



AGENDA

Ordinary meeting of the

Nelson Regional Transport Committee

**Friday 6 June 2014
Commencing at 1.00pm
Council Chamber
Civic House
110 Trafalgar Street, Nelson**

Membership:

Councillor Eric Davy (Chairperson), Her Worship the Mayor Rachel Reese, Councillors Ruth Copeland (Deputy Chairperson), and Brian McGurk, and Jenny Chetwynd (NZTA Regional Director)

Apologies

1. Interests

- 1.1 Updates to the Interests Register
- 1.2 Identify any conflicts of interest in the agenda

2. Confirmation of Order of Business

3. Regional Transport Committee Purpose and Function

Senior Asset Engineer - Transport and Roading, Rhys Palmer, will provide the framework.

4. Joint Nelson Tasman Regional Transport Committee 5-12

Document number A1168034

Recommendation

THAT the report Joint Nelson Tasman Regional Transport Committee (A1168034) and its attachment (A1168673) be received.

Recommendation to Council

THAT Council approve that a formal approach be made to Tasman District Council with a view to establishing a Joint Nelson Tasman Regional Transport Committee;

AND THAT Council authorises the Mayor, Chair of the Works and Infrastructure Committee and Chief Executive along with the NZ Transport Agency to finalise Terms of Reference with their Tasman District Council counterparts;

AND THAT the Draft Terms of Reference be endorsed as a basis for that discussion;

AND THAT once the Terms of Reference have been finalised, that the Chair of the Works and Infrastructure Committee be delegated to form a Joint Nelson Tasman Regional Transport Committee comprising Councillors Davy, Copeland and McGurk;

AND THAT once formed that the Nelson Regional Transport Committee be disbanded.

- 5. 2012/13 Annual Monitoring Report on the Regional Land Transport Strategy 13-91**
- Document number A1181240
- Recommendation
- THAT the report 2012/13 Annual Monitoring Report on the Regional Land Transport Strategy (A1181240) and its attachment (A478601) be received.**
- 6. Three Roundabouts – Saxton Field 92-96**
- Document number A1180401
- Recommendation
- THAT the report Three Roundabouts – Saxton Field (A1140401) and its attachment (A1181941) be received.**
- Recommendation to Council
- THAT the Three Roundabouts – Saxton Field investigation project be removed from the Regional Land Transport Programme.**
- 7. Funding Assistance Rate Review – Joint Submission 97-102**
- Document number A1180382
- THAT the report Funding Assistance Rate Review (A1180382) and its attachment (A1156816) be received.**

8. New Zealand Transport Agency Report

103-111

Document number A1193489

Recommendation

THAT the New Zealand Transport Agency Report (A1193489) be received.

9. Building Blocks for the 15/18 National Land Transport Programme

NZTA Planning and Investment Manager, Peter Hookham, will give a presentation.

10. Funding Assistance Rate Review

NZTA Planning and Investment Manager, Peter Hookham, will give a presentation.

Joint Nelson Tasman Regional Transport Committee

1. Purpose of Report

- 1.1 To seek approval to approach Tasman District Council with a view to forming a Joint Nelson Tasman Regional Transport Committee.
- 1.2 To delegate the responsibility to finalise the Terms of Reference (ToR) to the Mayor, Chair of Works and Infrastructure Committee and the Chief Executive.
- 1.3 To delegate the responsibility of forming a Joint Nelson Tasman Regional Transport Committee to the Chair of the Works and Infrastructure Committee.

2. Recommendation

THAT the report Joint Nelson Tasman Regional Transport Committee (A1168034) and its attachment (A1168673) be received;

Recommendation to Council

THAT Council approve that a formal approach be made to Tasman District Council with a view to establishing a Joint Nelson Tasman Regional Transport Committee;

AND THAT Council authorises the Mayor, Chair of the Works and Infrastructure Committee and Chief Executive along with the NZ Transport Agency to finalise Terms of Reference with their Tasman District Council counterparts;

AND THAT the Draft Terms of Reference be endorsed as a basis for that discussion;

AND THAT once the Terms of Reference have been finalised, that the Chair of the Works and Infrastructure Committee be delegated to form a Joint Nelson Tasman Regional Transport Committee comprising Councillors Davy, Copeland and McGurk;

AND THAT once formed that the Nelson Regional Transport Committee be disbanded.

3. Background

- 3.1 Each Council has formed a joint Regional Transport Committee (RTC) by formal resolution.
- 3.2 There has been discussion between Councillor Eric Davy (Chair of the Nelson Regional Transport Committee and also the Chair of Works and Infrastructure Committee) and his counterpart at the Tasman District Council (TDC) Councillor Trevor Norris (Chair of TDC Engineering Services Committee) about the possibility of a joint Nelson Tasman Regional Transport Committee to foster better decision making, integrated regional transport networks and thus deliver the maximum benefits and travel choices for Nelson and Tasman.
- 3.3 Jenny Chetwynd, the Regional Director for the NZ Transport Agency (NZTA) wrote to the Mayors of both Tasman and Nelson councils indicating NZTA's strong support for a joint RTC.
- 3.4 TDC formally resolved on 6 April 2014:

That the Full Council:

- 1) *receives the Joint Nelson and Tasman Regional Transport Committee Report RCN14-04-08; and*
- 2) *authorises the Mayor, Chair of Engineering Services and Chief Executive to work with their Nelson counterparts and NZ Transport Agency to investigate establishing a Joint Regional Transport Committee in the event that a formal approach is made by them to do so.*

- 3.5 Councillor Eric Davy presented this resolution at the 1 May 2014 Works and Infrastructure Committee with a view to Nelson City Council (NCC) making this formal approach to the TDC. The Committee sanctioned this approach and resolved:

THAT a report and draft terms of reference to form a Joint Regional Transport Committee be prepared by staff for consideration by the Nelson City Council Regional Transport Committee.

- 3.6 Officers are now giving effect to make that happen via this report to the Nelson RTC and then to the full Council.
- 3.7 Officers from both TDC and NCC (in anticipation of a Joint RTC) have developed a draft ToR. Refer to Attachment 1.

4. Discussion

4.1 The key points to the ToR are as follows:

- The Joint RTC will establish a joint Regional Land Transport Plan (RLTP) which will have two parts – one for Nelson and one for Tasman with a section on the joint issues;
- Nelson R funds stay in Nelson’s programme;
- Future R Funds (post 2015) will be assigned in the separate RLTP’s unless otherwise agreed;
- The Chair rotates between NCC & TDC on a half triennium/18month cycle;
- 3 members from TDC, 3 members from NCC, 1 member from NZTA;
- No advisers on RTC, but could be called upon as and when required for specific issues.

5. Conclusion

5.1 A joint RTC will allow a more integrated regional wide planning approach to deliver the maximum benefits and travel choices for Nelson and Tasman and is supported by NZTA.

5.2 Terms of Reference need to be finalised between both Council’s and it is recommended that this be delegated to this Council’s Mayor, the chair of the Works and Infrastructure Committee and Chief Executive along with NZTA and their TDC counterparts.

5.3 Once the Terms of Reference have been finalised it is proposed that the Council delegate the formation of a Joint RTC to the Chair of the Works and Infrastructure comprising councillors Davy, Copeland and McGurk and that the existing Committee be disbanded.

Rhys Palmer

Senior Asset Engineer – Transport and Roading

Attachments

Attachment 1: Draft Joint Nelson Tasman Terms of Reference [A1168673](#)

Supporting information follows.

Supporting Information

1. Fit with Purpose of Local Government

A joint RTC will enable region wide issues to be better considered for the current and future needs of communities.

2. Fit with Community Outcomes and Council Priorities

A joint RTC aligns with Councils priority of working more closely with Tasman District Council.

3. Fit with Strategic Documents

Aligns with Regional Transport Strategy goals to improve region wide decision making.

4. Sustainability

Region wide decision making should lead to better integration of works and policies resulting in positive sustainability outcomes.

5. Consistency with other Council policies

No known consequential inconsistencies with other Council priorities.

6. Long Term Plan/Annual Plan reference and financial impact

The Officer time is funded from the Regional Land Transport Programme Management account. A joint RTC will marginally reduce the costs associated with preparing reports and running this committee.

7. Decision-making significance

This is not a significant decision in terms of the Council's Significance Policy.

8. Consultation

No consultation envisaged.

9. Inclusion of Māori in the decision making process

No engagement with Maori has been undertaken.

10. Delegation register reference

This is a Council decision.

NELSON TASMAN REGIONAL TRANSPORT COMMITTEE: Terms of Reference 2014

1. Rationale

The Land Transport Management Act provides, as an option, for two or more adjoining regional councils (which includes a unitary council for this purpose), to form a Joint Regional Transport Committee. These terms of reference set out the agreement Nelson City Council and Tasman District Council to form a Joint Regional Transport Committee and to prepare a Regional Land Transport Plan. In the alternative, it is a requirement under section 105 of the Land Transport Management Act 2003 that every unitary authority establish a Regional Transport Committee.

2. Scope

The Nelson Tasman Regional Transport Committee has responsibility for:

- Facilitating the overall aim of achieving an integrated, safe, responsive and sustainable transport system in the region that satisfies as far as practicable the objectives of the Land Transport Management Act 2003.
- Preparing, monitoring and reporting of the Regional Land Transport Plan.

3. Role and Functions

The role and functions of the Nelson Tasman Regional Transport Committee are:

- To prepare a joint Regional Land Transport Plan for the approval of each of Nelson City and Tasman District Councils, including preparing and consulting on the draft and reviewing the plan before expiry of the third year of the plan; and
- To provide Nelson City and Tasman District Councils with any advice and assistance the Councils may request in relation to their transport responsibilities.
- To prepare and adopt policies that may determine significance in respect of:
 - Activities included in the Regional Land Transport Plan.
 - Any variations to the Regional Land Transport Plan
- To advise Nelson City Council and Tasman District Council on any significant legislative, regulatory or policy changes, programmes, plans or reports relating to the region's transport system.
- To represent and advocate for transport interests of regional concern
- To liaise with Ministry of Transport, New Zealand Transport Agency (NZTA), New Zealand Police and other interested parties (as indicated in section 12 of this document) on transport matters.
- To consider and submit on transport related policies, plans and consultation documents issued by Ministry of Transport, NZTA and other relevant government or non-government organisations as considered appropriate.

4. Undertakings in respect of a Joint Regional Land Transport Plan

Every endeavour will be made to develop a combined and cohesive Joint Regional Land Transport Plan. However, each Council maintains autonomy over the transport programme it submits to form a component of the plan, and each Council can reserve the right, if needed, to separately determine components of the Joint Regional Transport Plan in relation to their city/district.

5. Undertakings in respect of any Regional Funding

R Funding 2005-2015 allocation

Nelson City Council's R Funding allocation up to 2015 shall be used on projects within Nelson City Council.

R Funding allocation beyond 2015

Beyond 2015 every endeavour will be made to develop an agreed position on the use of any available regional "R" funding to the Nelson /Tasman region from 2015 onwards. However, each Council can reserve the right, if needed, to separately determine how their allocation of "R" funding shall be used if agreement cannot be reached. In this case, any R funding will be separately administered by the appropriate Council.

6. Delegations

The committee has no delegations. Meetings must be scheduled independently to all other Council meetings convened under the auspices of the Local Government Act, Resource Management Act or any other statute.

7. Membership

The Committee shall be made up of seven voting members in accordance with legal advice received from NZTA:

- Three persons to represent Nelson City Council
- Three persons to represent Tasman District Council
- A representative of the New Zealand Transport Agency

The Mayor of each respective Council holds speaking rights at the meeting but no voting rights unless they are one of their Council's appointed representatives on the committee.

The members may determine to invite other people as co-opted members of the committee in an advisory status. This may include, for example, members of the Police, Economic Development Agency, Access/Mobility advisors, Environment/Sustainability advisors, Public Health advisors, other councils and iwi.

8. Appointment of Committee, appointment of members, appointment of Chair and Deputy Chair

- The committee is formed, and membership of the committee is decided separately by each council following each local government election.
- The Chair and Deputy Chair of the committee must be a council representative.
- The Chair and Deputy Chair will be appointed by the two councils.
- The Chair will be from one Council and the Deputy Chair will be from the alternate Council.

- The Chair and Deputy Chair will be rotated on an half triennium basis noting that in the first 2013-2015 triennium the chairmanship will be shorter than 18 months.

9. Meetings

- A **quorum is** five (5) comprising at least two from each unitary authority and one from NZTA. No voting will occur should there not be a full quorum of members.
- The standing orders of the Council to which the Chair is a member shall have precedence and shall remain in effect for the duration of the Chairs term of appointment.
- The committee shall operate under the legislation as set out in the Local Government Official Information and Meetings Act 1987 (LGOIMA)

10. Meeting Schedule

A minimum of four meetings shall be held per year, but the committee may meet more regularly depending on the issues to be addressed. Members will be advised in advance of the meeting schedule where possible.

11. Administration of the Committee Meetings

Administration of the committee will be rotated on an eighteen monthly basis. This will coincide with the Council the Chair of the Committee belongs to. Meetings shall be held at the premises of the Council administering the meeting.

12. Collaborations and Observer Status

The committee will develop and maintain effective relations with other Council committees, government and its departments, and other stakeholders to achieve its role and functions, and in particular:

- Nelson City and Tasman District Councils
- Ministry of Transport
- Regional Transport Association
- Motueka and Golden Bay Community Boards
- Nelson Marlborough Health Board
- Accessibility for All/Total Mobility
- Nelson Tasman Economic Development Association
- New Zealand Police
- Environment and Sustainability Groups
- Regional Cultural Representatives

Many of the above groups have provided valuable input into the both Tasman's and Nelson's existing Regional Land Transport Strategies and Regional Transport Committees.

Delegates from the organisations listed above will be determined at the first meeting of the Joint RTC.

It is agreed that former advisory representatives from these groups may be called on if advice or feedback is required.



2012/13 Annual Monitoring Report on the Regional Land Transport Strategy

1. Purpose of Report

- 1.1 To receive the Annual Monitoring Report on the Regional Land Transport Strategy.

2. Recommendation

THAT the report 2012/13 Annual Monitoring Report on the Regional Land Transport Strategy (A1181240) and its attachment (A478601) be received.

3. Background

- 3.1 Section 83 of the Land Transport Management Act required Nelson City Council to prepare a progress report on the implementation of its Regional Land Transport Strategy every three financial years. The 2013 Amendment Act repealed this requirement however. The Regional Land Transport Strategy states that a monitoring report will be produced annually in line with best practice.
- 3.2 The monitoring report is attached as A478601.

4. Conclusion

- 4.1 That the monitoring report A478601 as attached be received.

Rhys Palmer
Senior Asset Engineer Transport and Roading

Attachments

Attachment 1: [A478601](#)

No supporting information follows.



Annual Monitoring Report on the Regional Land Transport Strategy

2012/2013

Nelson City Council
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22 November 2013

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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 every three financial years. The 2013 Amendment Act repealed this requirement however. The Regional Land Transport Strategy states that the monitoring report will be produced annually in line with past practice. This report is for the year ending 30 June 2013. Council is also required to monitor and report on the Regional Land Transport Programme, which will be done in conjunction with this report. Also included is reporting on the Transport Activity Management Plan 2012-15.

The Regional Land Transport Strategy was reviewed and updated in 2008 and adopted by Council in June 2009. This is the fourth report on the progress of the 2009 Regional Land Transport Strategy.

Section 3 of this document reports on the key transport issues identified in the 2009 Regional Land Transport Strategy 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 Regional Land Transport Strategy 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 Public Transport Plan and the Travel Demand Management Strategy.

Section 7 reports on the progress of the Transport Activity Management Plan 2012-15.

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, there has been a change of Government. The current Government revised the Government Policy Statement on Land Transport Funding in line with their 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. This direction is to continue with the recent release of the Government Policy Statement on Land Transport Funding 2012/13 to 2022/23 and the summary of government's policy direction for transport – "Connecting New Zealand".










The 2013 Land Transport Amendment Act repealed the requirement to have a separate Regional Land Transport Strategy and Programme. The amendment requires a Regional Land Transport Plan that covers both the strategy and programme aspects. The development of this plan and its targets will be undertaken in late 2014 and early 2015.

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 Regional Land Transport Strategy Targets

	Target	Status
☹️	ED1 – Reduce average peak hour travel delays by 10 percent by 2018 from values recorded in 2008.	Morning peak travel times have achieved targeted reductions but evening travel times are not on track for targets.
☹️	ED2 - Increase share of weekday journey to work trips by public transport to at least 10 percent by 2018	The data from the 2013 Census shows an increase in commuters using public transport but not at a level high enough to reach the target by 2018.
😊	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 percent by 2018	The indicator data is well in excess of the target and we can conclude the target has been achieved.
😊	S1 - Reduce the total number of reported injury casualties by at least 20 percent by 2018 compared to 2008	Despite an increase in casualties in 2012 compared with 2011, the indicator is currently still on track to achieve the target.
☹️	S2 - Reduce the number of injury pedestrian and cyclist casualties by 20 percent by at least 2018 compared to 2008	Safety statistics can vary significantly from year to year and a five year average is often used to account for this and determine trends. The increase in casualties this year means the reduction target has not been achieved.
☹️	S3 - Assess perceptions of personal safety and security in the Nelson City Council annual survey.	Perceptions of personal safety and security have not been assessed in 2012/13.

	Target	Status
	AM1 - 80 percent of households are within 400 metres (five minute walk) of a bus route by 2012	This target was not met in 2013. There is a review of the bus service programmed for 2013/14. The review may recommend new or altered routes that increase or decrease the coverage of the bus network and affect progress towards this target.
	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	No funding has been allocated to this study since 2009/10. Consideration of a study looking at Waimea Rd as a "living arterial" is considered a more appropriate study now the arterial traffic study is completed. Pedestrian crossing improvements have been made along Main Road Stoke, Waimea Road, and Wakefield Quay. Work in this field will progress with the Walk Cycle School Package.
	AM3 - Develop local road upgrade design methodology to improve streetscapes, by 2010	This methodology has been superseded by the establishment of the roading review team.
	PH1 - Increase share of weekday journey to work trips undertaken by walking and cycling to at least 25 percent by 2018	Based on Census results and the annual Residents' Survey, the percentage using active transport to travel to work remains on track to meet the target.
	PH2 - Reduce emissions to air from the transport sector by 2018 from values recorded in 2006	There is insufficient data to draw any conclusions. 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 percent in 2020	Recent estimates have used a different methodology to 2001 estimates for calculating greenhouse gas emissions. Emissions appear to be stabilising and have had a slight decrease in 2012 to meet the targeted reductions.
	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 percent customer satisfaction rating for value for money in the Transport sector is achieved by 2014, as assessed by the Nelson City Council annual survey	Due to a decrease in the 2012/13, satisfaction levels with Nelson's transport activity, as a proxy for rating value for money, are not on track to achieve the target.

In the fourth year of reporting on the Strategy, six of the fifteen target areas appear to be on track to meet their targets. There is some concern over the validity and usefulness of several targets and their corresponding indicator data.

2.2. Regional Land Transport Strategy Policies and Activities

Changes to central Government spending priorities have had an impact on progress as less funding is available for travel demand management, promotion and education, The allocation of 'R' funding to the Walk Cycle School Package does however enable the region to address the policy and strategy visions within the RLTS.

2.3. Regional Public Transport Plan

The Regional Public Transport Plan adopted in November 2011 replaces the Passenger Transport Network Plan that was appended to the 2009 Regional Land Transport Strategy.

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. However, work has continued on completing School Travel Plans.

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 percent by 2018 from values recorded in 2008	Average recorded travel time and travel time variability for weekday AM peak (7.30-9.30am) and 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: residents' survey)

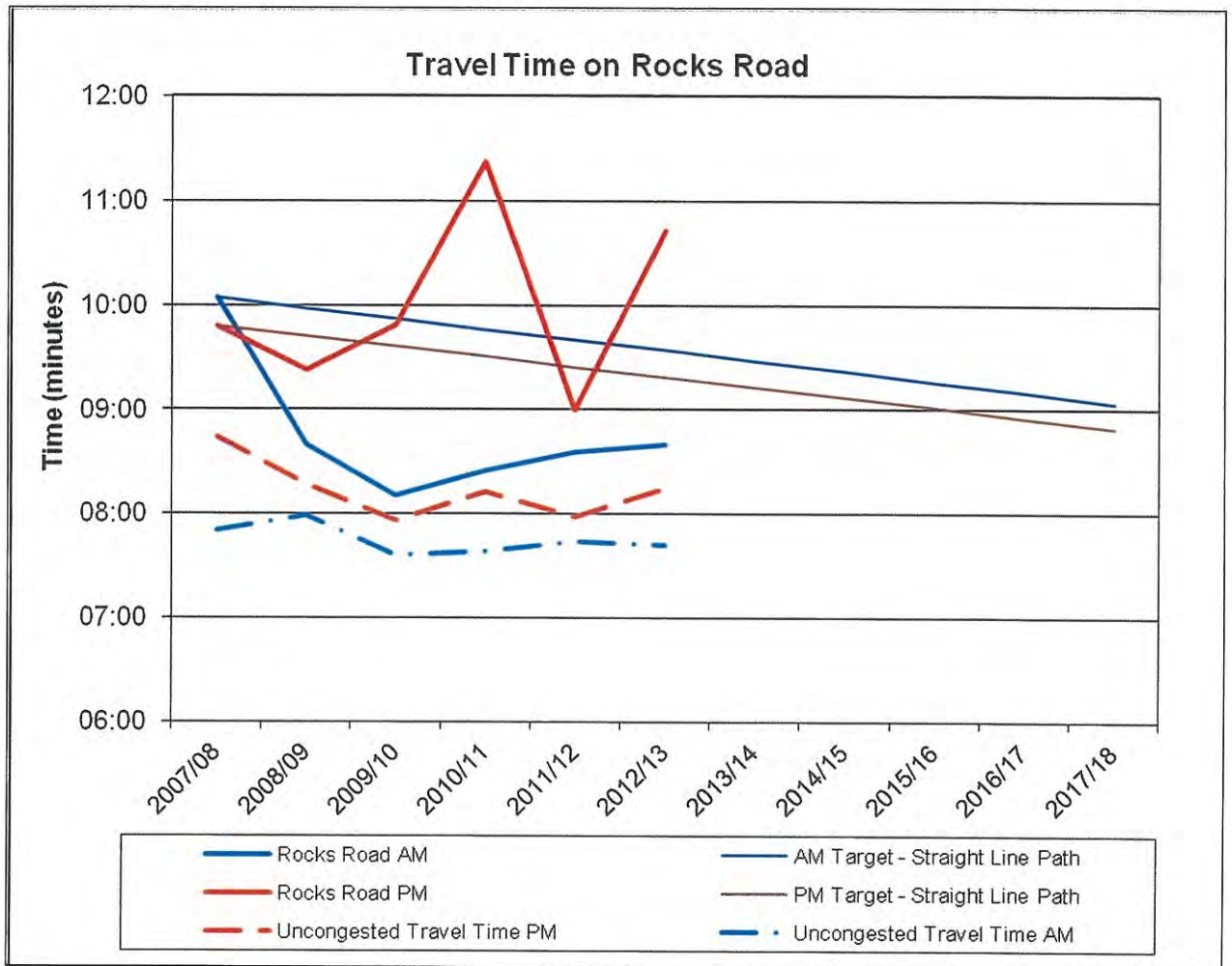
Background

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

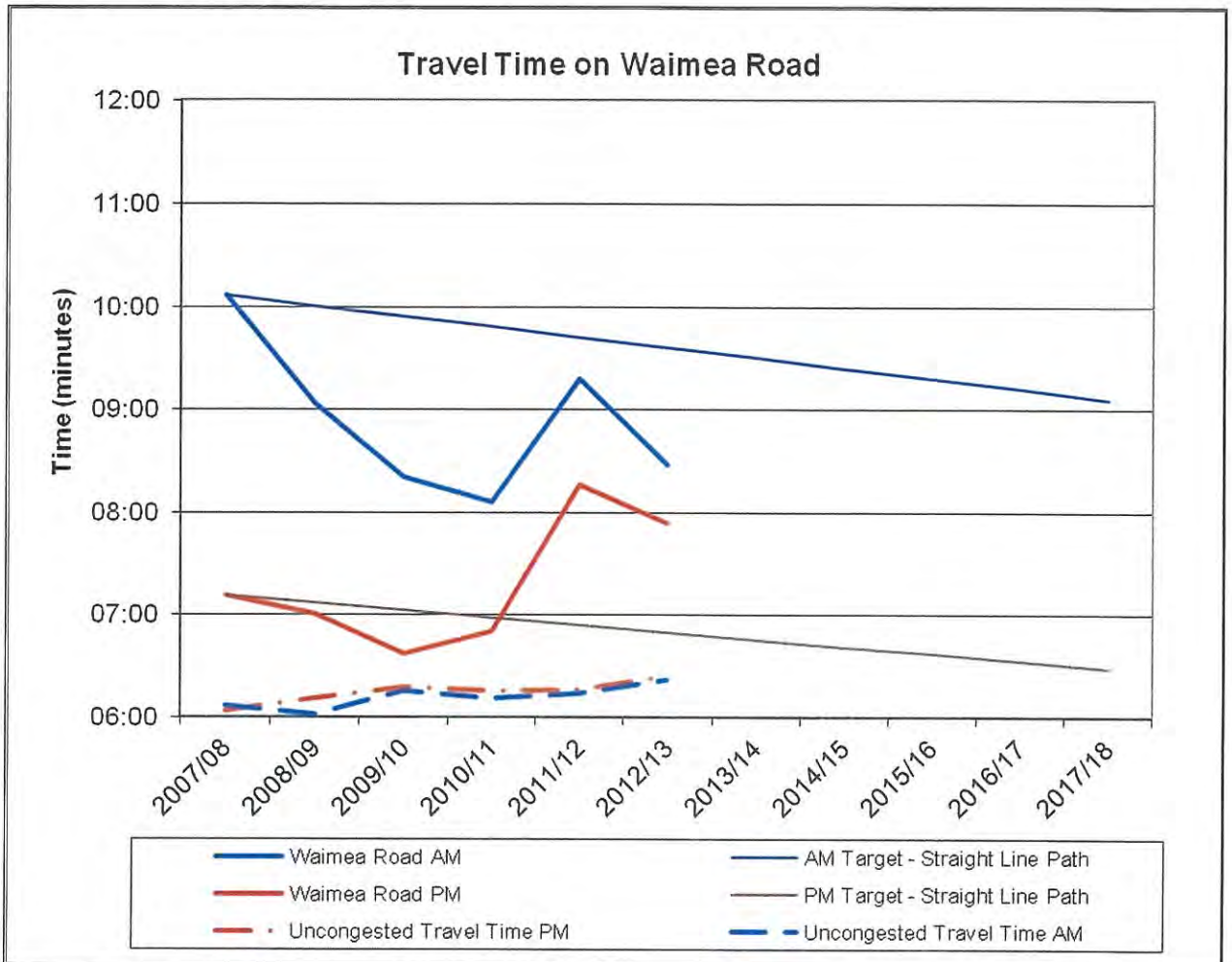
Travel times were surveyed on Rocks Road and Waimea Road with the following results (Figure 1 and Figure 2). Uncongested travel time is measured as the travel time in the peak period in the opposite direction to the peak flow.

Figure 1 - Travel Time on Rocks Road



The travel time for Rocks Road is measured between the Annesbrook Drive/Whakatu Drive roundabout and the Haven Road/Halifax Street roundabout. Travel times for Waimea Road are measured between the Annesbrook Drive/Whakatu Drive roundabout and Selwyn Place. The travel times are assessed every two months and an average is calculated for the year.

Figure 2 - Travel Time on Waimea Road



These results indicate that peak travel times are higher than the uncongested travel time. Travel times along Rocks Road in the evening have increased in the last year and are not on track to meet the 10 percent reduction target by 2018. Despite increasing in the last few years, morning travel times along Rocks Road are lower than in 2007/08. For historical data since 2001/02 see section 8.5.

Morning peak travel times along Waimea Road have decreased compared with a year ago. The trend in evening peak travel times is increasing and is not on track to meet the targeted reduction by 2018.

In summary, the Waimea Road travel times are lower than last year and Rocks Road travel times have increased in the last year. It is likely that the cause of the change was the installation of the 33kV cable along Waimea Road followed by the installation of ultra fast broadband which affected flows and caused a transfer of traffic to Rocks Road. Morning peak travel times have achieved targeted reductions but evening travel times are not on track for targets.

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 to date for Rocks Road and Waimea Road.

Figure 3 - Travel Times and Delays on Rocks and Waimea Roads

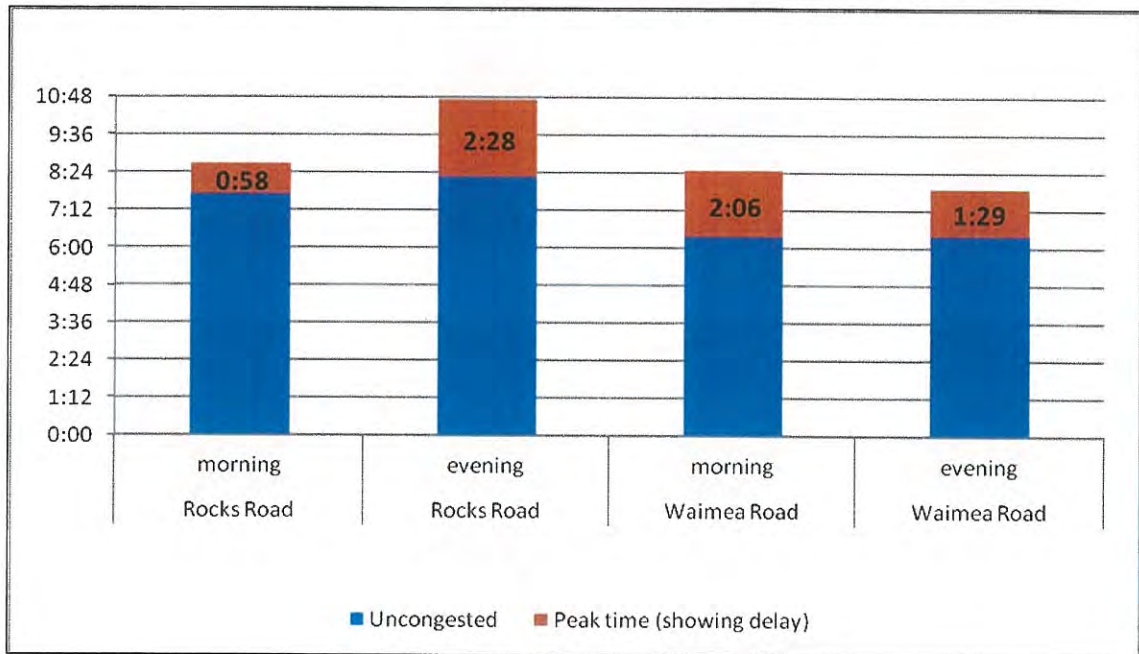


Figure 4 - Interpeak Travel Times on Rocks Road

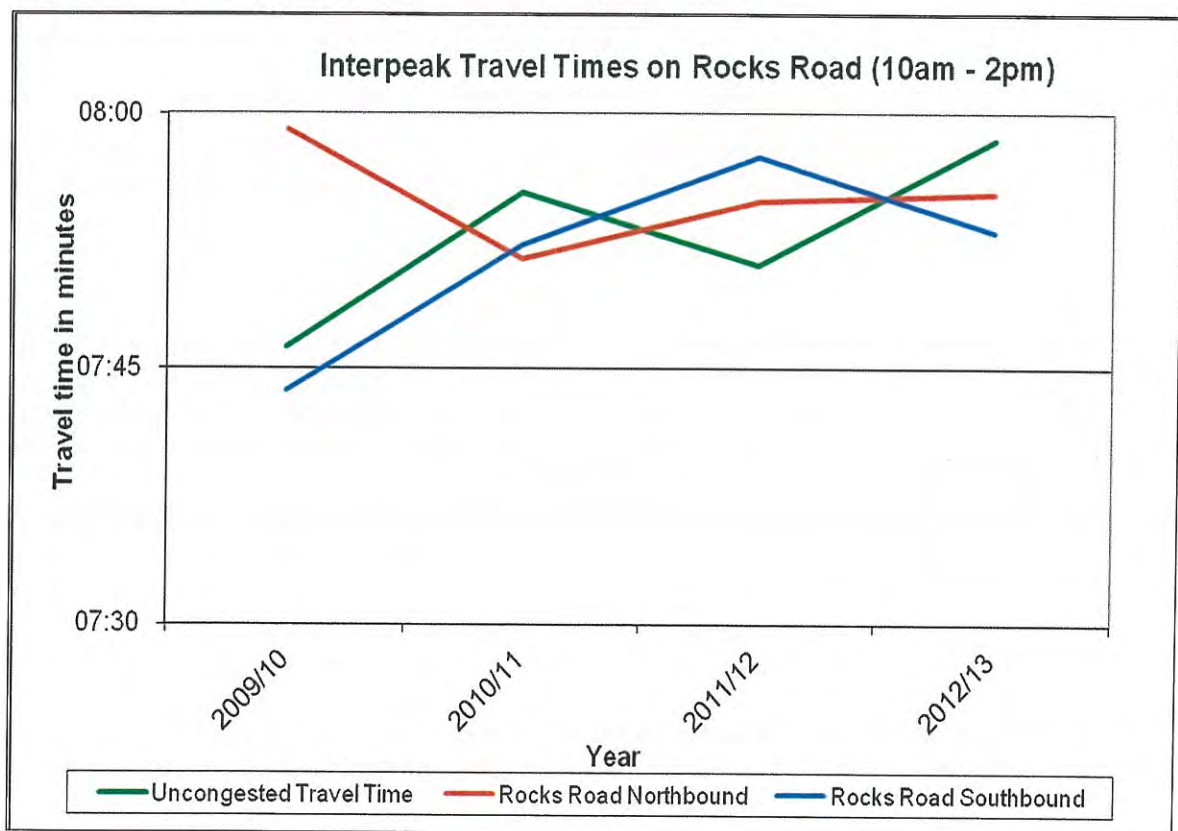
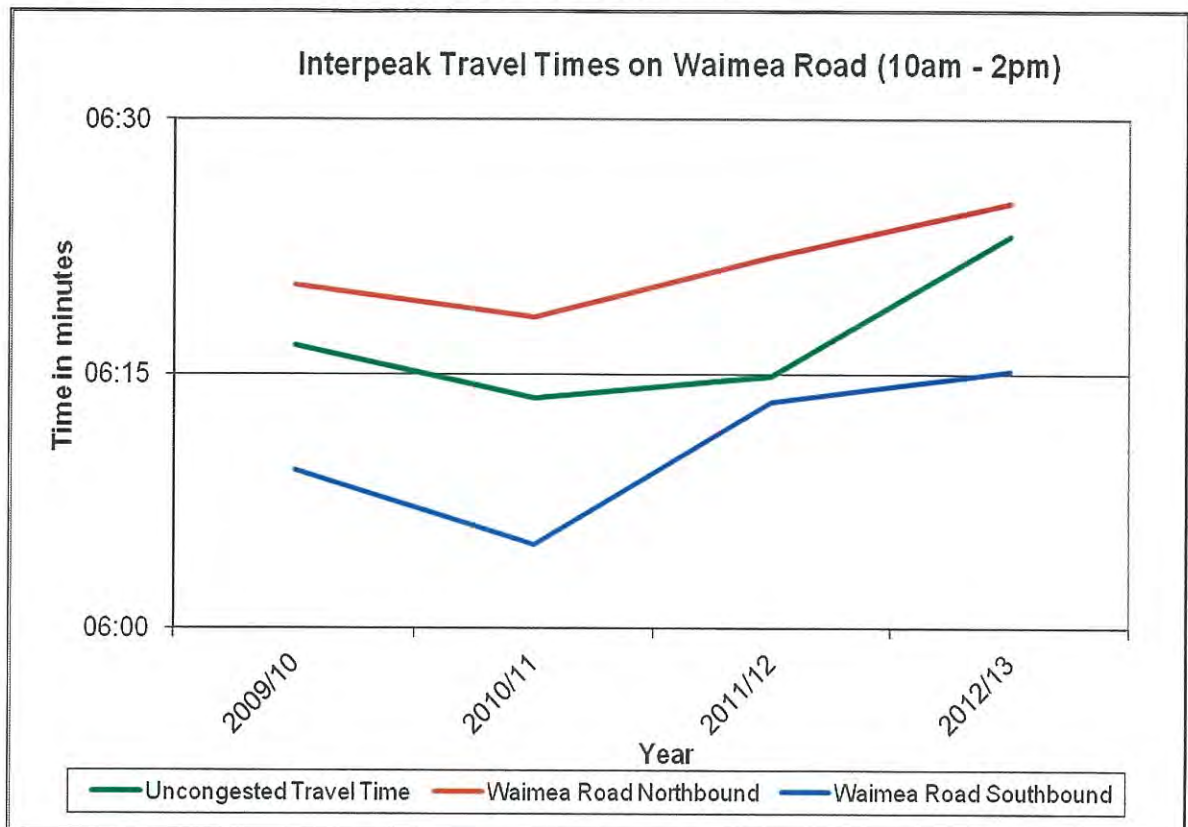


Figure 5 - Interpeak Travel Times on Waimea Road



Interpeak travel times are very close to the uncongested travel times on both Rocks Road and Waimea Road. More data is required before any long term trends can be determined.

Conclusion

Morning peak travel times have achieved targeted reductions but evening travel times are not on track for targets.

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 percent 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

A study into options for public transport was completed in 2008 and the Regional Land Transport Strategy included plans for a substantially improved service to start in the 2012/2013 financial year. However, these plans were scaled down and a modified service, NBus, started in March 2012.

It consists of:

- The Nelson to Richmond service – two routes via Tahunanui and Bishopdale.
- Local routes: four routes that serve the central Nelson area.
- "The Late Late Bus": operates on Friday and Saturday nights, catering mainly for late night commuters from bars in the inner city.

Progress

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

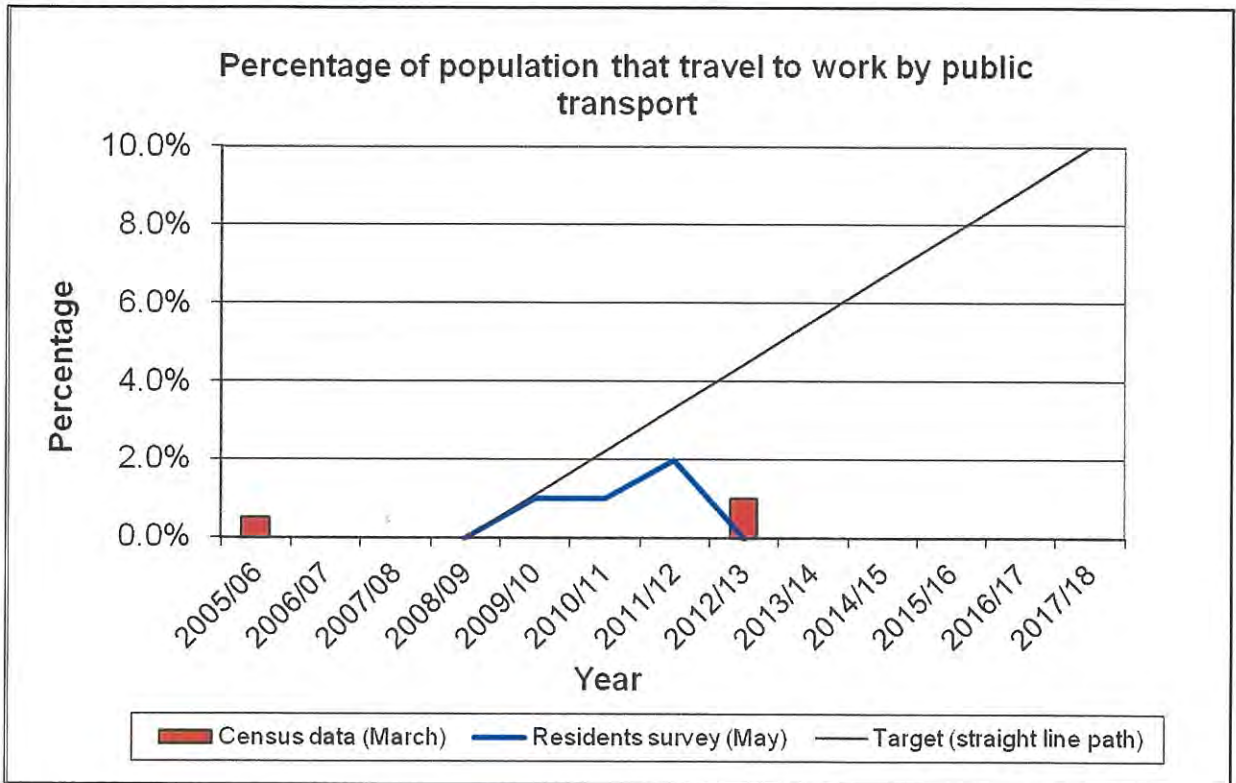
Results from the annual residents' surveys have ranged between 0 and 2 percent which are all below the margin of error of the survey and therefore not statistically significant. In the 2012 survey of residents, 2 percent reported travelling to work by public transport, compared with 1 percent in 2010 and 2011 and zero in 2009.

The resident's survey has a small sample size of 400, and on average about 261 survey respondents travel to work on the survey day. The survey does not include residents of the Tasman District who travel to and from Nelson.

The 2013 Census showed 1% of the working population travelled to work on Census day by public transport.

Patronage data shows there were over 350,000 passengers using the NBus service in 2012/13.

Figure 6 - Percentage of Population that Travel to Work by Bus



Conclusion

Public transport has historically been used by very few people to travel to work within the Nelson region. An increase of 10 percent is required to meet the target between 2009 and 2018. As the Residents’ Survey results are below the margin of error of the survey, it is difficult to conclude if we are on track to meet the target.

The data from the 2013 Census shows an increase in commuters using public transport but not at a level high enough to reach the target by 2018.

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 percent 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 percent of people travelled to work as a passenger in Nelson in 2006 which is lower than the figure of 5.2 percent 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. Improvements to the bus service are expected to reduce the number of single occupancy vehicles at peak times.

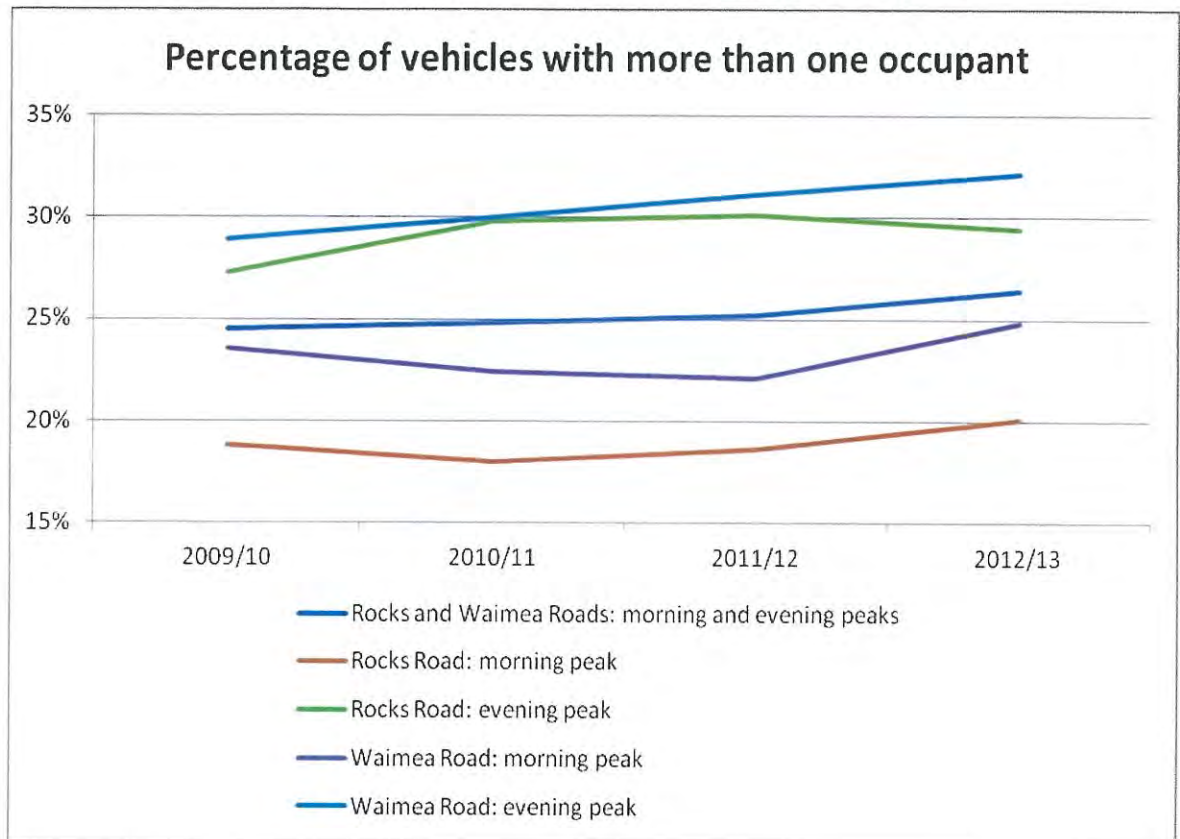
Progress

Vehicle occupancy has been recorded on Rocks Road and Waimea Road in September and March annually since September 2009. The survey counts all motor vehicles (including buses) between 7.30am and 9.30am, and 4.30pm and 6.00pm.

The percentage of vehicles with more than one occupant is higher during evening peak travel than in the mornings. The percentage of vehicles with more than one occupant is on average around 25 percent across the screenline. This is well in excess of the target of 10 percent by 2018.

The indicator data relates to two specific routes while Census data covers the whole city.

Figure 7 - Percentage of Vehicles with More than One Occupant



This report monitors 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

The indicator data is well in excess of the target and we can conclude the target has been achieved.

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 percent 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 Regional Land Transport Strategy identified a number of crash types that are over-represented in Nelson:

- Crossing/turning crashes, in particular:
 - i) Waimea Road/Motueka Street (7 crashes in 2007)
 - ii) Haven Road/Halifax Street (3 crashes in 2007)
 - iii) Main Road Stoke/Waimea Road (3 crashes in 2007)
 - iv) 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 aims to reduce the total number of casualties to less than 104 casualties in 2018.

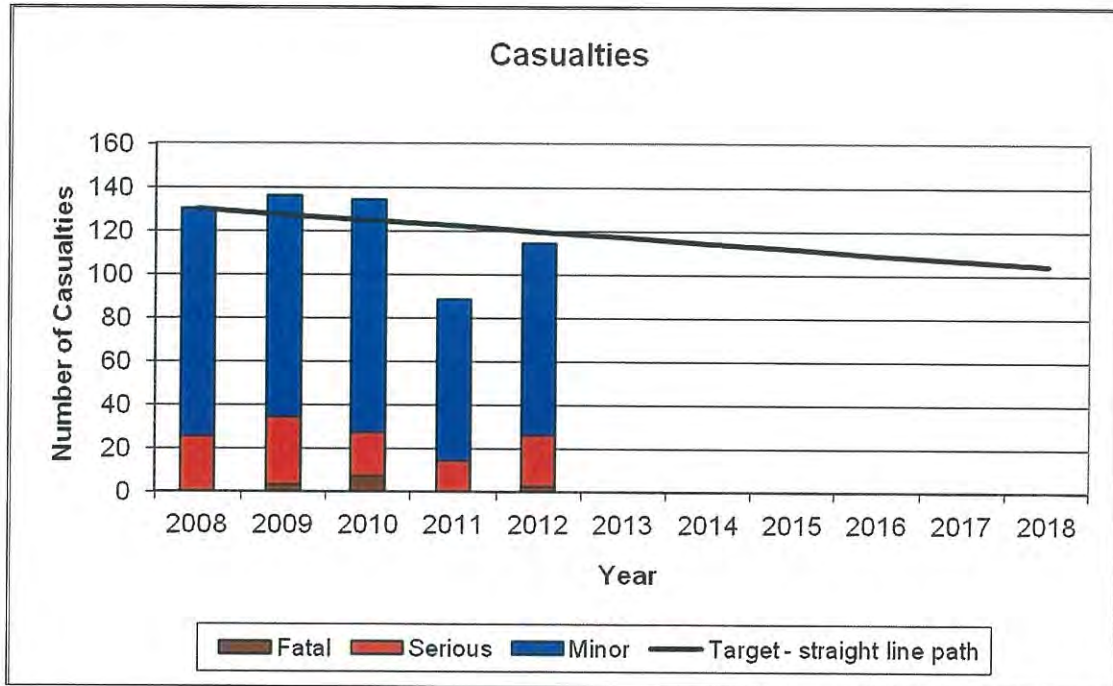
In 2012 there were 114 casualties in total which was more than in 2011 but still significantly fewer than in 2008, 2009 and 2010.

There were two fatalities in 2012, similar to previous years, except for 2010 when there were seven fatalities.

Numbers of serious casualties have shown a downward trend. There were 24 serious casualties in 2012.

Annual numbers of casualties can fluctuate and are often expressed as a five year average.

Figure 8 - Number of Casualties



Conclusion

Despite an increase in casualties in 2012 compared with 2011, the indicator is currently still on track to achieve the target.

Issue S2 - High casualty rate amongst pedestrians and cyclists

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

Background

The Regional Land Transport Strategy notes that cyclists and pedestrians are over-represented in crash statistics in Nelson. According to the NZ Transport Agency 2010 regional crash analysis report, cyclists and pedestrians are still assessed with a medium-high degree of risk.

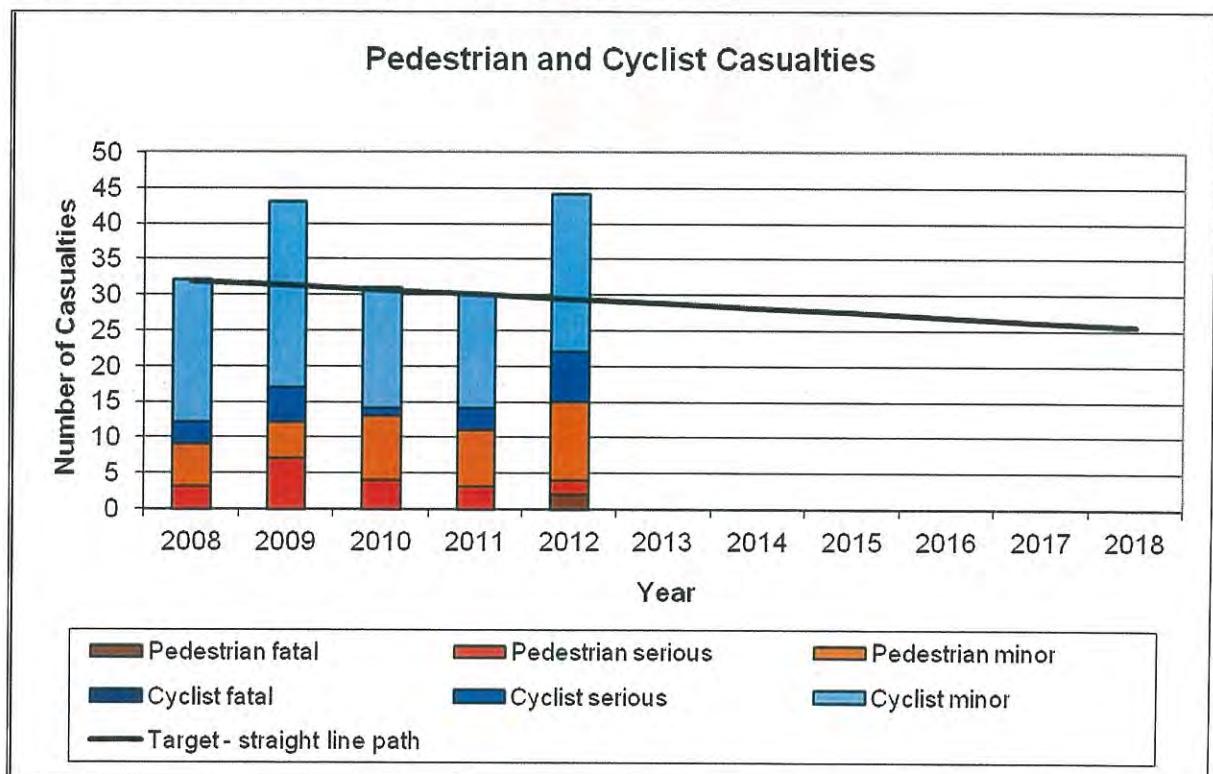
Progress

The target reduction of 20 percent by 2018 will require the total number of pedestrian and cyclist casualties to reduce to no more than 28, as indicated in Figure 9 below.

In 2012 there was an increase in both pedestrian and cyclist casualties, particularly in fatal pedestrian and serious and minor cyclist casualties.

In 2012 there were 2 fatal pedestrian casualties after there being none in the previous four years. There have been no fatal cyclist casualties between 2008 and 2012.

Figure 9 - Pedestrian and Cyclist Crashes



Conclusion

Safety statistics can vary significantly from year to year and a five year average is often used to account for this and determine trends. The increase in casualties this year means the reduction target has not been achieved.

Issue S3 - Personal safety and security

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

Background

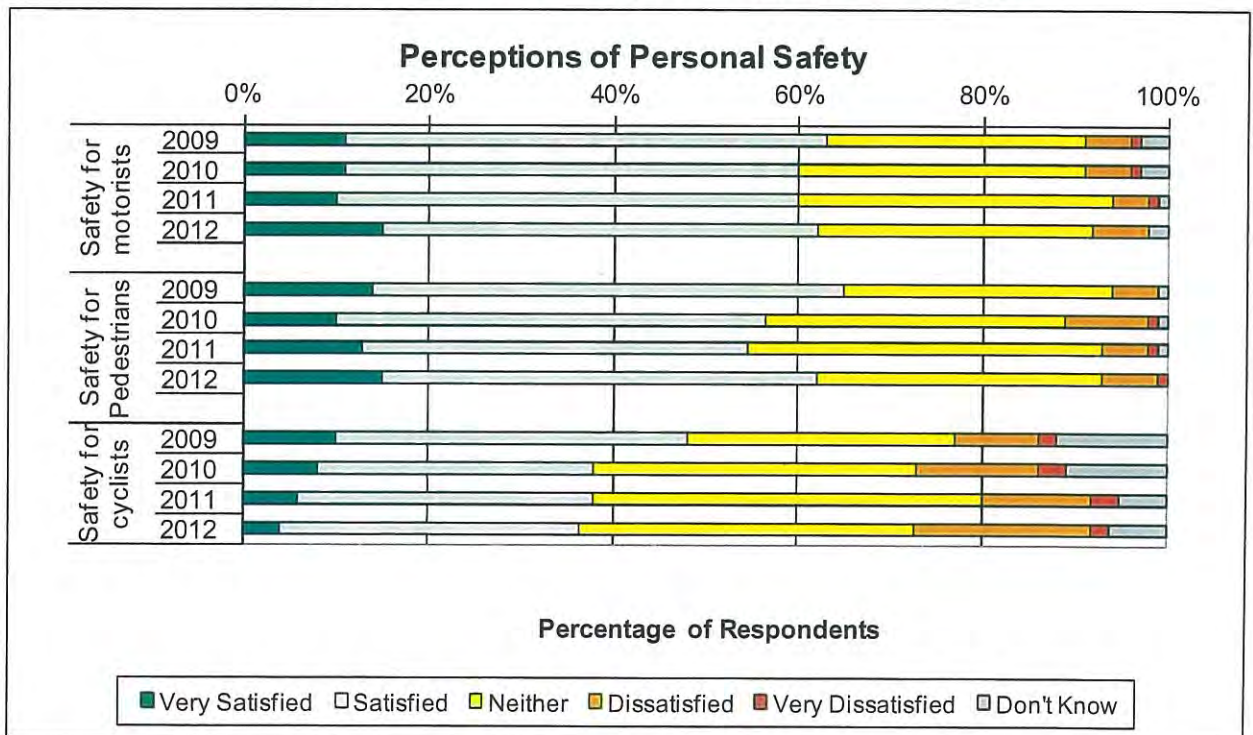
Perceptions of personal safety and security can be major barriers to people walking, cycling or using public transport. Council can influence these perceptions through, for example, lighting walkways or providing well lit safe interchanges for public transport after dark.

Progress

The residents' surveys have measured perceptions of personal safety for different user groups as shown in Figure 10 below. These questions were not asked in the 2013 residents' survey. Of the three user groups, cyclists are perceived to be the least safe group (36 percent satisfied or very satisfied) and the ratings tend to declining over time. Perceptions of safety for pedestrians show a slight improvement (62 percent satisfied or very satisfied) while perceptions of safety for motorists are similar to previous years.

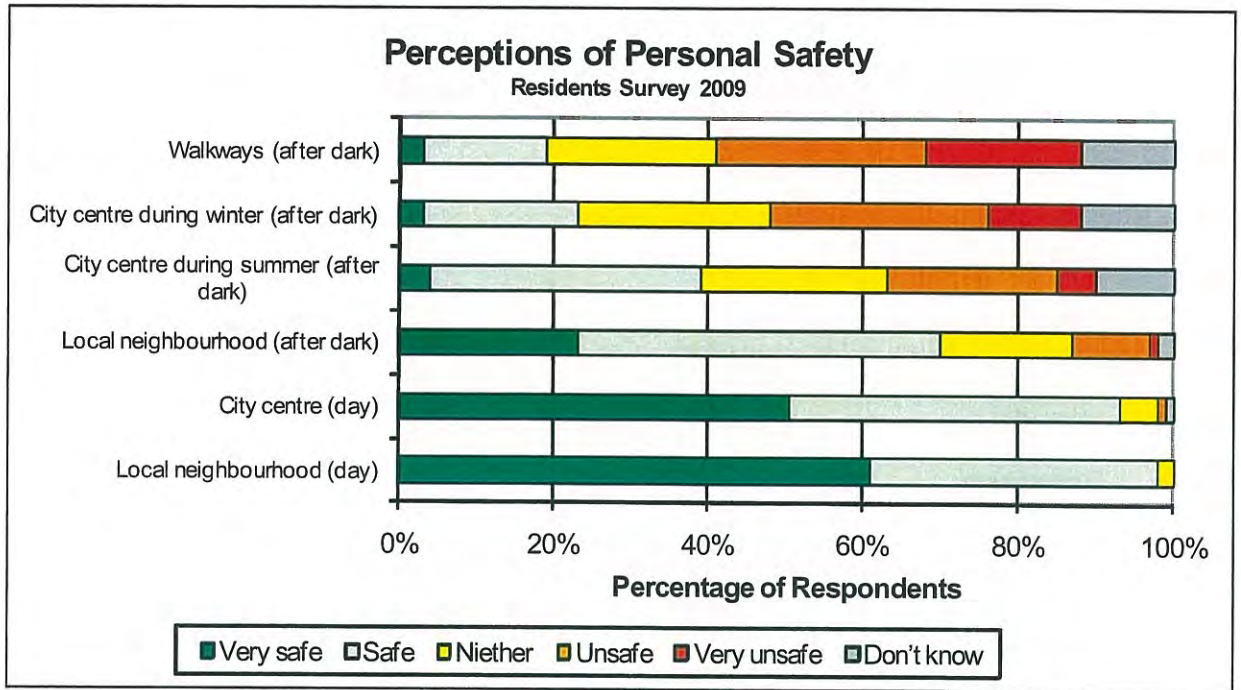
It should be noted this question asks all respondents for an opinion on safety of each user group regardless of whether or not they are part of that user group. The question is also framed quite broadly, encompassing aspects of road safety and personal security.

Figure 10 - 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 percent feel unsafe or very unsafe). The graph below shows the responses from the survey.

Figure 11 - Perceptions of Safety from 2009 Residents Survey



This question has not been asked in subsequent resident surveys.

Conclusion

Perceptions of personal safety and security have not been assessed in 2012/2013.

3.3. Access and mobility

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

Target	Indicator
80 percent 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 bus service, including routes for the transport disadvantaged, and the Total Mobility taxi voucher scheme. The bus service also includes wheelchair accessible vehicles.

Progress

As at October 2013, 75 percent of households were within 400m of the new bus routes. Comparisons cannot be made with previous years because the methodology uses rateable units and historic spatial data for residential units is not available. However accessibility is likely to be lower than before the bus service changed in 2012 due to the Stoke loop route being removed from the bus network.

It should also be noted that this measure considers the direct distance between a bus route and residential properties rather than the walking distance to a bus stop and will therefore slightly overestimate the results.

Conclusion

This target was not met in 2013. There is a review of the bus service programmed for 2013/14. The review may recommend new or altered routes that increase or decrease the coverage of the bus network and affect progress towards this target.

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 since 2009/10. However, a pedestrian island at Wakefield Quay was installed in 2012. The installation of a pedestrian island on State Highway 6 at the bottom of Days track was delayed and will now be considered with the Rocks Road shared path project.

Further measures to assist arterial pedestrian crossing points are proposed for Main Road Stoke (outside Kensington Court) and at Waimea Road and Motueka Street in 2013/14.

Consideration of a study looking at Waimea Rd as a "living arterial" is considered a more appropriate study now the arterial traffic study is completed. Further details on this are provided in the 2012-15 Transport Activity Management Plan.

Conclusion

No study has been undertaken although pedestrian crossing improvements have been made along Main Road Stoke, Waimea Road, and Wakefield Quay. Work in this field will progress with the Walk Cycle School Package.

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 draft methodology for road upgrade design has been developed. This methodology focuses on creating local residential streets that provide a safe and attractive environment for pedestrians and cyclists, people with impaired mobility, and motorists. The methodology was due to be completed by the end of 2010 but has been postponed as further experience has been gained from the design and construction of Locking St, Iwa Rd and Seymour Ave.

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

This methodology has been superseded by the establishment of the roading review team.

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 percent 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: Residents' survey)

Background

National data shows that 19 percent of round trips are under 4km (i.e. 2km each way) and 46 percent are under 10km². Many of these short trips could easily be made by walking or cycling.

Progress

In the 2006 Census, 6.8 percent of people who travelled to work went by bike and 9.7 percent of people walked or jogged. Combined, this amounted to 16.5 percent.

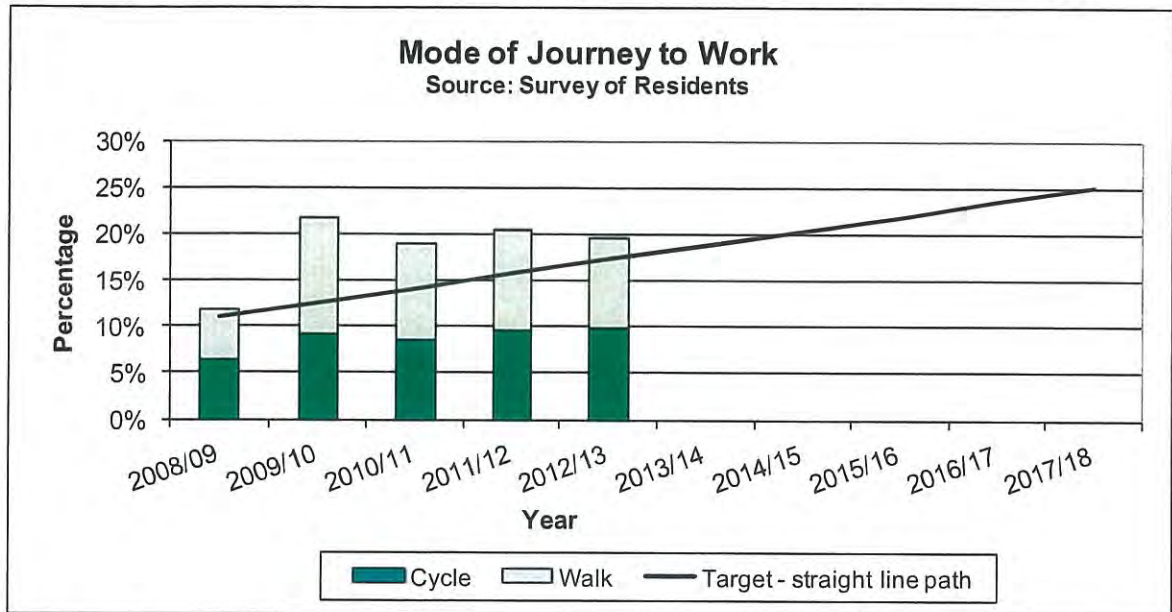
The 2013 Census showed a similar result with 8.4 percent travelling to work by bike and 9.2 percent travelling to work by walking or jogging, a total of 17.6.

In the 2013 residents' survey 19.5 percent of journey to work trips were by walking and cycling, with 9.7 for each mode. This was similar to previous years. The resident survey takes a sample of 400 which has a margin of error of 5 percent. On average, 246 respondents to the survey had recently travelled to work.

The following figure (Figure 12) shows the percentage of people travelling to work by active transport and the straight line path to reach the target in 2018.

² Dr Charles Sullivan and Dr Carolyn O'Fallon, Understanding the Nature of "Short Trips" in the New Zealand context, September 2004 working paper for the Towards Sustainable Land Transport Conference, Wellington, November 2004. Based on the "chaining" the trip legs recorded in the Land Transport Safety Authority 1997/98 National Household Travel Survey.

Figure 12 - Mode of Journey to Work (Source: Annual Residents Survey)



Conclusion

Based on Census results and the annual Residents' Survey, the percentage using active transport to travel to work remains on track to meet the target.

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: Nelson City Council, national vehicle emissions data)

Background

As noted in the Regional Land Transport Strategy, transport accounts for 6 to 10 percent of emissions of particulate matter (PM₁₀) in Nelson, as recorded in the 2006 Nelson Emission Inventory. The major source of PM₁₀ is domestic heating but 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 are shown in Table 2 below.

Table 2 - 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
PM₁₀ (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
CO₂ (t)	87	74	137	133	431 t
PM_{2.5} (kg)	14	12	22	22	70kg

Progress

The air emissions inventory was previously carried out every 5 years, but a full inventory update is no longer planned. Instead work will be carried out investigating specific areas, such as industrial emissions. The figures for emissions from the transport sector are not monitored annually.

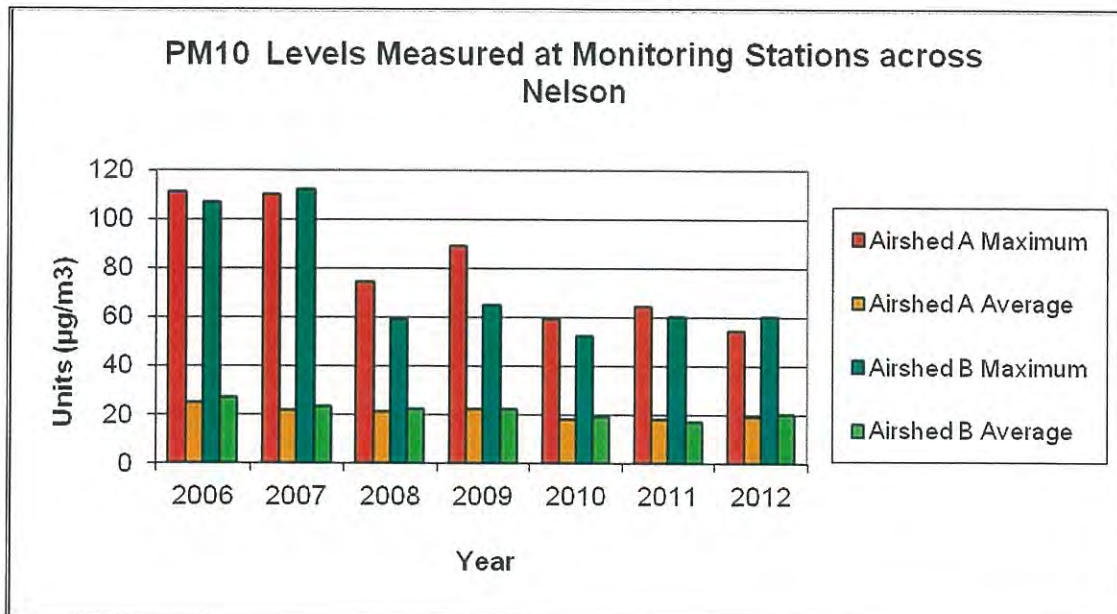
The PM₁₀ emissions as measured at monitoring stations in each of the three airsheds in Nelson can give an indication of the direction of the trend of emissions in the city although they include emissions from all sources, not just motor vehicles.

Recent analysis³ of the PM₁₀ results from the Airshed A monitoring site between July 2008 and July 2012 show vehicle emissions continue to contribute an average ten percent of the total PM₁₀ emissions and ranged from an average of 11 percent in winter 2009 to 8 percent in winter 2010 to 10 percent in winter 2011. Motor vehicle emissions were lower in the summer months.

³ Source apportionment of PM₁₀ and PM_{2.5} in Nelson Airshed A, GNS Science Consultancy Report 2013/146 A478601

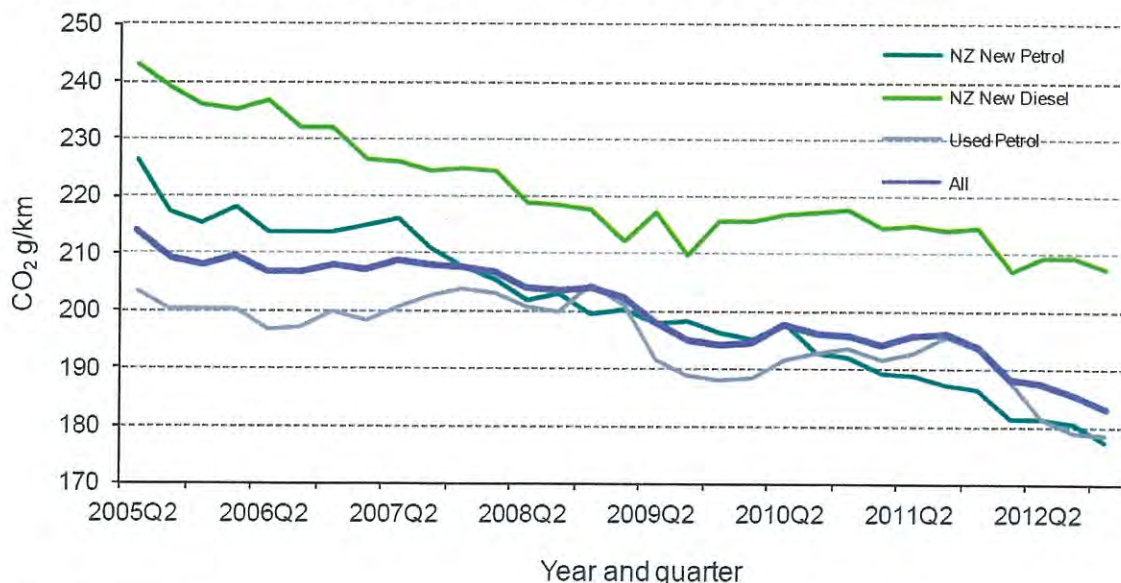
The trend in total PM10 emissions from 2006 to 2012 appears to be improving overall with decreases in the maximums and averages at Airsheds A and B. Emissions at Airshed C are no longer being monitored as there hadn't been any breaches there for two years.

Figure 13 - PM10 Emissions in Airsheds A and B



National data⁴ shows that New Zealand's vehicle fleet is becoming more efficient. The Ministry of Transport estimate that average CO₂ emissions of light vehicles have decreased between 2005 and 2012.

Figure 14 - Light vehicle registrations: average CO₂ emissions



Conclusion

Based on the contribution of transport emissions to PM10 levels at Airshed A remaining relatively stable between 2008 and 2012, the decrease in total PM10 emissions since 2006 suggests transport emissions have also decreased at this site. Assuming results are similar for other parts of the city, emissions from the transport sector appear to be on track for a reduction by 2018.

⁴ [2012 New Zealand Vehicle Fleet Annual Statistics August update](#)

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 percent in 2020	Greenhouse gas emissions (Annual, Source: Nelson City Council, national vehicle emissions data)

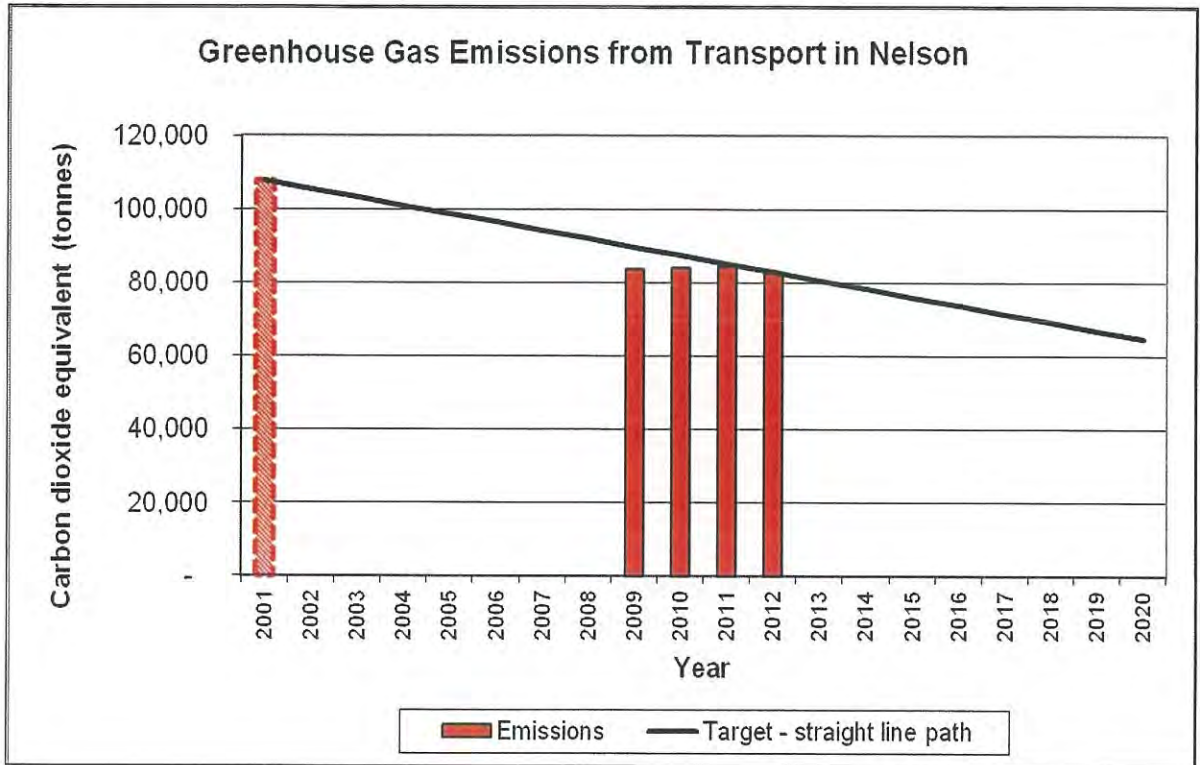
Background

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. As the Vehicle Kilometres Travelled data for all roads is not updated on a regular basis, the change in arterial Vehicle Kilometres Travelled (where data is updated monthly) will be used as an indicator to rate forward the 2009 Vehicle Kilometres Travelled for the whole Nelson road network. Although the two estimates are not directly comparable, we will continue to measure progress against the values established in 2001.

Progress

The target is to reduce emissions to at least 40 percent below 2001 values by 2020, which is approximately 64,600 tonnes carbon dioxide equivalent. The graph below (Figure 14) sets out the estimate from 2001 and the estimates from 2009 on. Latest figures estimate emissions in Nelson at approximately 82,000 tonnes carbon dioxide equivalent. Emissions have been stable over the last three years, reflecting fairly constant data for Vehicle Kilometres Travelled.

Figure 15 - Greenhouse Gas Emission from the Nelson Transport Sector



Conclusion

Recent estimates have used a different methodology to 2001 estimates for calculating greenhouse gas emissions. Emissions appear to be stabilising and have had a slight decrease in 2012 to meet the targeted reductions.

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: Nelson City Council)

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

There were no new plan changes in 2012/13.

The transport provisions of Plan Change 14 were made operative November 2012 following release of decisions on 30 June 2012. The plan change provisions seek to achieve consistency with transport strategy targets.

Conclusion

The target is being achieved.

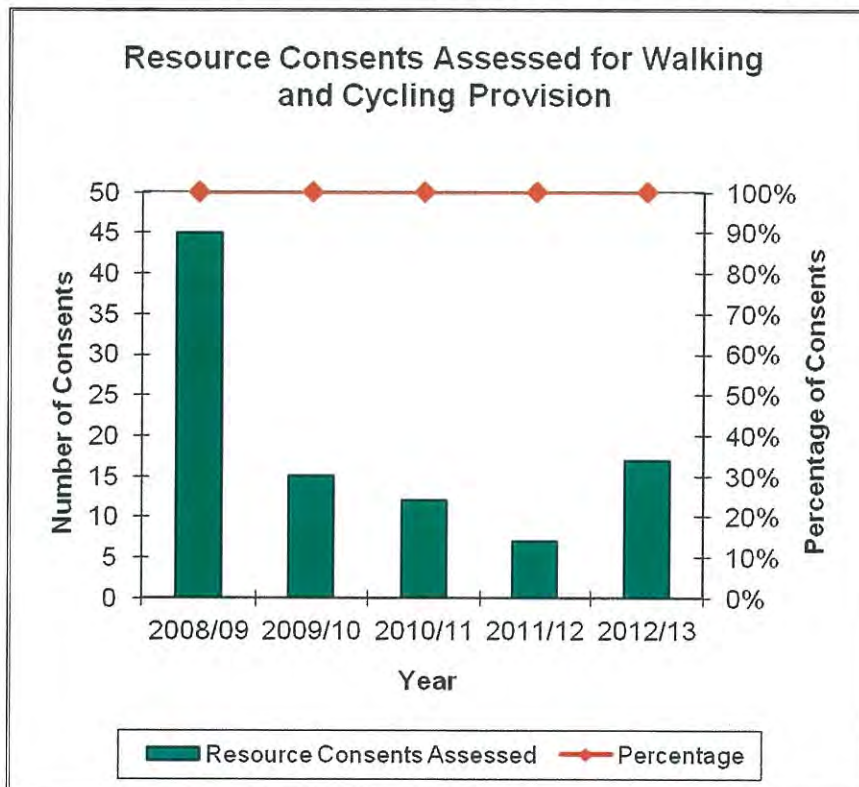
Issues ES3 - Inefficient use of private cars

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 five years. Seventeen subdivisions and developments were assessed in 2012/13.

Figure 16 - 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 percent customer satisfaction rating for value for money in the Transport sector is achieved by 2014, as assessed by the annual residents' survey	Annual Survey

Background

The methodology of the annual residents' survey uses slightly different wording. Therefore, as a proxy, progress towards this target will be measured based on the results from the question on satisfaction with Nelson City Council's performance in the transport area.

Progress

Figure 16 below shows residents' satisfaction with Nelson's transport activity has generally been increasing over the last four years, despite small decreases in 2009/10 and 2012/2013.

The May 2012 survey also asked which one Council activity would residents like Council to focus on. Almost a quarter said Transport, including cycleways, public transport or footpaths. Almost a third of survey respondents were prepared to pay more to improve this area.

Figure 17 - Satisfaction with Transport Activity (Annual Residents' Survey)

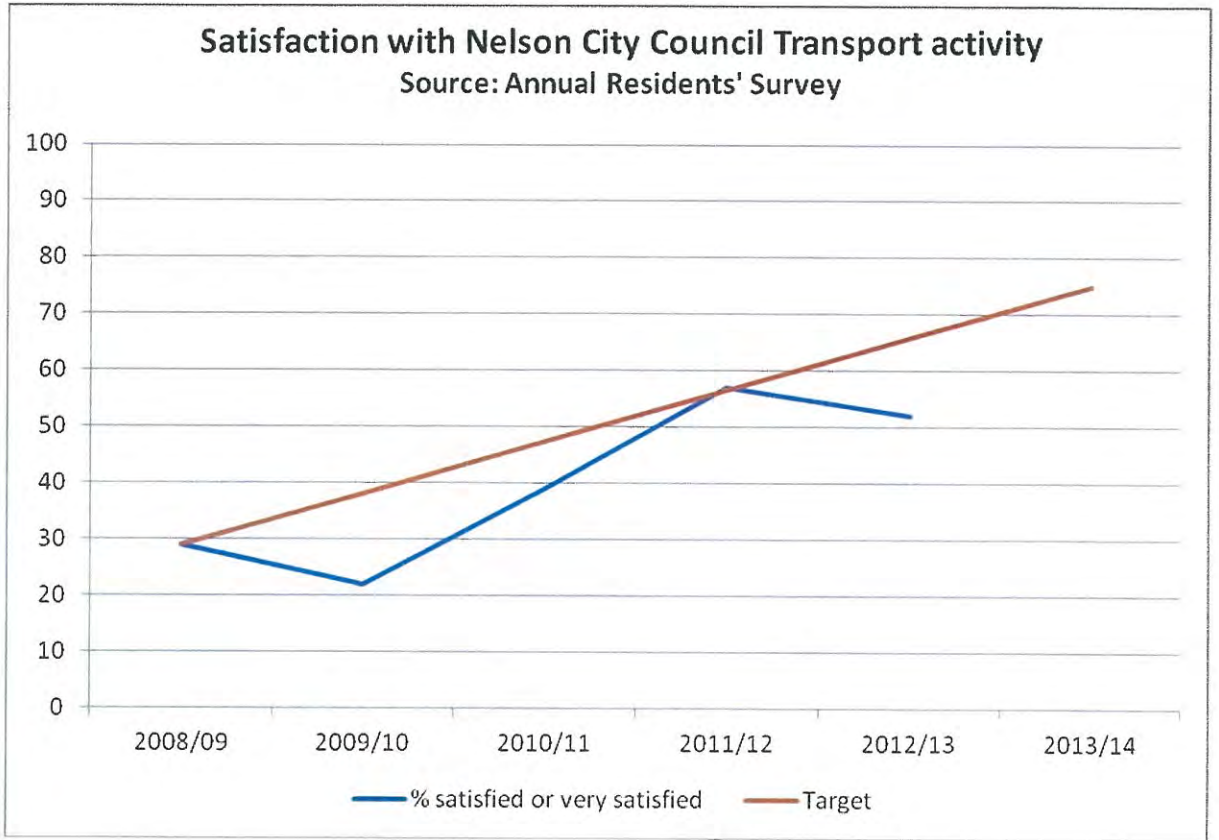
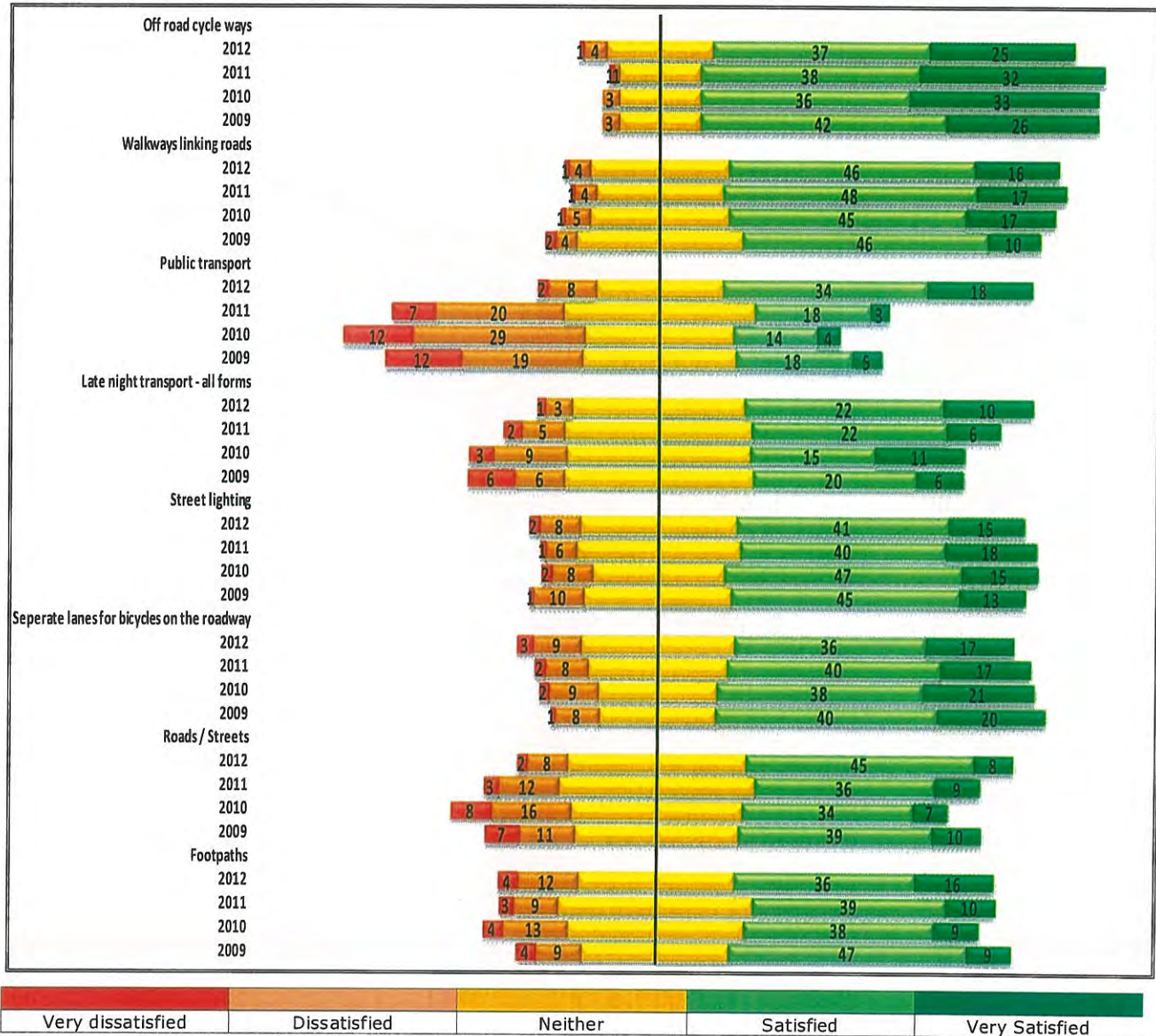


Figure 17 shows satisfaction with specific parts of the transport network. In 2011/12, residents were most satisfied with off road cycle ways and walkways and least satisfied with footpaths and roads/streets. There was a large increase in satisfaction with public transport, with 52 percent satisfied in 2011/12, compared with 21 percent in 2010/11.

Figure 18 – Satisfaction with Transport Network (Annual Residents Survey)



Conclusion

Due to a decrease in 2012/13, satisfaction levels with Nelson’s transport activity, as a proxy for rating value for money, are not on track to achieve the 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. 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	As part of the Walk Cycle School Package, travel plans have been completed with Nelson College, Nelson College for Girls, and Hampden Street and engineering work is underway.
Introduce business travel plans (for businesses with >50 employees)	Short term	No progress has been made on this to date.
Investigate viability of improving infrastructure which would encourage tele-working	Short term	No progress has been made on this by Council to date although Government is progressing its ultra-fast broadband installations in the city.
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. The scheme is now affiliated with other larger cities and coordinated from a new website www.letscarpool.govt.nz .
Promote alternative forms of travel through media publicity campaigns, promotional events and information packs	To coincide with other Public Transport and Travel Demand Management initiatives	Promotion of alternative modes has been undertaken, e.g. Ecofest, Bikewise, and Walk to Work Day.
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).

Activity	Timing	Progress
Implement other Travel Demand Management Strategy activities	Refer to Plan in Appendix B of the Regional Land Transport Strategy	Refer to Section 6 – Travel Demand Management Strategy

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	A review of the Parking Strategy is proposed for 2013/14.
Review Nelson Resource Management Plan provisions to be consistent with the Central City Strategy	Short term	Refer Plan Change 21: Parking and related changes , operative May 2012.

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	This activity will be implemented via the Nelson Plan Review. Plan change provisions seek intensification areas that are close to key transport services.

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	Refer Plan Change 14: Residential Subdivision, Land Development Manual and Comprehensive Housing .

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	Refer Plan Change 14: Residential Subdivision, Land Development Manual and Comprehensive Housing .
Make maps showing walking routes available and promote with publicity campaigns	Short Term	Walking maps have been published and distributed.
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 draft methodology for road upgrade design has been developed. Additionally, roading upgrade projects are considered by the Roothing 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 Walk/Cycle/Schools package of 'R' funded works.
Carry out area specific studies to remove barriers to walking and cycling	Short Term	No funding has been allocated to this study. However significant improvements are being made with the Walk Cycle School Package. Refer to page 18 – Accessibility for pedestrians across heavily trafficked arterial and principal roads.

Activity	Timing	Progress
Implement the other measures within the Nelson City Council pedestrian strategy "Stepping Out"		This strategy has effectively been superseded by the Walk/Cycle/Schools package.

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 subdivisions	Short Term	Refer Plan Change 14: Residential Subdivision, Land Development Manual and Comprehensive Housing .
Make maps showing cycling routes available and promote with publicity campaigns	Short Term	Cycling maps have been published and distributed.
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	Further investigation into this route is included in the Walk Cycle School Package.
Provide cycle-lanes along St Vincent Street	Short Term	This project is included in the Walk/Cycle/Schools package.
Provide cycle-lanes along SH6 Tahunanui Drive and Annesbrook Drive	Short Term	Further investigation into this route is included in the Walk/Cycle/Schools package.
Investigate improving cycling facilities along Rocks Road taking into consideration the historic and heritage values along this route	Short Term	This project is included in the Walk/Cycle/Schools package.
Implement other NCC cycle strategy activities		This strategy has effectively been superseded by the Walk/Cycle/Schools package.

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 as the level of service does not justify bus priority.
Review bus service provision, and need for new services to access new residential and commercial areas	Ongoing	Bus services were reviewed for the new service which commenced in 2012. The new service will be reviewed in 2013/14.
Implement other Passenger Transport Network Plan activities which includes routes, frequencies, facilities and levels of service etc	Refer to Passenger Transport Network Plan	This plan has been superseded by the Regional Public Transport Plan (refer Section 5).

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	This work is ongoing.
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 and safety audits are undertaken on all projects.
Review suburban street speed limits in conjunction with changes to the speed environment	Ongoing	No progress to date.

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	Short Term Climate Protection Action Plan: <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 progress made on this to date. • Plan Change 21: Parking and related changes became operative in May 2012.

Activity	Timing	Progress
<p>Implement Transport aspects of the Air Quality Plan and Communities for Climate Protection Action Plan</p>	<p>Air Quality Plan:</p> <p>A5-1.4.xxiv Advocate strongly and consistently to central government, and encourage NZTA 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>Done - several plan changes have become operative.</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.</p> <p>No progress taken on this to date. A Toyota Prius was purchased in June 2004.</p> <p>This option was available for the new service although no alternative fuel services were proposed.</p> <p>Superseded by the Regional Public Transport Plan (refer Section 5).</p> <p>Superseded by the Walk/Cycle/Schools package.</p> <p>Superseded by the Walk/Cycle/Schools package.</p> <p>Car pooling scheme continuing with promotion periodically.</p> <p>No progress made on this to date.</p>
Consider land-use controls that minimise adverse environmental impacts	Short Term	Nelson Resource Management Plan 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 Regional Land Transport Strategy 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 2012 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	Ongoing.
Monitor/review need for new or additional roading capacity	Short term	The Arterial Traffic Study has determined there is no immediate need for additional roading capacity on the Southern Arterial corridor. Further monitoring will be undertaken following release of data from the 2013 Census.
Support the New Zealand Transport Agency in prioritising the Whangamoa upgrade	Short term	The Whangamoa upgrade was not prioritised in the Long Term Plan or the Regional Land Transport Programme.

5. Regional Public Transport Plan

5.1. Purpose, aims and priorities

The Regional Public Transport Plan replaces the Passenger Transport Network Plan.

The Public Transport Management Act 2008 states the purpose of a Regional Public Transport Plan is to:

- Specify how the Council intends to give effect to the public transport service components of the Regional Land Transport Strategy.
- Contribute to the aim of achieving an affordable, integrated, safe, responsive, and sustainable land transport system in an efficient and effective manner.

As stated in the Regional Land Transport Strategy, the Council's aims in respect of passenger transport are to:

- Improve the efficiency of the transport network and reduce congestion
- Enhance accessibility to local services / facilities / places of employment
- Support environmental sustainability.

The Plan recognises funding is limited and therefore needs to be prioritised. Council proposes the following priorities for public transport funding to increase patronage and achieve the Council's aims for passenger transport:

1. Increase the frequency of the bus service between Nelson and Richmond, while maintaining the level of service on routes within Nelson City at a similar level to that currently provided.
2. Improve the accessibility, attractiveness, and environmental performance of vehicles.
3. Increase the area of the city served by bus routes.

Service improvements will be focussed on commuters as this is the group that have the greatest potential to grow. However, all changes will be made with consideration of the effect on the transport disadvantaged.

5.2. Public transport policies and objectives

Objective	Policy	Method	Progress
Objective 1 To optimise accessibility⁹ to public transport within the bounds of funding constraints.	Policy 1a Council will require 20 minute frequency at peak times on the Nelson-Richmond service and 40 minutes off-peak.	If this level of service is not provided commercially Council will tender for a bus service between Nelson and Richmond.	The NBus service provides weekday buses between Nelson-Richmond every 15 minutes at peak times and every 30 minutes off-peak, until 7pm. The weekend service, however, only runs every 90-120 minutes.
	Policy 1b Council will improve the suitability of the local 'The Bus' service for commuters.	Council will continue to provide and subsidise a local service in Nelson City. Details of the service frequencies, routes and vehicle specifications will be included in the contract.	The NBus service has increased the bus frequency at peak times for commuters and integrated the different routes to enable easier transfers between buses.
	Policy 1c All vehicles operating contracted services will comply with Requirements for Urban Buses in NZ ¹⁰ , and at least four vehicles (if the Nelson Richmond Service is contracted) will comply with the requirements for newly constructed, new or used imported vehicles.	Include the Requirements for Urban Buses in NZ in the tender documents for future contracts, and require at least four vehicles to comply with the requirements for newly constructed, new or used imported vehicles.	The NBus contract provides these specifications.

⁹ Accessibility in terms of affordability, coverage and frequency of services, physical access to vehicles and public transport infrastructure, and accessibility from other modes.

¹⁰ The *Requirements for Urban Buses in NZ* document specifies the standards for buses used in urban services in New Zealand. See Appendix E for further details.

Objective	Policy	Method	Progress
<p>Objective 1</p> <p>To optimise accessibility to public transport within the bounds of funding constraints.</p>	<p>Policy 1d</p> <p>Safe and convenient bus stops will be provided along bus routes.</p> <p>Bus shelters will be provided at key bus stop locations. All bus shelters installed by the Council will include seating unless there is insufficient footpath width.</p> <p>Landscaping of the area immediately adjacent to the stop will be included where possible as funding allows.</p>	<p>Shelters will be prioritised based on potential usage and the number of new bus shelters installed each year will be subject to available funding.</p> <p>Stop design and construction will take into account accessibility and landscaping.</p>	<p>Gradual progress is being made, installing approximately two new shelters each year.</p>
	<p>Policy 1e</p> <p>The spacing between bus stops should be not more than 400 metres, unless exempted for road safety or traffic management reasons.</p>	<p>All new stops will be located according to this policy.</p> <p>The Bus is a 'hail and ride' service which currently has few official bus stops, but users can flag down the bus at any safe point along the route. Additional bus stops will be added along these routes to improve the visibility of the service as funding allows.</p>	<p>Between Nelson and Richmond, the majority of the stops through Stoke, Tahunanui and Bishopdale are spaced within 400m.</p> <p>The local routes (formerly The Bus) continue to be a 'hail and ride' service.</p>
	<p>Policy 1f</p> <p>All contracted bus services operating in the Nelson region will be required to display clear destination signs and route numbers.</p>	<p>Tender documents for future contracts will specify the parameters for signage. As a minimum Council will require the standards specified in Requirements for Urban Buses in NZ.</p>	<p>The NBus contract clearly specifies these requirements.</p>
	<p>Policy 1g</p> <p>Council will investigate the options for providing for bikes to be transported on buses.</p>	<p>Tender documents for contracts will require tenderers to include for bikes to be transported by bus. Whether Council choose to adopt this option will depend on the cost.</p>	<p>Although only initially available on the Nelson-Richmond route, in May 2012, Suburban Bus Lines extended this feature to all NBus vehicles.</p>

Objective	Policy	Method	Progress
	<p>Policy 1h</p> <p>Council will favour frequent services on key routes over a large number of routes with low frequency.</p>	<p>This policy will be applied when considering improvements to the network.</p>	<p>This is reflected in the NBus service which has increased the frequency on the key Nelson-Richmond route while maintaining the same number of routes as previously.</p>
	<p>Policy 1i</p> <p>Council will work to improve ticketing options for passengers.</p>	<p>Council will investigate options for sale of multi trip tickets (e.g. 10 trip tickets, or monthly passes) at outlets around the region.</p>	<p>Multi-trip tickets can be purchased from Suburban Bus Lines offices, Nelson, Stoke and Richmond libraries and the Nelson and Richmond Council offices.</p>
	<p>Policy 1j</p> <p>Provision will be made for prams and strollers to be transported on buses.</p>	<p>Contracts will require prams and strollers to be able to be transported on buses.</p>	<p>Prams and strollers can be taken on the buses provided they can be folded down or parked in the disabled space.</p>
<p>Objective 2</p> <p>Fares will reflect the benefits to users and the wider social benefits, will be affordable for users and the Council, and will take into account the farebox recovery ratio target.</p>	<p>Policy 2a</p> <p>Fare structures will be reviewed every six years, and fare levels will be reviewed annually.</p>	<p>Council will review fare structures every six years and fare levels annually on contracted services, and make changes as required. The first review of structure and levels will take place after the service has been in operation for one year. Provision will be made in contracts to change the fare levels and structure.</p>	<p>The first review of the fare levels will commence in March 2014.</p> <p>The contract includes provision to review and change the fare levels and structure.</p>

Objective	Policy	Method	Progress
<p>Objective 2</p> <p>Fares will reflect the benefits to users and the wider social benefits, will be affordable for users and the Council, and will take into account the farebox recovery ratio target.</p>	<p>Policy 2b</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> <p>Children aged under 5 (free travel)</p> <p>Children aged 5 to 15</p> <p>People aged 18 and under or enrolled in school</p> <p>Tertiary students</p> <p>Community Services Card holders</p> <p>People aged 65 and over will continue to receive free off-peak travel through the SuperGold Card scheme, but will no longer receive concessions in addition to this.</p> <p>The level of concession provided will be determined and reviewed by the Council periodically. Concessions (as appropriate) will be either:</p> <p>a flat rate fare,</p> <p>or a percentage discount, or</p> <p>free travel (with or without time of day restrictions).</p>	<p>Council will develop a concession fares schedule to be incorporated into the tender documents for future contracts.</p> <p>Council will also investigate with any commercial operator the possibilities for providing the same concession fares on all services.</p>	<p>A concession fares schedule is included in the NBus contract.</p> <p>The farebox recovery ratio for 2012/13 was 63 percent.</p>

Objective	Policy	Method	Progress
Objective 3 Comprehensive and accurate data will be gathered to enable good planning decisions about future public transport services	Policy 3a 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.	The NBus service includes electronic ticket machines.
	Policy 3b All services will be required to provide Nelson City Council with data on the performance of the service. The New Zealand Transport Agency public transport service key performance indicators will be the minimum data requirement ¹¹ .	Details of information requirements will be incorporated into the tender documents for future contracts.	Although Nelson City Council are receiving monthly patronage data by route there are still some gaps in data required for New Zealand Transport Agency reporting requirements, for example, patronage data by trip and service punctuality.
Objective 4 Alternative sources of revenue will be investigated	Policy 4 Council will investigate advertising on and inside buses operating Council contracts. Council will retain the right to review advertising to ensure the content is suitable for a Council funded service.	Council will develop a policy on advertising on buses to be incorporated into tender documents for future contracts.	The NBus contract includes specifications for advertising on vehicles. However, the revenue generated from advertising is retained by the contractor.

¹¹ The NZ Transport Agency's Public Transport Service Key Performance Indicators are set out in section 11.4 of the Procurement Manual. A copy of the indicators is included in Appendix F.

Objective	Policy	Method	Progress
<p>Objective 5</p> <p>Public transport will be promoted to increase awareness of the services and encourage more people to use them</p>	<p>Policy 5a</p> <p>All contracted bus services operating in the Nelson region will be appropriately branded to identify the service and reflect Council subsidy. The service provider's brand design (livery) may be retained so long as prominent Nelson City Council/public transport network signage is provided to Council's satisfaction.</p>	<p>Tender documents will specify requirements for future contracts.</p>	<p>The NBus brand has been developed and is prominently displayed.</p>
	<p>Policy 5b</p> <p>All buses operating contracted services will have facilities for displaying notices and public transport promotional material inside the vehicle.</p>	<p>Tender documents will include specifications for providing this facility.</p>	<p>NBus vehicles include this facility.</p>
	<p>Policy 5c</p> <p>Comprehensive route and timetable information will be provided through a range of channels, including:</p> <p>Through Nelson City Council and the Tasman District Council's websites.</p> <p>Printed timetables and route maps, which will be available for free at key locations.</p> <p>Printed information will also be provided and maintained at key bus stop locations.</p>	<p>Information will continue to be provided through Nelson City Council and Tasman District Council websites. Nelson City Council will improve the accessibility of this information on the Nelson City Council website.</p> <p>The availability of timetables will be reviewed, and Council will organise additional outlets to provide bus timetables.</p> <p>Information at key bus stop locations will be reviewed.</p>	<p>Comprehensive route and timetable information is provided through a range of channels.</p>

Objective	Policy	Method	Progress
Objective 6 National schemes supporting the mobility of the transport disadvantaged will be continued	Policy 6a Council will support the ongoing provision of Total Mobility services in the region, and look for opportunities to improve the service.	Council will continue to fund the Total Mobility scheme and implement identified improvements to the service.	Funding continues although no progress has been made on identifying improvements.
	Policy 6b Council will continue to support the SuperGold Card free off-peak travel scheme.	Council will continue to administer the SuperGold Card scheme.	Administration of the Super Gold scheme continues.

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	Birchwood Primary, Nayland Primary, Nayland College, Nayland Kindergarten and Broadgreen Intermediate completed school travel plans in 2010/11. Travel plans for Nelson College for Boys, Nelson College for Girls and Hampden Street Primary were developed in 2012/13.
RTDMP Target 2 100 percent of workplaces with more than 50 staff to have Workplace Travel Plans by 2016 Workplace Travel Plans	No progress has been made on this to date.
RTDMP Target 3 To have 200 registered users by 2016 Car pooling	As at September 2013 there were 167 registered users, up from 133 a year earlier.
RTDMP Target 4 5 percent of households in Nelson to be contacted to offer TravelSmart services annually (beginning after commissioning of new public transport services) TravelSmart	No funding available for TravelSmart.

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 completed school travel plans in 2010/2011. Travel plans for Nelson College for Boys, Nelson College for Girls and Hampden Street Primary were developed in 2012/13.
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 due to lack of funding.
Introduce workplace travel plans (for businesses with >100 employees)	Short term	Workplace travel plans will not be introduced due to lack of funding.
Investigate viability of improving infrastructure which would encourage tele-working	Short term	No progress has been made on this due to lack of funding.
Expand car-pooling for those areas not encompassed by public transport	Short term	The car pooling programme will not be expanded due to lack of 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.
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	Refer Plan Change 21: Parking and related changes , operative May 2012.
Review Nelson Resource Management Plan parking provisions and requirements to be consistent with this strategy and the Regional Land Transport Strategy	Short term	Refer Plan Change 21: Parking and related changes , operative May 2012.

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	Refer Plan Change 21: Parking and related changes , operative May 2012.

7. Transport Activity Management Plan 2012-2015

7.1. Current Performance of Levels of Service

The table below shows the current performance of indicators used to measure the achievement of performance targets for levels of service in the Transport Activity Management Plan 2012/15.

It must be recognised that Council has varying ability to influence some of these levels of service as many are subject to personal choice.

Table 3 – Performance Indicators for Levels of Service

Level of Service	Performance Indicator	Current Performance	Performance Target
LOCAL ROADS, WALKING, CYCLING AND SCHOOLS			
Walking and cycling are easy and attractive alternative transport choices.	Percentage of the community that travel to work by walking or cycling (based on Nelson City Council Annual Residents Survey and/or national census).	9% cycled and 9% walked or ran, from the 2013 survey of residents	25% of all journeys to work trips are by walking or cycling by 2018.
The network, and its services are in good condition and are "fit for purpose"	Average road roughness standard (National Association of Australian State Roading Authorities) by road classification.	Local, 106 Rural sealed, 97 Rural unsealed, not surveyed	The following maximum average road roughness are not exceeded: Local, 120 Rural sealed, 120 Rural unsealed, 150

Level of Service	Performance Indicator	Current Performance	Performance Target
ARTERIAL TRAFFIC			
The transport system is efficient and enables people and freight to move efficiently	Average AM and PM peak hour travel times on Waimea Road and the State Highway between Annesbrook and Haven Road roundabout (based on the Regional Land Transport Strategy annual monitoring report)	Rocks Road PM peak delay = 2.5 minutes Waimea Road AM peak delay = 2 minutes	Average peak hour travel time delays are no greater than 5 minutes above uncongested travel times.
The transport system is efficient and enables people and freight to move efficiently	The level of service for each link or intersection along arterial roads or the State Highway.	Below Level of Service C in 2009 Model Update.	All intersections and links along arterial or state highways perform to a level of service of C or above (refer Appendix F of the Transport Activity Management Plan 2012-2015 for definition of Level of Service grades).
The network, and its services are in good condition and are "fit for purpose"	Average road roughness standard (National Association of Australian State Roading Authorities) by road classification.	Arterial/Principal, 64/84 Collector/Sub C, 95/107	The following maximum average road roughness are not exceeded: Arterial/Principal, 90 Collector/Sub C, 110
SAFETY			
The social and economic costs of crashes on the transport network are minimised.	Number of crashes per 100 million vehicle kilometres travelled on the urban local roads.	Below peer average	Nelson City crash rates are below our peer group average.
The social and economic costs of crashes on the transport network are minimised.	Total social cost of urban crashes (injury and non-injury) at the worst 10 intersections.	2012 social cost was higher than the previous five year average	The annual social cost is below the previous 5 year average.
The social and economic costs of crashes on the transport network are minimised.	Percentage of cyclist casualties compared to all casualties.	2012 cycle casualties higher than peer group average	Nelson City cyclist casualties are below our Peer group average.

Level of Service	Performance Indicator	Current Performance	Performance Target
The social and economic costs of crashes on the transport network are minimised.	Percentage of pedestrian casualties compared to all casualties.	2012 cycle casualties higher than peer group average	Nelson City pedestrian casualties are below our Peer group average.
PUBLIC TRANSPORT			
Public transport services that meet the needs of the community with an equitable sharing of costs.	The farebox recovery ratio	63% in 2012/13	30-35%, increase to 50% between 2015/16 and 2018/19
PARKING			
The supply and pricing of short stay parking is managed to encourage commercial activity in the Central Business District.	Percentage of short stay parking spaces occupied in midweek peak in December	December 2012 - 81%	85%
The supply and pricing of long stay parking is managed to incentivise greater use of alternative transport modes to the single occupancy vehicle.	Availability of long-stay parking spaces in the interpeak as a percentage of the total long stay spaces within a 20min walk of the Central Business District (excluding Central Business District long-stay spaces)	December 2012 - 31% availability in the city fringe which is typically within a five minute walk of the central city	No less than 5%
VALUE FOR MONEY PRINCIPLES			
Capital improvement projects will be prioritised taking into account the balanced approach.	Percentage of public satisfied and dissatisfied with the transport activity (based on Nelson City Council Annual Residents Survey).	52% of respondents are either very satisfied or satisfied 10% of respondents are either dissatisfied or very dissatisfied (2013 survey)	More than 50% of respondents are either very satisfied or satisfied, and less than 10% are either dissatisfied or very dissatisfied.