
	Wheelchair hoists	Operations	NCC	4,000	4,000	0	0	0	0	4,000	4,000	0	N and local	N and local	Approved
	Total			710,461	659,245	857,627	702,408	852,982	676,961	2,421,070	2,038,614	-382,456			
Public transport infrastructure	Bus Stop upgrades 2008/09-2010/11	Construction	NCC	0	0	0	0	423,948	423,948	423,948	423,948	0	N and local	-	Reserve A
	Nelson and Stoke bus interchange infrastructure 2009/10	Design and Construction	NCC	0	0	15,443	15,443	249,069	249,069	264,512	264,512	0	N and local	-	Reserve A
	Beatson Rd and roundabout PT improvements 2010-2012	Design and Construction	NCC	0	0	5,148	5,148	121,885	121,885	127,033	127,033	0	N and local	-	Reserve A
	Waimea/Ridgeway Intersection 2009/10-2010/11	Investigation	NCC	20,000	20,000	0	0	0	0	20,000	20,000	0	N and local	-	Reserve A
	Waimea/Ridgeway Intersection 2009/10-2010/11	Construction	NCC	0	0	0	0	317,961	317,961	317,961	317,961	0	N and local	-	Reserve A
	Waimea Rd bus priority lanes 2009/10	Design and Construction	NCC	0	0	15,443	15,443	302,063	302,063	317,506	317,506	0	N and local	-	Reserve A
	CBD bus priority intersections & Rutherford St 2-laning	Construction	NCC	0	0	0		79,490	79,490	79,490	79,490	0	N and local	-	Reserve A
	Waimea / Motueka St Intersection 2008/09- 2010/11	Design and Construction	NCC	65,000	65,000	772,125	772,125	0	0	837,125	837,125	0	N and local	-	Reserve A
	PT - General access and community benefits	Group Allocation	NCC	0	197,800	0	197,849	0	197,849	0	593,498	593,498	N and local	-	Approved
	Total			85,000	282,800	808,159	1,006,008	1,494,416	1,692,265	2,387,575	2,981,073	593,498			

Activity class	Project name	Project phase	Agency	RLTP cost estimate 2009/10	NLTP budget 2009/10	RLTP cost estimate 2010/11	NLTP budget 2010/11	RLTP cost estimate 2011/12	NLTP budget 2011/12	RLTP total cost for 3 years	NLTP total cost for 3 years	Difference over 3 years	RLTP funding source	NLTP funding source	Comment on 2009/10 programme
Transport planning	Bridge Inspection Survey 2009/10	Study	NCC	0	0	30,000	0	0	0	30,000	0	-30000	N and local	N and local	Cat 2
	Activity Management Plans	Study	NCC	0	0	97,803	97,803	52,985	82,985	25,000	180,788	155,788	N and local	N and local	Cat 2
	Arterial Traffic Study	Study	NCC	355,000	255,000	0	100,000	0	0	355,000	355,000	0	N and local	N and local	Approved
	Studies and Strategies 2009/10	Group allocation	NCC	0	355,067	355,000	92,667	92,667	0	0	447,733	447,733		N and local	Cat 2
	Study of routes on a safe, sustainable and efficient basis	Study	NZTA	34,000	0	33,000	0	33,000	0	100,000	0	-100,000	N and local		N/F
	Total			389,000	610,067	515,803	290,470	178,652	82,985	510,000	983,521	473,521			
Demand management & community programmes	Road Safety and Travel planning co-ordination	Implementation	NCC	80,000	0	0		0		80,000	0	-80,000	N and local		Included in item below
	Community Focused Activities 2009/2012	Implementation	NCC	284,000	211,600	571,000	215,000	446,000	215,000	1,301,000	426,600	-874,400	N and local	N and local	Approved
	NMDHB Travel Plan Implementation	Implementation	NCC	0	0	80,000	0	0	0	80,000	0	-80,000	N and local		Not funded
	Active Transport - NMDHB	Implementation	NCC	279,620	0	320,000	0	320,000	0	919,620	0	-919,620	N and local		Not funded
	Community Advertising 9/12 - Nelson	Implementation	NZTA	10,000	19,100	11,000	0	12,000	0	33,000	19,100	-13,900	N and local	N and local	Approved
	Total			653,620	230,700	982,000	215,000	778,000	215,000	2,413,620	445,700	-2,182,920			
Administration	Administration support - Roding 2009/12	Administration	NCC	103,000	53,383	54,000	52,535	56,000	44,079	213,000	149,997	-63,003	N and local		Approved
	Administration support - Roding 2009/12	Administration	NZTA	1,042,640		1,073,919		1,106,137		3,222,696		-3,222,696	N and local		
	Total mobility administration	Administration	NCC	33,200	30,000	34,179	30,000	35,188	30,000	102,567	90,000	-12,567	N and local	N and local	Approved
	Passenger transport administration	Administration	NCC	20,000	20,000	20,590	20,000	21,197	20,000	61,787	60,000	-1,787	N and local	N and local	Approved
	Regional land transport planning management	Administration	NCC	15,000	15,000	41,180	19,844	42,395	15,111	98,575	49,955	-48,620	N and local	N and local	Approved
	Super gold card administration	Implementation	NCC	13,200	5,000	13,860	5,000	14,320	5,000	41,380	15,000	-26,380	N	N and local	Approved
	Total			1,227,040	123,383	1,237,728	127,379	1,275,237	114,190	3,740,005	364,952	-3,513,520			

Activity class	Project name	Project phase	Agency	RLTP cost estimate 2009/10	NLTP budget 2009/10	RLTP cost estimate 2010/11	NLTP budget 2010/11	RLTP cost estimate 2011/12	NLTP budget 2011/12	RLTP total cost for 3 years	NLTP total cost for 3 years	Difference over 3 years	RLTP funding source	NLTP funding source	Comment on 2009/10 programme
Walking and cycling facilities	Walking Activities 2009-2012	Group allocation	NCC	335,455		835,178		297,302		1,467,935	0	-1,467,935	N and local		See below
	Cycling Activities 2009/10-2011/12	Group allocation	NCC	370,000		627,259		630,625		1,627,884	0	-1,627,884	N and local		See below
	Footpath construction	Construction	NCC		80,000		230,000				310,000	310,000		N	Committed
	Walking and cycling - key safety and congestion	Group allocation	NCC		328,200		328,200		328,200		984,600	984,600			Alloc.
	Atawhai W/C project (State highway)	Construction	NZTA		31,600						31,600	31,600		N	Committed
	Total			705,455	439,800	1,462,437	558,200	927,927	328,200	3,095,819	1,326,200	-1,769,619			

Key

Cat 2	Projects included in the NLTP which have not been given funding approval but may be considered for funding during 2009/12 and, based on information submitted to the NZTA, are expected to meet the requirements for funding. Funding applications for projects are expected during the course of 2009/12.
Reserve A	Reserve activities indicatively programmed over 2009/12 that, based on the information submitted to the NZTA, have a lower indicative profile and priority and are therefore not expected to be affordable unless there is significant improvement in priority and funding is available.
Reserve B	Reserve activities indicatively programmed to start beyond 2011/12 which would be considered for funding during 2009/12 should circumstances warrant, considering their priority and the availability of funding.

8. Nelson Transport Statistics

8.1. Journey to Work

The figure below shows the mode of travel to work for residents of Nelson for the 1996, 2001, and 2006 census, as well as the 2006 figures for the whole of New Zealand.

By far the most commonly used mode in Nelson is the private motor vehicle, with a similar percentage to the whole of New Zealand. Public bus use is lower than the national total, but Nelson does show slightly higher rates of cycling and walking.

Figure 16 - Journey to Work Data (Source: Statistics NZ Census Data)

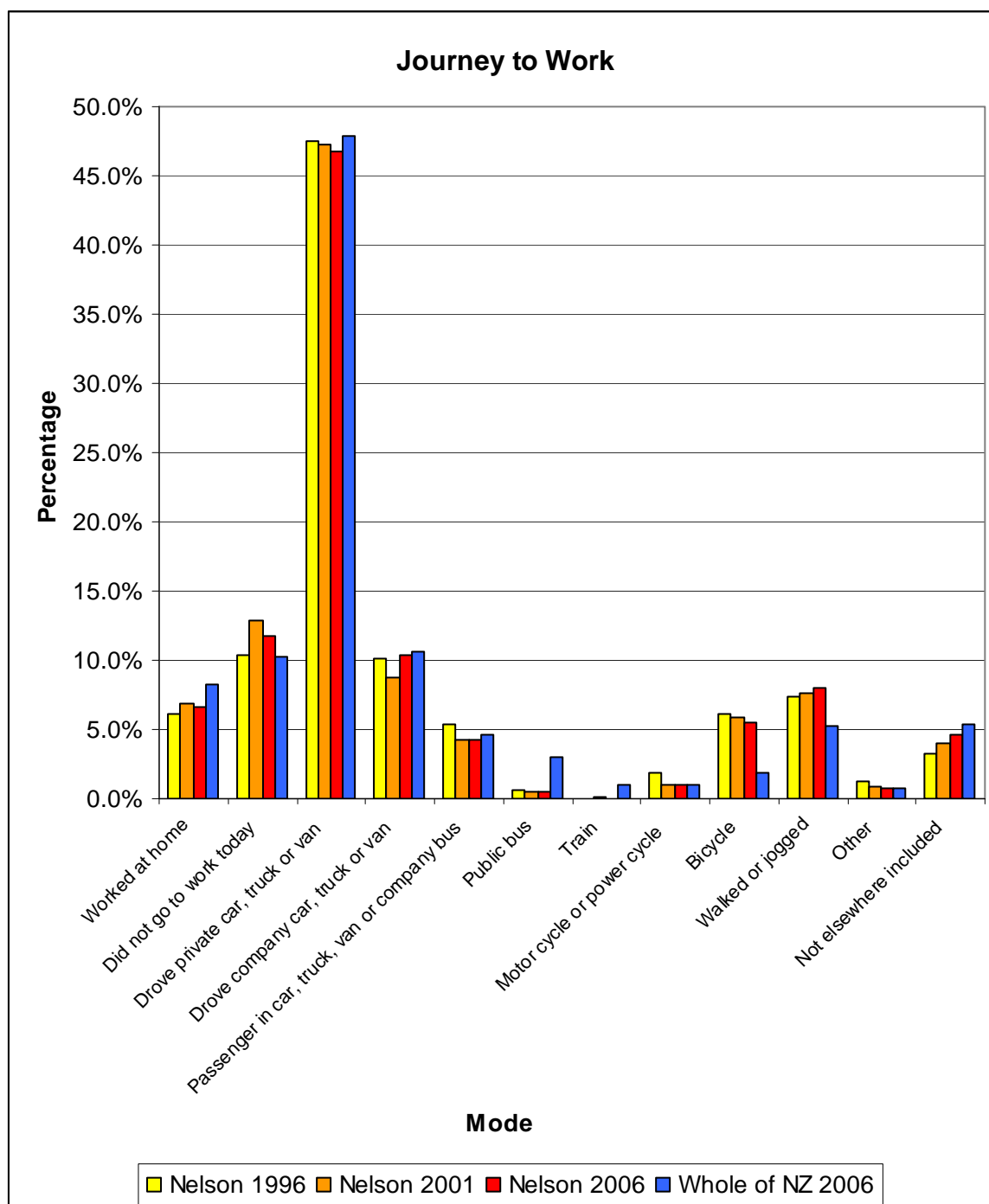
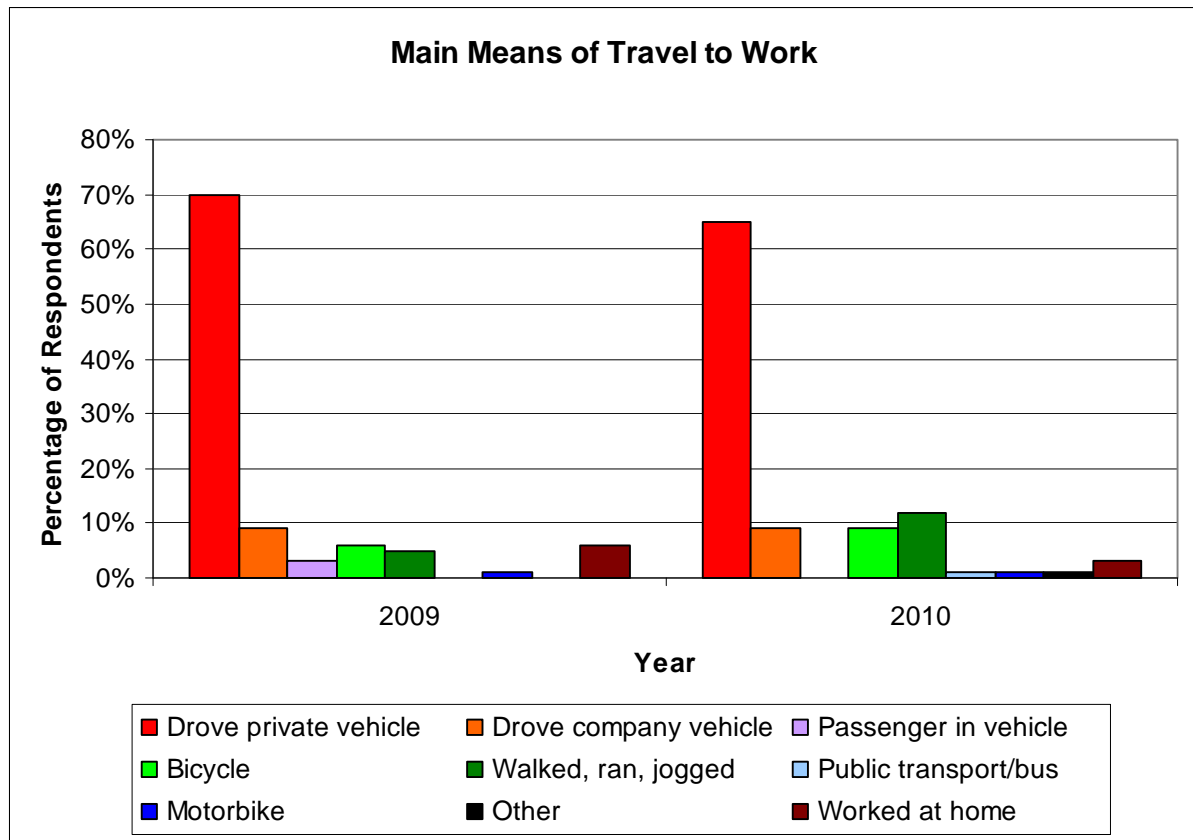
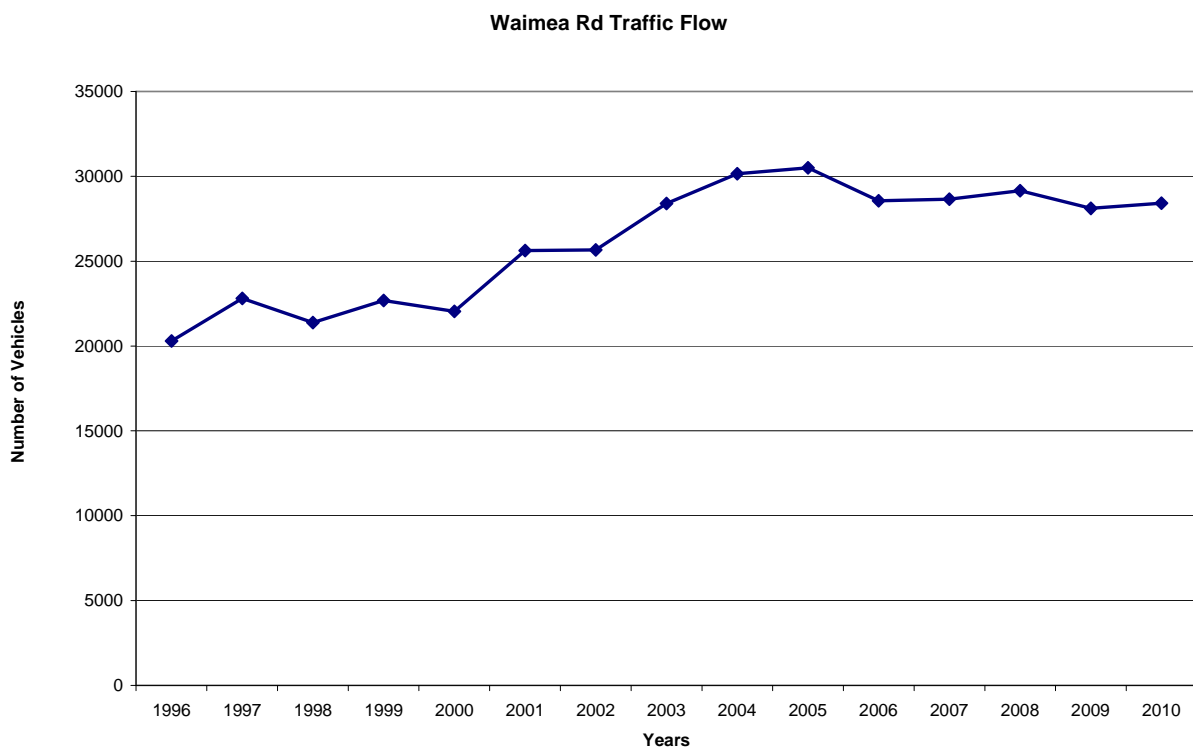
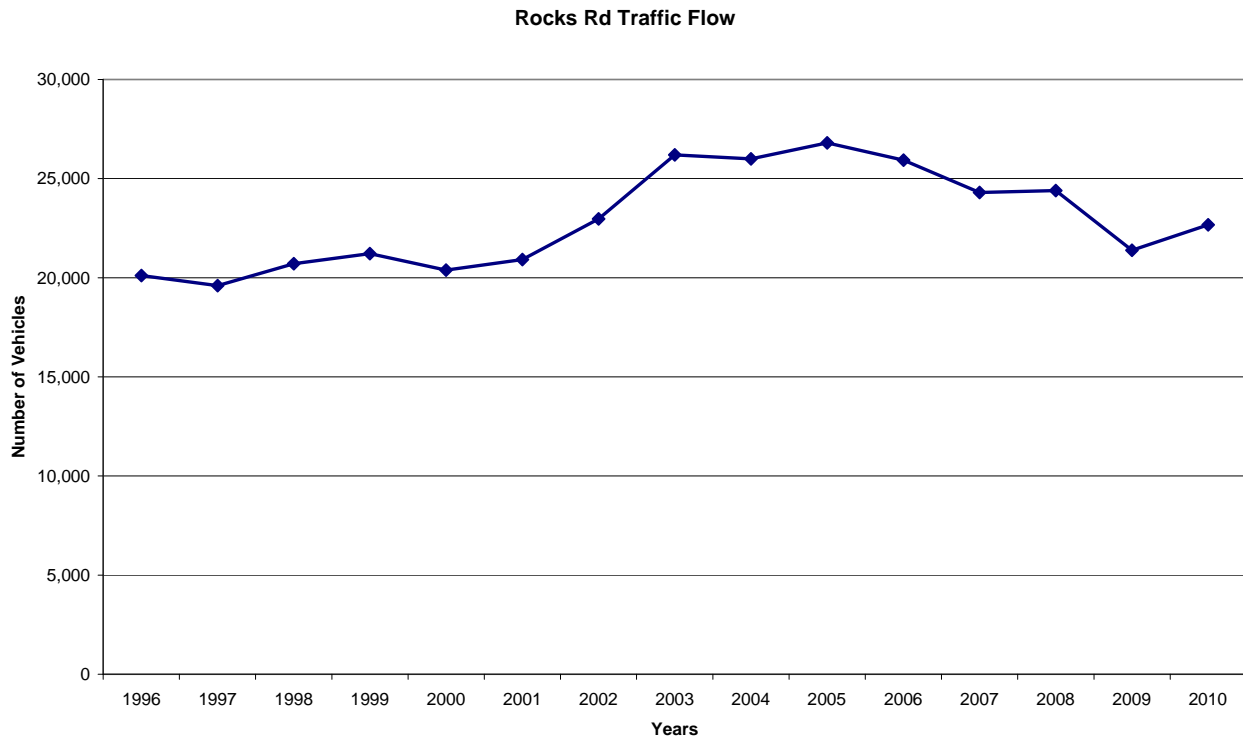


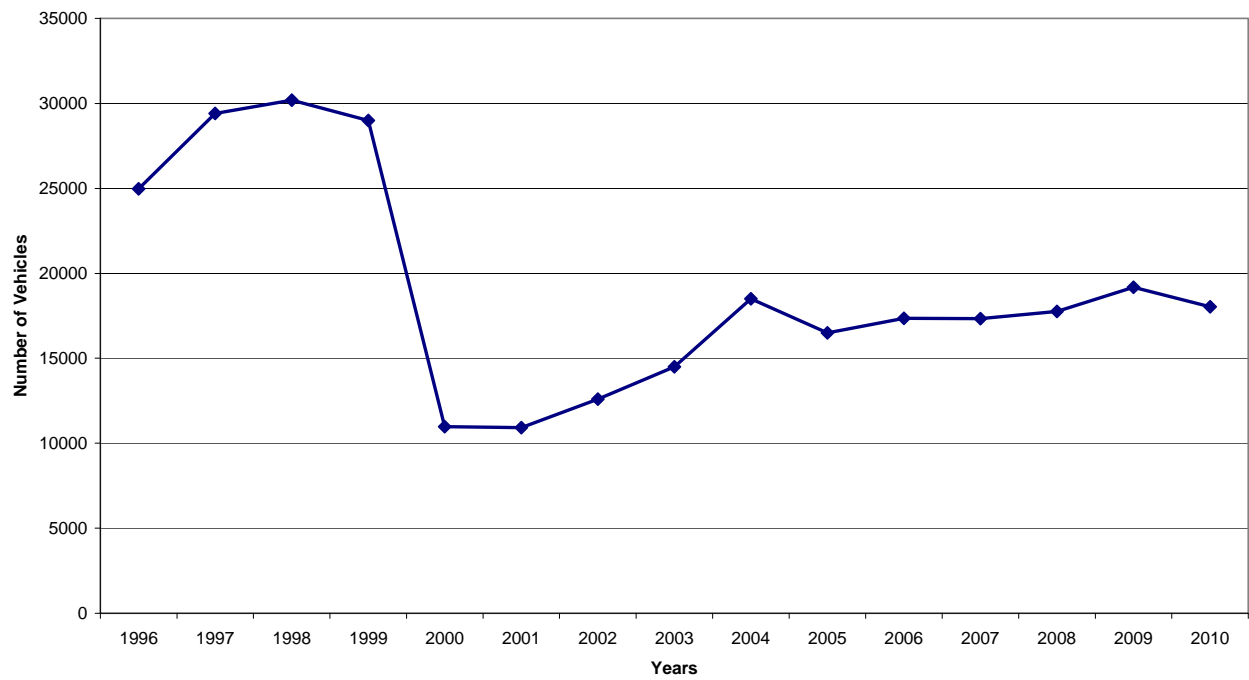
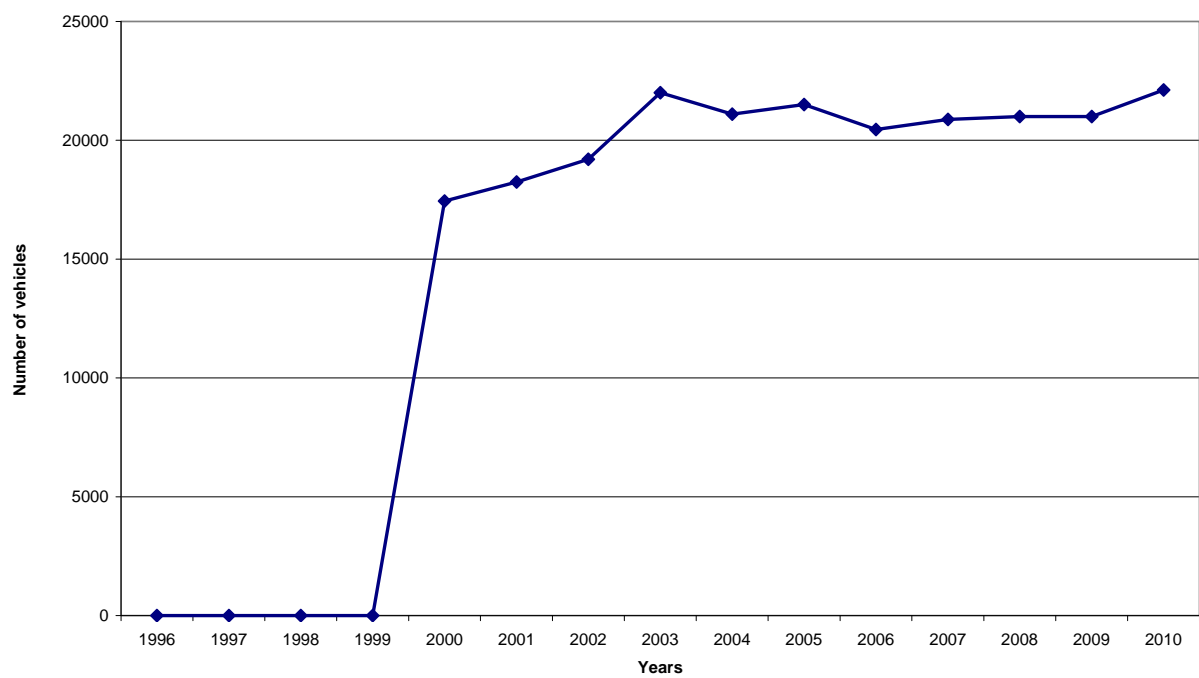
Figure 17 - Main Means of Travel to Work (Source: Annual Residents Survey)

8.2. Traffic Volumes

The following graphs show 5-day (Monday to Friday) average daily traffic volumes for selected roads over time.

Figure 18 - 5-day Average Daily Traffic Counts on Main Roads



Main Rd - Stoke Traffic Flows**Wakatu Dr Traffic Flow**

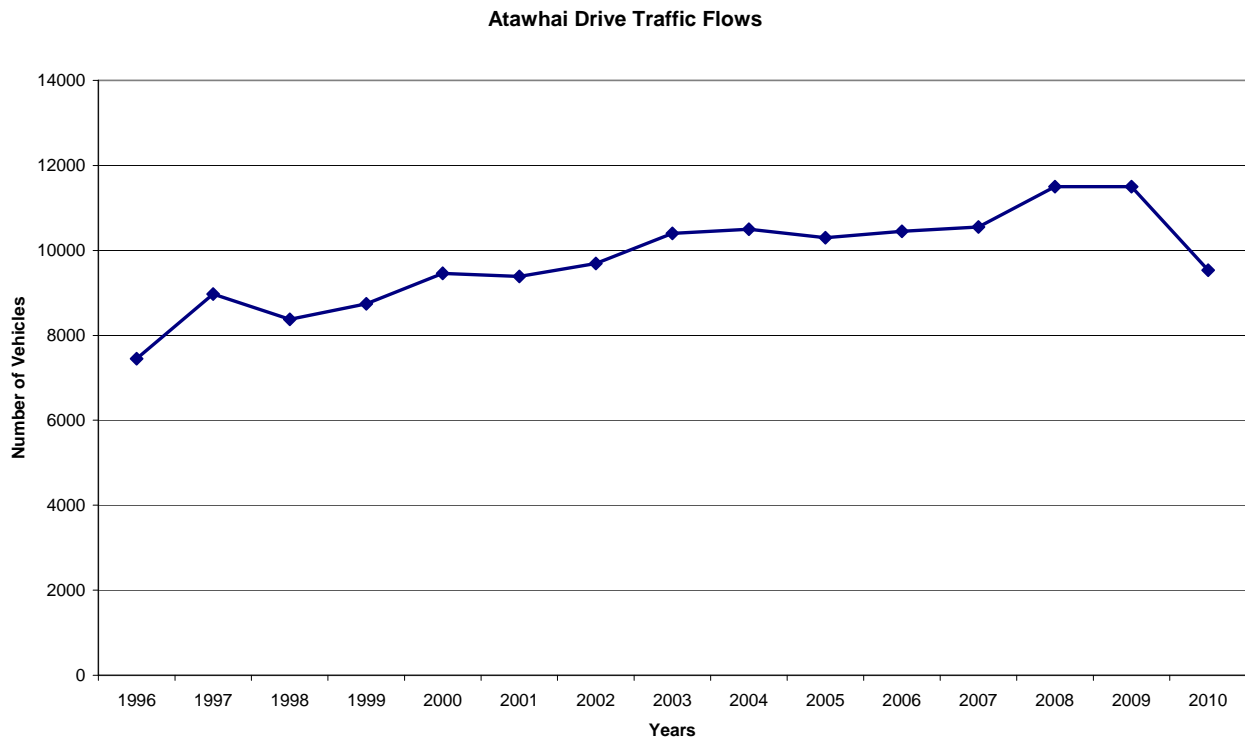
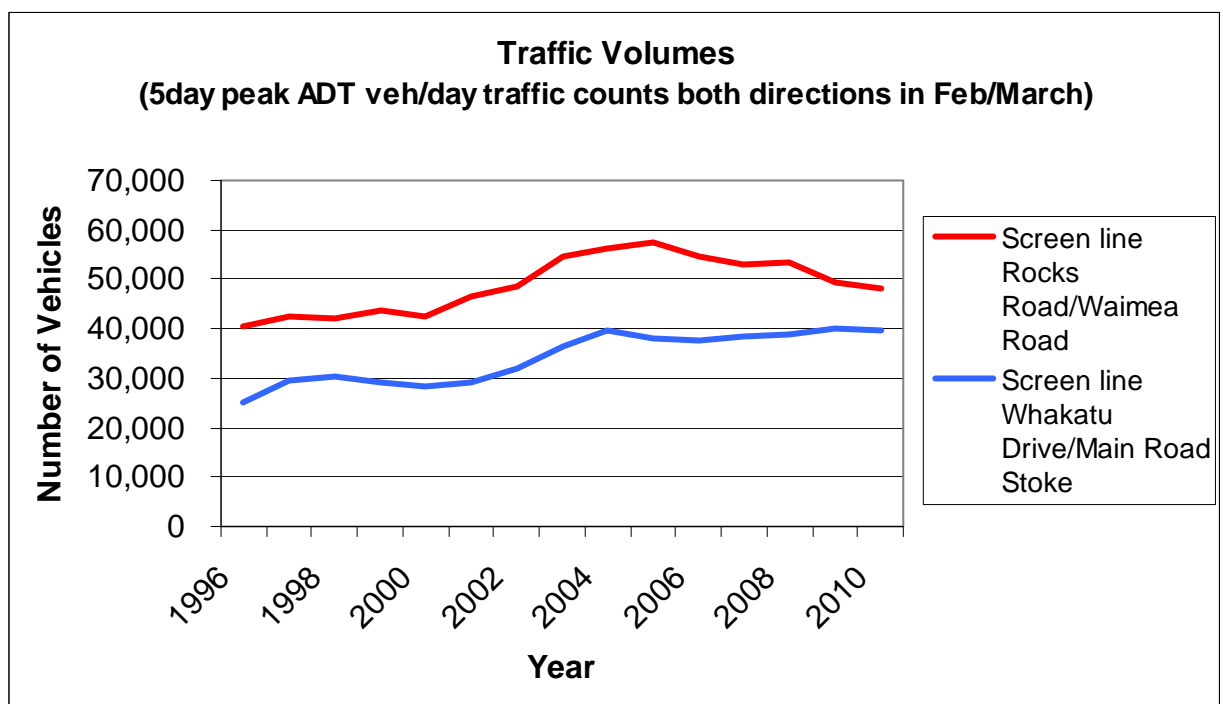


Figure 19 - 5-day Average Daily Traffic Counts on CBD and Richmond Screenlines



Vehicle Kilometres Travelled (VKT)

Table 5 - Vehicle Kilometres Travelled

	Year	VKT	Percentage
Nelson City Council roads	2008/09	205,246,245	57%
	2009/10	207,003,160	57%
State highways	2008/09	151,754,308	43%
	2009/10	155,922,981	43%
Total	2008/09	357,000,553	100%
	2009/10	362,926,141	100%

8.3. Cycle and Pedestrian Counts

The results of the 7 hour manual summer counts of pedestrians and cyclists are shown in the table below (Table 6**Error! Reference source not found.**).

Table 6 - Summer 7hour Manual Counts of Cyclists and Pedestrians

Site	Count	2007	2008	2009	2010
Stoke Railway Reserve	Cyclists	287	377	332	405
	Pedestrians	178	207	175	209
Bishopdale Railway Reserve	Cyclists	186	211	176	276
	Pedestrians	30	27	41	66
Wakefield Quay	Cyclists	244	398	230	286
	Pedestrians	88	157	86	200
Total	Cyclists				
	Pedestrians				
Atawhai Shared Path	Cyclists	-	-	-	164
	Pedestrians	-	-	-	40
Whakatu Shared Path	Cyclists	-	-	-	137
	Pedestrians	-	-	-	15

The following graphs show the timeseries data for cyclist counts extrapolated out to 24 hours. Counts were started in 2001 and counted regularly every 6 months from 2005 onwards. Two additional sites were added in 2010, the Whakatu Drive and Atawhai Drive shared paths. The seasonal difference in number of cyclists is clearly visible.

Figure 20 - Cycle Count - 24hr Estimates

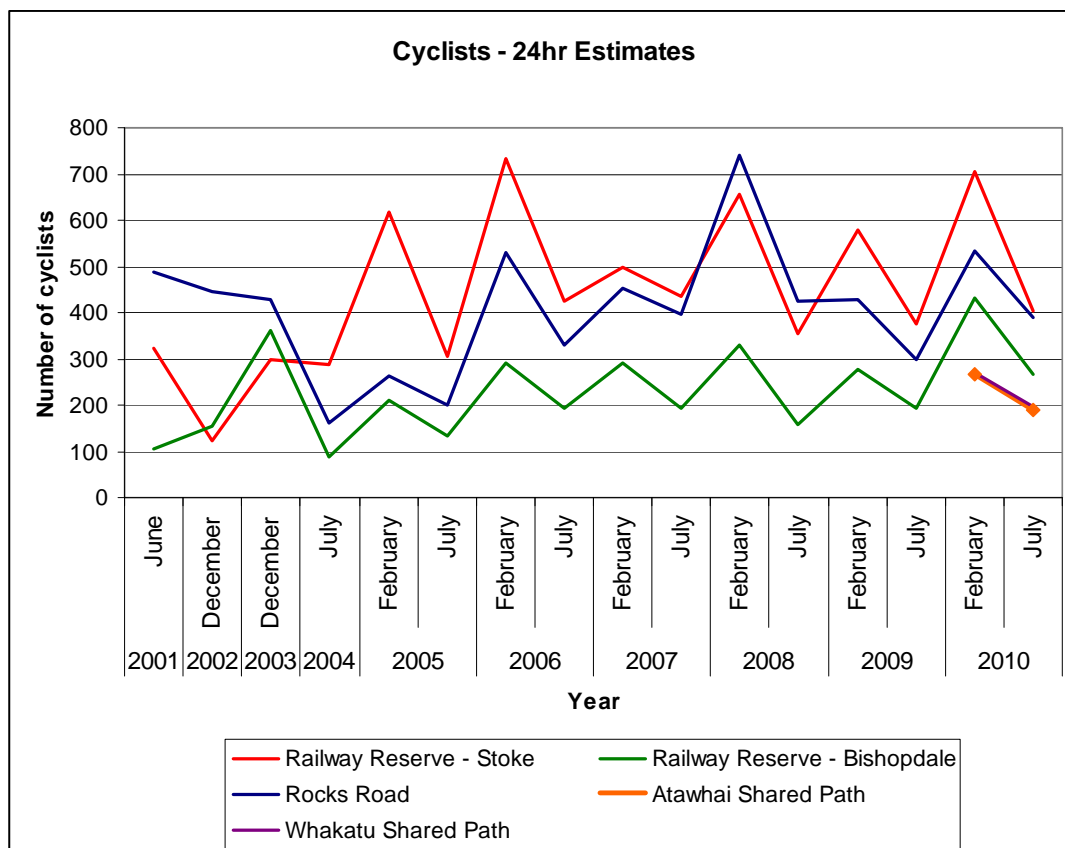
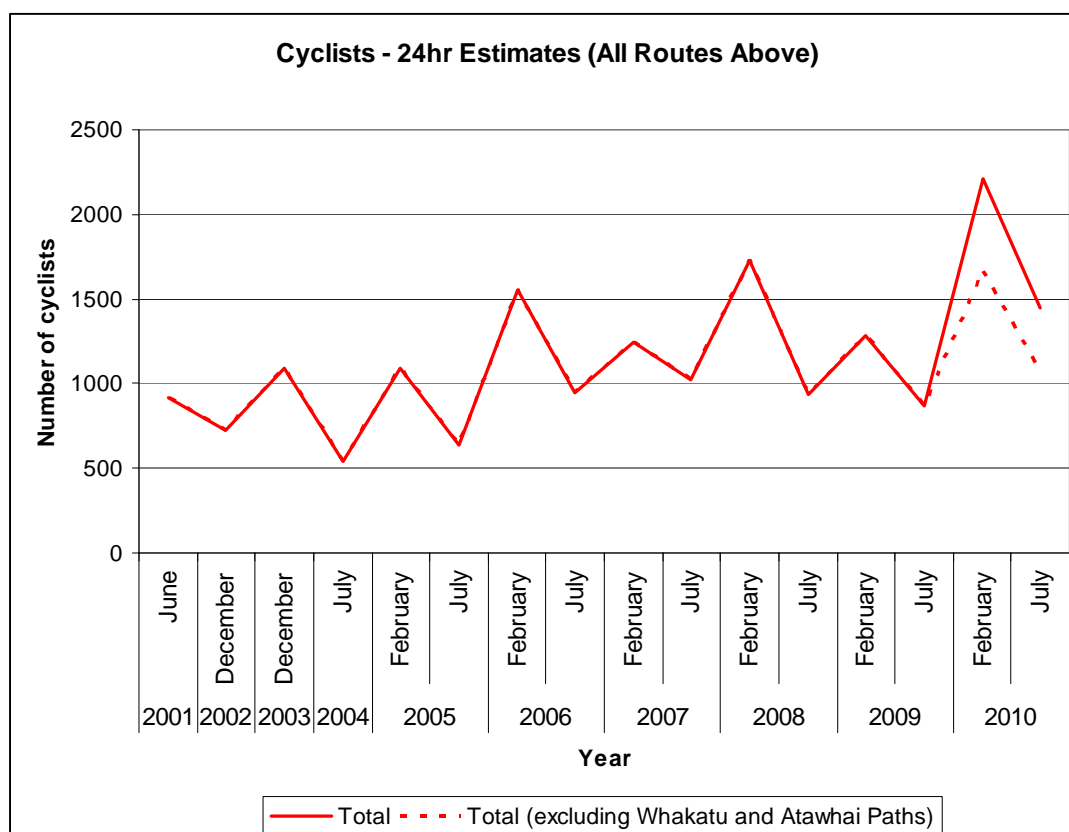


Figure 21 - Cycle Count - 24hr Total



The following graphs show the actual number of pedestrians counted over a 7 hour period. Counts are taken at the same sites and times as cyclist counts.

Figure 22 - Pedestrian Count – 7hr Count

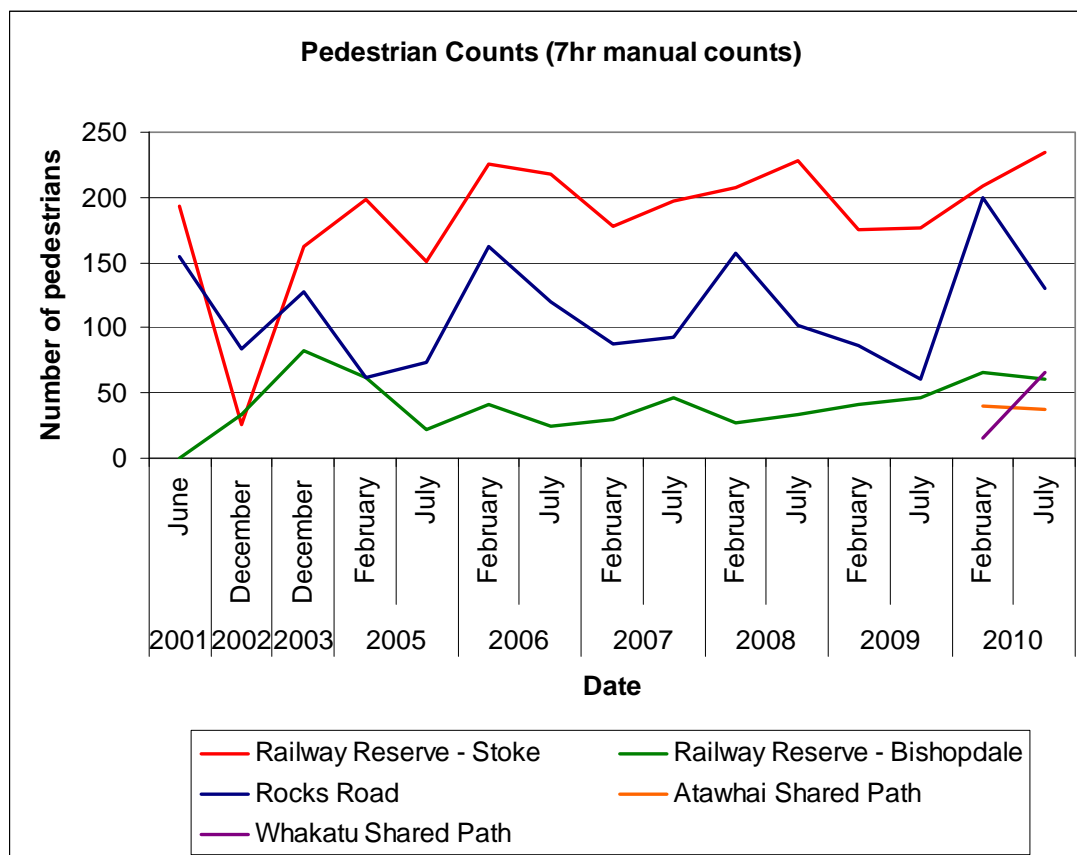
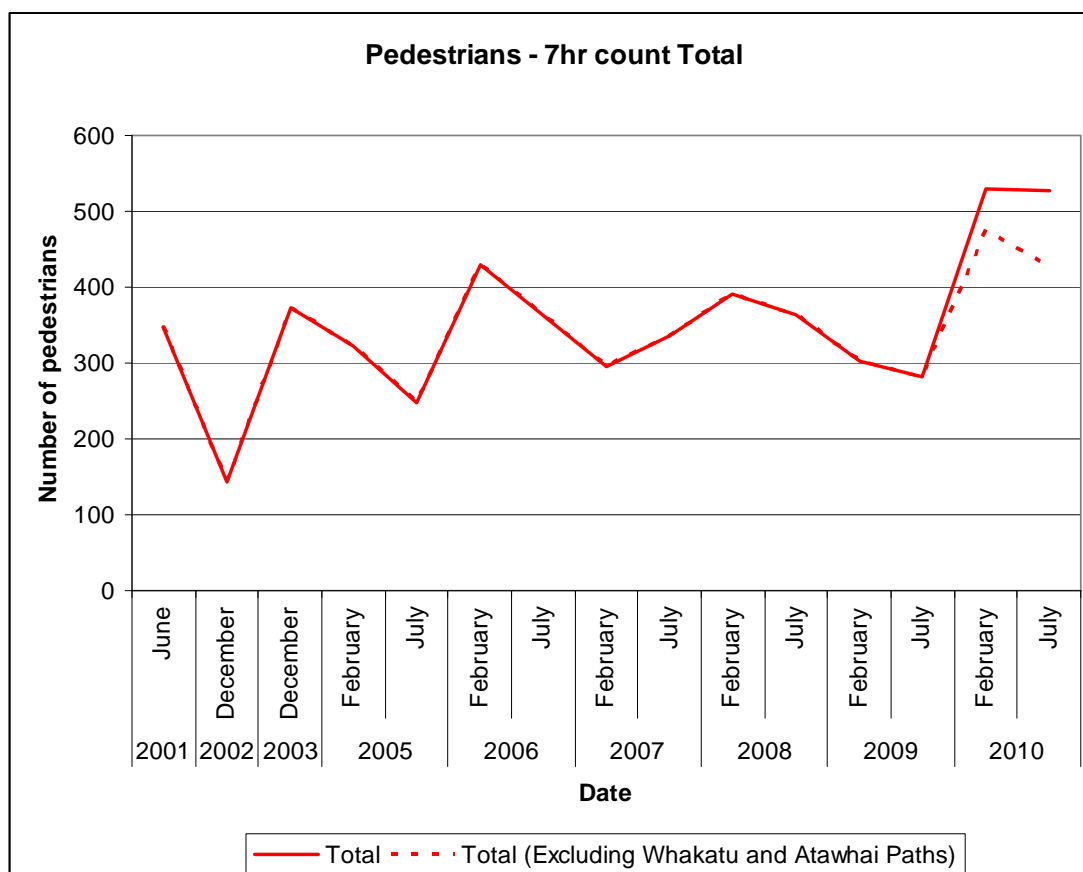


Figure 23 - Pedestrian Count - 7hr Count Total



The following maps present data collected in February 2010 in the first of a series of 5-yearly comprehensive cyclist counts (pedestrians have also been counted in some instances).

Figure 24 - Comprehensive Cycle Count - 7hr Count Total

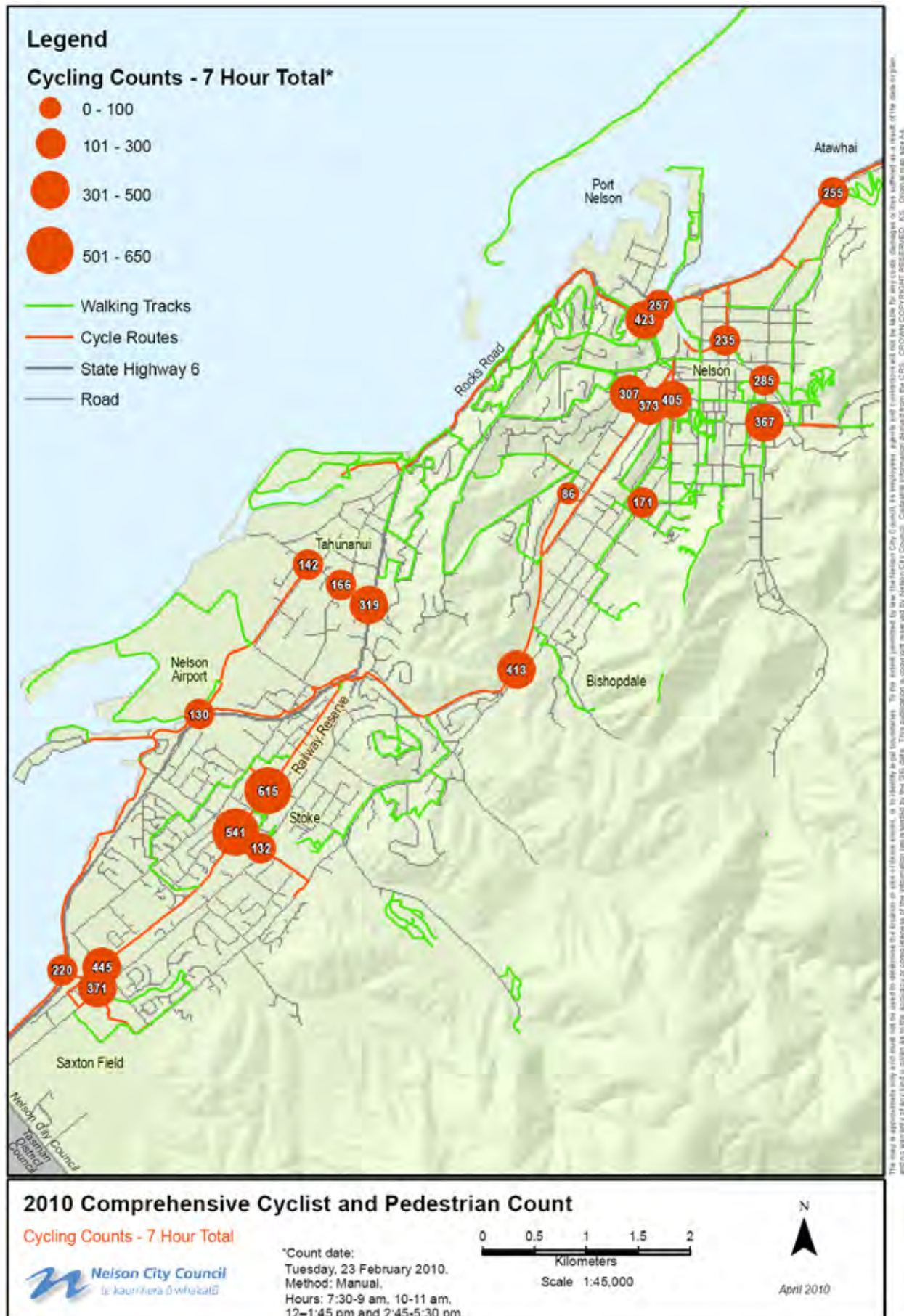


Figure 25 - Comprehensive Cycle Count - 7hr Pedestrian Count Total

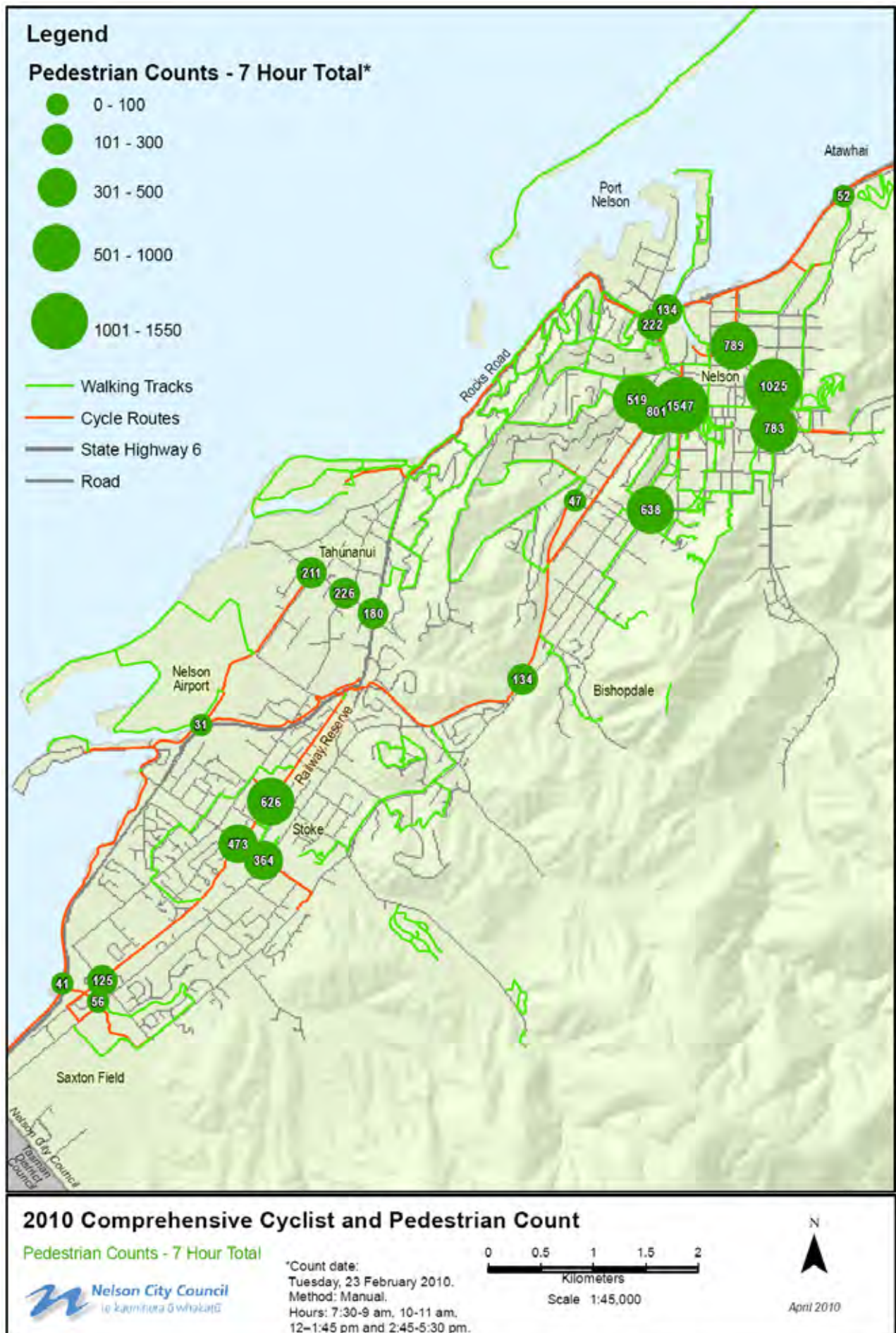


Figure 26 - Comprehensive Cycle Count - Male/Female Ratio

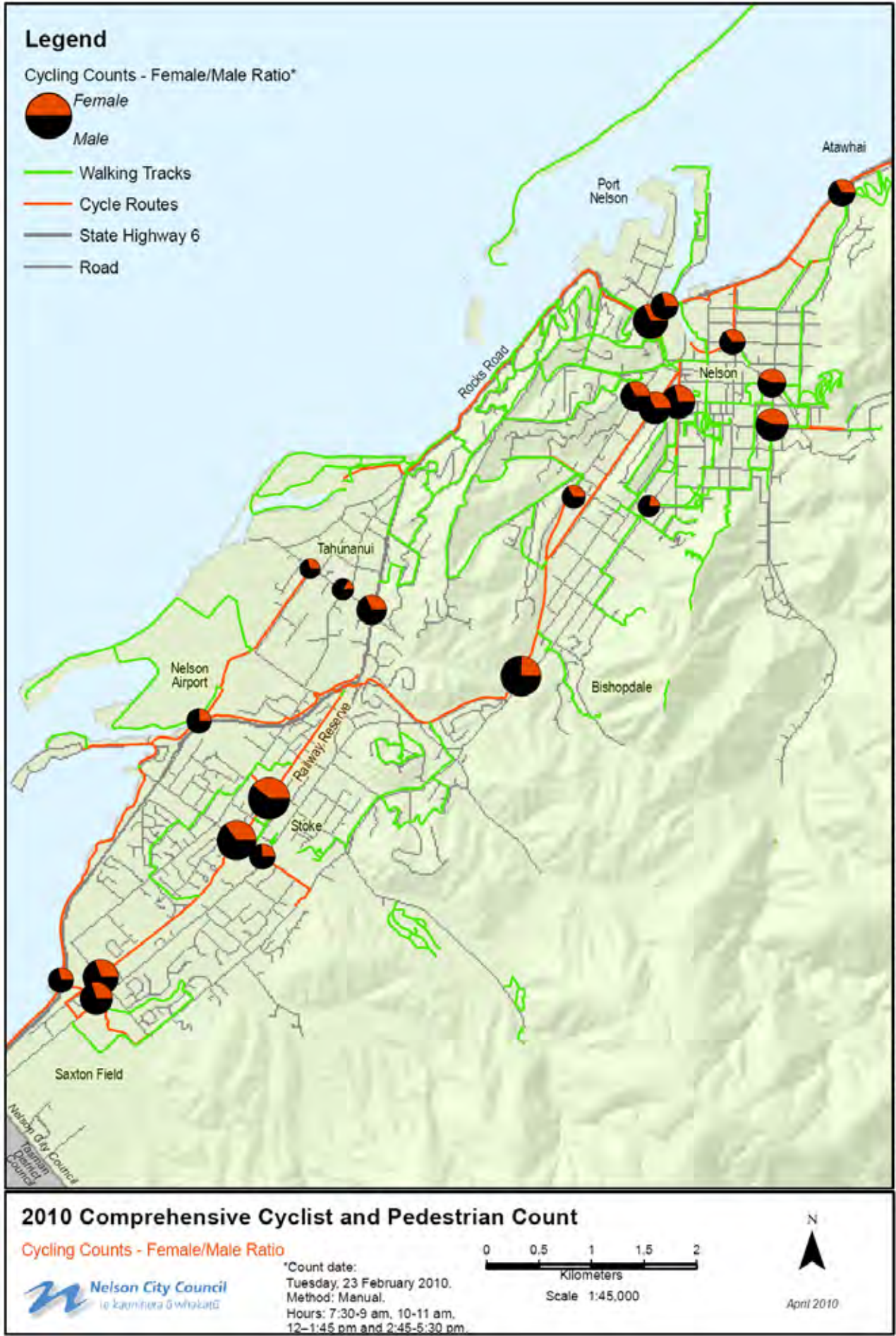


Figure 27 - Comprehensive Cycle Count - Age of Cyclist

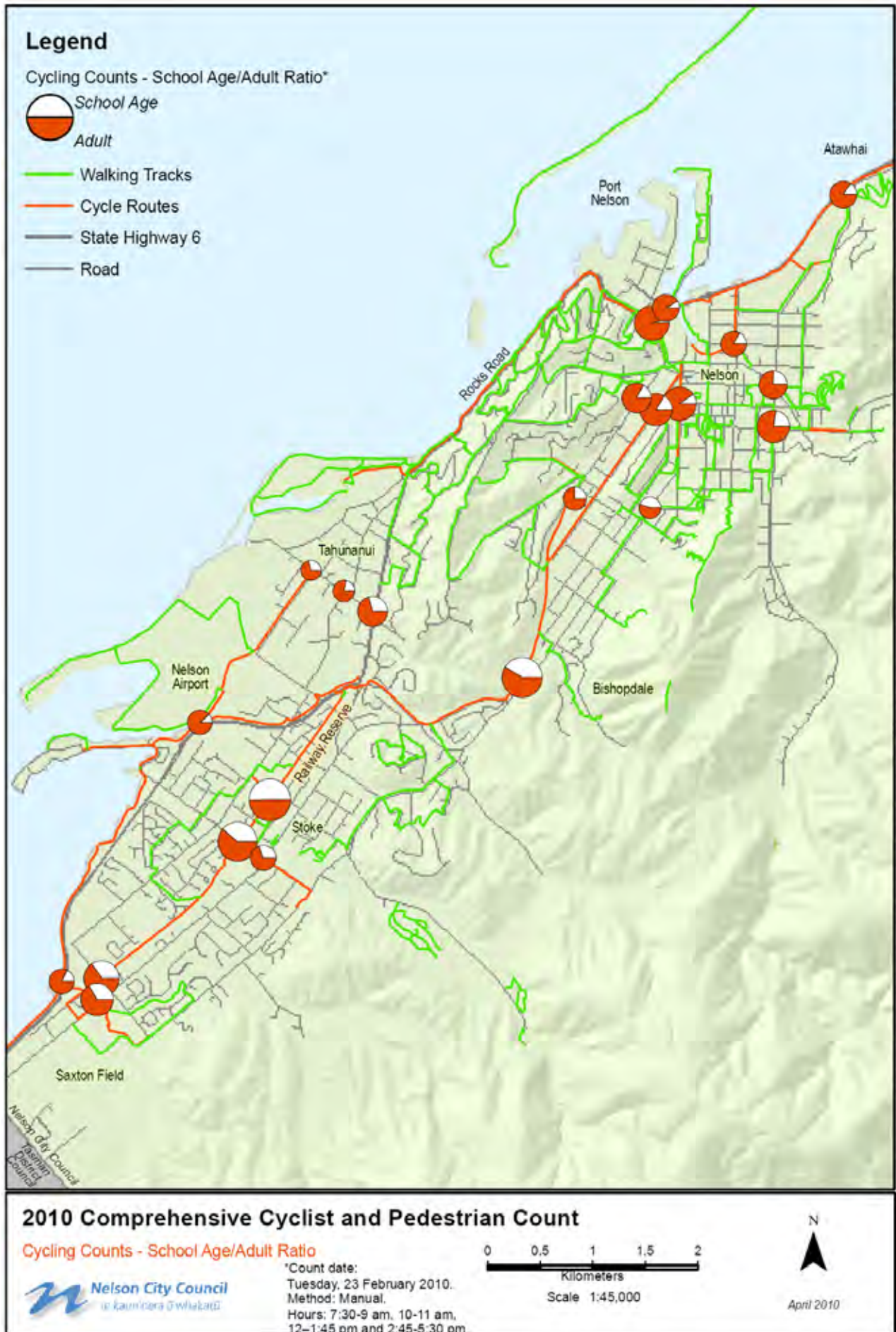


Figure 28 - Comprehensive Cycle Count - Helmet Use

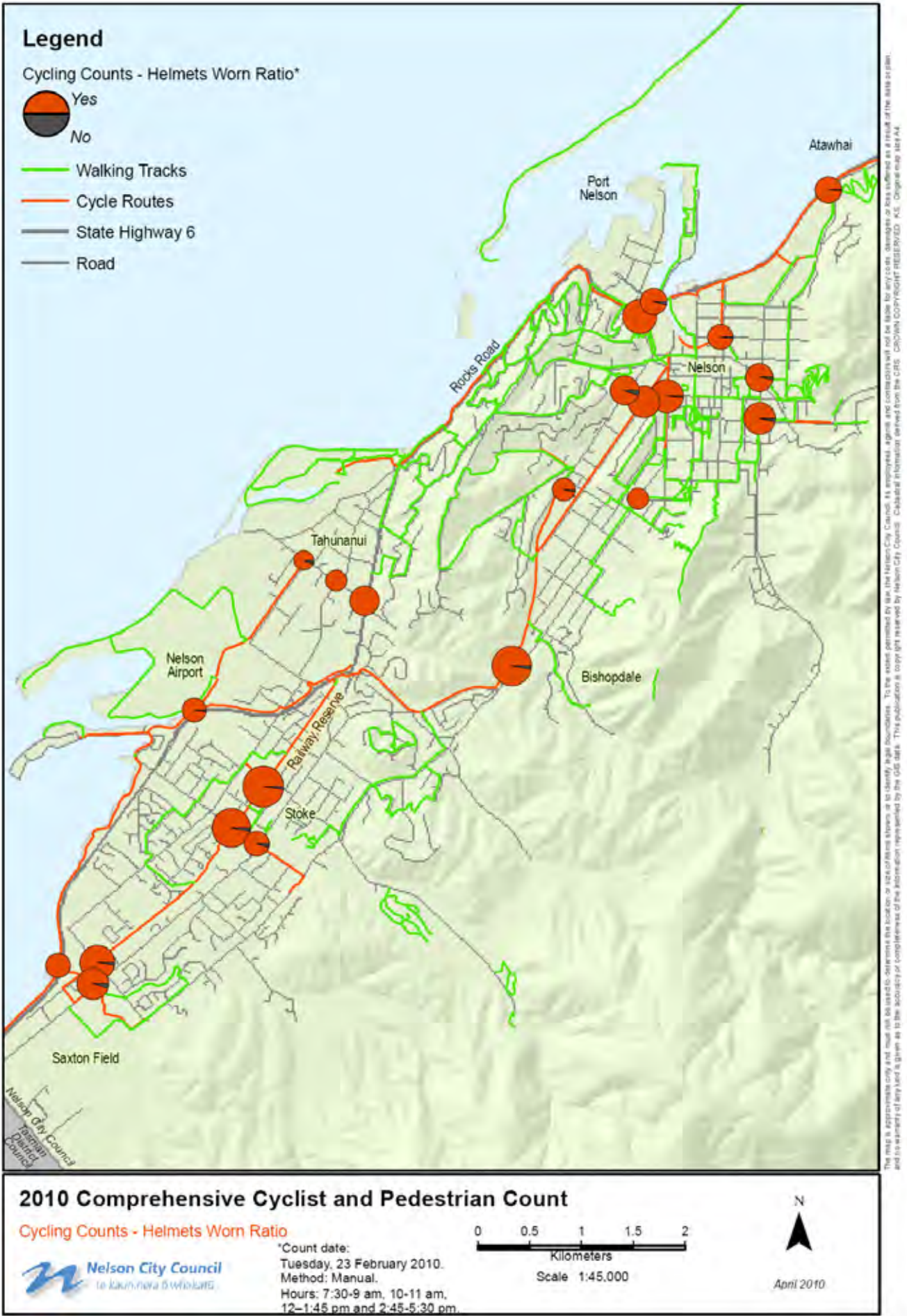
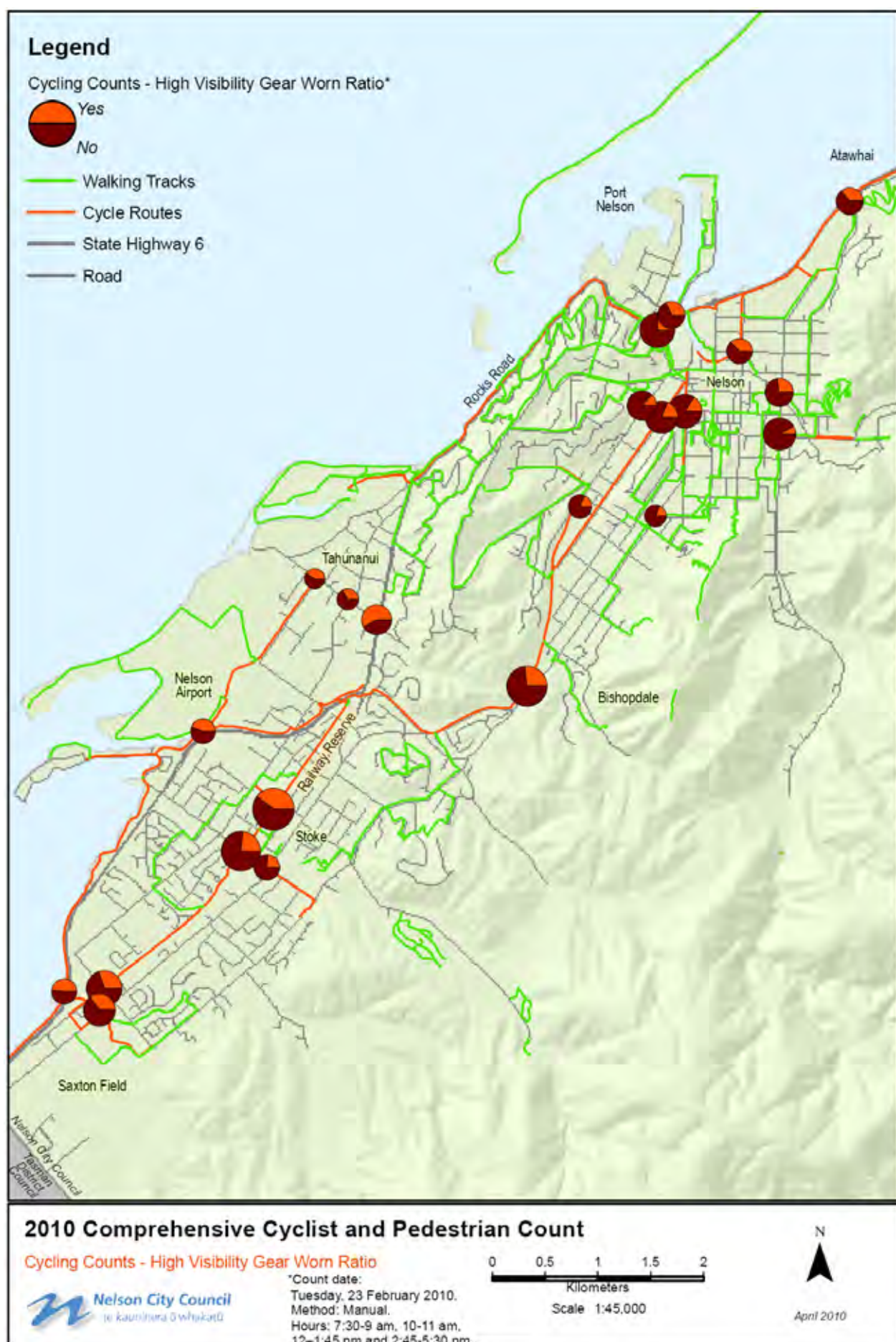


Figure 29 - Comprehensive Cycle Count - High Visibility Gear



8.4. Bus Patronage

The following graphs (Figure 30 and Figure 31) show patronage on the Council subsidised bus services since 1999. Route 1 and 3 show a declining trend, although both have increased between 2008 and 2010. Routes 2 and 4 show an increasing trend, while the Late Late Bus has shown significant increases in the past and seems to be stabilising at current levels. Overall, total patronage shows an increasing trend.

Figure 30 - Annual Patronage on Contracted Bus Routes 1999-2010

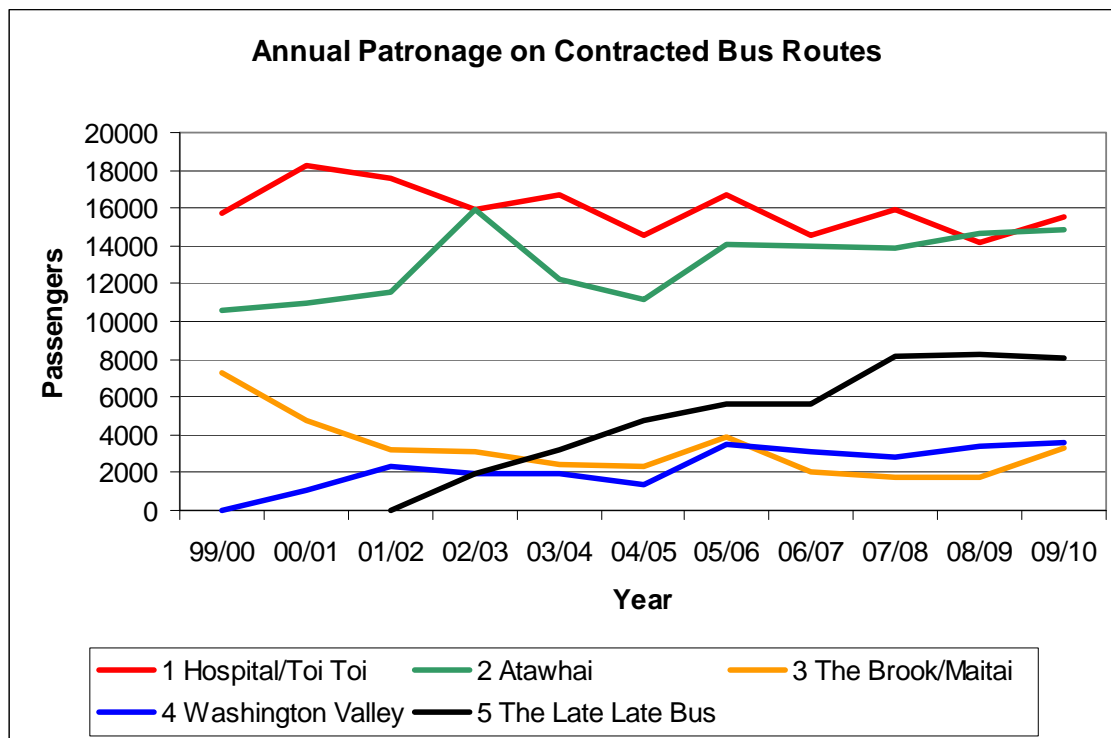
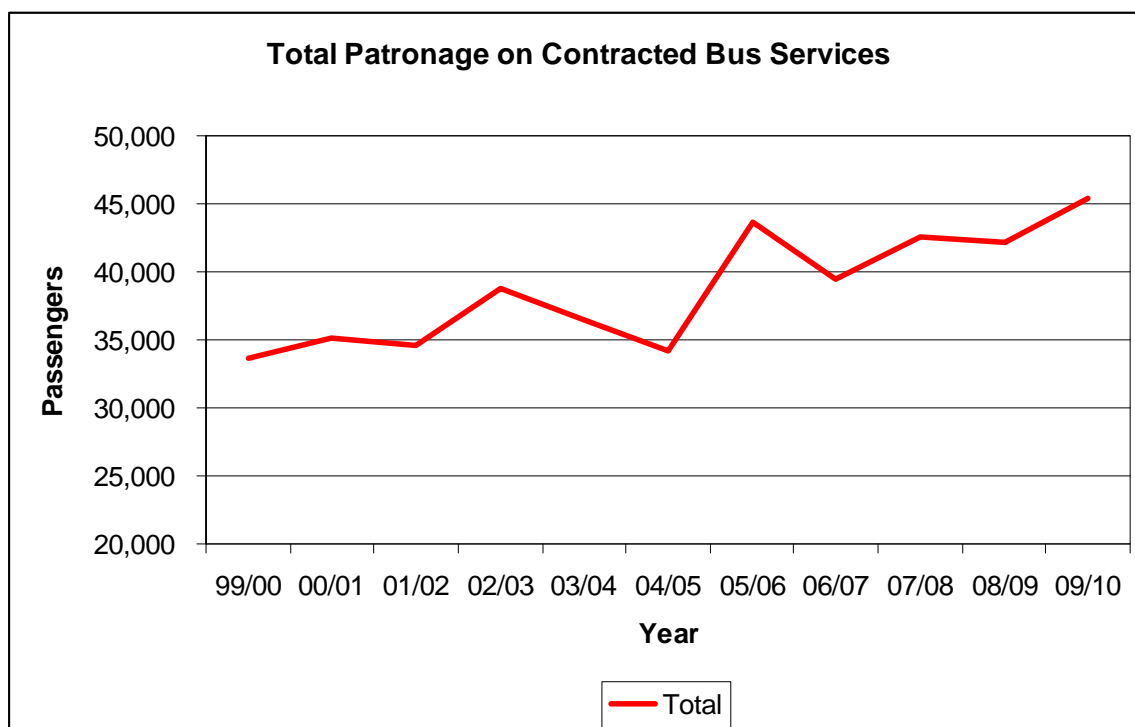


Figure 31 - Total Patronage on Contracted Bus Routes 1999-2010



8.5. Travel Times

The following graphs show congested and uncongested travel times on Rocks Road and Waimea Road from 2001 till 2009.

Figure 32 - Travel Times on Rocks Road

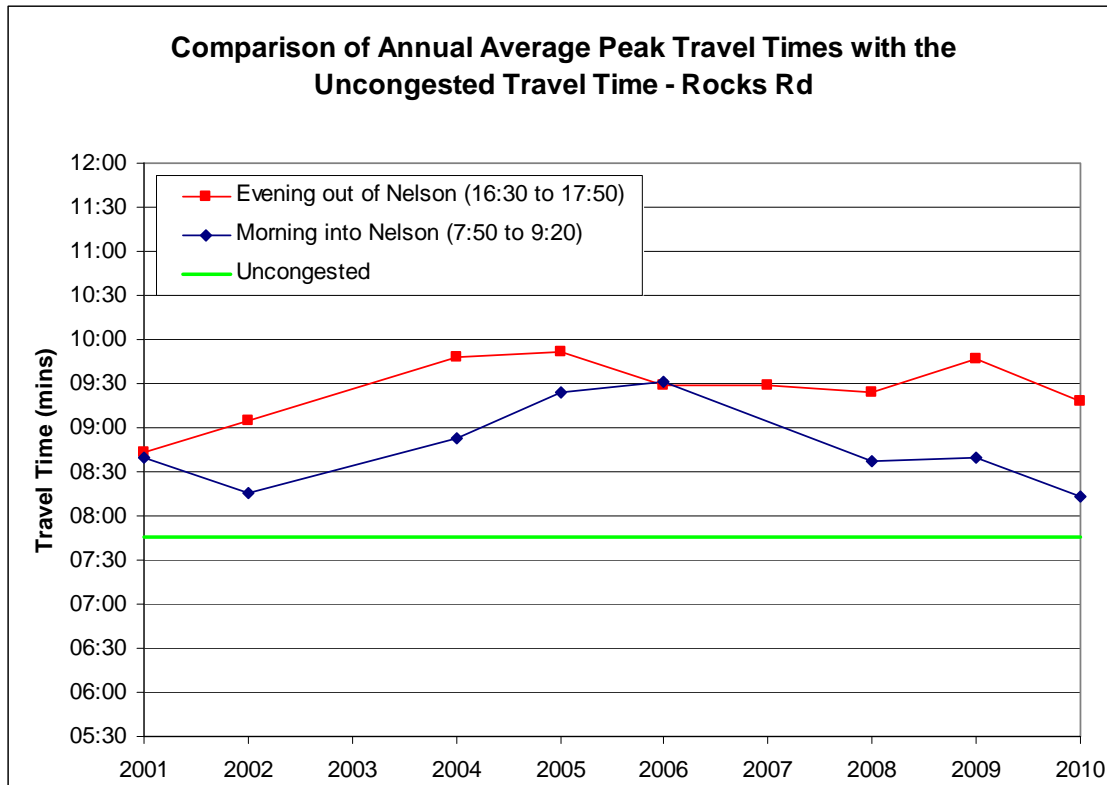
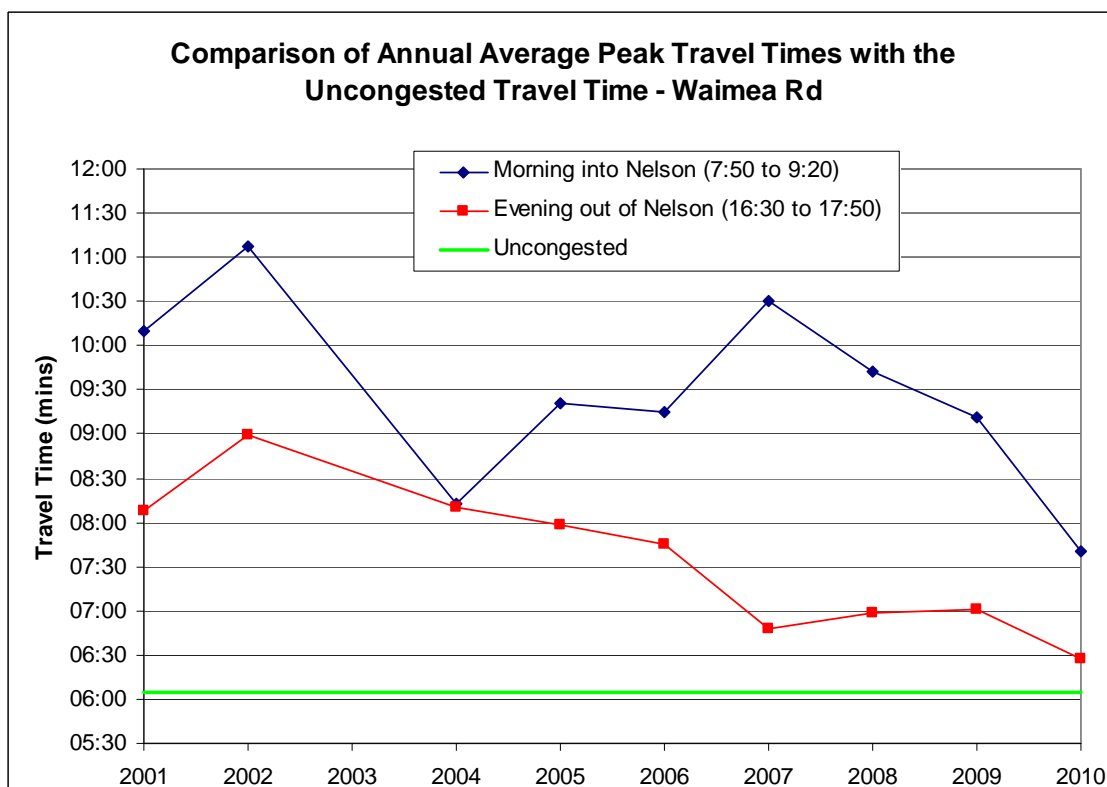


Figure 33 - Travel Times on Waimea Road



8.6. Crash Data

The following tables are from the June 2009 NZTA Nelson City Road Safety Report 2005-2009.

Figure 34 – Total Injury Crashes

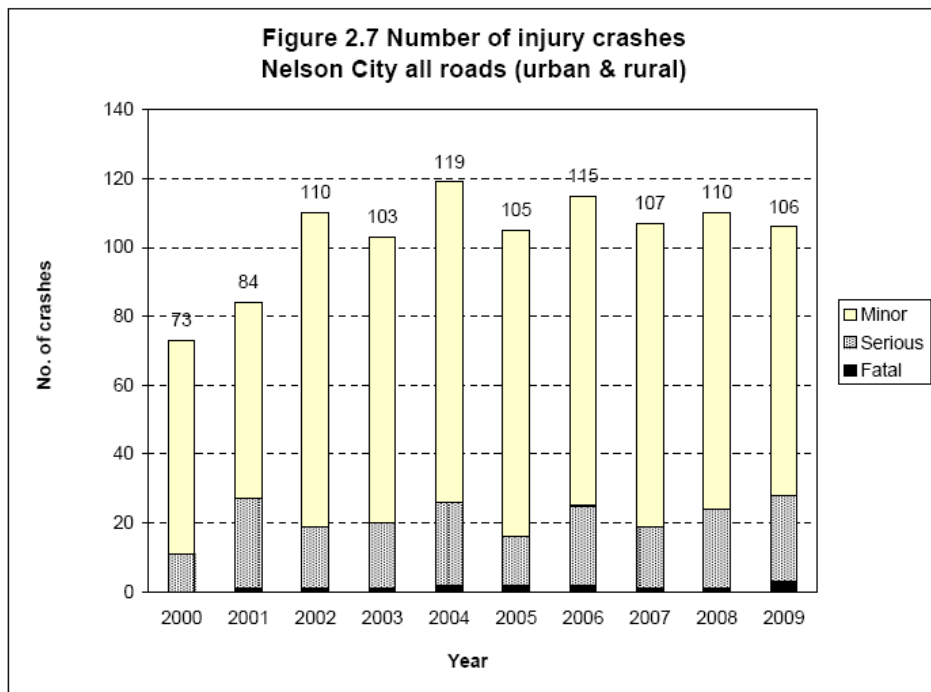


Figure 35 – Total Casualties

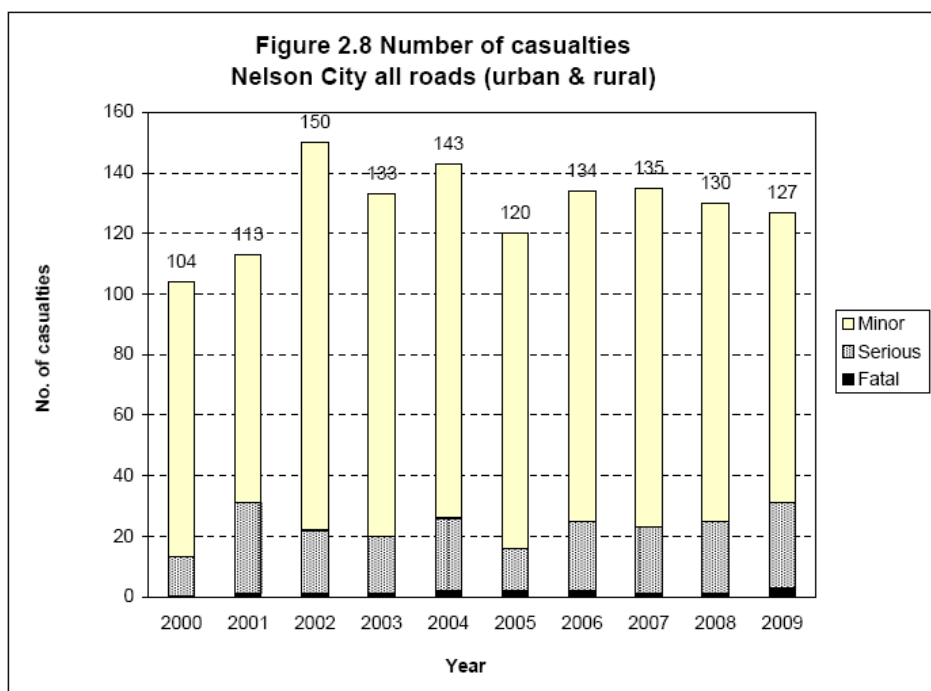


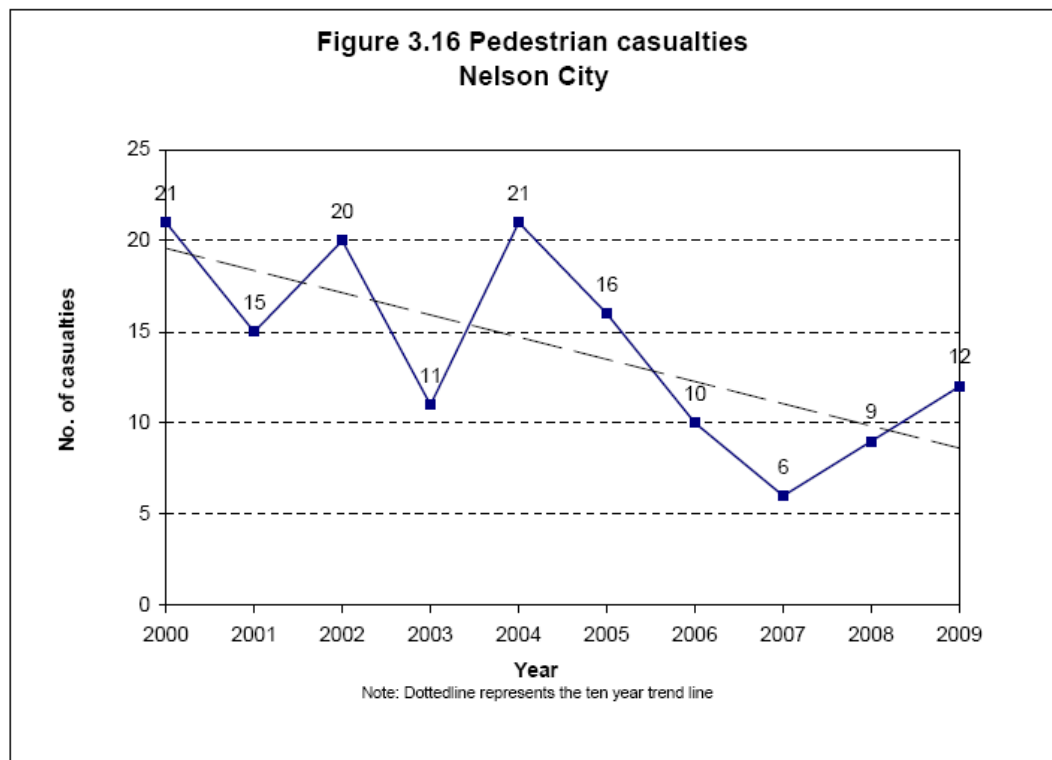
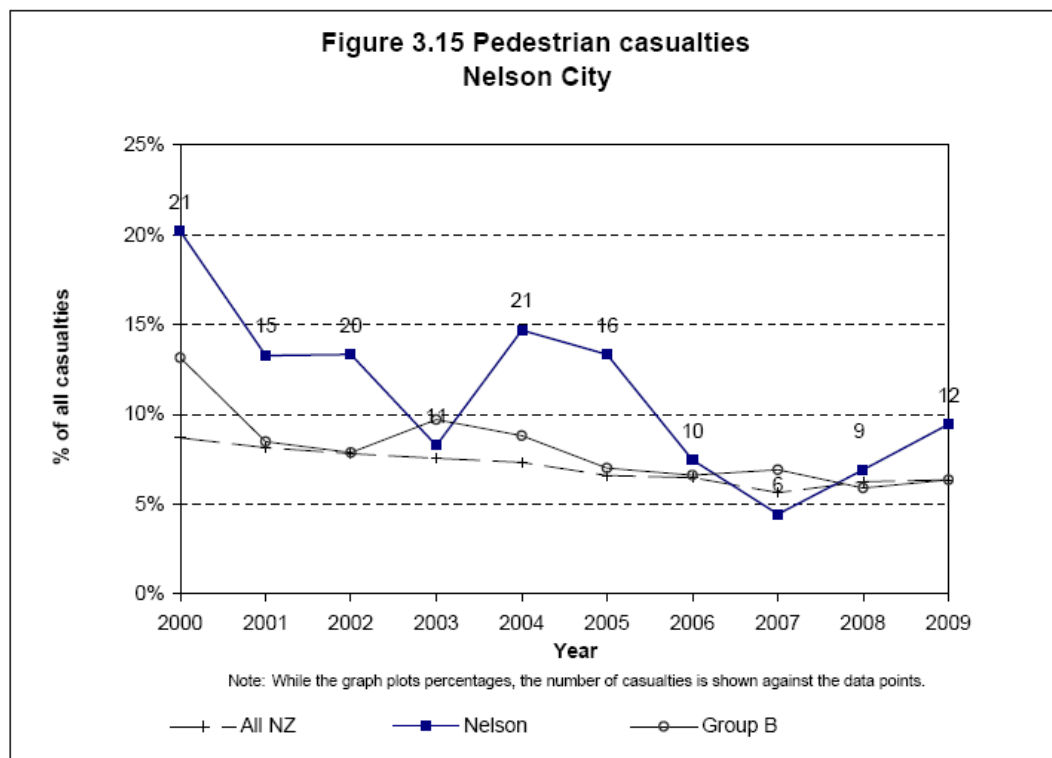
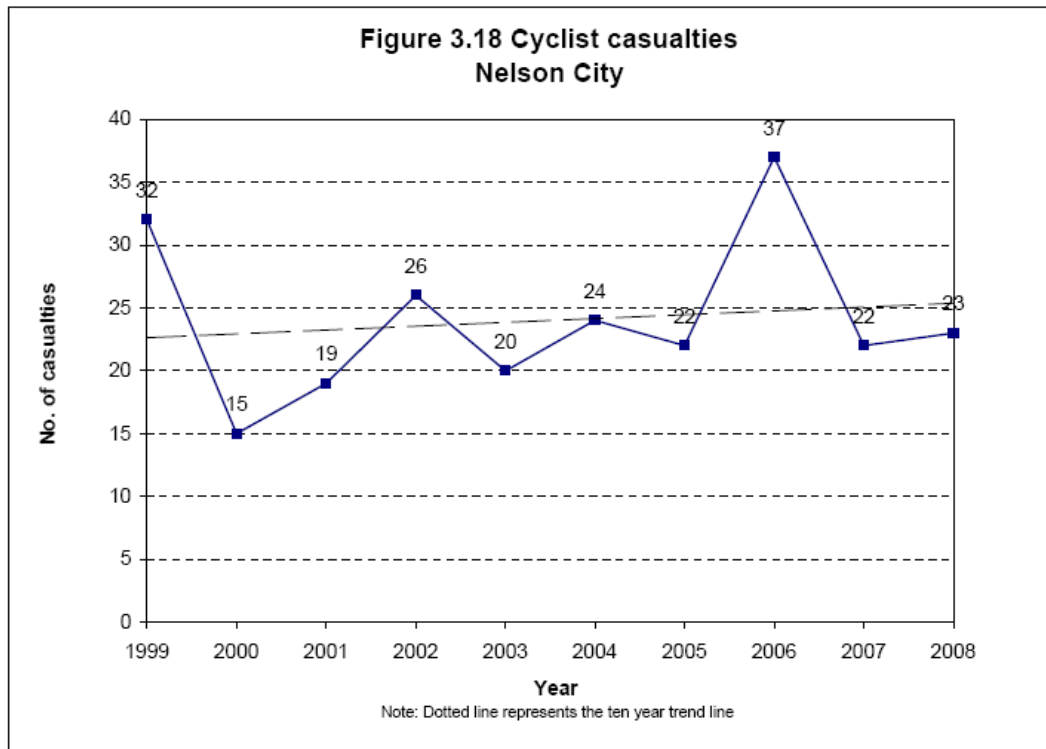
Figure 36 - Pedestrian Casualties**Figure 37 - Pedestrian Casualties (Percentage of All Casualties)**

Figure 38 - Cyclist Casualties**Figure 39 - Cyclist Casualties (Percentage of All Casualties)**