



AGENDA

Ordinary meeting of the

Regional Transport Committee

Friday 3 October 2014
Commencing at 1.00pm
Council Chamber
Civic House
Trafalgar Street, Nelson

Membership: Councillor Eric Davy (Chairperson), Her Worship the Mayor Rachel Reese, Councillors Ruth Copeland (Deputy Chairperson) and Brian McGurk, and Lyndon Hammond (NZTA)

Guidelines for councillors attending the meeting, who are not members of the Committee, as set out in Standing Orders:

- All councillors, whether or not they are members of the Committee, may attend Committee meetings (SO 2.12.2)
- At the discretion of the Chair, councillors who are not Committee members may speak, or ask questions about a matter.
- Only Committee members may vote on any matter before the Committee (SO 3.14.1)
- It is good practice for both Committee members and non-Committee members to declare any interests in items on the agenda. They should withdraw from the table for discussion and voting on any of these items.

Apologies

1. Confirmation of Order of Business

2. Interests

2.1 Updates to the Interests Register

2.2 Identify any conflicts of interest in the agenda

3. Public Forum

4. Confirmation of Minutes – 17 September 2014 4-15

Document number A1250521

Recommendation

THAT the minutes of the meeting of the Nelson City Council – Regional Transport Committee, held on 17 September 2014, be confirmed as a true and correct record.

5. Chairperson's Report

6. Draft Regional Land Transport Plan 2015-2021 16-87

Document number A1249393

Recommendation

THAT the report Draft Regional Land Transport Plan 2015-2021 (A1249393) and its attachments (A1245894, A1244851, A1228159 and A1249001) be received.

Minutes of a meeting of the Regional Transport Committee
Held in Ruma Marama, Civic House, Trafalgar Street, Nelson
On Wednesday 17 September 2014, commencing at 9.07am

Present: Councillor E Davy (Chairperson), Her Worship the Mayor (R Reese), Councillors R Copeland, and B McGurk

In Attendance: Councillor I Barker, Group Manager Infrastructure (A Louverdis), Senior Asset Engineer Transport and Roading (R Palmer), Engineering Adviser (S McAuley), Administration Adviser (E-J Ruthven), L Hammond and M Owens (NZTA), and Tasman District Councillor Officer (S Downs)

1. Apologies

The Chairperson advised that Tasman Regional Transport Committee Chairperson, Councillor Norris, who usually attended Regional Transport Committee meetings as an observer, was unable to attend the meeting.

2. Confirmation of Order of Business

The Chairperson advised that a late item, the draft Regional Land Transport Programme, was to be considered at the meeting, and a procedural resolution to do so was required.

Some concern was noted that late items presented difficulties for members with regards to preparing for meetings. The Chairperson noted this concern, but advised that in this case, the delay was unavoidable.

Resolved

THAT the item regarding Draft Regional Land Transport Plan (A1244851) be considered at this meeting as a major item not on the agenda, pursuant to Section 46A(7)(a) of the Local Government Official Information and Meetings Act 1987, to enable the Regional Transport Committee to consider the Draft Regional Land Transport Plan.

Davy/McGurk

Carried

The Chairperson advised that item 7, NZTA Regional Report, would be considered prior to item 6, Draft Regional Land Transport Plan 2015-2021.

3. Interests

There were no updates to the Interests Register, and no conflicts of interest with agenda items were declared.

4. Public Forum

There was no public forum.

5. Confirmation of Minutes – 1 August 2014

Document number A1228495, agenda pages 3-8 refer.

Resolved

THAT the minutes of a meeting of the Regional Transport Committee, held on 1 August 2014, be confirmed as a true and correct record.

Davy/Copeland

Carried

6. Chairperson's Report

The Chairperson noted the tight timeframes to be met in relation to the development of the draft Regional Land Transport Programme.

7. NZTA Regional Report

Document number A1245869, agenda pages 13-34 refer.

NZTA Representative, Lyndon Hammond, presented the report.

With regards to investment signals, he explained that a high level fact sheet was currently being drafted, which would be circulated to committee members to identify how the investment assessment process would work.

He added that, until the draft Government Policy Statement (GPS) was finalised, the investment signals would also remain draft, but that both should be finalised in the near future.

Mr Hammond noted the announcement of the Government \$212m Future Investment Fund package and \$100m Urban Cycling package, and explained that a panel was being developed to consider criteria for funding.

He also noted the development of the draft State Highway Asset Management Plan (SHAMP), and explained that a journey-approach was being taken in the development of this document.

NZTA Representative, Mark Owen, gave a Power Point presentation regarding the draft SHAMP (A1251155) and the timelines involved in relation to the development of the National Land Transport Plan (NLTP). He explained that revenue available for investing in and maintaining state highways was tight for the next three years, and consequently the draft SHAMP focused on national priorities, key journey corridors and optimising the existing transport network.

In response to a question, Mr Hammond said that the draft GPS provided for an 'R2' fund. He explained that the R2 fund would be a nationally contestable fund with a regional focus on national priorities, targeted at largely rural and provincial areas that did not have Roads of National Significance (RONS) within their transport programme.

There was a discussion regarding maintenance of the state highway network. In response to a question, Mr Owen explained that the constrained funding environment meant that lower classification roads would likely be maintained to a lower level, for example with more patching rather than full resealing, but without compromising on safety outcomes. He added that, in terms of investment, funding in the initial years of the draft SHAMP would likely be more focused on planning and design, with construction more likely from 2018 onwards.

There was a further discussion regarding the \$100 million Urban Cycling package. In response to a question, Mr Hammond said that the package would likely build on existing programmes and opportunities. He said that Nelson had a number of strengths with regards to walking and cycling projects, such as a communities model, good network plans and a high level of participation, and as a result Nelson walking and cycling projects would have a good chance of being incorporated in the NLTP. Mr Hammond stressed that if Nelson was to make an application to the Urban Cycling Fund, that the project seeking funds should be clearly visible in both the Asset Management Plan and the RLTP.

Mr Owen outlined the draft SHAMP projects for the top of the South Island, and noted that the SH6/Cable Bay Road intersection was programmed for the 2018-2021 period. In response to a question, Mr Owen explained that to bring the Cable Bay Road intersection back into the 2015-2018 programme would likely require R2 funding. He noted the importance of clearly explaining why improvements were required, such as emphasising both the HPMV nature of the route due to the quarry, and the safety indications for this intersection.

Resolved

THAT the NZTA Regional Report (A1245869) be received.

Davy/McGurk

Carried

8. Draft Regional Land Transport Plan 2015-2021

Document number A1245849, agenda pages 9-12, and late item refer.

The Chairperson noted that Council had resolved that Nelson City Council, Tasman District Council (TDC) and Marlborough District Council (MDC) would have a joint 'front end' to each Council's draft RLTP. He said that TDC would be considering its draft RLTP at Council in the coming days, and consequently, it was important that the Committee noted any front-end changes required at this meeting.

He also welcomed Tasman District Council officer, Sarah Downs, to join the meeting for the purposes of discussing the front end of the document.

The Committee considered the draft RLTP page by page.

8.1 Foreword (page 5)

With regards to paragraph 2, it was suggested that the first sentence be re-worded to state 'Nelson City does not have a rail network as a complementary transport system...' It was emphasised that Nelson was dependent on a secure, resilient and safe road transport system.

With regards to paragraph 4, it was suggested that the wording be clarified to emphasise that the RLTP began from year 1.

There was a discussion about the wording in paragraph 5. It was suggested that the wording used emphasised the choices available to Nelson residents in terms of different transport modes to meet their needs. It was suggested that the Chairperson and Mr Palmer discuss the wording used on this point.

A further suggestion was made that the foreword addressed the importance of freight movements and the Port, given that Nelson was an exporting region.

8.2 Page 9

It was suggested that the first paragraph acknowledge that transport was a function that integrated across local government boundaries, and that it was for this reason that the three Top of the South Councils had chosen to align the front end of each Council's RLTP.

8.3 Page 12

It was agreed that the first sentence of paragraph 2 required clarification.

8.4 Page 13

There was a discussion regarding horticulture and viticulture freight movements, and it was clarified that there was a peak in freight movements in autumn each year.

8.5 Page 14

Under the heading 'Seafood' it was agreed that the first sentence of the second paragraph should be reworded to read 'Salmon farming is becoming increasingly significant for Marlborough as farms are predominantly located in the Marlborough Sounds'.

Under the heading 'Tourism', it was agreed that reference should be included for the need to provide a safe roading network for self-driving foreign tourists. It was further agreed that an additional sentence regarding the importance of environmental amenity to the tourist driving experience be included.

8.6 Page 15

It was noted that an updated map, illustrating the boundaries between each of the territorial authorities, would be used.

Under the heading 'Nelson', there was a discussion regarding the importance of the port and airport to Nelson, especially with regards to roading links between Nelson and Richmond. It was noted that aside from growing freight movements, Nelson Airport was also extremely important to the Nelson economy as a major employer in the region, and as a commuting hub.

It was agreed that a separate section on 'Aviation' should be inserted under the 'Tourism' heading, as this was also linked to the start of the cycle trail. It was further noted that this section could include information regarding Marlborough Airport.

8.7 Page 16

It was agreed to include a statement that Nelson had a climate that supported active transport.

8.8 Pages 17-18

There was a discussion regarding key journey routes, during which it was noted that the figures used in the first paragraph in relation to freight movements required clarification.

It was further noted that the key journey of SH6 Richmond to Murchison should be clarified as being Richmond to Christchurch/West Coast via Murchison, to contextualise why this route was important.

There was a discussion regarding resilience of key routes, during which it was emphasised that Waimea Road was not a viable alternative

route for freight through to the Port, and at best could be called a 'back up' route. It was emphasised that, when events forced the closure of Rocks Road, it needed to be re-opened again as soon as possible. It was agreed that the second sentence of paragraph 2 on page 18 should be re-worded to state 'The road remained closed for almost a week.'

It was further noted that Rocks Road – Takaka Hill and Rocks Road – Whangamoas needed to be identified as key routes requiring resilience in weather events.

8.9 Page 19

There was a discussion regarding reliability, particularly with regards to freight movements to and from the port. In response to a question, Mr Palmer explained that forecast growth was currently 2% year on year, and that at the moment freight drivers avoided peak times to enter or exit the port due to the start/stop nature of traffic movements. It was noted that there was the capacity for further growth in freight movements if the Waimea Dam was developed.

With regards to paragraph 5, it was agreed that reference be made to self-driving foreign tourists.

8.10 Page 20

It was noted that the first sentences in paragraphs 4 and 6 were duplicated. It was further noted that there was a need to focus on alternative transport methods, such as the NBus.

8.11 Pages 21-22

It was suggested that the graph include a trend line, and that the 2014 data either be removed, or noted as incomplete.

8.12 Page 23

It was agreed that the final sentence of paragraph 1 should be reworded to say 'The three projects in Table 2 are not included with the other Top of the South significant activities as they do not need to be prioritised for NLTP funding'.

8.13 Page 24

There was a discussion regarding the measures of success as noted in the table. It was suggested that a different measure of success was required for freight movements, rather than 'increase in freight km travelled'. It was suggested that more appropriate measures might become apparent through the moderation or consultation process.

In response to a question, Mr Palmer explained that the two GPS objectives identified were the main objectives for the region.

8.14 Pages 25-27

The projects in the table were noted. Mr Palmer explained that the investment framework required further refinement.

In response to a question, Mr Palmer noted that, regardless of the outcome of the Southern Link, there was still a need for an efficient route through to the port.

8.15 Page 28

There was a discussion regarding the Arterial Traffic Study, and it was agreed to remove the second bullet point at the bottom of the page, and incorporate the first bullet point into the preceding sentence.

8.16 Page 29

There was a discussion regarding whether the global financial crisis should be included in the list of bullet points in the first paragraph.

In response to a question, Mr Palmer noted a large increase in numbers of people working from home in the latest census data, and that arterial traffic flow would also be affected by land use and modelling. In response to further questions, he explained that population growth was at odds with flat-lining or decreasing traffic numbers, and the influences over the amount of traffic were complex and hard to identify.

8.17 Page 30

With regards to street lighting, Mr Palmer explained that LED fittings would be installed on an as-replacement basis.

8.18 Page 32

Following discussion, it was agreed that all five GPS objectives should be reflected in the table, with policies/directions and measures of success for communities identifying Nelson-based themes.

With regards to item 2 in the table, Mr Palmer explained that investing in methods to reduce fuel related vehicle operating costs referred to considering feasible and cost effective vehicle fleets and central government's Energy Efficiency and Conservation Authority fuel efficiency advice. He added that roading projects took fuel-related vehicle operating costs into consideration, for example, considering different types of roading surfaces to lessen resistance and balancing the installation of traffic lights resulting in greater stop/start traffic flows against safety measures.

In response to a further question, Mr Palmer explained the difficulties in measuring success with regards to transport-related particulate matter in Nelson airsheds, and it was suggested that this measure be

replaced with an increase in the number of alternative travel modes taken up.

With regards to item 3 in the table, Mr Palmer explained that with an increasing number of cyclists, a flat or declining number of cycle crashes was an appropriate measure of success.

8.19 Page 34

With regards to the first four items on the table, Mr Owen explained that there were no known HPMV restrictions on state highways in the Top of the South region.

There was a discussion regarding the SH6/Cable Bay Road intersection. In response to a question, Mr Palmer explained the NZTA priority rating for this project. Mr Owen added that there may be an opportunity to prioritise this project through R2 funding, and explained the importance of emphasising the project benefits and profile.

In response to a question, Mr Owen explained that the Enhanced Network Resilience Nelson project was part of a national project considering resilience planning. He said that this related to investigation and reporting work rather than physical works.

Attendance: Councillor Davy left the meeting at 11.22am, and Councillor Copeland assumed the Chair.

8.20 Page 35

Mr Palmer explained that the list of programmes was ranked 1 to 9 based on timeframes in the current Asset Management Plan. He said that work had not yet started on prioritising the projects.

The Committee considered each of the proposed local road network projects.

8.20.1 Public Transport Integrated Ticketing

It was noted that this project had recently been considered by Council.

8.20.2 Rocks Rd to Maitai Path

There was a discussion regarding this project. In response to a question, Mr Palmer clarified that Council had not considered this issue to date, but it had been included in the project to avoid a disconnect between Rocks Road and the CBD, depending on the outcome of the Rocks Road walkway/cycleway project. It was noted that NZTA had undertaken high level work considering the potential for a route along the State Highway, but that the focus at this stage was to understand where connections may work. Mr Hammond suggested that NZTA be included as an organisation responsible for this project.

There was a discussion around potential funding for this project. In response to a question, Mr Hammond suggested that funding may be possible through the NLTP as it was linked to the state highway network. He said that the Urban Cycling fund could potentially be a back-up source of funding, but cautioned that the project should not be placed in the optimal location, not simply put along the state highway in order to attract funding.

8.20.3 Tahunanui Cycle Network

Mr Palmer noted that a report would be presented shortly, outlining the findings of the initial investigation and seeking further direction.

8.20.4 HPMV Upgrades – 50MAX Maitai Valley Road

Mr Palmer noted that this project was for minor improvements to seismically upgrade bridges on the Maitai Valley Road, which had the effect of addressing their strength for 50MAX vehicles. He noted the efficiency gains available if stronger bridges for forestry activity existed in the area.

8.20.5 Maitai Shared Path (Saltwater Creek Bridge)

Mr Louverdis noted that this was the bridge from the Maitai Shared Pathway to Akerston Street.

8.20.6 Walk Cycle Schools Package

It was noted that these were a number of small, integrated projects to encourage active journeys to and from school.

8.20.7 Waimea Road Retaining Wall at Snows Hill

Mr Palmer explained the need to retain an existing embankment, noting that Waimea Road was a key lifelines route.

8.20.8 Quarantine/Nayland Intersection Upgrades

Mr Palmer said that NZTA modelling indicated that this intersection would create tailback by the 2021-2024 period. It was queried whether work on this intersection could be considered earlier, as part of the Quarantine Road/Whakatu Drive intersection, and Mr Owen noted that NZTA may be prepared to assist with this project given the potential impacts for the State Highway.

8.20.9 Stoke Bus Interchange

There was a discussion regarding this project, and councillors noted potential developments in central Stoke that may impact on this project. In response to a question, Mr Palmer explained that the proposed budget was for a simple exchange with regards to transport solutions, but if Council wanted to take into account urban design outcomes, local funding may be required.

It was suggested that the timing of this project may need to be moved forward.

8.20.10 Waimea Rd/Van Diemen Junction Improvements

Mr Palmer explained that this intersection created issues for the functioning of Waimea Road as the extension of the ring route out of the CBD. He said that traffic signals could potentially manage this intersection more efficiently, while improve pedestrian crossing.

8.20.11 Additional Projects

There was a discussion regarding whether any projects were missing from the list.

It was suggested that the stormwater network under the state highway at Orphanage Creek be considered, as the consequence of insufficient stormwater drainage had implications for the state highway capacity.

In response to a question, Mr Owen noted that stormwater work could be funded where there was a benefit to a state highway, however it would depend on whether there was inadequate stormwater management when the state highway was created, or whether intensified local development had created the issue.

There was a discussion regarding the proposed southern link road, and how this linked to the local roading network. It was emphasised that investigative work needed to be carried out at the same time that investigative work was being undertaken by NZTA with regards to the southern link, in order to completely understand how the southern link would fit with the existing network.

It was agreed that a local project regarding the CBD ring route investigation be included for 2015-2018, in order to undertake this work.

8.21 Pages 36 - 38

Mr Palmer explained that the operations and maintenance forecast would be presented to NZTA for moderation.

8.22 Page 40

Mr Palmer explained that a Regional Public Transport Plan (RPTP) was required, and that it was proposed to bring a draft plan to a Regional Transport Committee meeting for discussion as soon as it was prepared. He said that it was preferable that the RPTP was consulted on at the same time as the RLTP.

Attendance: Councillor Davy returned to the meeting at 12.06pm and resumed the Chair.

There was a discussion regarding farebox recovery, during which it was suggested that Nelson's farebox recovery was too high as compared to other urban centres. It was suggested that the price of public transport in Nelson was currently a barrier to greater uptake of the service.

In response to a question, Mr Hammond explained the importance of building a business case for additional public transport services and greater subsidies through the RPTP, emphasising the investment that Council had put into this area to date. He noted the importance of understanding the matrix between user-pays, reducing the cost of the service and increasing patronage.

Attendance: Councillor Copeland left the meeting at 12.11pm.

8.23 Appendices

Mr Palmer explained that several sections had been omitted from the appendices, and tabled a document outlining proposed Appendices 6, 7 and 8 (A1254225).

There was a discussion regarding the indicators for monitoring performance measures, as set out in Appendix 3. Following discussion, it was agreed that the travel time variability measures between Picton and the Marlborough Kaikoura border should be removed from the Nelson section.

With regards to the targets for walking, cycling and bus growth, the importance of providing viable choices was noted, to ensure that the performance targets were realistic rather than aspirational.

It was suggested that the target for energy efficient development was inappropriate as these were already requirements for subdivisions, and that the target for greenhouse gas emissions was unrealistic.

With regards to multiple occupancy vehicles, Mr Palmer explained how monitoring took place. It was digested that numbers may be skewed by parents driving children to school.

8.24 Next Steps

There was a discussion regarding how to consult the Police with regards to the development of the RLTP. It was suggested that officers and the Committee Chair meet with Police representatives in the near future to incorporate any Police input prior to the next Regional Transport Committee meeting.

It was agreed that the draft RLTP return to the Regional Transport Committee on 3 October, prior to being recommended for Council approval at the Council meeting on 9 October.

Resolved

THAT the report Draft Regional Land Transport Plan 2015-2021 (A1245894) and its attachment (A1244851) be received;

AND THAT officers amend the draft Regional Land Transport Plan 2015-2021 to incorporate the editorial changes requested by the Committee;

AND THAT the amended version be reported back to the RTC for final review on 3 October 2014;

AND THAT the Committee delegate authority to Council to approve the submission of the draft Regional Land Transport Plan to New Zealand Transport Agency by 17 October 2014 for their national moderation process;

AND THAT the Committee delegate approval to Council to amend the draft Regional Land Transport Plan following New Zealand Transport Agency moderation as the version to commence the Special Consultation Procedure with respect to the draft;

AND THAT the Committee approve the draft timetable for consultation of the draft Regional Land Transport Plan.

Davy/McGurk

Carried

There being no further business the meeting ended at 12.30pm.

Confirmed as a correct record of proceedings:

_____ Chairperson _____ Date

Regional Transport Committee
17 September 2014

Draft Regional Land Transport Plan 2015 -2021

1. Purpose of Report

- 1.1 To receive the draft Regional Land Transport Plan 2015-2021 (RLTP) as the version to recommend to Council for submission to NZ Transport Agency for moderation.

2. Delegations

- 2.1 The Regional Transport Committee (RTC) has delegated authority to prepare the RLTP in accordance with the requirements of the Land Transport Management Act 2003, and as amended by the Land Transport Management Amendment Act 2013.

3. Recommendation

THAT the report Draft Regional Land Transport Plan 2015-2021 (A1249393) and its attachments (A1245894, A1244851, A1228159 and A1249001) be received;

4. Background

- 4.1 A draft RLTP was received by the RTC on the 17 September 2014. Feedback received from the meeting has been incorporated into the latest draft RLTP which is included as attachment 1.

- 4.2 At the 17 September 2014 the RTC resolved:

THAT the report Draft Regional Land Transport Plan 2015-2021 (A1245894) and its attachment (A1244851) be received;

AND THAT officers amend the draft Regional Land Transport Plan 2015-2021 to incorporate the editorial changes requested by the Committee;

AND THAT the amended version be reported back to the RTC for final review on 3 October 2014;

AND THAT the Committee delegate authority to Council to approve the submission of the draft Regional Land Transport Plan to New Zealand Transport Agency by 17 October 2014 for their national moderation process;

AND THAT the Committee delegate approval to Council to amend the draft Regional Land Transport Plan following New Zealand Transport Agency moderation as the version to commence the Special Consultation Procedure with respect to the draft;

AND THAT the Committee approve the draft timetable for consultation of the draft Regional Land Transport Plan.

4.3 A copy of the 17 September 2014 RTC report is included as attachment 1. The resolved recommendations differed from the report in that the committee added the recommendation that the draft RLTP be reported back to the RTC for further review on 3 October 2014.

4.4 In the 17 September 2014 report it also stated that a draft timetable for submission of the final RLTP to 30 April 2015 was to be tabled. This did not occur. The timetable is now enclosed as attachment 3.

5. Discussion

5.1 A memo detailing the current performance of the proposed measures of success has been prepared to enable further discussion and target setting. The performance monitoring memo is included as attachment 4.

5.2 Discussion on the draft RLTP was undertaken with the Roding Policing Manager, Jenny Richardson on the 22 September 2014. The Police questioned the inclusion of a road safety measure for cyclists as they make up a small component of total crashes. The Police also stressed that the aging population needs greater emphasis.

6. Options

6.1 Council must submit a draft RLTP (attachment 2) with amendments as recommended by the RTC to Council for approval and then onto NZ Transport Agency for moderation.

6.2 It is not an option to not submit a draft RLTP to NZ Transport Agency for moderation.

7. Assessment of Significance against the Council's Significance Policy

7.1 The adoption of this recommendation is not a significant decision in terms of the Council's Significance Policy. The decisions arising from the draft RLTP are considered to be significant will be consulted in accordance with Section 82 of the Local Government Act 2002.

8. Alignment with relevant Council Policy

- 8.1 The draft RLTP will inform the preparation of the Long Term Plan 2015-25 and aligns with the Council's strategic documents. Any issues will be consulted on as part of the Long Term Plan and future Annual Plan process.
- 8.2 The policies set and activities funded through the RLTP will feed into future Council policy documents and, consequently, may change current Council policy.

9. Consultation

- 9.1 The RLTP has its own consultation process in accordance with the requirements of the Land Transport Management Act 2003. The timetable included as attachment 3.

10. Inclusion of Māori in the decision making process

- 10.1 Maori will have the opportunity to provide feedback as part of any consultation process.

11. Conclusion

- 11.1 A draft RLTP has been prepared in collaboration with Marlborough District Council, Tasman District Council and the NZ Transport Agency for approval by the RTC. The recommendations resolved at the 17 September 2014 RTC meeting allow the RLTP to be submitted to Council and then the NZ Transport Agency moderation process in mid October 2014.

Rhys Palmer
Senior Asset Manager – Transport and Roading

Attachments

- Attachment 1: Draft RLTP RTC Report 17 September 2014 [A1245894](#)
- Attachment 2: Draft RLTP [A1252449](#)
- Attachment 3: RLTP Draft Timeline [A1228159](#)
- Attachment 4: Performance Monitoring [A1249001](#)

Draft Regional Land Transport Plan 2015 -2021

1. Purpose of Report

- 1.1 To receive the draft Regional Land Transport Plan 2015-2021 (RLTP) as the version to be submitted to NZTA for moderation and to approve delegation to Council of submission of the draft RLTP for consultation.

2. Delegations

- 2.1 The Regional Transport Committee (RTC) has delegated authority to prepare the RLTP in accordance with the requirements of the Land Transport Management Act 2003, and as amended by the Land Transport Management Amendment Act 2013.

3. Recommendation

THAT the report Draft Regional Land Transport Plan 2015-2021 (A1245894) and its attachment (A1244851) be received;

AND THAT officers amend the draft Regional Land Transport Plan 2015-2021 to incorporate the editorial changes requested by the Committee;

AND THAT the Committee delegate authority to Council to approve the submission of the draft Regional Land Transport Plan to New Zealand Transport Agency by 17 October 2014 for their national moderation process;

AND THAT the Committee delegate approval to Council to amend the draft Regional Land Transport Plan following New Zealand Transport Agency moderation as the version to commence the Special Consultation Procedure with respect to the draft;

AND THAT the Committee approve the draft timetable for consultation of the draft Regional Land Transport Plan.

4. Background

- 4.1 A core function of the RTC is to prepare an RLTP for the approval of Council. The Land Transport Management Act 2003 requires Unitary Authorities to prepare a RLTP every six years and update it every three years.
- 4.2 The RLTP sets out how the region's land transport system will develop and identifies proposed regional transport activities for investment (local and/or central government) over the next ten years.
- 4.3 The plan's scope includes policy and activities related to road maintenance and improvements, public transport services and infrastructure, walking and cycling infrastructure, road safety education and transport planning.
- 4.4 The draft RLTP is a joint document with Tasman District Council and Marlborough District Council to enable the key transport objectives and policies to provide a joint voice when competing for central government funding. A section is also included in the plan for the objectives and policies that are more relevant to Nelson. This joint approach was endorsed by the RTC on 1 August 2014 and approved by Council on 28 August 2014.
- 4.5 The approved RLTP will replace the Regional Land Transport Strategy 2009 and Regional Land Transport Programme 2012-2022.
- 4.6 The Draft RLTP is due for national moderation by the NZTA and officers have programmed this to occur in mid October 2014 so that community consultation may take place prior to Christmas. The final RLTP is due to the NZTA on the 30 April 2015.
- 4.7 A draft timetable will be tabled at the meeting showing the programme for consultation, hearings and deliberations through to the submission of the final plan by 30 April 2015. This timetable is very tight.

5. Discussion

Development of draft RLTP

- 5.1 The draft RLTP has been developed in conjunction with Tasman District Council (TDC), Marlborough District Council (MDC) and NZTA to provide Nelson with fundable road projects that contribute to improving the transport environment of the area. A joint workshop to finalise the front end of the document was held with the three Councils and NZTA on 3 September 2014.
- 5.2 The timetable tabled for approval has been prepared to achieve the requirement to submit the final RLTP to NZTA by 30 April 2015. To achieve this it will be necessary to delegate two decisions to Council, in order to reduce the need for both RTC and Council meetings to consider the same information. This has been discussed and agreed with NZTA as fundamentally the use of Council to make decisions removes the NZTA RTC committee member from the decision making process (ie voting).

- 5.3 In doing this it will be necessary for the RTC to delegate authority to Council to make the following decisions regarding the draft RLTP:
- Review the feedback and make appropriate amendments to the RLTP as recommended by NZTA as a result of their National moderation process in late October 2014, and
 - Approve a final draft version as the basis for consultation.

6. Options

- 6.1 The option to follow the process of each decision being agreed by the RTC then referred to Council, would result in the consultation being undertaken after Christmas, most likely in February 2015. It would then be impossible to programme hearings and deliberations for the RTC and then have the RTC report to Council before the 30 April 2015 NZTA deadline.

7. Assessment of Significance against the Council's Significance Policy

- 7.1 The adoption of this recommendation is not a significant decision in terms of the Council's Significance Policy. The decisions arising from the draft RLTP are considered to be significant will be consulted in accordance with Section 82 of the Local Government Act 2002.

8. Alignment with relevant Council Policy

- 8.1 The draft RLTP will inform the preparation of the Long Term Plan 2015-25 and aligns with the Council's strategic documents. Any issues will be consulted on as part of the Long Term Plan and future Annual Plan process.
- 8.2 The policies set and activities funded through the RLTP will feed into future Council policy documents and, consequently, may change current Council policy.

9. Consultation

- 9.1 The RLTP has its own consultation process in accordance with the requirements of the Land Transport Management Act 2003. The timetable will be tabled at the Committee meeting.

10. Inclusion of Māori in the decision making process

- 10.1 Maori will have the opportunity to provide feedback as part of any consultation process.

11. Conclusion

- 11.1 A draft RLTP has been prepared in collaboration with MDC, TDC and NZTA for approval by the RTC with a recommendation for it to be submitted to Council and then the NZTA moderation process in mid October 2014.

- 11.2 Delegating the approval to submit the RLTP to the NZTA to Council along with any changes that result from their moderation process will allow consultation to occur prior to the Christmas holiday period. This is essential to enable sufficient time to hear submissions, deliberate and submit a final RLTP by 30 April 2015 deadline.

Rhys Palmer

Senior Asset Engineer – Transport and Roading

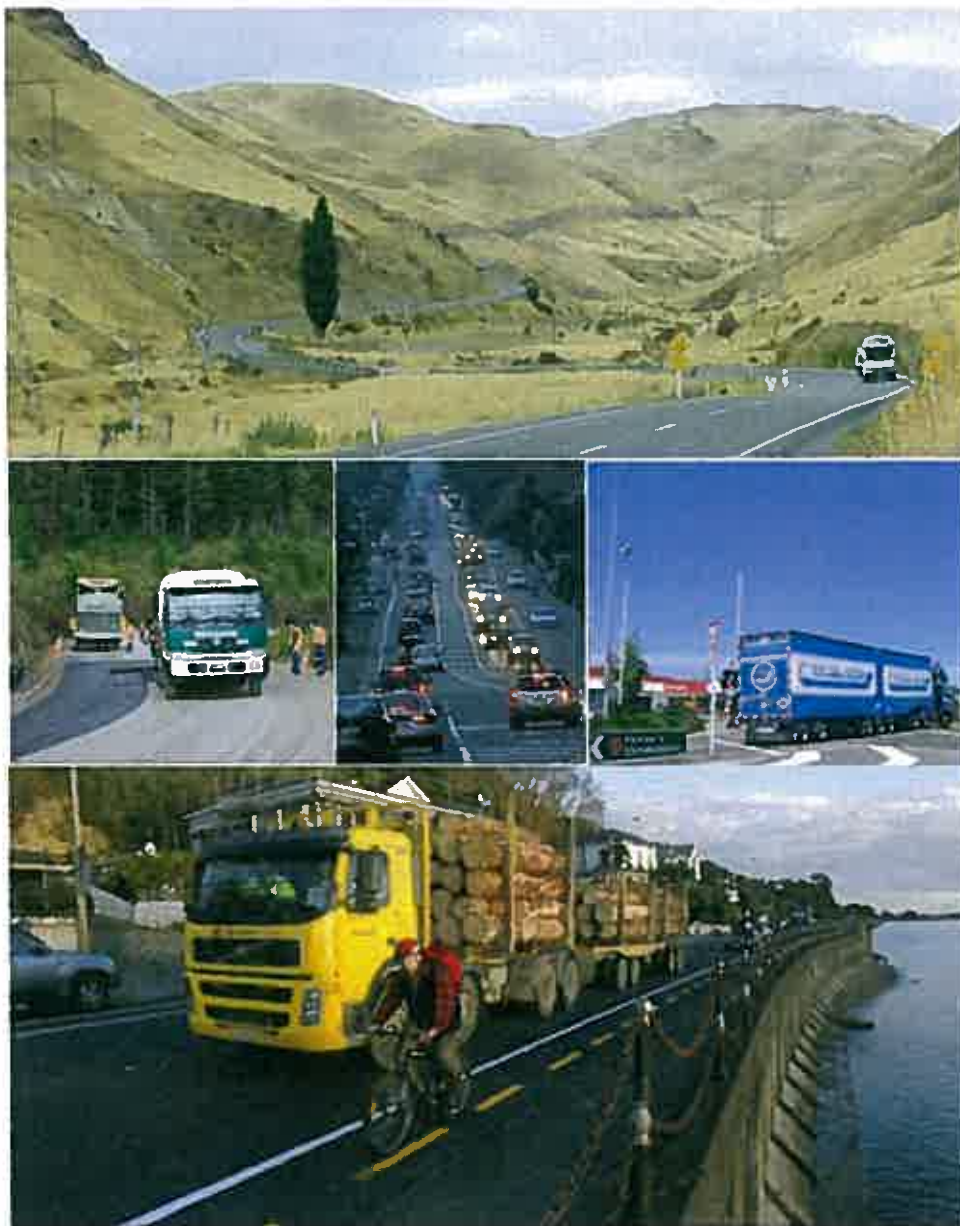
Attachments

Attachment 1: Draft Regional Land Transport Plan ([A1244851](#))

Connecting the Top of the South

Regional Land Transport Plan 2015-2021

Marlborough District Council, Nelson City Council and Tasman District Council





Record of amendment

Amendment number	Description of change	Effective date	Updated by
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Foreword

Nelson City Council is required by the Land Transport Management Act 2003 (LTMA) to prepare a Regional Land Transport Plan. The LTMA sets out the requirements regarding the Plan's content and the consultation process required in preparing the Plan. The Regional Land Transport Plan will bring a regional focus to the implementation of the Government Policy Statement Strategy and further the aspirations of the Nelson City Council.

Nelson City does not have a rail network and therefore is dependent on a secure, resilient and safe road transport system. This must cater for the new larger high productivity motor vehicles and the resulting maintenance needs for this to be effective.

The plan must be consistent with the Draft Government Policy Statement. The key objectives of the GPS are to provide: Economic Growth and productivity, Road Safety and Value for money.

This reflects that it is not a surprise that transport is a critical element in all aspects of the lives of the inhabitants of Nelson City. This includes improving access and transport links in order to increase opportunities for work, training and leisure/social activities as well as tackling the environmental challenge through promoting opportunities for sustainable travel to help reduce the impact of transport on the local environment. This is achieved by the NBus service, continued development of both walking and cycling opportunities throughout the area. These to work in concert with Tasman District Council cycle facilities.

This RLTP has been developed, in collaboration with our neighbours Marlborough District and Tasman District Councils, stakeholders and the community and has developed a programme of projects for the first six years. This will enable a start to be made to the delivery of the overall plan and begin the move to achieving the objectives of the RLTP and provide a modern, resilient, safe, integrated and sustainable transport system for Nelson City.

It is envisaged that although the strategic framework will be broadly unaltered during the life of the plan, it should be stressed that the plan has some flexibility in order to allow for changes as a consequence of national and global events.

This RLTP has been written with the cooperation and help of our partners. Our thanks go to all individuals and parties who have input into all stages of the development of the plan.

The time, effort, commitment and enthusiasm shown by all parties has resulted in an inclusive Regional Land Transport Plan.



Executive Summary

[Particular to each region - to be completed by unitary officers of each regional transport committee]

Include recognition of economic, social and environmental sustainability in this section.

Consultation process **Brief wording on consultation process to be added.**



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Glossary of Terms

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

The Act means the Land Transport Management Act 2003

Activity -

- (a) means a land transport output or capital project; and
- (b) includes any combination of activities

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

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

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

Economic growth – measured by Gross Domestic Product (GDP)

Fund means the national land transport fund

GPS means the Draft Government Policy Statement on land transport 2015/16 – 2024/25

HPMV means high productivity motor vehicle(s)

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

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

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

NLTP – National Land Transport Programme

NLTF – National Land Transport Fund

NZTA - New Zealand Transport Agency

ONRC – One Network Road Classification

RLTP – Regional Land Transport Plan

RPTP – Regional Public Transport Plan

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

RTC – Regional Transport Committee

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

SH means State Highway.

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

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



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

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



Part A – Introduction and Purpose

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

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

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



Lee Valley, Tasman



Puka Puka Weld Pass SH1, Marlborough



Part B – Government Policy Statement and the RLTP

Relationships between Land Transport Documents

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

The Transport Agency's 'Statement of Intent' gives effect to the Government's direction for transport. The Transport Agency therefore invests and operates with a 'whole of system' approach, with their immediate priority being the development and finalising of the 2015 to 2018 NLTP.

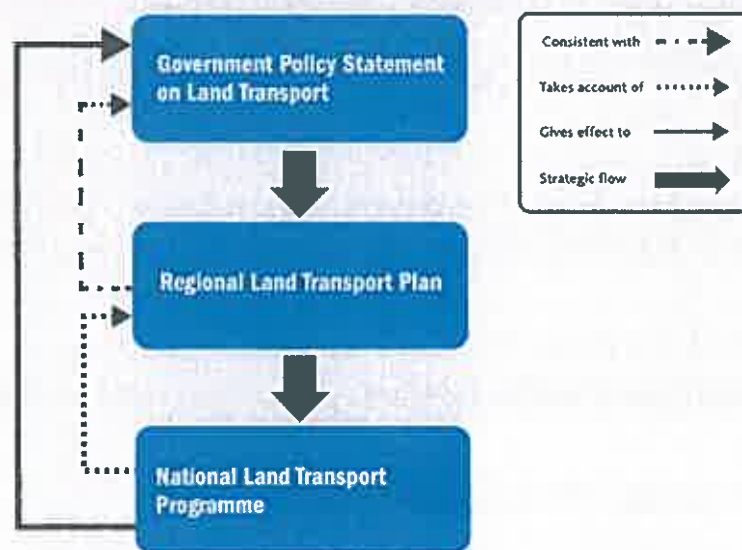


Figure 1. Statutory Relationship between the RLTP, the NLTP and the GPS.

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

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

The Government released an 'Engagement Draft' of its GPS (the Draft GPS 2015) on 15 June 2014 which includes:

- national objectives for land transport;
- the results the Government wishes to achieve from allocation of the Fund;
- the Government's land transport investment strategy in a framework that will guide investment over the next 10 years; and



- the Government's policy on borrowing for the purpose of managing the NLTP.

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

The Draft GPS 2015 proposes to continue the three key priorities from the 2012 GPS. These, along with the proposed long term results from these priorities, are shown in Table 1.

GPS 2015 Priority	Associated long term results
Economic growth and productivity	<ul style="list-style-type: none"> Support economic growth and productivity through provision of better access to markets, employment and business areas Support economic growth of regional New Zealand through provision of better access to markets Enable access to social and economic opportunities, particularly for people with limited access to a private vehicle Improved network resilience and reliability at the most critical points
Road safety	<ul style="list-style-type: none"> Reduction in deaths and serious injuries at reasonable cost Increased safe cycling through extension of the cycle networks
Value for money	<ul style="list-style-type: none"> Delivery of the right infrastructure and services to the right level at the best cost Improved returns from road maintenance Improved returns from public transport On-road enforcement of the road user charges regime at reasonable cost Understand the costs associated with environmental mitigation

Table 1. GPS priorities and results sort from land transport investment.

The government is expected to finalise the GPS by December 2014.

The National Land Transport Fund and Programme

The NLTP for 2015/2018 contains all of the land transport activities, such as public transport services and road construction and maintenance, that the Transport Agency anticipates funding over the next three years.

The NLTP is a planning and investment partnership between the Transport Agency and local authorities which will deliver transport solutions that will help communities across New Zealand thrive.

The NLTP will be published on 1 July 2015.

Regional Land Transport Plans

Section 13 of the Act requires every regional council, through its Regional Transport Committee, to prepare a RLTP every six financial years. A RLTP provides the strategic context and direction for each region's transport network. The final RLTP is required to be approved by each council by 30 April 2015. The Top of the South Councils have agreed to work together and provide a coordinated RLTP. Once published on 1 July 2015, the Final RLTP 2015 to 2021 will be available for the public to view on each council's website and in each council's respective service centres.



Part C – Top of the South Setting

Introduction

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

The Top of the South contributes around three percent of New Zealand's gross domestic product (GDP). The Top of the South has the highest reliance on primary industry in New Zealand. The Tasman and Marlborough districts are highly export focused and rely on factories and manufacturing in both Nelson City and Tasman District for export. The exports are predominantly distributed via Port Nelson, Port Marlborough, Nelson Airport and Marlborough Airport.

Nelson City in comparison to Tasman and Marlborough is predominantly urban. Nelson City and Tasman District are economically interlinked and dependent on each other. This heavy reliance on each other is reflected in the way the two Councils work together with respect to the roading network.

Nelson Central Business District (CBD) is the main commercial centre within the Nelson-Tasman region with just under 8000 employees. Getting people to and from the CBD is critical to the wellbeing of both regions and their respective economies.

Economic Drivers

Regional economies are affected by common national trends, and while there are differences, there are also dense economic connections between regions. Because regions can have complementary and competing specialisations, what happens in one region can affect another.

Analysis by the New Zealand Institute of Economic Research (2014) shows there are three broad types of regional economies:

- two distinctively urban economies: Auckland and Wellington that have complex economies and very high human capital;
- three distinctively resource-based economies: Taranaki, Upper South Island and Southland, with concentrated exposures to natural commodities and international commodity prices; and
- remaining regions that are driven by common national factors.

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

- horticulture
- forestry
- seafood
- pastoral farming, and
- tourism

Three other significant export sectors contributing to the regional economy are engineering, information communications technology and aviation.

Annual growth in Nelson-Tasman regional GDP per capita in 2013 was 4.2% compared with the national average of 2%. In Marlborough, annual growth was 0.8% in 2012, but it had been significantly higher (3.2%) in the ten years previously.



Nelson City and Tasman District have one of the highest export road freight levels in New Zealand per capita. Approximately 30% of Nelson-Tasman's GDP is generated from bulk commodity production. Road transport is the only means of getting export products to the port or airport as there is no regional rail network.

Horticulture and viticulture

Over the past 20 years, horticulture exports have grown from \$NZ 200 million to \$NZ 2.23 billion. It is now New Zealand's sixth largest export industry. Historically, horticulture and viticulture has been one of the Top of the South's key sectors. In 2012, horticulture alone contributed to more than 12% of the regional GDP in Nelson-Tasman. It provided over 10% of the region's employment. In Marlborough, this figure was 2.6%. New Zealand's largest grape producing region is Tasman-Nelson-Marlborough. In 2013, there were 145 wineries in Marlborough and 55 in Nelson-Tasman out of a total 692 in New Zealand (29%). The movement of horticultural products and grapes contributes to 15% of Tasman's economy and 14% of Marlborough's. Produce is predominantly transported around the Top of the South by road.

The main horticulture clusters include pipfruit, kiwifruit, berryfruit, wine growing and craft beer (hops). Regional issues that the horticulture and viticulture industries face include an efficient route to Port Nelson. In 2013, over 288,000 tonnes of fruit were exported from Port Nelson. Transporting that amount of fruit to both packhouses, coolstores and to the Port requires an efficient and reliable road network. Seasonality of the industry is a major factor with respect to the road network. Peak horticultural freight movements around the Top of the South occur in the autumn. It is especially important at this time of the year that the network is at its most efficient and resilient.

Forestry

As at 1 April 2013 there were a total of 170,171 hectares in Nelson, Tasman and Marlborough (9% of New Zealand's forest plantations).

The Top of the South region is home to a mature but innovative forest cluster that contributed 11% (\$430 million) to the region's GDP in 2012. In the past ten years, forestry has steadily increased its GDP contribution, as a result of increased technology, consolidation and other productivity improvements.

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

With the introduction of 50 MAX and the High Productivity Motor Vehicle (HPMV) scheme, trucks are allowed to carry heavier weights on selected routes. This has resulted in fewer trips to the ports to carry logs and processed wood products. The Top of the South Councils are working with the forestry industry to increase the number of approved routes for log trucks.

Export logs and wood products are transported by road to the closest port. Annually, up to three million tonnes are exported from Port Nelson and one million tonnes from Port Marlborough. The forestry industry is heavily reliant on the road network and the need for a network across the Top of the South that is resilient, reliable and efficient.





SH6 Logging truck on route to Port Nelson

Seafood

Seafood is a significant contributor to the New Zealand economy. China, Australia and the USA remain the top three countries to which New Zealand seafood is exported. The Top of the South's contribution to seafood cluster is significant. In 2012, it contributed \$293 million or 7.6% of the region's GDP. The seafood cluster includes commercial offshore fishing, aquaculture, processing and supporting sectors such as marine engineering, boat building and seafood scientific research.

Port Nelson is Australasia's largest deep fishing port and the region is New Zealand's leading location for seafood activity, with 24.9% of the national seafood employment and 29.9% of the national seafood GDP.

Sealord and Talley's Group Ltd are both based in the region. Sealord are based at Port Nelson, while Talley's are based at Port Motueka. However, its 4,500 tonne cold-store facility is based at Port Nelson.

In 2012, the Nelson-Tasman region had 93 fishing associated businesses and 10 seafood processing business units.

Mussel farming is an increasing business opportunity for the region that will provide employment, capital investment and increased regional GDP.

Salmon farming is becoming increasingly significant for Marlborough as farms are predominantly located in the Marlborough Sounds. New Zealand King Salmon produces 70% of New Zealand's salmon, of which 50% is exported. New Zealand and Canada are the only locations where king salmon are farmed in the world and as a result New Zealand King Salmon produces 55% of the world's farmed king salmon. There are four purpose-built processing facilities in Nelson.

Additionally, Nelson is home to the Cawthron Institute and the Cawthron Aquaculture Park, a world-class research institute and New Zealand's largest mussel and oyster hatchery.

As with other primary produce, a resilient, reliable and efficient road network is important to the future of seafood and its economic significance to the Top of the South in terms of GDP and employment.



Pastoral Farming

The pastoral farming cluster includes sheep, beef, dairy, pig, deer and others e.g. beekeeping. It also includes processing, manufacturing and services, such as wool harvesting, road transport, farm equipment sales and servicing. All these services rely on the road network. In 2012, the farming cluster business contributed \$146 million (4%) to Nelson-Tasman's GDP. In Marlborough, the farming cluster business contributed approximately \$268 million (19%) of their GDP.

Forty four percent of farming GDP for the Top of the South comes from dairy production. The flow on effect to processing and manufacturing of dairy products on the region's road network is significant. The milk produced on farms in the Nelson-Tasman region goes to Fonterra's milk powder plants in Takaka and Brightwater for processing and is then exported via Port Nelson.

Alliance (meat producer and exporter co-operative) has a meat plant in Stoke which takes sheep from the Top of the South down to Amberley in Canterbury, and from the North Island when required. The main export markets are the UK and China. The road network is crucial to this operation. Having a road network, (especially SH6 with its links to the key pastoral farming areas in Tasman and Marlborough, and the two ports) that is efficient and reliable is important to the Top of the South's regional economy.

Tourism

Tourism in the region has developed from the spectacular natural environment that we need to protect. Tourism activities in the Top of the South are diverse. Seasonality is an issue, with a summer peak of tourists that are typically 'self-drive'. There are increasing numbers of visitors in recent times during the winter.

Tourism is a major growth industry in the Top of the South for all three councils. Tasman provides access to three national parks and Marlborough is home of the Sounds with the port of Picton acting as a gateway to the South Island for travellers arriving (or departing) by ferry. St Arnaud and the Rainbow skifield are on the boundary between Tasman and Marlborough.

The region is fast becoming known for its cycleways and mountain biking. The further development of Tasman's Great Taste Trail and the Queen Charlotte Cycling Track in Marlborough will enhance the Top of the South's reputation as a premier cycling destination. Nelson and, to a lesser extent, Marlborough Airport provide a vital gateway to the Top of the South as does Picton ferry and the State Highway links to Canterbury and the West Coast.



The key journey routes that are mentioned in the Transport Network section are very important as they are a direct route to the areas that are significant to tourism. The adverse weather event in December 2011, showed how reliant the region is on these key journey routes for tourism. For example, the road to Totoranui suffered many slips in December 2011 which considerably affected the road access into the Abel Tasman National Park from Golden Bay. The road as a special purpose road is of great economic significance to the Nelson-Tasman region and its reliability and resilience is important to tourism and the economic growth of the region.

Aviation

The region is home to Air Nelson, HNZ Global and the Defence facility at Marlborough Airport. Aviation makes a considerable contribution to the Top of the South's economy, with a combined contribution to the Top of the South's GDP of \$98 million in 2012.

Nelson Airport is the fourth busiest airport in New Zealand and the busiest regional airport in the country, in terms of scheduled flights.

The aviation industry supports the five key export drivers including tourism, recreational and business travel. Both airports are served by SH6 and the adjoining local road network which are identified as key journey routes.

New map to be added

Marlborough

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

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

More to be added here by MDC

Nelson

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

Although it is small, Nelson CBD is the main commercial centre within the region with just under 8000 employees, and is critical to the wellbeing of the regions and their respective economies.

Nelson has developed economic activity in diverse sectors as well as some specialisations. It provides services for the communities of Tasman and Marlborough and has particular strengths in marine construction, aviation manufacturing and is home to almost one-third of New Zealand's fishing and aquaculture. Like Tasman and Marlborough districts, Nelson City has opportunities to add value to primary products and for smaller-scale enterprises to work together to grow and to export.

The information communications technology cluster in Nelson has continued to grow and drive change across all industries. In 2013 Google named Nelson as one of the top five most internet –savvy cities saying the town is full of businesses making the best use of the internet, social media and online marketing.



Nelson is well known for its thriving local arts and crafts scene. Each year the city hosts many events popular with locals and tourists alike.

Tourism in Nelson is driven by its natural beauty and great climate and supported by a premier food and beverage establishments and shopping opportunities which see the city swelling to capacity during the summer months.

Tasman

The Tasman District is located in the north west of the South Island. It covers the area from the boundary of Nelson City in the east, to Murchison and the West Coast in the south, Golden Bay in the north-west, and Marlborough to the east. Tasman Bay is located to the north.

At the time of the March 2013 census Tasman District had a total normally resident population of 47,154. The main population of the Tasman District is centred in Richmond which is the largest and fastest growing town in the District with an estimated 14,036 residents. Motueka is the next largest town, with an estimated 6,590 residents in 2011.

The Tasman District is known for the natural beauty of its landscape. Fifty-eight percent of the Tasman District is national park – Nelson Lakes, Kahurangi and Abel Tasman National Parks. There are a range of other forests and reserves in the area, including the Mount Richmond State Forest Park and Rabbit Island. Tasman District covers 14,812 square kilometres of mountains, parks, waterways, territorial sea and includes 812km of coastline.

The national parks, forests and reserves offer:

- Beautiful sandy beaches and coastal areas,
- Mountain ranges,
- Scenic alpine lakes,
- Rugged rivers, and
- Environmental protection and enhancement.

The District is famous for its wonderful lifestyle and the outdoor adventure and tourism activities, particularly in the national parks and rivers, in Motueka, Golden Bay and around the Murchison area.

The District enjoys a pleasant sunny climate year round, which makes it ideal to enjoy the wonderful lifestyle and natural areas available to residents and visitors. Its unique micro climate ensures in excess of 2,450 hours of sunshine annually. Average maximum temperatures in summer are between 21°C and 22°C. Night minimums are between 12°C and 13°C.

Arts and culture are prominent in the area. The District is home to a number of artists and crafts people, and has an arts and crafts trail.

The top five industries in the area are horticulture, forestry, fishing, agriculture and tourism. These provide the economic base for the community. The range of other industries is growing in importance to the local economy, including aquaculture, research and development, information technology and industries using the natural products in the area.



Transport Network

Key Journey Routes

There are approximately 900 trucks per day travelling on SH1 through Spring Creek in Marlborough. Many trucks will use the container transfer site to be transported to Nelson. Access to Port Nelson and the airport are from SH6. Approximately 650 trucks access the port each day, which can increase by 50% during the peak log harvest. Of these 650 trucks, over half are log related. These trucks travel along what are known as key journey routes.

Throughout the Top of the South region there are a number of key journey routes. These are at various levels of the One Network Road Classification (ONRC) such as a regional route, an arterial route or an access route. However, they all remain important for the economic growth and benefit of the region and for that purpose they are described as a key journey routes.

The key journey routes may be related to freight, commuter traffic, and tourism or as a lifeline route. Many of our key journey routes have multiple functions, such as Waimea Road in Nelson. Waimea Road is a key commuter route into the city centre, a lifeline route as it serves as an access point to the hospital and is a back up route to SH6 Rocks Road in the event of an emergency.

The main key journey routes in the Top of the South are:

- SH1 Picton to Christchurch
- SH6/SH62 Blenheim to Nelson
- SH6 Nelson to Richmond
- SH6 Richmond to Canterbury/West Coast
- SH6/SH60 Richmond to Golden Bay via Motueka and the Abel Tasman.

The main key journey routes provide access to Port Nelson, Port Marlborough and Nelson airport. With the greatest reliance on the primary industries of any region in the country, the ports are extremely important to the economic development of the region as they provide the ability for primary production to be exported. As detailed in the previous paragraphs, the freight tonnage exported from the two ports is considerable.

Resilience

Resilience is to do with the availability and restoration of a road when there is an unplanned event such as a storm, crash or emergency. On these occasions there is a need for an available alternative route. This issue can be measured by the number of journeys impacted by an unplanned event or the number of journeys not made by an unplanned event as there is no viable alternative.

It is the desire of the Top of the South councils to have a resilient network. For Marlborough and Tasman in particular, the majority of the network is rural. The need for a robust current route or a viable alternative is imperative. For Nelson, increasing the resilience of the network also includes maximising the existing network by encouraging the community to shift to more sustainable ways of moving through the city, be that by bus, walking or cycling.

SH6 is an important route through Nelson for both Marlborough and Tasman. It is Tasman's link to the south to either the West Coast or Christchurch. If something happened to this network due to an unplanned event, the majority of the region is isolated in terms of land transport.

Marlborough does have a rail network but it is in the same corridor as SH1. In reality, in the event of an emergency, the rail network is more likely to fail before the road network.



Attention is already being paid to SH1 Opawa River Bridge and SH1 Wairau River Bridge through the Government's Future Investment Fund, however, Weld Pass, which has a significant amount of freight crossing over it on a daily basis travelling between Picton and Christchurch, has significant issues which need addressing in terms of resilience.

The Top of the South has experienced significant adverse events over the last three years. Tasman and Nelson have suffered from at least two storm events which have disrupted the network and affected the movement of primary produce around the region. In Golden Bay, SH60's Bird Hill collapsed in the storm event of December 2011. Beyond that point, a considerable area is taken up with dairy farming. SH60 is the only route in and out of this area and the impact of the road collapse on the region was considerable. If SH60 on Takaka Hill was to experience an unplanned event, Golden Bay would effectively be cut off, as this is the only land transport route in and out of the area. Similarly, Easter 2014 SH60 was flooded and there was no access past Upper Takaka.

Rocks Road (SH6), in Nelson, also suffered from numerous slips during the December 2011 storm event. The road remained closed for almost a week. The road then remained single lane in places for an even longer period of time. Rocks Road is the primary route to Port Nelson from the south. There was a high level of disruption and reduced efficiency on the alternative routes. December 2012, both SH6 and the alternative route, Main Road Stoke, were both closed due to a chemical leak at the Alliance freezing works.



Forestry, horticulture, seafood and pastoral farming are the four most significant primary industries in the Top of the South. The products from these industries (mentioned in the section on economic drivers) are transported out of the region through Nelson airport, Port Nelson or Port Marlborough. With this high reliance on primary production and a lower reliance on business and social services compared to the New Zealand average, the Top of the South's road network needs to be resilient during unplanned events whether it is Takaka Hill, Motueka Bridge, Rocks Road, the Whangamoa, Hope Saddle or Weld Pass.

Reliability

Reliability relates to the consistency of travel times that road users can expect on a journey. The Level of Service determined by the ONRC outlines that this should be a 10 minute delay or a 10% delay in travel time for key journeys on regional routes.

The Top of the South Councils wish to minimise disruptions to customers through restricting planned activities that have more than a minor effect on required flow capacity to off peak and low flow periods on key journey routes. Customers can expect to be well informed through our usual communication systems of expected delays so that they are able to make informed decisions regarding their journey and the time they allow for that journey.

The Top of the South region's key journey routes are important for the movement of freight as well as commuters in the urban areas, so a consistent journey in terms of time and amenity is important. This is especially so when considering the economic growth of the region and the forecast growth in freight of 2% per annum growth every year for the next 30 years.

A large number of overseas and domestic 'self-driver' tourists travel to and through the Top of the South, so the need for a consistent and readable journey that is comparable with other tourist routes around New Zealand is important.

Many of the projects listed in Table 4 acknowledge the increasing likelihood of our key journey routes becoming less reliable. This would be detrimental to the economic growth of the Top of the South. In particular, the activities requiring key journey routes to and from Port Nelson and Port Marlborough identify that they need to be reliable if the region is to continue growing economically, noting in particular our reliance on primary industries and on the road network.



A road network that is efficient, cost-effective and meets current and future needs

One of the Government's objectives for the land transport system is to have a network that addresses current and future demands. This is especially important to the Top of the South councils.

The region's aim is to have a transportation network that is managed so that changes to normal travel time patterns are communicated effectively. The Top of the South councils also aim to have a transportation network that is maintained cost effectively and at an optimum level. Maintenance is planned to provide proactive intervention procedures for regular events such as snowfall, ice and heavy rain. The vulnerable areas will have already been identified by the Top of the South councils. It is expected that our road corridors provide an environment that is clean, comfortable, convenient and secure for all road users. It is also expected that we will manage the impact of activities and demand on our network across the Top of the South.

There are a number of areas within the Top of the South's network where efficiency is reduced by unplanned events and/or congestion at peak travel times during the day or the year e.g. harvesting time in the pipfruit industry or summer tourism peaks. This affects the movement of freight and people around the region and getting primary produce to our ports and airports.

Nelson City Council over the last decade has proactively worked towards implementing travel demand policies centring on walking, cycling and the provision of public transport such as NBus. These factors are very much in the forefront of their transportation asset management plan. Marlborough District Council and Tasman District Council both support these policies as well supporting the wish to have an efficient route through to the port. Forestry production in particular is increasing and sawmills are expecting to double production in the next four to five years. These products will be transported out of the region through the two ports.

The rapid growth of viticulture in the Marlborough District has seen in excess of 50% of New Zealand's grape production located here. Effects on the land transport system from this growth includes an increase in road freight, an increase in the amount of slow and oversized farm vehicles on the road and a change in settlement patterns with vineyard workers seeking accommodation close to the vineyards. Additionally, Tasman District Council is due to commence consultation on the proposed Waimea Dam, which has the potential to see intensified land use and primary production on the Waimea Plains, as well as enabling further population growth in the Richmond area.

The 50 MAX vehicles have recently been introduced to allow more freight to be carried on fewer trucks on the local road network. 50 MAX High Productivity Motor Vehicles (HPMV) are trucks that are slightly longer than the standard 44 tonne vehicles. The modified design means that these trucks can carry more, but they perform on the road in the same way as a standard 44 tonne truck. The introduction of 50 MAX will allow more flexibility for freight operators and greater efficiencies for their fleets, which in turn will ultimately benefit the end user as there should be a reduced cost in the final product. The 50 MAX vehicles have an improved safety record and should not increase wear and tear on the road network and should benefit operational costs for each council. The aim for the Top of the South is to continue increasing the number of routes that are compatible.

The bulk of population growth is likely to be concentrated in and around Nelson and Richmond. Richmond is experiencing employment growth due to significant number new retail and commercial activities in Richmond. Nelson Airport, Stoke and Port Nelson will also remain high growth employment areas. Further diversity in the economy is expected and growth in the tourism sector in particular is expected to be strong. As mentioned, Nelson City and Richmond's roading networks are closely interlinked given their proximity to one another. This growth will over time will balance the tidal traffic flow that currently occurs at peak times between Nelson and Richmond.

Demographically, the Top of the South, like many other regions of New Zealand are experiencing an ageing population. The National Institute of Demographic and Economic Analysis reported that the population of the combined Marlborough-Nelson-Tasman region is projected to grow (under the medium variant assumptions), from approximately 139,990 in 2011 to 153,120 by 2061 (9.4 per cent). However,



the growth will be most uneven by age, with declines projected at 0 to 19 and 35 to 54 years, against significant growth at 65 years and above, where the population is anticipated to grow both numerically (almost doubling between 2011 and 2061) and structurally (from 16.7 per cent in 2011 to 28.4 per cent).

The impacts of this will be considerable on transport planning for the Top of the South and how travel demand policies will have to adapt. For example, Nelson City Council and Tasman District Council is investigating the extension of the current NBus routes to give greater coverage in Stoke and from Nelson into Richmond to cater for the extra demand for public transport for those who are transport disadvantaged including the elderly. With the high increase in employment in the Richmond area, there will be a greater need for alternative transport options for those commuting to work.

The Top of the South councils have recognised in their choice of projects the need to address this issue and start meeting future transport demands. The projects identified further on in the RLTP also feed into the GPS objective of *providing a land transport system that provides appropriate transport choices*. This objective will allow communities to have access to a range of travel choices to meet their social, economic, health and cultural needs.

Road Safety

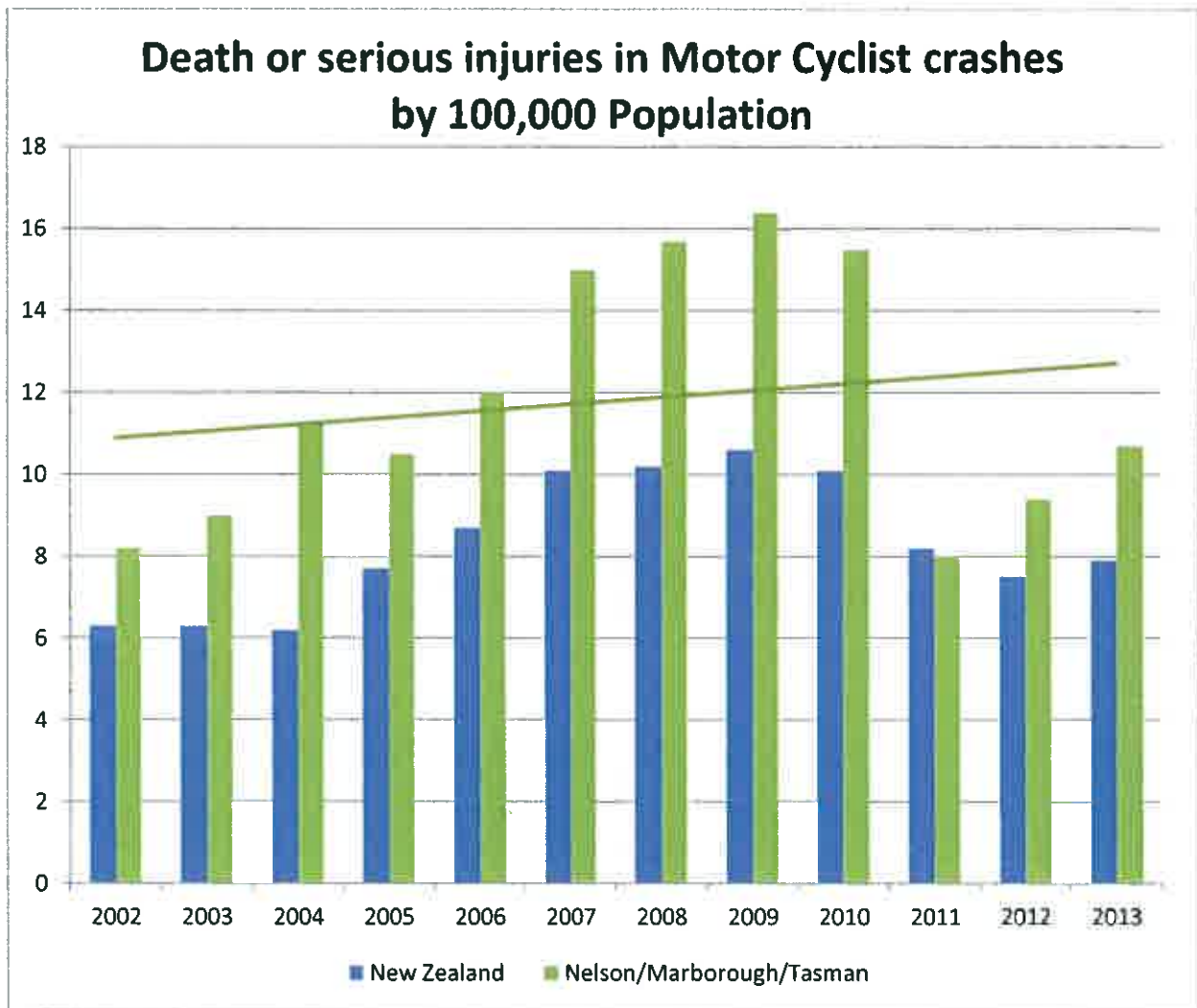
Road safety is a well documented issue that all areas of New Zealand face. We read and hear of fatal crashes and serious accidents in the media on a daily basis. Within all the Top of the South council's Transportation Activity/Asset Management Plans, a key Level of Service is the aim to have a downward trend in the number of serious and fatal crashes on the transport network.

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

Through the Top of the South's Road Safety Action Plans (RSAP), the councils are aware of their road safety issues. The issues we face centres on motorcycle crashes and loss of control on rural roads.

A number of the crashes we have relate to riders from out of the area or riders who have returned to motorcycling at a later age. A considerable amount of work has taken place in the region through the RSAP to counter the issue with motorcycles. Since 2002, The Top of the South has had a higher serious injury or death rate caused by a motorcycle crash (Graph 1) than the rest of New Zealand. Although, the data for this issue is displaying a downward trend our figures are still higher than the national average.



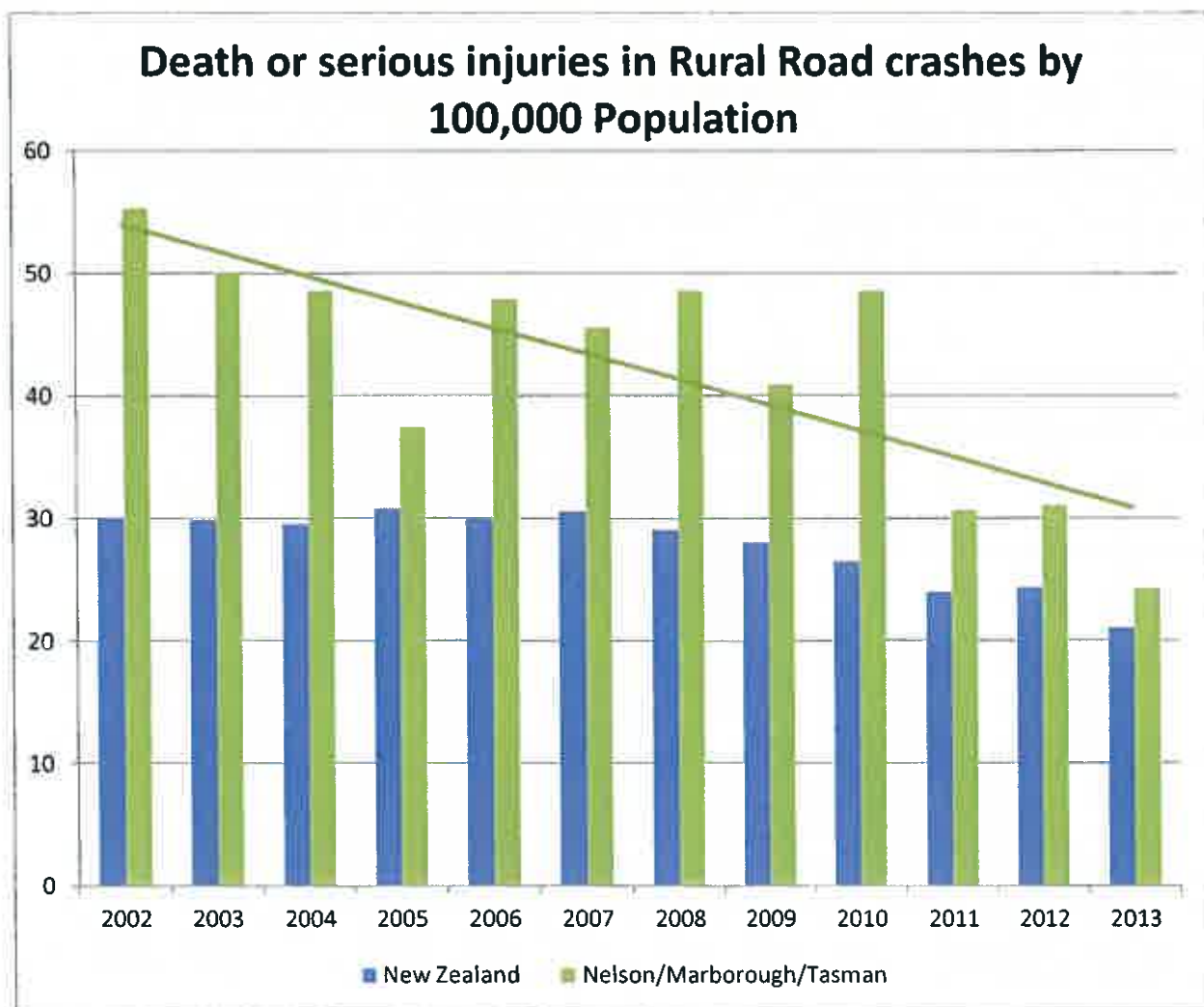


Graph 1. Death or serious injuries in motor cycle crashes.

The other key area of concern for the Top of the South is our crash statistic for rural roads (Graph 2), where again we are above the national average for New Zealand.

At a higher level, these crashes have an impact on our road network's resilience and reliability as journeys are disrupted and there may be a need for a viable alternative route. By investing in projects and activities aiming to increase the efficiency, resilience and reliability of our network, a major beneficiary should be road safety and a continued reduction in the number of deaths and serious injuries.





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

A contributor to these rural road crashes is tourism users due to their unfamiliarity with rural New Zealand road conditions. With a large number of rural roads over the Top of the South that lead to remote tourist destinations, such as the Kahurangi National Park and the Marlborough Sounds road user safety guidance becomes vitality important. With increasing numbers of overseas 'self-drive' visitors, their ability to 'read the road' effectively is important.

At a higher level, these crashes have an impact on our road network's resilience and reliability as journeys are disrupted and there may be a need for a viable alternative route. By investing in projects and activities aiming to increase the efficiency, resilience and reliability of our network, a major beneficiary should be road safety and a continued reduction in the number of deaths and serious crashes.



Part D – Agreed Top of the South Objectives

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

The Opawa River and Wairau River bridge replacements in Marlborough District and the Southern Link investigation, design and planning in Nelson City are funded through the Government's 'Future Investment Fund'. These projects have not been included in the funding submission to the NLTP. The three projects in Table 2 are not included with the other Top of the South significant activities as they do not need to be prioritised for NLTF funding.

Table 2 – Significant activities not funded by the NLTF.

Duration	Activity	Organisation Responsible	Region
2015-18	SH1 Opawa River bridge replacement	NZTA	Marlborough
2015-18	SH1 Wairau River bridge replacement	NZTA	Marlborough
2015-18	Southern Link, investigation, design and planning	Nelson City Council	Nelson

Objectives, Policies and Measures

This RLTP sets out the Top of the South region's land transport objectives, policies, and measures of success to 2025 that are consistent with the Draft GPS. The Draft GPS objectives, along with the agreed regional objectives, policies and measures of success are presented in Table 3.

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

GPS Objectives	Regional Objectives	Policy/Direction	Measures of success for our communities
A land transport system that addresses current and future demand	1) A sustainable transport system that is integrated with well planned development, enabling the efficient and reliable movement of people and goods to, from	Target investment in regional route improvements to key journey routes Consider Top of the South options to collaborate and improve road operations and maintenance delivery	Travel times between SH 6/60 and Port Nelson, and between Picton and the Marlborough boundary are consistent Reduction in the distance per capita



GPS Objectives	Regional Objectives	Policy/Direction	Measures of success for our communities
	<p>and throughout the region</p> <p>2) Supporting economic growth through providing better access across the Top of the South's key journey routes.</p>	<p>mechanisms</p> <p>Target investment in projects that reduce travel times and vehicle operating costs on key journey routes</p> <p>Develop and apply ONRC transition plans and programmes to close the Customer Level of Service gaps</p>	<p>travelled in single occupancy vehicles</p> <p>ONRC is fully established by 2018</p> <p>Routes available to HMPV increase over time</p>
<p>A land transport system that is reliable and resilient</p>	<p>3) Communities have access to a resilient transport system.</p> <p>4) Communities have access to a reliable transport system.</p>	<p>Reduce the risk of disruption on lifeline routes</p> <p>Improve network resilience along key journey routes</p> <p>Improve network reliability along key journey routes</p>	<p>Reduction in the number of hours that sections of the key journey routes are closed due to unplanned disruptions</p> <p>Travel time variability on our key journeys does not increase</p>

Part E – Top of the South Significant Activities

Regional Transport Committees are required to prioritise all 'significant' activities included in the RLTP over the first six financial years. A significant activity is a project over \$5 million (total cost of all phases including land purchase). Projects that are under \$5 million but are recognised by the Regional Transport Committee to be regionally significant may also be included e.g. SH6 Rai Saddle Section C Curve Realignment. These projects have been considered and agreed to be important for meeting economic growth at the Top of the South.

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

Table 4. Agreed Top of the South significant activities

Indicative Ranking ¹	Duration	Description ¹	Organisation Responsible	Phase	Region	Contributes to Regional Objectives	Performance Monitoring Measure	Cost	Profile
1	2015-18	SH1 Weld Pass realignment	NZTA	Design, Investigation, Planning and Construction	Marlborough	1, 2, 4	Crashes, resilience		HMM-3
2	2015-18	Rocks Road walking and cycling project	Nelson City Council/NZTA	Design and construction	Nelson	1, 3	Cycle and pedestrian growth, cycle	\$15,050,000	MMM -6

¹ Officers intend ranking aligns to NZTA Investment and Revenue Strategy (and pending Investment Assessment Framework) and final GPS.

Indicative Ranking ¹	Duration	Description ¹	Organisation Responsible	Phase	Region	Contributes to Regional Objectives	Performance Monitoring Measure	Cost	Profile
							crashes		
3	2015-18	SH6 (Whakatu Drive) north-bound capacity improvements and Quarantine Road intersection upgrade	NZTA	Construction	Nelson	1, 2, 4	Travel time		MLL -10
4	2015-18	SH6 Rai Saddle Second Curve Realignment	NZTA	Planning and Construction	Nelson	1, 4	Crashes	\$7,148,342	MHH - 2
5	2019-21	SH6 Aniseed Valley to Saxton Corridor Strategic Business Case	NZTA	Investigate, design and planning	Tasman/Nelson	1,2,4	Travel time		
6	2019-21	SH6 Whangamoia South realignment Stage 1 (incl Teal River bridge realignment and lower bends)	NZTA	Design and construction	Nelson	1, 2, 3,4	Crashes, travel time, resilience		
7	2019-21	SH 6 Rai Saddle Section C Curve	NZTA	Investigate, design and	Marlborough	1, 4	Crashes		

Indicative Ranking ¹	Duration	Description ¹	Organisation Responsible	Phase	Region	Contributes to Regional Objectives	Performance Monitoring Measure	Cost	Profile
		Realignment		construction					
8	2019-21	SH6 Whangamoia South realignment Stage 2	NZTA	Design and construction	Nelson	1,2,3,4	Crashes, travel time, resilience		
9	2019-21	SH6 Hope Saddle realignment	NZTA	Investigate, design, planning and construction	Tasman	1,4	Crashes, travel time, resilience		
10	2019-21	SH60 Motueka River bridge widening	NZTA	Investigate, design and construct	Tasman	1,2,3,4	Travel time, resilience		
11	2019-21	Efficient freight and commuter route from Annesbrook to Haven e.g. Southern Link or existing route capacity improvements	NZTA/ Nelson City Council	Business Case	Nelson/Tasman	1,2,4	Travel time, resilience		

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



Part F –Nelson City Council’s Regional Land Transport Plan

Introduction

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

The Transport services and assets associated with this activity includes the provision of physical infrastructure on the road reserve such as for driving, cycling and walking as well as the provision of safety, traffic control and public transport services.

The transport assets owned by Council and the NZ Transport Agency include:

- The vehicle network (road pavements, bridges, retaining walls)
- The cycle network (cycle lanes, shared paths, cycle paths)
- The pedestrian network (footpaths, walkways, bridges)
- Infrastructure on road reserve (kerbs and channels, sumps, storm water control, street furniture)
- Network control and management (traffic lights, signs, line markings)
- Safety (streetlights, fences, guardrails)
- Parking (on and off street car parks, parking meters and parking enforcement)
- Passenger Transport (bus services/stops, total mobility services).

The Nelson road network is predominantly urban. It comprises approximately 220km of local urban roads (all sealed) and 45km of local rural roads (29km sealed). The State Highway network within Nelson City comprises SH6 and is 55km in length. This highway runs from the top of the Rai Saddle over the Whagamoas and through the built up areas of Nelson via Atawhai, the Haven and Tahunanui, then along Whakatu Drive to the Tasman Nelson Boundary boundary near Champion Road.

Key Issues for Nelson City

Congestion & Trip Time Reliability

Population growth and the associated demands for accessibility, personal mobility and freight movement could place sections of the transport network under increasing strain. In urban areas, congestion leads to increased travel times, reduced trip reliability and increased costs for users.

The Arterial Traffic Study (which was developed in agreement with NZ Transport Agency in 2010) found that there is not a significant congestion problem in Nelson, nor is one forecast to develop over the modelled time period of the study, the next 25 years. Following the Arterial traffic study recommendations Nelson City Council decided to retain protection of the Southern Arterial Corridor.

Ongoing traffic monitoring of the arterial routes shows that the traffic volumes are flat to declining as shown in figure 3 below for the arterial routes of Waimea Road, Rocks Road, and Rutherford Street which is in line with national and global trends and further reinforces the arterial traffic study findings. The decline is likely to be a result of many influences such as:

- technology developments reducing need to travel (e.g. working from home)
- an increase in walking, cycling and bus patronage
- increases in car occupancy rates
- reduction in teen drivers
- ageing population travelling less and outside of peak times
- increased cost of fuel.
- global financial crisis

The blue line of Main Road Stoke however is increasing which reflects the population growth that is occurring in Stoke with increasing employment south of Stoke in Whakatu and Richmond.

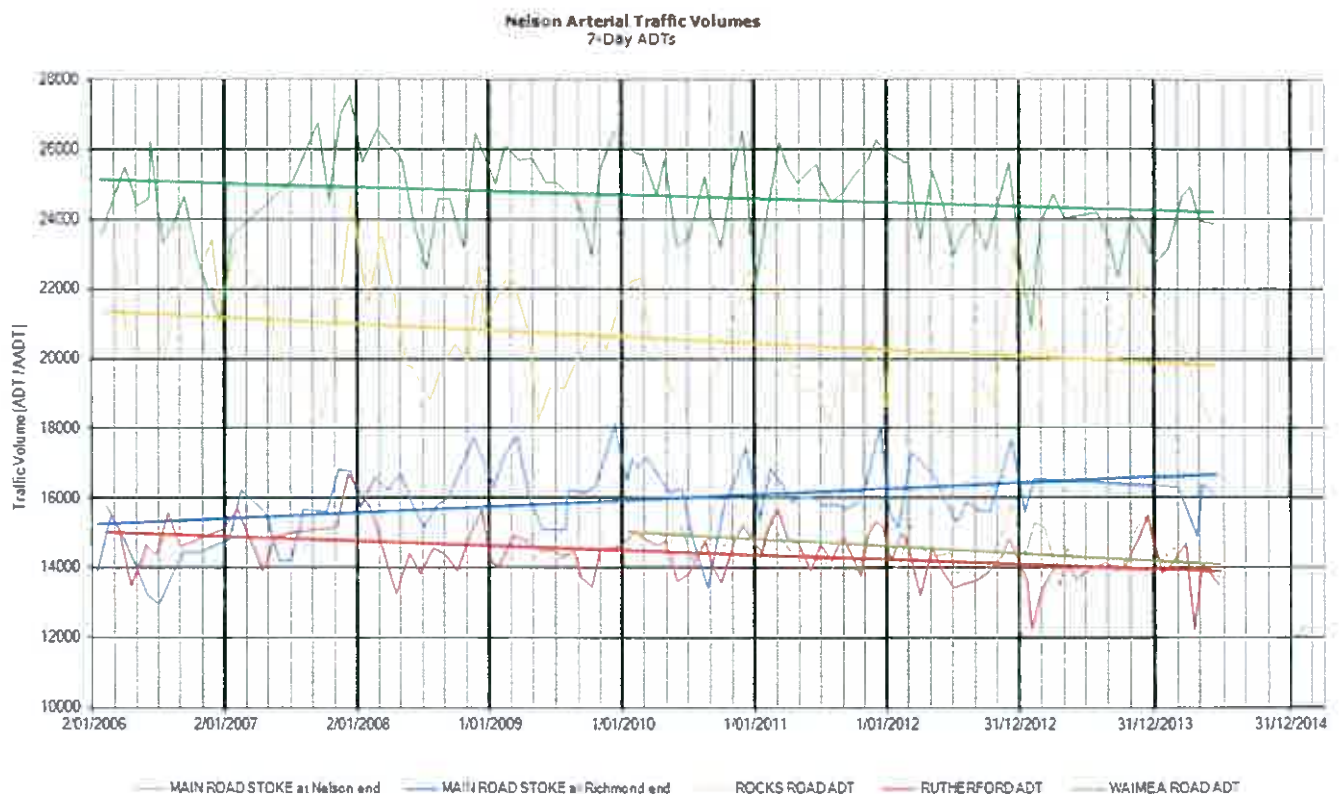


Fig 3 – Nelson Arterial traffic volumes

The National Freight Demand Study 2014 predicts growth in freight movements from 18.6 million tonnes in 2012 to 28.04 million tonnes in 2042 for the Nelson/Marlborough/Tasman region. This corresponds to an average annual growth rate of around 2%. Port Nelson is predicting a flat trend in the tonnage imported and exported from Port Nelson in the next five years.

Maintenance, Operations and Renewals Increase

Maintaining the transport infrastructure is key to ensuring we provide the desired level of service in the most cost effective manner. One of the key, and high cost, components of the transport asset is the seal surface that waterproofs the pavement structure. The Nelson City local road network currently has a backlog of surfaces that are overdue for resealing and treating this backlog is important to ensure that the life of our pavement structure is maximised.

Street lighting also has a backlog of aged fittings. Of greatest priority is the replacement of the inefficient and polluting mercury vapour lights on the network with LED fittings.

Population Growth and Aging

Nelson’s population is expected to grow by 2,200 over the next ten years, to almost 50,000 residents, as shown in Figure 4 below. The figures reflect slowing growth with population expected to peak and then plateau from 2046². Continuing the present trend, over half of the increase will be in Stoke, particularly in the south and the foothills, and 20 percent will be in Atawhai and north Nelson. Modest increases are also expected at the fringes of other established residential areas. Other population effects are:

- An aging population with an increasing median age and an increasing proportion of older people
- The number of children keeps increasing until around 2020 and then starts to gradually decrease, although the number of children in Stoke will gradually increase
- Smaller households with an increase in one-person households

The population growth trend is shown in figure 4 below. Census data indicates that generally the region’s population is ageing, over half of Nelson’s population growth was in Stoke and the local demographic profile includes a “gap” in the 15 to 40 year cohorts (such trends are found nationwide with the gap being typical of provincial cities). This is likely to contribute to more off-peak journeys and slightly reduced traffic growth over time, due to the travel patterns of the growing number of older people and an increasing demand for services for the over 65 years age group, i.e. improved total mobility services and footpaths and shared paths designed for the sight impaired and those who use mobility scooters.

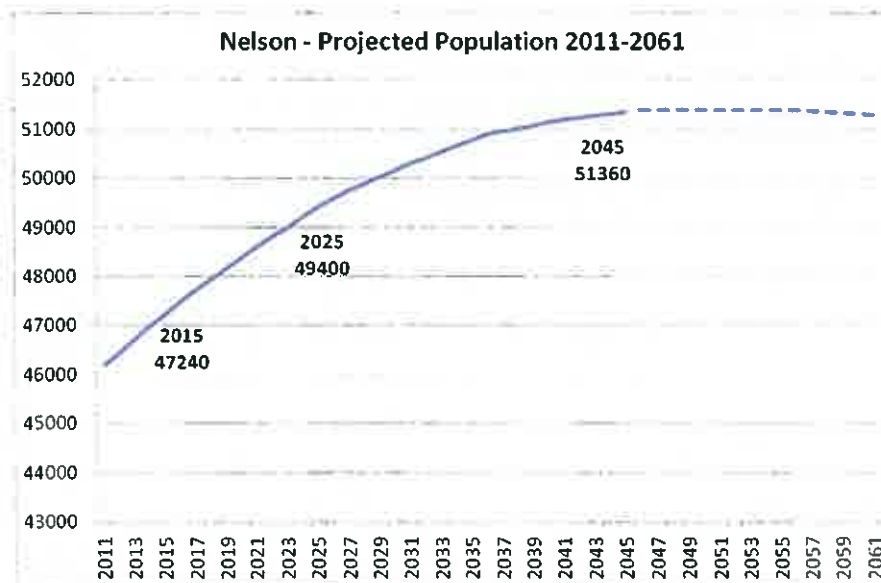


Figure 4 Nelson Projected Population 2011-2061

Richmond’s growth also has a big impact on the Nelson arterial traffic network with a balancing of the arterial peak flows forecast to occur. This contrasts with the current situation where we have a tidal inflow of traffic into Nelson from Richmond in the morning, and outflow back to Richmond in the evening.

² from Statistics New Zealand information produced for Nelson City Council

Adverse weather events

In recent years the frequency and severity of damaging storm events has increased in Nelson. This has resulted in emergency reinstatement costs of approximately \$1.5M per year on average over the last three years. While it is difficult to predict whether the recent weather patterns will continue or not, there is a need for prudence when developing the transportation budgets, combined with a focus on ensuring our critical structures such as bridges, retaining walls and roadside drainage, are well maintained and our lifeline routes are given priority.



Lack of connected arterial cycle network

Nelson has an enviable cycle network compared with other centres in New Zealand and has a high proportion of work trips undertaken by cycling. However, the network is missing a key link between the coastal path where it currently terminates near the airport and the recently constructed Maitai path which adjoins the central business district. Closing this link will complete an arterial corridor that is largely separated from traffic along the coast between the CBDs of Nelson and Richmond whilst also making the connection to the Taste Tasman Trail. This will also give the community of Tahunanui and Stoke and the hillside port areas a transport alternative.

Sustainability

Council has taken a "sustainable" approach to its transport network since the development of the 2009 Regional Land Transport Strategy which was further reinforced by the Nelson 2060 strategy which was adopted in June 2013. Those documents support maintaining and optimising our existing transport infrastructure, increasing walking, cycling and passenger transport travel choices, and places a reduced emphasis on providing for uneconomic levels of service upgrades. This direction is supported by the draft 2015 GPS objectives 'providing appropriate transport choices', 'appropriately mitigates the effects of land transport on the environment' and 'addresses current and future demand'.

Objectives Policies and Measures

Part E set out the three key objectives, policies and measures of success to 2025 for the top of the south region. The section below adds to those key objectives, policies and measures of success with ones that are important to Nelson.

The issues described in this section have been categorised by the five objective areas representing Government transport policy. Details of the indicators to measure the success can be found in Appendix 3.

Table 5. Draft GPS objectives and the Nelson City Council objectives, policies and measures of success

GPS Objectives	Nelson Objectives	Policy/Direction	Measures of success for our communities
A land transport system that addresses current and future demand	<p>1) A sustainable transport system that is integrated with well planned development, enabling the efficient and reliable movement of people and goods to, from and throughout the region</p> <p>2) Supporting economic growth through providing better access across the Top of the South's key journey routes.</p>	<p>Target investment in regional route improvements to key journey routes</p> <p>Consider Top of the South options to collaborate and improve road operations and maintenance delivery mechanisms</p> <p>Target investment in projects that reduce travel times and vehicle operating costs on key journey routes</p> <p>Develop and apply ONRC transition plans and programmes to close the Customer Level of Service gaps</p>	<p>Travel time variability on SH6 and Waimea Road are consistent</p> <p>Reduction in the distance per capita travelled in single occupancy vehicles</p> <p>ONRC is fully embedded by 2018</p> <p>Routes available to HMPV increase over time</p>
A land transport system that is reliable and resilient	<p>3) Communities have access to a resilient transport system.</p> <p>4) Communities have access to a reliable transport system.</p>	<p>Reduce the risk of disruption on lifeline routes</p> <p>Improve network resilience along key journey routes</p> <p>Improve network reliability along key journey routes</p>	<p>Reduction in the number of hours that key journey routes are closed due to unplanned disruptions</p> <p>Travel time variability on SH6 and Waimea Road are consistent</p>
A land transport system that provides appropriate transport choices	<p>N1) Communities have access to a range of travel choices to meet their social, economic, health and cultural needs</p> <p>N2) Enable access to social and economic opportunities by investing in public</p>	<p>Extend walking and cycling networks and improve urban routes for cyclists where this can be achieved at reasonable cost</p> <p>Maintain and grow public transport patronage by reconfigured and extended networks and improved ticketing methods</p>	<p>Increase in total trips travelled by walking, cycling, and public transport at peak times</p> <p>Increase in total trips travelled by walking, cycling, and public transport</p>

	transport		
A land transport system that appropriately mitigates the effects of land transport on the environment.	N3)The transport system supports national strategies for energy efficiency and climate change, and protects natural systems and community values	Invest in local environmental mitigation measures with investment targeted on the most adverse cases Invest in methods to reduce fuel related vehicle operating costs Invest in travel demand management measures and infrastructure that enables more efficient trips	Reduction in the distance per capita travelled in single occupancy vehicles in Nelson Increase in total trips travelled by walking, cycling, and public transport at peak times Increase in total trips travelled by walking, cycling, and public transport
A land transport system that is a safe system, increasingly free of deaths and serious injury	N4) Deaths and serious injuries on the Nelson network are reduced at reasonable cost	Adopt a 'Safe System Approach' to road transport Ensure road safety audits are undertaken on new roads or improvements to roads Safety budgets targeted to improvements that deliver road safety improvements with a focus on reducing deaths and serious injuries. Increase safe cycling through improvement of cycle networks	Reducing trend in deaths and serious injuries on the transport network A flat or declining number of cycle crashes on the network A declining number of pedestrian crashes on the network

The 2015/16 to 2025/26 Programme

This section details the activities programmed for the period 2015/16 to 2017/18. It also outlines those projects that are scheduled for the following seven years.

Projects requiring prioritisation

Regional Transport Committees are required to prioritise activities, or combinations of activities that approved organisations submit in their respective land transport programmes (the exceptions being local road maintenance, local road renewals, local road minor capital works and existing passenger transport services). Consequently this section sets out a prioritised list of the following activities for the first three financial years:

- All state highway activities
- Local road improvements
- New Public Transport Service operations

Assessment and prioritisation process

The Governments regional funding which started in 2005 is coming to an end. Approximately \$15 million of this fund is currently committed but unspent. It is required to be committed by June 2015 and spent by 2018. Any high priority projects that can be brought forward will be funded first.

Refer to Appendix 4 for details of the prioritisation framework.

Table 6. Activities proposed within Nelson City (Refer Table 4 for significant Nelson and inter-regional activities)

Duration	Activity	Organisation Responsible	Contributes to Objectives	Performance Monitoring Measure	Total Cost	Proposed funding	NLTF Share	Assessment Framework	Priority
2015-18	HPMV T2 Greymouth to Nelson	NZTA	1,2,N3	HPMV Route availability	\$2,537,193	N	\$2,537,193	HHM - 2	1
2015-18	HPMV T2 Nelson to Lyttleton	NZTA	1,2,N3	HPMV Route availability	\$2,198,242	N	\$2,198,242	HHM - 2	2
2015-18	HPMV T2 Takaka to Nelson	NZTA	1,2,N3	HPMV Route availability	\$2,725,466	N	\$2,725,466	HHM - 2	3
2015-18	HPMV T2 Westport to Nelson	NZTA	1,2,N3	HPMV Route availability	\$2,305,480	N	\$2,305,480	HHM - 2	4
2015-18	SH Minor Improvements	NZTA	1,2,3,4,N4	Various	\$900,000	N	\$900,000	HMH - 2	5
2015-18	Gentle Annie Shoulder Widening for cycling	NZTA	N1,N4	Cycle growth and cycle crashes	\$900,000	N	\$900,000	HML - 5	6
2015-18	Rocks Rd to Maitai Path	NZTA/Nelson City Council	1, N1,N3, N4	Cycle growth and cycle crashes	\$1,800,000	N	\$914,400	MMM - 6	7
2015-18	Tahunanui Cycle Network	Nelson City Council	1, N1,N3, N4	Cycle growth and cycle crashes	\$860,000	R	\$416,800	MMM - 6	8

2015-18	HPMV Upgrades - 50MAX Maitai Valley Road	Nelson City Council	1,3,4,N3	50 Max HPMV Route availability	\$450,000	N	\$226,500	MLH - 7	9
2015-18	Enhanced Network Resilience Nelson	NZTA	1,3,4	Unplanned closures		N		HLL - 8	10
2018-21	SH6 Cable Bay Road Intersection	NZTA	1,N4	Crashes		N		MLM - 8	11
2015-18	Public Transport Integrated Ticketing (WC531)	Nelson City Council	1,4,N1,N2,N3	Bus Patronage Growth	\$129,200	N	\$61,662	MLM - 8	12
2015-18	CBD Traffic Impact of Southern Link	Nelson City Council/NZTA	1,4,N1	Travel time	\$200,000	N	\$94,000	HML - 8	13
2015-18	Maitai shared path (Saltwater Creek Bridge)	Nelson City Council	1,N1,N3	Cycle Growth and cycle crashes	\$375,100	R	\$179,759	MLM - 8	14
2018-21	Weigh Facility Nelson	NZTA	4			N		HML - 5	16
2018-21	Waimea Road Retaining Wall at Snows Hill	Nelson City Council	1,3	Unplanned closures	\$485,000	N	\$246,850	MML - 8	17
2018-21	Stoke Bus Interchange (WC531)	Nelson City Council	1,3,N1,N2,N3	Bus Patronage Growth	\$320,000	N	\$166,400	MMM - 6	19
2021-24	Quarantine/Nayland intersection upgrades	Nelson City Council	1,2,4,N3,N4	Travel time	\$2,750,000	N	\$1,430,000	MMM - 6	18
2021-24	Waimea Rd/Van Diemen Jct improvements	Nelson City Council	1,4,N4	Travel time delay	\$1,350,000	N	\$702,000	MLL - 10	20

Table 7 Maintenance Operations and Renewal Activities proposed within Nelson City

		(\$,000)										
Activity Class / Work Category	Contributes to Objectives – Refer Table X & Y	15/16	16/17	17/18	18/19	19/20	20/21	21/22	22/23	23/24	24/25	Total
NELSON CITY COUNCIL												
Operations and Maintenance												
Network and Asset Management 151	2	581.0	607.8	624.2	641.8	660.6	680.6	702.5	726.2	752.3	780.2	6757.0
Cyclepath Mtce 124	2 & N2	77.0	84.5	91.0	98.1	105.9	114.5	123.9	134.3	146.0	158.8	1134.1
Sealed Pavement Mtce 111	2	500.0	525.6	542.5	560.5	579.7	600.2	622.4	646.5	672.9	701.3	5951.6
Unsealed Pavement Mtce 112	2	45.0	47.3	48.8	50.4	52.2	54.0	56.0	58.2	60.6	63.1	535.6
Routine Drainage Mtce 113	2	135.9	142.9	147.5	152.4	157.6	163.2	169.2	175.8	183.0	190.7	1618.2
Structures Mtce 114	2	170.0	178.7	184.4	190.6	197.1	204.1	211.6	219.8	228.8	238.4	2023.5
Environmental Mtce 121	2 & N3	647.0	678.6	698.7	720.3	743.3	767.8	794.5	823.3	855.1	889.0	7617.6
Traffic Services Maintenance 122	2	908.9	950.6	976.0	1003.3	1032.4	1063.5	1097.4	1134.1	1174.6	1218.0	10558.7
Operational Traffic Mgmt 123	2	71.0	74.2	76.1	78.2	80.4	82.7	85.3	88.0	91.1	94.4	821.3
Regional Land Tspt Programme	2	15.0	20.9	59.0	16.5	22.6	64.1	18.0	24.8	70.6	19.9	331.4
Road Safety Promotion 432	2	90.0	94.1	96.5	99.1	101.9	104.9	108.1	111.6	115.5	119.6	1041.1
Total Maintenance and Operations		3,241	3,405	3,545	3,611	3,734	3,900	3,989	4,143	4,350	4,473	38,390
Activity Mgmt Planning Programme	1	10.0	31.4	32.2	11.0	34.0	35.0	12.0	37.2	38.5	13.3	254.4
Studies & Strategies	1	20.0	20.9	21.4	22.0	22.6	23.3	24.0	24.8	25.7	26.6	231.4
Transportation model update	1	0	0	0	165.2	0	0	0	0	0	0	165.2
Renewals												
Sealed Road Resurfacing 212	2	1326.0	1393.6	1430.8	1549.3	1592.6	1641.5	1693.2	1749.0	1810.5	1879.0	16065.4

Unsealed Road Metalling 211	2	58.0	61.0	62.6	64.3	66.1	68.2	70.3	72.6	75.2	78.0	676.2
Drainage Renewals 213	2	100.0	105.7	109.2	112.9	116.8	121.1	125.6	130.6	136.0	141.9	1199.7
Traffic Services Renewals 222	2	405.0	447.2	394.9	295.5	304.3	314.2	324.7	336.1	348.5	362.4	3532.8
Sealed Road Pavement Rehabilitation 214	2	352.0	123.0	398.6	862.6	367.9	379.2	391.1	404.0	418.2	434.0	4130.6
Structures Component Replacement 215	2	450.8	386.4	342.5	277.3	285.0	293.8	303.0	313.0	324.0	336.3	3312.0
Total Renewals		2,692	2,517	2,739	3,162	2,733	2,818	2,908	3,005	3,112	3,232	28,917
Minor Capital Works												
Minor Improvements 341	2	650.0	683.2	701.4	720.9	741.0	763.8	787.8	813.8	842.4	874.3	7578.4
Public Transport Operations & Maintenance												
Bus Services - 511 Subsidised	N2	710	742	761.1	781.7	803.7	827.2	852.7	880.4	910.9	943.6	8213.3
PT facilities O & M - 514	N2	20	20.9	21.4	88.1	90.6	93.2	96.1	99.2	102.6	106.3	738.4
Supergold Card Operators	N2	147.5	163.4	177.7	193.4	210.8	230	251.3	275	301.6	331.2	2281.8
PT info supply & O & M 524	N2	45	47	48.2	49.5	50.9	52.4	54	55.8	57.7	59.8	520.6
Total mobility services (WC 517)	N2	264.7	292.9	318.1	345.9	376.6	410.4	448	489.9	536.8	588.9	4072.1
Wheelchair hoist use (WCS21)	N2	65.5	72.6	78.9	85.9	93.6	102.1	111.6	122.1	133.9	147.1	1013.3
Passenger Transport service review	N2	0	0	0	0	56.6	0	0	0	0	66.5	123.1
Total Public Transport Operations		1,253	1,339	1,405	1,545	1,683	1,715	1,814	1,922	2,044	2,243	16,963
Public Transport Capital												
PT Minor Improvements	N2	36	37.9	38.9	40	41.1	42.3	43.7	45.1	46.7	48.5	420.1
Wheel chair replacement (519)	N2	40	0	21.4	0	0	69.9	0	0	0	0	131.3
Total Public Transport Operations		76	38	60	40	41	112	44	45	47	49	551
NELSON HIGHWAYS AND NETWORK OPERATIONS												

Table 8 Activities already approved

Duration	Activity	Organisation Responsible	Contributes to Objectives	Performance Monitoring Measure	Total Cost	Proposed funding	NLTF Share	Assessment Framework
2015-18	Walk cycle Schools Package - Integrated Activities	Nelson City Council	1,4,N1,N2,N3	Cycle growth and cycle crashes	\$150,000	R	\$70,500	MLM - 8

Part G – Regional Public Transport Plan

To be developed and consulted on in parallel with RLTP

In accordance with LTMA section 117 and 119, the purpose of a Regional Public Transport Plan is to provide:

- a) a means for encouraging councils and operators to work together in developing public transport services and infrastructure; and
- b) an instrument for engaging with the public in the region on the design and operation of the public transport network; and
- c) a statement of –
 - the public transport services that are integral to the public transport network; and
 - the policies and procedures that apply to those services; and
 - the information and infrastructure that support these services.

The RPTP is a record of public transport services that are integral to the network and all the policies and procedures applying to them e.g. fare setting policy. It is also a record of information (frequency, RTI etc) and infrastructure (stations, bus stops) that support the public transport services.

Nelson's RPTP was prepared and consulted on under the RLTP in 2011. This will expire on 30 June 2015.

The public transport service level statement is:

“The road network is convenient and offers choices for travel”.

A review of the new service was undertaken in 2013. The review found that the service is operating well on the arterial routes. However the collector routes are less successful. In 2014 some early and late services on the collector routes were cancelled to fund a weekend service on the Waimea and Main Road Stoke arterial route.

Implementation Package for Public Transport

- Increase arterial route frequency
- Increase network coverage in Stoke
- Continue with public transport promotion to encourage an increase in patronage.
- Continue with the bus shelter installations and upgrades.
- Construct additional infrastructure on hail and ride routes to increase visibility of service.
- Continue to work with Tasman District Council with a view of improving the network coverage in Richmond

Appendices

Appendix 1 - Legislative Context

The Land Transport Management Act 2003

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

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

The Act requires three key documents to be developed:

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

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

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

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

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

The intention is that the RLTP should:

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

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

Appendix 2 - Significance Policy

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

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

- i) at the request of an approved organisation or the Transport Agency, or
- ii) on the regional transport committee's own motion.

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

The Significance Policy is defined below.

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

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

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

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

Appendix 3 – Monitoring and Performance Measures

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

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

Table 8 Regional Monitoring Indicators and Targets

Regional Objectives	Indicator	Target
1) A sustainable transport system that is integrated with well planned development, enabling the efficient and reliable movement of people and goods to, from and throughout the region 2) Supporting economic growth through providing better access across the Top of the South's key journey routes.	Travel Time variability between <ul style="list-style-type: none"> • SH6/60 Intersection and Port Nelson during the Peak Hour • Picton and the Marlborough Kaikoura boarder between 8am and 5pm 	Downward trend from 2015 baseline
	ONRC	ONRC is fully embedded by 2018
	HMPV routes	Increasing HPMV route availability over time
3) Communities have access to a resilient transport system. 4) Communities have access to a reliable transport system.	Reduction in the number of hours that sections of the key journey routes ³ are closed due to unplanned disruptions	Downward trend from 2015 baseline

Table 9 Nelson Monitoring Indicators and Targets

Nelson Objectives	Indicator	Target
1) A sustainable transport system that	Travel Time variability between <ul style="list-style-type: none"> • SH 6 between Richmond 	Downward trend from 2015 baseline

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

<p>is integrated with well planned development, enabling the efficient and reliable movement of people and goods to, from and throughout the region</p> <p>2) Supporting economic growth through providing better access across the Top of the South's key journey routes.</p>	<p>and Port</p> <ul style="list-style-type: none"> • Waimea Road between Annesbrook Road and Selwyn Place 	
	ONRC	ONRC is fully established by 2018
	Routes available to HMPV increase over time	Maitai Valley is available to 50 MAX vehicles by 2021
<p>3) Communities have access to a resilient transport system.</p> <p>4) Communities have access to a reliable transport system.</p>	Reduction in the number of hours that sections of SH6 and the Waimea Road and Main Road Stoke Arterial network are closed due to unplanned disruptions	Downward trend from 2015 baseline
<p>N1) Communities have access to a range of travel choices to meet their social, economic, health and cultural needs</p> <p>N2) Enable access to social and economic opportunities by investing in public transport</p>	Journey to work mode (census data and residents survey)	Increase in share of weekday journeys to work trips undertaken by walking, cycling and public transport to at least 25% by 2018
	Walking and cycle counts	An average annual increase greater than 2% between 2015 and 2018
	Public transport patronage	2% increase per annum
	Public transport accessibility	65% of households are within 400m of a bus route by 2018
<p>N3) The transport system supports national strategies for energy efficiency and climate change, and protects natural systems and community values</p>	Energy efficiency	Reducing trend in local road annual vehicles kilometres travelled per capita from 2013 levels
	Multiple occupancy vehicles	Maintain the proportion of vehicles with more than one occupant in the peak period across the Waimea Road and Rocks Road screen line to at least 25%
<p>N4) Deaths and serious injuries on the Nelson network are reduced at reasonable cost</p>	Crashes	Reduction in the average annual number of fatal and serious injury crashes in the 6 year period 2015-2021 compared with the previous 6 year average 2009-2014.
	Police reported cycle crashes	Static or reduced average annual number of cycle crashes in the 6

		year period 2015-2021 compared with the previous 6 year average 2009-2014.
	Pedestrian Crashes	Reduction in the average annual number of pedestrian crashes in the 6 year period 2015-2021 compared with the previous 6 year average 2009-2014.

Appendix 4 – Assessment and prioritisation

Projects requiring prioritisation

Regional Transport Committees are required to prioritise activities or combinations of activities that approved organisations submit in their respective land transport programmes (the exception being local road maintenance, local road renewals, local road minor capital works and existing passenger transport services). Consequently this section sets out a prioritised list of the following activities for the first three financial years:

- All state highway activities
- Local road improvements
- New Public Transport Service operations

Assessment and prioritisation process

Nelson has \$15 million of regional funding committed but unspent. Projects with the highest priority in this document are likely to be funded first. It is unlikely that any remaining large projects will be eligible for further government funding from the national fund, although national funding will still be allocated to other activities such as road maintenance and renewals.

The New Zealand Transport Agency allocates government funding in accordance with its Investment and Revenue Strategy (IRS) assessment framework⁴. The activities identified in table 4 and 6 of this programme have been prioritised using this framework.

The Regional Transport Committee has decided to use the NZTA's Investment and Revenue Strategy assessment framework to determine and prioritise their activities. This involves rating activities across three factors (identified below) to ensure investment contributes to achieving the national priorities and impacts set out in the Government Policy Statement:

- Strategic fit of the problem, issue or opportunity that is being addressed
- Effectiveness of the proposed solution
- Economic efficiency of the proposed solution

The activities are priorities using the above ratings in accordance with Table 10.

Table 10 - Assessment Profile ranking

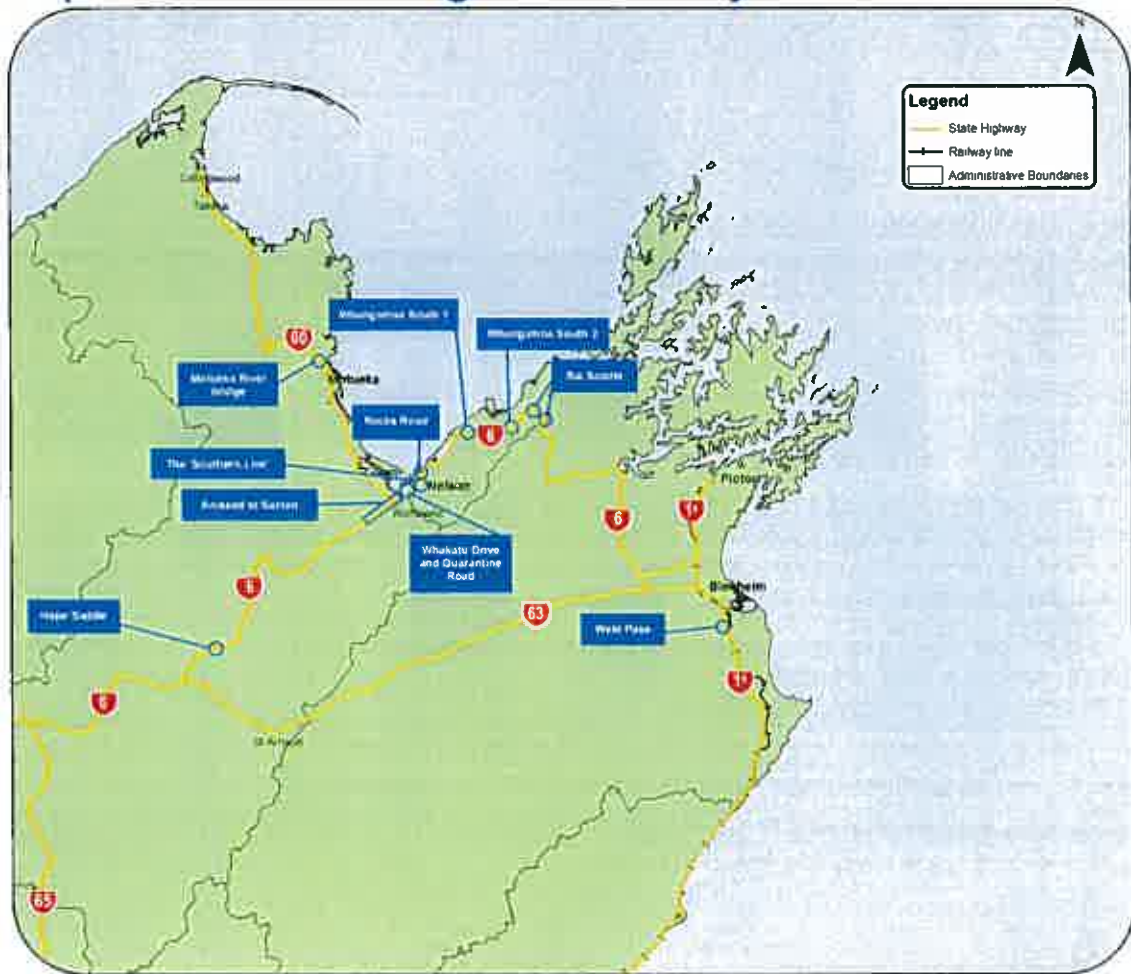
The assessment factors are weighted in order of priority

Profile (Strategic fit, effectiveness and economic efficiency)	Priority order
HHH	1
HHM, HMH, MHH	2
HHL, HMM	3
HLH, MHM, MMH	4
LHH, HML	5
HLM, MHL, MMM	6
MLH, LHM, LMH	7
HLL, MML, MLM, LHL	8
LMM, LLH	9
MLL, LML, LLM	10
LLL	11

⁴ The Investment and Revenue Strategy will become the Investment Assessment Framework (IAF) when the draft GPS is approved. All projects for the NLTP will be prioritised using the IAF

Appendix 5 – Significant Projects Description

Top of the South Significant Projects



Map 2 Top of the South with significant activities.

1. SH60 Motueka Bridge



SH60 Motueka Bridge approaching from Motueka



SH60 Motueka Bridge approaching from Riwaka



The Issues

- Narrow bridge – larger trucks take up both lanes
- Need for resilience (alternative routes across the Motueka River are limited) in case of an adverse event
- Primary industry network route
- Poor sight lines entering the bridge from both directions
- High tourist route from Nelson to Abel Tasman National Park and Golden Bay
- Safety for opposing traffic

Aim/Goal

- Deliver an efficient, safe and responsible highway solution for customers
- Greater resilience of the state highway network
- Deliver consistent levels of customer service that meet current expectations and anticipate future demand.



Meets these NZTA Long Term Goals and Strategic Direction

2. SH6 Hope Saddle



SH6 Hope Saddle approaching from the North



Figure 1 Hope Saddle



The Issues

- Freight route
- Safety
- Resilience – key route south
- Lack of passing lanes to the north
- Poor alignment
- Adds to travel time
- Resilience – land stability

Aim/Goal

- Greater resilience of the state highway network
- Moving more freight on fewer trucks
- Improve freight supply chain efficiency
- Implement the Safe System approach to create a forgiving land transport system that accommodates human error and vulnerability.



Meets these NZTA Long Term Goals and Strategic Direction

3. Efficient Road Corridor along SH6 from Aniseed Valley Road/Eden Road to Saxton



SH6 – Gladstone Road/Queen Street intersection (looking north)



SH6 Whakatu Drive (Three Roundabouts) looking south



Figure 2 SH6 Aniseed Valley Road/Eden Road - Saxton Road Corridor

The Issues

<ul style="list-style-type: none"> Planned land use growth 	<ul style="list-style-type: none"> Severance and safety
<ul style="list-style-type: none"> Changing function 	<ul style="list-style-type: none"> Conflicting traffic patterns
<ul style="list-style-type: none"> Deteriorating inefficiencies at intersections 	<ul style="list-style-type: none"> Confusing
<ul style="list-style-type: none"> Alternative routes being sought to avoid 'efficient' state highway route 	<ul style="list-style-type: none"> Key freight route to Nelson Port

Aims/Goals

- Making the most of the urban network capacity
- Integrate national and local transport networks to support strategic connections and travel choice
- Incentivise and shape safe and efficient travel choices using a customer-focused approach
- Deliver efficient, safe and responsible highway solutions for customers.



Meets these NZTA Long Term Goals and Strategic Direction

A place holder over the next few pages for Marlborough's and Nelson's significant activities. They will then need ordering so that they align with the order in Table 4.

Appendix 6 - Compliance with Section 14 of the Act – Alternative Objectives

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

Need discussion on alternative objectives here

Appendix 7 - Relationship with Police Activities

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

The New Zealand Police positively contribute towards land transport objectives, in particular road safety. These activities range from drink driving enforcement to community road policing and commercial vehicle enforcement.

The Minister of Transport retains responsibility for approving the funding the Police will receive on the recommendations of the NZ Transport Agency.

The Police are part of the Road Safety Action Plan process which meets on a quarterly basis with Tasman District Council, Nelson City Council, the NZ Transport Agency and other Road Safety Stakeholders. It is through this forum and specific targeted engagement on the RLTP that the Police are involved in transport planning in Nelson.

It is important to note that specific police activities do not form part of the RLTP.

Appendix 8 - Consultation

When preparing a RLTP every Regional Transport Committee:

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

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

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

Draft Timetable for Regional Land Transport Plan through to 30 April 2015

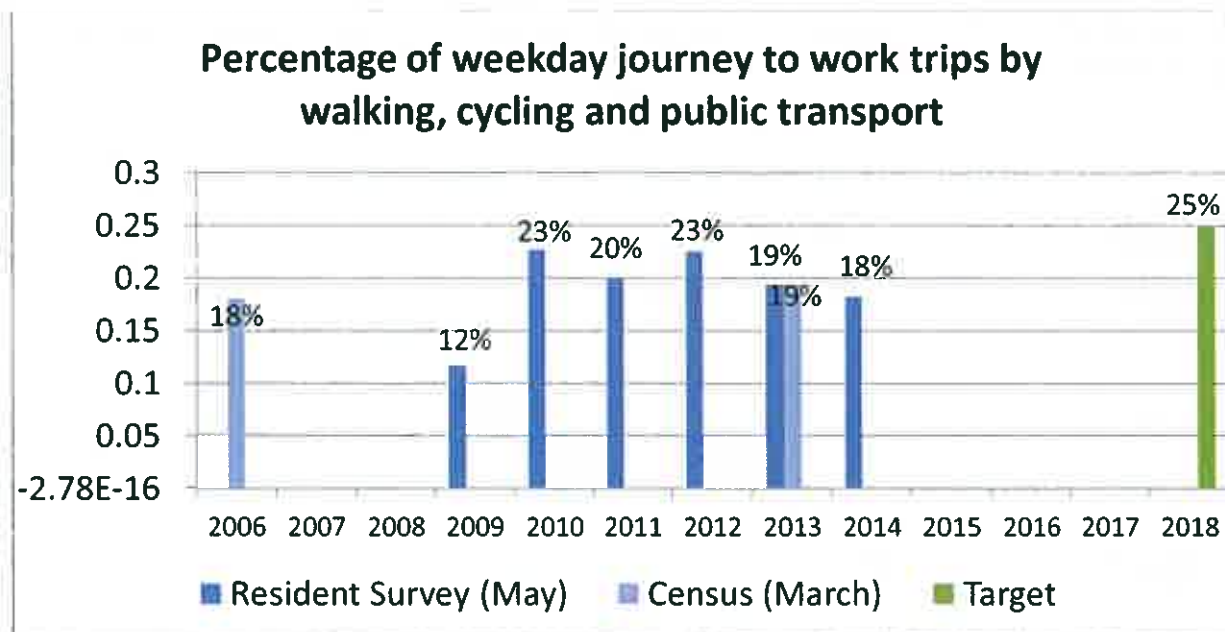
Date	Activity	Outcome Desired	Action / Decision by
1 August 2014	RTC direction on joint (NCC, TDC, MDC) front section for RLTP	Direction to officers	RTC / Council
17 September 2014	RTC considers draft RLTP. RTC delegates to Council	Direction to officers on RLTP priorities and activities	RTC
3 October 2014	RTC Considers draft RLTP	Direction to officers on RLTP priorities and activities	RTC
9 October 2014	Council meeting – Present draft RLTP for approval to submit to NZTA moderation process	Approval to submit draft to NZTA	Council
Before 16 th October 2014	Submission of draft programme into NZTA's web portal Transport Investment Online	Early NZTA direction	Council officers
Unknown	Receipt of NZTA's moderation process. Amend draft RLTP accordingly	Final draft RLTP prepared	NZTA/Council Officers
Mid November 2014	Prepare consultation material		Council officers
20 November 2014	Present final draft to Council for approval	Approval to undertake SCP	Council
21 November-22 December 2015	Special consultation	The right debate is out there	Council officers
22 January 2015 (Tentative)	Hearings – RTC Hearings Panel	RTC Hearings Panel listen and evaluate / review	RTC/Council
Mid February 2015 (Tentative)	Joint Workshop with TDC, MDC, and NZTA to consider final RLTP common sections	Final RLTP common sections	RTC
Mid February 2015 (Tentative)	Deliberations – RTC/Workshop, all Councillors invited.	RTC /Council decide	RTC/Council
Late February 2015 RTC meeting. (Tentative)	Final RLTP to RTC	Approved final RLTP	RTC
March 2015 Council meeting (Tentative)	Present report from RTC to Council on hearings and recommendations on final RLTP.	Council adopts final RLTP	Council
30 April 2015	Upload approved RLTP into NZTA's web portal Transport Investment Online		Council officers

3 October 2014

Memo To: Regional Transport Committee
Memo From: Rhys Palmer
Senior Asset Engineer Transport and Roading
Subject: RLTP Performance Monitoring Data

Objective N1) Communities have access to a range of travel choices to meet their social, economic, health and cultural needs
N2) Enable access to social and economic opportunities by investing in public transport

Indicator	Target
Journey to work mode (census data and residents survey)	Increase in share of weekday journeys to work trips undertaken by walking, cycling and public transport to at least 25% by 2018

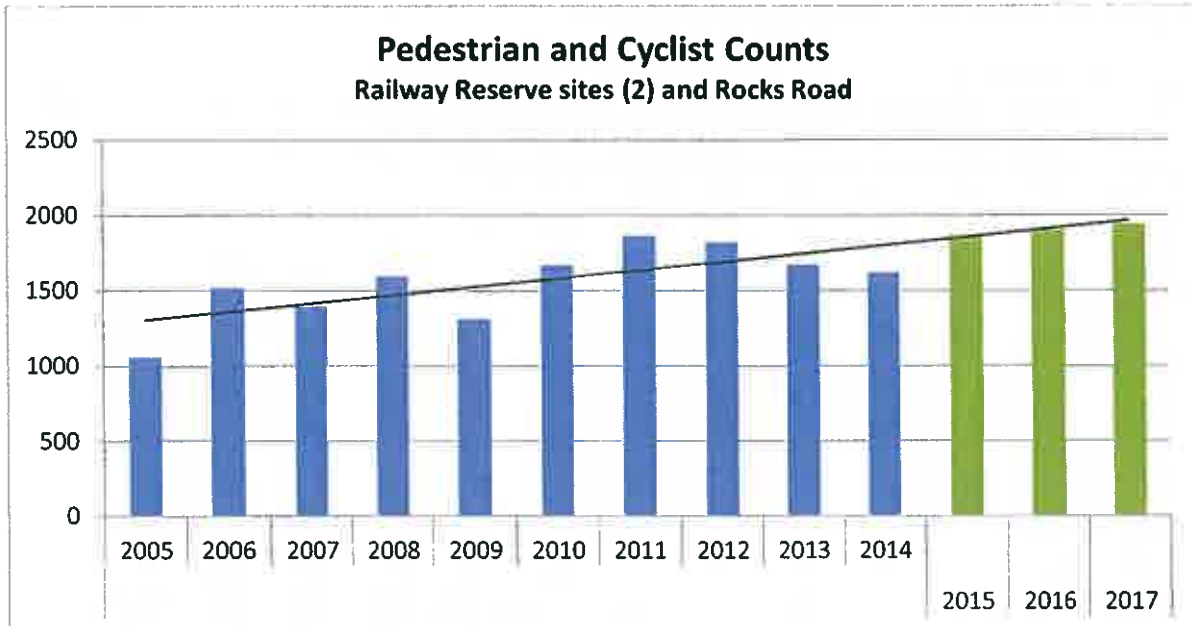


Notes

The Resident Survey has a margin of error of +/- 4.9% at the 95% confidence interval
The next Census is due in March 2018.

Indicator	Target
Walking and cycle counts	An average annual increase greater than 2% between 2015 and 2018

Current Performance



Since 2005 the average annual increase has been 6% although the last few years have seen a decrease.

Notes

The counts are taken over 8 hours in February and July at three sites: Railway Reserve in Stoke and in Bishopdale and Rocks Road

Indicator	Target
Public transport patronage	2% increase per annum

Current Performance

Patronage for 2012/13: 351,685
 Patronage for 2013/14: 396,326 =+13%

Indicator	Target
Public transport accessibility	65% of properties are within 400m walk of a bus stop by 2018

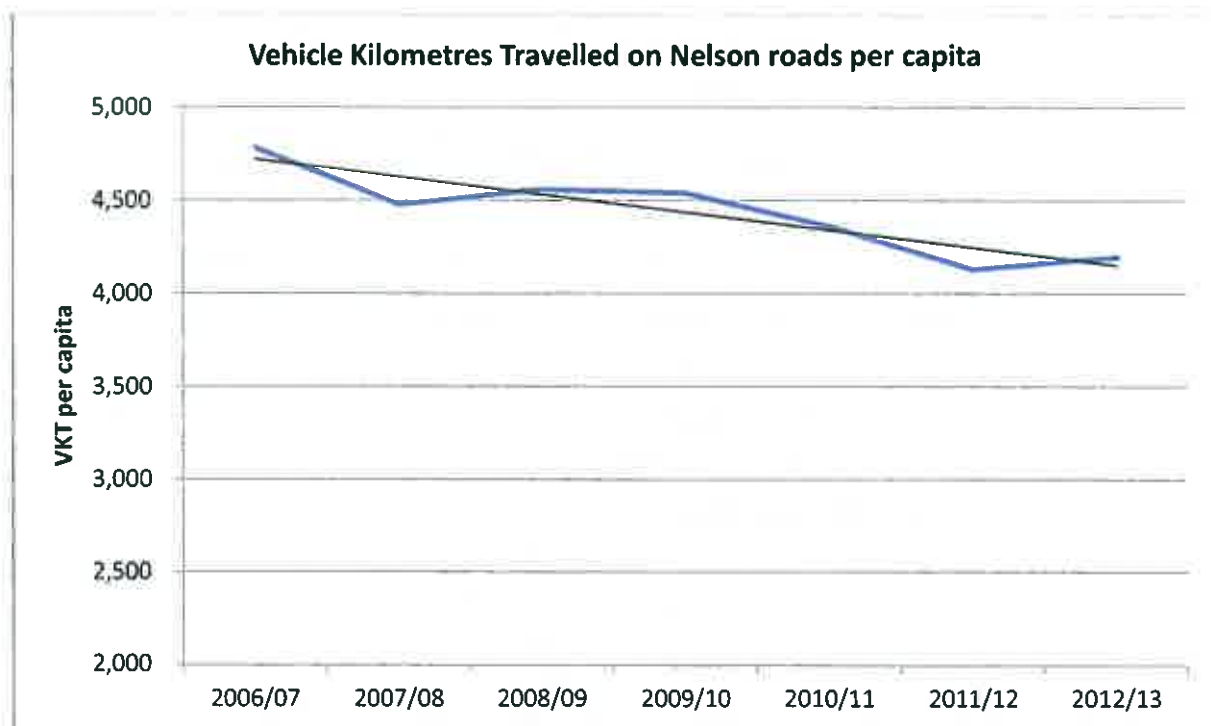
Currently 56% of properties are within 400m walk of a bus stop for the routes which operate at peak times (Routes 1 to 5). The coverage increases to 61% if Route 6 is included, although this route only operates three times a day on weekdays.

Modelling to include a route along Nayland Road and Pascoe Street indicates this would increase overall coverage to 67%. It increases Stoke's coverage from 33% to 52% of properties within 400m walk of a bus stop.

Note: The current method includes all ratings units (residential households as well as commercial and industrial properties). It measures 400m walk to a **bus stop** on the arterial routes and 400m walk to a **bus route** for the local routes where passengers can hail and ride.

Objective N3) The transport system supports national strategies for energy efficiency and climate change, and protects natural systems and community values

Indicator	Target
Annual VKT per capita	Reducing trend in local road annual vehicles kilometres travelled per capita from 2013 levels



Indicator	Target
Multiple occupancy vehicles, measured twice a year, once in September and once in March.	Maintain the proportion of vehicles with more than one occupant in the peak period across the Waimea Road and Rocks Road screen line to be at least 25%

Current Performance

Percentage of vehicles with more than one occupant					
	2009/10	2010/11	2011/12	2012/13	2013/14
Rocks and Waimea Roads: morning and evening peaks	25%	25%	25%	26%	25%
Rocks Road: morning peak	19%	18%	19%	20%	18%
Rocks Road: evening peak	27%	30%	30%	29%	28%
Waimea Road: morning peak	24%	22%	22%	25%	23%
Waimea Road: evening peak	29%	30%	31%	32%	32%

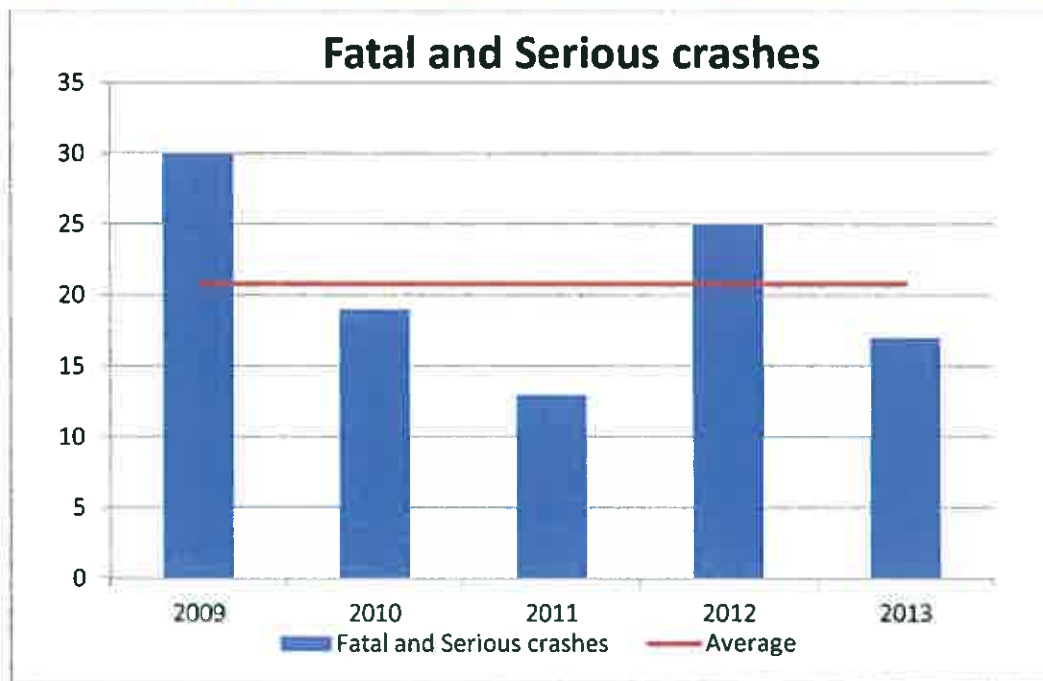


Objective N4) Deaths and serious injuries on the Nelson network are reduced at reasonable cost

Indicator	Target
Number of fatal and serious injury crashes	Reduction in the average annual number of fatal and serious injury crashes in the 6 year period 2015-2021 compared with the previous 6 year average 2009-2014.

Current Performance

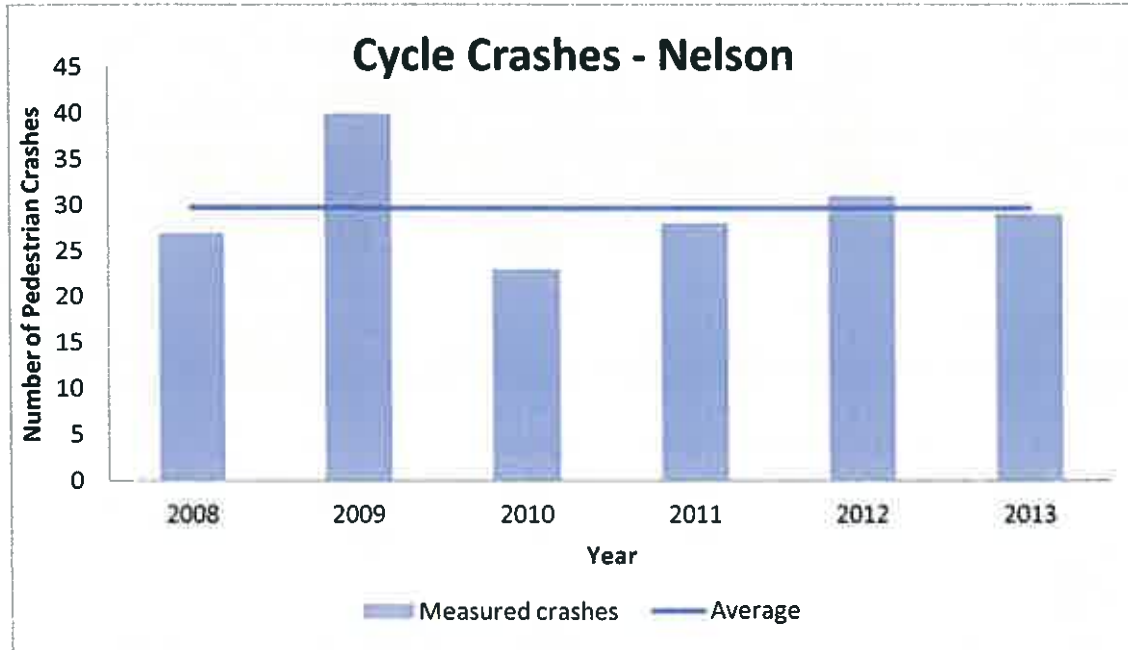
<http://www.nzta.govt.nz/resources/crash-analysis-reports/statistical-statements.html>



Indicator	Target
Police reported cycle crashes	Static or reduced average annual number of cycle crashes in the 6 year period 2015-2021 compared with the previous 6 year average 2009-2014.

This measure recognises that there is a trend of increasing cycle use in Nelson. The spread of crashes in the network is very dispersed and as a result engineering intervention is typically expensive on a per crash basis. Nelson has a higher proportion of cycle trips than other road controlling authorities in peer group B so it is natural that there will be a higher proportion of cycle related crashes in the region. When assessed on a crashes per cyclist basis, Nelson is performing better than its peers.

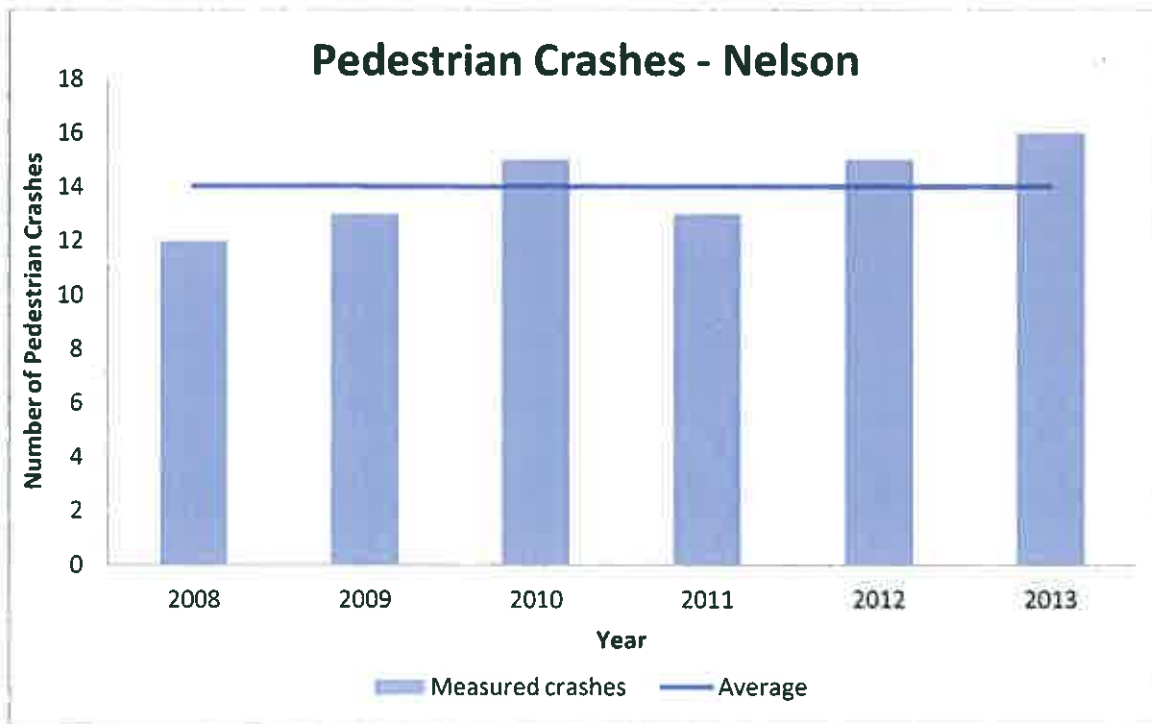
Current Performance



Indicator	Target
Pedestrian Crashes	Reduction in the average annual number of pedestrian crashes in the 6 year period 2015-2021 compared with the previous 6 year average 2009-2014.

Pedestrian crashes are typically clustered around main shopping centres and schools. This allows for much more targeted investment in safety improvements along with an expected reduction in pedestrian related crashes.

Current Performance



Ageing Population Issue Raised by Police

During discussions with the Police, Jenni Richardson raised the issue of why there is no measure specifically targeting crashes involving older drivers. The population of over 65's increased by around 1300 between 2008 and 2013. In that same period, the number of crashes that the cause has been attributed to impaired driving ability due to age has varied between one and five crashes per year with no discernible trend. This annual crash rate is too low and variable to reliably use as a measure but will be monitored as a matter of course to ensure any increasing trends are brought to the attention of the committee in a timely manner.

