

12 January 2015

Memo To: Nelson Regional Transport Committee

Memo From: Administration Advisers

**Subject: Draft Nelson Regional Land Transport Plan 2015-2021
Submissions**

Please find attached:

1. An index of submissions to the Draft Nelson Regional Land Transport Plan 2015-2021 ([A1291385](#))
2. A copy of submissions to the Draft Nelson Regional Land Transport Plan 2015-2021 ([A1291403](#))
3. A copy of submissions received to the Draft Nelson Regional Land Transport Plan 2015-2021 by the Tasman Regional Transport Committee ([A1298107](#))

An agenda and draft hearing schedule will be distributed no later than 4 February for the meeting to hear submissions on 10 February.

Draft Nelson Regional Land Transport Plan 2015-2021 Submissions Index

Submission No.	Page No.	Name	Organisation	Do you wish to be heard?
1	3	Feliana McKenzie		
2	4	Queenie Balance	National Council of Women of NZ Inc	
3	6	Steve Hawke		
4	7	John Moore	Atawhai Safety Group	Y
5	9	Vikki Scott		Y
6	12	Michael Bennett	Federated Farmers of NZ	Y
7	18	Warwick Rogers		
8	19	Keith Morrison		
9	20	Charmian Koed		
10	21	Sara Cooper		Y
11	23	Councillor Trevor Norriss	Tasman Regional Transport Committee	
12	30	Gillian Wratt	Nelson Tasman Cycle Trails Trust	Y
13	36	Ali		
14	37	Peter Olorenshaw	Nelsust Inc	Y
15	44	Paul Anderson	Waimea Road Business and Residents Association Inc	Y
16	47	Ken Beckett		Y
17	53	Tony Small	ASURE Fountain Resort Motel	
18	54	Chris Allison	Bicycle Nelson Bays	Y
19	60	John Gilbertson	Nelson Branch of the NZ Motel Association	Y
20	64	Ainslie Riddoch	Tahunanui Business Association Inc	Y
21	67	Peter Hookham	New Zealand Transport Agency	
22	70	Jason Klapproth	Bus & Coach Association (NZ) Inc	
23	76	Lindsay Wood		Y
24	86	Allan Kneale	New Zealand Automobile Association	Y

Pages 90-102 contain submissions received by the Tasman Regional Transport Committee, for consideration by the Nelson Regional Transport Committee

Submission 1

Natascha Van Dien

From: Submissions
Sent: Thursday, 27 November 2014 6:57 p.m.
To: Administration Support
Subject: FW: Reg Land Trans Plan

Categories: Natascha, Submissions

From: fel mckenzie[SMTP:FELMCK@GMAIL.COM]
Sent: Thursday, November 27, 2014 6:56:46 PM
To: Submissions
Subject: Reg Land Trans Plan
Auto forwarded by a Rule

The plan is comprehensive. I'd like to add 2 points to the Consultation:

1. Review the speed limit on highway Clifton Terrace to Guppy Park. Where else in NZ is there a limit of 100k/h so close to the CBD? Cars & trucks scream past. Motorists entering the road putter in just coming out of a 50 zone and motorists slam the brakes to go from 100k/h to 50k/h when travelling south into the CBD.
2. Does the report mention upgrading air travel to/from Nelson? We should look to developing the airport runway to attract international and local visitors. That put Queenstown on the map! (If a committee is ever formed to look at the possibilities I'd like contribute)

Feliana Mckenzie
460 Atawhai Dr
Atawhai, NELSON
Ph 5451534

--



RECEIVED
09 DEC 2014
NELSON CITY COUNCIL

NATIONAL COUNCIL OF WOMEN OF NEW ZEALAND (Inc)

Te Kaunihera Wahine o Aotearoa

*Nelson Branch,
6 Brougham Street,
Nelson 7010
December 2014*

name: Queenie Ballance

Organisation: Nelson Local Issues Group, Nelson Branch National Council of Women of New Zealand (NCWNZ)

Address: 6 Brougham Street, Nelson South, Nelson 7010

Phone: 539 0459

Email: <queeniebee@clear.net.nz>

I do not wish to be heard

Submission on

***Connecting the Top of the South
Draft***

Nelson Regional Land Transport Plan 2015-21 and Statement of Proposal

This submission has been prepared by the Nelson Local Issues Committee of NCWNZ Nelson Branch. The make up of the committee and branch reflects the wider community in having a range of socio-economic and educational backgrounds. The submission is based on non-expert comments of members.

We support that high priority be given to the funding of SH6 Rai Saddle Second Curve Realignment project given its importance as a major freight and tourist route. For the same reasons we consider SH6 Whangamoa South realignment and SH6 Hope Saddle realignment as high priority.

We do not see value in elaborate and expensive work on Rocks Road. Since writing our submission on the Walking and Cycling on Rocks Road discussion paper, members of our group have noted that most of the time traffic moves reasonably well along that stretch of road. Congestion occurs before and after school hours, and is considerably less during school holidays. The suggestion made in the *Nelson Mail*, in a letter, to lower the speed limit to 40kph has appeal. We raise the concern we have with shared pathways which cyclists and mobile scooter riders seem happy with, but pedestrians less so. Pedestrians often do not hear cyclists approaching from behind and we suggest walking on the right facing oncoming cyclists and pedestrians, could be better. Shared pathways need to be wide enough to allow mobility scooter and twin size baby buggies to pass each other. One member commented - during Labour weekend she happened to drive around the waterfront. It was stunning - high tide, glorious sunshine saw three walkers and four bikers !!

Submission 2

We commend the improvements to the bus service in the last few years. We look forward to proposed changes to Stoke bus service and suggest, again, that a park and ride option from Richmond or Stoke would encourage commuters from the hinterland to use the buses. This would help rush hour delays and ease central city parking. We have always supported the need for as good a public transport system as can be afforded.

We thank you for the opportunity to comment

Bev Mcshea

From: Submissions
Sent: Friday, 12 December 2014 8:25 a.m.
To: Administration Support
Subject: FW: Draft Regional Land Transport Plan consultation submission

Categories: Submissions

From: Council Enquiries (Enquiry)
Sent: Thursday, December 11, 2014 2:53:52 PM
To: Submissions
Subject: Draft Regional Land Transport Plan consultation submission
Auto forwarded by a Rule

Name: *

Steve Hawke

Email: *

Steve.Hawke@xtra.co.nz

Daytime phone: *

027 2460298

Address: *

11 Templemore Dr
Richmond

Organisation represented (if applicable):

Do you wish to be heard in support of your submission? *

No

EditableLiteralField2322

My submission is: *

Consideration needs to be given to including an Airport bus service in any of the New bus routes, both too and from Nelson CBD & Richmond

Is your submission also relevant to Marlborough and Tasman Regional Transport Committees and would you like it to be considered by them?

Yes

Submission 4

Natascha Van Dien

From: Submissions
Sent: Monday, 15 December 2014 5:48 p.m.
To: Administration Support
Subject: FW: SUBMISSION TO DRAFT NELSON REGIONAL LAND TRANSPORT PLAN.doc
Attachments: SUBMISSION TO DRAFT NELSON REGIONAL LAND TRANSPORT PLAN.doc

Categories: Natascha

From: John[SMTP:JHM@ACTRIX.CO.NZ]
Sent: Monday, December 15, 2014 5:47:50 PM
To: Submissions
Subject: SUBMISSION TO DRAFT NELSON REGIONAL LAND TRANSPORT PLAN.doc Auto forwarded by a Rule

Submission attached.
Please note that we wish to speak to it.
Many thanks,
John Moore,
pp Atawhai Safety Group

SUBMISSION TO DRAFT NELSON REGIONAL LAND TRANSPORT PLAN.2014.

Nelson City Council.

From:

ATAWHAI SAFETY GROUP.

c/o 26 Ledbury Rd,

Nelson. 5450115.

RE: Atawhai Drive (SH6) Speed Limits.

In December 2006 the Council resolved to support a drop in the Atawhai Drive speed limit from 100kph to 80 kph from Allisdair St. to the city.

Since that time an 80kph limit has been imposed from Marybank to Dodsons Valley (not including the main Dodsons Valley intersection!!) and the rest remains at 100kph. Also since that time there has been more residential development up the Atawhai hills and valleys. In addition there is increased logging movement from North of the city and consequently more and now heavier trucks.

We are very aware that this is State Highway but for residents of all ages it is our city road. The reasons for not lowering the limit – a few seconds time saved- cannot continue to override the local demand for safe access to and from their homes. It is becoming increasingly apparent to many local road users that in fact a 70kph limit is a more realistic safety measure.

We are delighted by the emphasis given to safety in the Draft RLTP and ask that NCC reaffirm its' policy of 2006 and work more actively with NZTA on this issue.

John Moore.

Pp Atawhai Safety Group.

Submission 5

Natascha Van Dien

From: Submissions
Sent: Monday, 15 December 2014 6:50 p.m.
To: Administration Support
Subject: FW: Submission - Draft Regional Land Transport Plan for Nelson
Attachments: Submission for Draft Regional Land Transport Plan for Nelson 2015-2021.docx

Categories: Natascha

From: Vikki Scott[SMTP:V.SCOTT@WXC.NET.NZ]
Sent: Monday, December 15, 2014 6:49:35 PM
To: Submissions
Subject: Submission - Draft Regional Land Transport Plan for Nelson
Auto forwarded by a Rule

Good evening,

Please find attached my submission. It would be appreciated if you are able to acknowledge receipt of this.

Many thanks
Kind regards,
Vikki

Vikki Scott
412 Atawhai Drive, Atawhai, Nelson

Submission

Draft Regional Land Transport Plan for Nelson 2015 – 2021

From Vikki Scott
412 Atawhai Drive, Atawhai
Ph: 7443 222

The Council and the Regional Land Transport Committee to make the health and safety of all those using the road from Clifton Terrace School, and Marybank to Nelson along Atawhai Drive, a priority.

Social responsibility: Safety and security
The environment: Reduce emissions and pollution

Atawhai along with Marybank, and up Dodson Valley are suburbs of Nelson and the Council has a duty of care to the residents who live there and the ratepayers. The Council influence needs to be stronger to fix the issues below:

Noise Pollution:

- The rippling effect from 40 ft containers with corrugated sides. The faster they go, the more air disturbance. This causes vibrations.
- Significant increase in horse power which leads to a bigger increase in motor noise
- Chip Seal used along Atawhai Drive from Clifton Terrace School. Tyre design has changed, and is different which causes more noise on a chip seal surface.

The above noise levels are accentuated in the natural geographical amphitheatre of Atawhai.

To mitigate this:

- Reduce speed limit to 70 kph
- Consider air deflectors fitted to trucks to avoid air hitting blunt end of containers. This would also probably use less fuel.
- Suggest chip seal is used on 50 kph roads around Nelson instead of asphalt and use the savings to help subsidise the cost of asphalt (i.e. a decent surface) on State Highway 6 from Clifton Terrace School to Nelson.

Social Responsibility – Safety and Security:

State Highway 6 has become an urban road used by hundreds of Nelson City residents every day. The current speed limit of 100 kph is dangerous and irresponsible.

The road usage by residents and ratepayers has grown exponentially and continues to grow as more developments occur up Dodson Valley, Marybank,

Submission 5

and Atawhai on top of the size and volumes of large trucks. This creates a danger for any vehicle coming into or out of a 100 kph area.

For those residents with driveways between Malvern and Bayview there is a double yellow line which supposedly makes it illegal to turn right into their driveways travelling from Nelson. Those residents have to turn into Bayview then come back out into 100 kph, another danger. I myself come out of my driveway and need to give way to pedestrians and cyclists going both ways on the cycle path, then cyclists who use the road instead of the cycleway, and then into traffic travelling at 100kph.

To fix this:

Reduce speed limit to 70 kph from Clifton Terrace School to Nelson.

There needs to be a car-width centre lane between Malvern and Bayview to enable the vehicles from these driveways to enter and exit safely.

If the speed limit is reduced to 70 kph the passing lane from Nelson travelling north should be made redundant. It is very dangerous to have 2 lanes merging into an area so close to where there are several right hand turns into driveways and roads. Passing vehicles are still trying to use the passing lane (albeit illegally) passed the point they shouldn't be.

The Council and the Regional Land Transport Committee should be concentrating on improving the health and safety of our road. This has become a major issue for all Nelson residents who come and go to work, deliver children to school and go into town to shop. There shouldn't be a need to be fearful, they need to feel safe.

I wish to be heard in support of my submission

Natascha Van Dien

From: Submissions
Sent: Friday, 19 December 2014 1:36 p.m.
To: Administration Support
Subject: FW: Submission on Draft Regional Land Transport Plan
Attachments: Submission - Nelson RLTP - NCC.docx

Categories: Natascha

From: Michael Bennett[SMTP:MBENNETT@FEDFARM.ORG.NZ]
Sent: Friday, December 19, 2014 1:35:41 PM
To: Submissions
Subject: Submission on Draft Regional Land Transport Plan
Auto forwarded by a Rule

To whom it may concern at Nelson City Council.

Please find attached a submission from Federated Farmers on the draft Nelson Regional Land Transport Plan 2015 – 2021 and Statement of Proposal.

Please respond to this email so that I know it has been received.

Regards

Michael

MICHAEL BENNETT
REGIONAL POLICY ADVISOR
Federated Farmers of New Zealand
P O Box 20448 Bishopdale Christchurch 8543
F 03 357 9452
F 03 357 9451
M 027 551 1629
www.fedfarm.org.nz

This email communication is confidential between the sender and the recipient. The intended recipient may not distribute it without the permission of the sender. If this email is received in error, it remains confidential and you may not copy, retain or distribute it in any manner. Please notify the sender immediately and erase all copies of the message and all attachments. Thank you.



Federated Farmers of New Zealand

Submission on Draft Nelson Regional Land Transport Plan 2015-2021 and Statement of Proposal

Monday 22nd December 2014

SUBMISSION ON THE DRAFT NELSON REGIONAL LAND TRANSPORT PLAN 2015 – 2021 AND STATEMENT OF PROPOSAL

To: Nelson City Council
Civic House
110 Trafalgar Street
Nelson
PO Box 645
Nelson 7040

Name of submitter: Federated Farmers of New Zealand

Contact person: Michael Bennett
Regional Policy Advisor

Address for service: PO Box 20448
Bishopdale
Christchurch 8543

This is a submission on the draft Nelson Regional Land Transport Plan 2015 – 2021 and Statement of Proposal.

The specific provisions of the proposal that our submission relates to and the decisions we seek from Council are as detailed on the following pages.

Federated Farmers does wish to be heard in support of its submission.

Submission 6

1. INTRODUCTION

- 1.1 Federated Farmers welcomes the opportunity to comment on the draft Nelson Regional Land Transport Plan 2015 – 2021 and Statement of Proposal (the RLTP).
- 1.2 Federated Farmers of New Zealand is a primary sector organisation that represents over 17,000 farming and other rural businesses. Federated Farmers has a long and proud history of representing the needs and interests of New Zealand farmers.
- 1.3 The Federation aims to add value to its members' farming business. Our key strategic outcomes include the need for New Zealand to provide an economic and social environment within which:
 - Our members may operate their business in a fair and flexible commercial environment;
 - Our members' families and their staff have access to services essential to the needs of the rural community; and
 - Our members adopt responsible management and environmental practices.

2. SUMMARY

- 2.1 An effective regional transport network is fundamental to primary production and to the sustainability of communities such as Nelson. We agree that to be effective the regional transport network must be resilient, reliable, and safe.
- 2.2 The allocation of almost \$16,000,000 to walking and cycling projects is not regionally significant relative to other projects such as the Southern Link which is not proposed to occur, and which is regionally significant, both in the context of Nelson and the Top of the South Councils. Further discussion with the community should take place before this expenditure is committed to. The Federation therefore seeks that all walking and cycling enhancements are deferred until the 2018-2012 period, and a more robust discussion undertaken of the manner in which these regionally significant funds will be spent.
- 2.3 In light of the manner in which walking and cycling appears has taken priority over the provision of a resilient and reliable network to support economic activity and social functions, the Federation also seeks that the Council undertake to improve representation by rural transport operators or others involved in the primary sector in the Regional Land Transport Forum.

3. GENERAL COMMENTS

- 3.1 Federated Farmers supports Nelson City Council in its efforts to provide a safe, resilient and reliable transport network while managing to financial constraints. Road transport is fundamental to all primary production because the transport network must be able to effectively move large quantities of bulk commodity products at critical times. Without it, the ability of individuals to make a living from the land or natural resources of the district, including new or innovative enterprises and economic growth, and urban based processing and distribution industries, would be curtailed or greatly reduced. The transport network, and by extension the RLTP therefore underpins the social and economic sustainability of the Tasman, Marlborough, and Nelson regions.
- 3.2 The RLTP clearly outlines the linkages between an effective and efficient transport network and the social and economic prosperity of the Top of the South. The contribution of primary production to GDP is appropriately recognised, as is the importance of a resilient, reliable, and safe transport network.

Decision sought:

- 3.3 Amend the draft Nelson Regional Land Transport Plan 2015 – 2021 to better reflect linkages between an effective and efficient transport network and the social and economic prosperity of the region and the Top of the South; both in general terms and as sought in other parts of this submission.

4. EXPENDITURE AND THE PRIORITISATION OF PROJECTS

- 4.1 The RLTP allocates almost \$16,000,000 to walking and cycling related enhancements in preference to other much needed projects such as the Southern Link motorway project. This has occurred even though it has been clearly signalled at the highest levels of government that Nelson city will 'wither' and that further economic growth will be concentrated in Richmond without improved arterial capacity to get people in or out of the city¹, and to move freight to the port or other destinations. Given the ongoing suppressed financial conditions and enormous cost of infrastructure to support continued rapid growth in Auckland, now may be the last chance that we will ever have to create a viable Southern Link for Nelson City.
- 4.2 While it is accepted that the Southern Link will require a significant investment from central government, based on our experience with infrastructure projects in other areas, it seems unlikely that such support will be forthcoming unless Nelson City supports a fair share of the cost. It will be particularly difficult in our view to achieve external support for this project if the City has allocated or is in the process of spending an enormous sum of money on walking and cycling related projects. Unlike the Southern Link, for example, these projects are not required to secure the long term future of Nelson City, are not regionally significant, and will not support high value economic growth associated with the use of the road network by heavy vehicles and cars. We note that such benefits will include tourism as most tourists who visit Nelson choose to travel by car or bus.
- 4.3 It is acknowledged that walking and cycling enhancements *may* make some contribution to economic development, through tourism, however there is no information to suggest that such activity is comparable to the enormously important primary industries, or the social and economic consequences of a lack of connectedness between Nelson and other regions. If such information was available, it is presumed that it would have been considered alongside the economic information that is already helpfully included in the RLTP. We are concerned therefore that the amount of money allocated to walking and cycling projects does not reflect the introductory content of the RLTP, the statement of purpose, or appropriate economic analysis.
- 4.4 Finally we emphasize that while Nelson City has its own identity as a community, with a unique system of regional governance. The expenditure of such a significant sum of money on walking and cycleway projects, even though this money is intended to improve the top of the south transport network, highlights the disconnectedness of the current governance structure from adjoining regions to which Nelson is intimately and irrevocably linked. We consider that this gives an impression that Nelson City has chosen to promote its own interests in preference to regionally important infrastructure required to provide a safe and efficient regional road transport network. It is essential that the RLTP supports an integrated approach to the future development and management of the regional land transport network, as would occur if the region were administered by one local government entity.

¹ The Honourable Nick Smith, Nelson Mail, 30th June 2014. [Online] <http://www.stuff.co.nz/nelson-mail/news/10215156/Nats-pledge-boost-for-vital-Southern-Link>

Submission 6

Decision Sought

- 4.5 Defer the all walking and cycling enhancements until the 2018-2021 period.
- 4.6 Initiate a more robust discussion of the manner in which these regionally significant funds will be spent, recognising that in this context 'regional' means the top of the south districts of Nelson, Marlborough, and Tasman as an aggregate.
- 4.7 Initiate a discussion with central government as to the manner in which the Southern Link motorway project can be funded and when it might begin.

5. REPRESENTATION

- 5.1 The decision to allocate enormous financial resources to walking and cycling projects in preference to projects that are economically and socially significant at the regional level does not align with the stated purpose of the RLTP which is *to benefit the Top of the South communities by providing a resilient and reliable network that will meet our current and future needs*. The background material makes it clear that a *resilient and reliable* road network is essential to the economy and society of the top of the south regions. We do not think that this decision would have been made if there had been appropriate participation and involvement by regional transport interests, or if a region-wide rather than local set of considerations had prevailed.

Decision Sought

- 5.2 Undertake to improve representation by rural transport operators or others involved in the primary sector in the Regional Land Transport Forum, and in future decision making around regionally significant road transport infrastructure projects.

Martin O'Connor

22 -12-2014

On behalf of the Nelson Province of Federated Farmers

Bev Mcshea

From: Submissions
Sent: Saturday, 20 December 2014 5:55 p.m.
To: Administration Support
Subject: FW: Draft Regional Land Transport Plan consultation submission

Categories: Bev

From: Council Enquiries (Enquiry)
Sent: Saturday, December 20, 2014 5:54:26 PM
To: Submissions
Subject: Draft Regional Land Transport Plan consultation submission
Auto forwarded by a Rule

Name: *

Warwick Rogers

Email: *

warwick.rogers@gmail.com

Daytime phone:*

02102731102

Address:*

15 Griffin st Richmond

Organisation represented (if applicable):

Do you wish to be heard in support of your submission? *

No

EditableLiteralField2322

My submission is: *

Rocks road is completely inadequate for the demands currently placed on it. The Southern Link is in desperate need. Rocks road can then be developed properly into a safe walking/cycling route. Vehicle traffic can then be slowed, trucks banned and the route turned into an attractive tourist/recreation route. The Tahuna beach area can then be tied in better to the shops nearby providing a boost to local business. This is an extremely urgent need and should be the top priority in the regions roading projects.

The Quarantine road roundabout is also in need of urgent attention. The planned shopping centre will increase traffic substantially and it's already beyond capacity at peak times. Serious consideration needs to be given to adding in extra entry/exit points.

Is your submission also relevant to Marlborough and Tasman Regional Transport Committees and would you like it to be considered by them?

Yes

Bev Mcshea

From: Submissions
Sent: Sunday, 21 December 2014 12:10 p.m.
To: Administration Support
Subject: FW: Draft Top of the South Regional Land Transport Plan

Categories: Bev

From: Keith Morrison[SMTP:KEITHNZ.M@GMAIL.COM]
Sent: Sunday, December 21, 2014 12:09:16 PM
To: Submissions
Subject: Draft Top of the South Regional Land Transport Plan
Auto forwarded by a Rule

Dear Sir,

A) I support the council's efforts to improving the region's cycle network. I enjoy cycling on the off road cycleways particularly between Nelson and Richmond. I use both the railway reserve and the coastal cycleways to create a loop from my home in Tahunanui. I do not often cycle into town since I do not enjoy having to concentrate so hard cycling along rocks Road with all the traffic. I love freewheeling into town down the railway reserve from Bishopdale. It would make a special loop for going into town if the missing link between the airport at the Maitai path was completed. I would increase the number of times I cycle into town from Tahunanui. Hence I support the completion of this section as proposed in Part F of the Plan.

B) I support the council's plans to increase the bus service frequency. I live in Tahunanui hence during the day the buses currently only run every hour. I can time it to get the bus into town alright, but this makes the return journey difficult. If I only have a few things to do in town I can have almost an hour to wait for the bus. I can actually walk home quicker, which takes me just over 45 minutes, than waiting for the bus on occasions. I frequently take the car into town to avoid having a long wait for the bus. I would use the bus more often if there was a more frequent daytime service.

Tahunanui has many low income families and few shops and services. A frequent bus service is essential for these families for their daily living, and to promote their feeling of being part of the Nelson community.

Hence I support increasing the service from Richmond to Nelson via Tahunanui to being every 40 minutes at off peak times as proposed in Section G4 of the Plan as an interim measure. It would be preferable in the long term to increase the frequency to every 30 minutes to promote further bus use. I would also welcome every bus stop to have a bus shelter to increase bus use on rainy days. The increased car use on the roads on a rainy day is noticeable and this would help alleviate this. Bus shelters could have advertising hoarding on them to help fund their construction.

Keith Morrison
43 Tahunanui Drive
Nelson 7011
Ph: 03 548 6647

Bev Mcshea

From: Submissions
Sent: Sunday, 21 December 2014 9:03 p.m.
To: Administration Support
Subject: FW: Draft Regional Land Transport Plan consultation submission

Categories: Bev

From: Council Enquiries (Enquiry)
Sent: Sunday, December 21, 2014 9:03:00 PM
To: Submissions
Subject: Draft Regional Land Transport Plan consultation submission
Auto forwarded by a Rule

Name: *
Charmian Koed

Email: *
koed@xtra.co.nz

Daytime phone:*
5486658

Address:*
5 Maire Street,Nelson

Organisation represented (if applicable):
Do you wish to be heard in support of your submission? *
No

EditableLiteralField2322
My submission is: *

The consultation document is enormous and I find it difficult to take it all on board and work out how to correctly make a submission. I hope you will accept the following comment:
I would prefer Rocks Road to stay the way it is, the speed limit to be reduced and for heavy traffic to be re-routed. I would prefer minimalist work done on Rocks Road, without disturbing the present seawall and chains. I am pleased to read that initial investigations into completing the southern link arterial route will be put in place as this alternative route would help to safeguard the Rocks Road scenic asset.

Is your submission also relevant to Marlborough and Tasman Regional Transport Committees and would you like it to be considered by them?
No

Submission 10

Shailey McLean

From: Administration Advisers
Attachments: A1271105 Sara's Submission 2015-2021 and Peter Olerenshaw Submsn. 2104 R....pdf

PLEASE NOTE

The following submission by Ms Cooper refers to a second attachment of a formal and pointed submission. This is Mr Olorenshaw's submission on behalf of Nelsust Inc (Submission 14) which can be found on page 35 of these submissions.

From: illumin8 - Sara[SMTP:SARA@ILLUMIN8.NET.NZ]
Sent: Monday, December 22, 2014 1:23:19 AM
To: Submissions
Subject: Nelson Public Transport Plan 2015 – 2018 Auto forwarded by a Rule

Hello,

I have typed up a very informal submission and also attached a much more formal and pointed submission that I also agree with.

Please help us, sometimes choosing what may seem to be slightly more inconvenient and very different to the norm is the very best thing for a brighter future for everyone...

Please let me know if I need to do this differently, this is my first submission and would dearly like to get it right.

Thank you

Kind regards
Sara Cooper
27 66 33 094

Nelson City Council wants your opinion.

Please tell us what you think.

Please type or print clearly. Remember to read the submission writing guidelines (overleaf) before starting.

Office Use Only			
		Submission Number	
File Ref		INITIALS	

Name Sara Cooper

Daytime phone 027 66 33 094

Address 19 Brougham St, Nelson

Organisation represented (if applicable) _____

Do you wish to be heard in support of your submission? YES NO # of pages

If you do not tick a box we will assume you do not wish to be heard.

Public information: All submissions (including the names and contact details of submitters) are public information and will be available to the public and media in various reports and formats including on the Nelson City Council website. Personal information will also be used for administration relating to the subject matter of the submissions. Submitters have the right to access and correct any personal information included in any reports, information or submissions.

The consultation/proposal my submission relates to:

A1271105 - Nelson Regional Land Transport Plan 2015-2021

My submission is:

This next few years will see an explosion in new cyclists within the Nelson region and the cycleways we have presently are terrible. Before purchasing my new "electric vehicle" my new "car" an electric bike, I thought cyclist's needed to utilise what was provided and do this a lot better than I felt they were... Since cycling around with my 2.5 year old son, everywhere, I have found that the traditional cycleway are awfully dangerous.

Because we want to encourage a strong move away from on mass fossil fuel dependant transportation, I believe focussing our money on public transport, foot traffic and cycleways is the best use of our funds in the immediatte future.

My life is far happier since my decision to cycle and the only way I was going to decide to cycle was with a bicycle that took the resistance to cycling up hills away from the equation... and it is soooo much fun, I am over taking cars around town, I smile, people are enthusiastic about the bike...it is FUN. many of us want to change what it is we are doing and how we are doing it... we just need to be shown how it can be done. Incrimtally, but do it none the less and do it in the healthiest order.

Help everyone do this better.

Is your submission also relevant to Marlborough and Tasman Regional Transport Committees and would you like it to be considered by them? YES NO



Nelson City Council
te kaunihera o whakatū

PO Box 645 • Nelson 7040
03 546 0200 • nelson.govt.nz

RECEIVED

22 DEC 2014

NELSON CITY COUNCIL
Customer Service

Submission 11



File:T609-1
Silent One ID:

sarah.downs@tasman.govt.nz
Phone 543 8542

18 December 2014

Nelson City Council
P.O. Box 645
Nelson, 7040.

Draft Nelson Regional Land Transport Plan 2015-2021

We would like to thank Nelson City Council for this opportunity to comment on the Nelson Draft Regional Land Transport Plan.

Tasman District Council acknowledges the collaboration that has enabled the joint front section to the Plan to be developed. We consider that the front end successfully highlights the strategic issues that we face as a region.

We look forward to meeting with your Regional Transport Committee at the February 2015 workshop to discuss what we have collectively heard from our communities, so we can put forward a joint robust transport plan for the future. We only envisage minor changes being made to the joint section at this stage so that there is consistency between the three councils. At Tasman's Regional Transport Committee meeting held on 5 December 2014, the Committee deliberated the submissions we received. Attached to this submission is a copy of the submissions received from submitters who wished their submission to be viewed by all three councils. I also enclose a copy of the meeting minutes.

Tasman District Council is supportive of the projects that Nelson City Council has included in their draft Regional Land Transport Plan, as many of their projects have cross boundary impacts and benefits to the wider region in terms of providing a reliable and resilient network.

We would like to advise Nelson City Council and the Nelson Regional Transport Committee, that we intend to make minor changes to our transportation forward works programme and our Regional Land Transport Plan (subject to approval by the Tasman Regional Transport Committee). There will now be budget lines for Total Mobility and the Late Late Bus, so that subsidies can be gained from NZTA. These two budgets had previously sat with other Council departments and therefore no subsidy had previously been granted.

We do not wish to speak to this submission.

Yours sincerely

Councillor Trevor Norriss
Chair Tasman Regional Transport Committee

G:\Transportation\Regional Land Transport Planning\submissions to other RLTPs\T609-1 NCC submission to rLTP.docx

Tasman District Council
Email info@tasman.govt.nz
Website www.tasman.govt.nz
24 hour assistance

pdf A1299118

Richmond
189 Queen Street
Private Bag 4
Richmond 7050
New Zealand
Phone 03 543 8400
Fax 03 543 9524

Murchison
92 Fairfax Street
Murchison 7007
New Zealand
Phone 03 523 1013
Fax 03 523 1012

Motueka
7 Hickmott Place
PO Box 123
Motueka 7143
New Zealand
Phone 03 528 2022
Fax 03 528 9751

Takaka
14 Junction Street
PO Box 74
Takaka 7142
New Zealand
Phone 03 525 0020
Fax 03 525 9972



MINUTES
of the
TASMAN REGIONAL TRANSPORT COMMITTEE MEETING
held
9.30 am, Friday, 5 December 2014
at
Tasman Council Chamber, 189 Queen Street, Richmond

Present: Councillors T E Norriss (Chair), B F Dowler, J L Edgar and Ms R Bleakley
Advisors: Mr W Findlater, Ms D Smith, Ms K Lee and Mr G Cameron.
In Attendance: L Hammond, P Hookham, C Worts, M Owen, A James (New Zealand Transport Agency), Transportation Manager (G Clark), Activity Planning Advisor (S Downs), Executive Assistant (R Scherer)

1 OPENING, WELCOME

The Chairman welcomed Ms Bleakley to her first Regional Transport Committee meeting and invited the members in attendance to introduce themselves.

2 APOLOGIES AND LEAVE OF ABSENCE

Moved Cr Edgar/Cr Dowler
TRTC14-12-1

THAT an apology from Cr Paul Sangster be accepted and an apology from Inspector Jenni Richardson be noted.

CARRIED

3 PUBLIC FORUM

Nil

4 DECLARATIONS OF INTEREST

Nil

5 CONFIRMATION OF MINUTES

Moved Cr Dowler/Cr Edgar
TRTC14-12-2

THAT the minutes of the Tasman Regional Transport Committee meeting held on Friday, 12 September 2014, be confirmed as a true and correct record of the meeting.

CARRIED

6 PRESENTATIONS

6.1 Update on National Land Transport Programme

Ms Bleakley spoke to a powerpoint presentation focusing on the building blocks for the Regional Land Transport Plan. She also spoke about the Financial Assistance Rate Review and explained the factors that contributed to the final rate. A brief update on the One Network Road Classification, the new regional improvements activity class, the urban cycleway fund, new national advertising for the updated drink-driving law and the safe system approach were also presented.

7 REPORTS

7.1 Submissions to the Draft Regional Land Transport Plan

Moved Cr Norriss/Ms R Bleakley
TRTC14-12-3

That the Tasman Regional Transport Committee:

- 1) receives the submissions including the late submission (5207) to the Draft Regional Land Transport Plan; and
- 2) agrees to hear the submissions on the Draft Regional Land Transport Plan; and

CARRIED

Mr David Ogilvie spoke to his submission (5187) and congratulated the Council on the quality of the Tasman Regional Land Transport Plan. Mr Ogilvie emphasised the need for traffic signalisation at the intersection of State Highway 60, Pah and Greenwood Streets in Motueka. Mr Ogilvie also urged the Committee to consider a roundabout at the Queen Victoria and King Edward Street intersection in Motueka. Mr Ogilvie suggested that the speed limit on High Street, Motueka should be reduced to 40 kmh.

In response to Mr Ogilvie, Mr Clark noted that the Pah/Greenwood Street signalisation project currently sits outside the next three years of the Long Term Plan. It is included in the Regional Land Transport Plan to occur in year three. The timing for this project will need to be agreed for both documents.

Mr Phil Castle spoke to his submission (4854). He noted his disappointment that cycleway funding was very modest in the Regional Land Transport Plan. He asked that Golden Bay cycle links should be considered as part of the Plan. Mr Castle noted that the Plan excluded one of the objectives noted in the Government Policy Statement around safe cycling and urged the Committee to look at opportunities to ensure safe cycling in Golden Bay.

Mr Clark noted that the projects included in the Regional Land Transport Plan were "subsidised" projects only.

Mr Castle suggested that the recent Government funding announcement would allow a cycle route in Golden Bay to be included in the Plan.

Ms Bleakley explained the parameters of the urban cycle fund and the likelihood of a cycleway in Golden Bay that would need to stack up against those parameters.

Mr Clark noted that the funding of \$40,000 for the construction of a cycleway in Golden Bay is for land purchase and design, not construction, therefore it is not subsidised. Mr Clark said that the

Plan will be changed to reflect this project status and will include details around the project's location.

Cr Edgar asked that staff include all of the GPS objectives and our response to them in the next iteration of the Draft Regional Land Transport Plan, ie subsidised and non-subsidised projects.

In response to a question, Mr Clark noted that the criteria for the Government's urban cycling fund precluded the opportunity for the Council to gain any funding for the Spooners to Wakefield section of Tasman's Great Taste Trail.

In response to Cr Edgar, Mr Clark noted that the proposed joint Council workshop in February was intended to focus on the "joint" front end of the Plan. Ms Downs noted that not all of the Government Policy Statement objectives were included in the front end as they were not considered to be relevant to the projects that were recommended.

Ms Bleakley reminded the committee that the Government Policy Statement was still in draft form.

Ms Downs spoke to the report contained in the agenda and the staff responses to the submissions. She noted that staff recommended no changes for the RLTP.

Andrew James provided an update on the temporary speed limit on SH60 at the Moutere Highway intersection near Appleby School. He noted that this trial is still being assessed to see if it will be permanent or a "summer" speed limit. New Zealand Transport Agency staff are also investigating ways to improve the safety aspects of this intersection.

Mr Clark noted that staff are looking to leverage off the NBus funding with NZTA subsidy.

Mr Cameron questioned the lack of response to Mr Nistor's request to improve cycling connections at the intersection of Champion Road and Salisbury Road.

Mr Clark explained that each submitter will get a full response to all of their concerns. He also noted that both Nelson City Council and Tasman District Council are looking at ways to improve cycle safety at this intersection.

Ms Edgar asked that this point regarding the investigation of improvements to the intersection be included in the Draft Regional Land Transport Plan.

In response to the point noted by the Transport Agency in their submission relating to HPMV activities, Mark Owen suggested that the reference to HPMV routes can be deleted from the Draft Plan as the routes that have been included in the Draft Regional Land Transport are compliant.

Cr Edgar asked that staff prepare a submission on behalf of the Tasman Regional Transport Committee to the Marlborough, Nelson and West Coast Draft Regional Land Transport Plans.

Mr Clark noted that the new FAR rate will mean that staff will request further funding in the Long Term Plan to meet the shortfall created by the change in the rate percentage.

Ms Downs noted that the three councils will meet for a joint workshop on 17 February 2015 to confirm the content of the joint front end of the Draft Regional Land Transport Plan.

7.2 Submissions to the Draft Regional Land Transport Plan

Moved Cr Edgar/Cr B Dowler

TRTC14-12-4

That the Tasman Regional Transport Committee:

- 1) receives the submissions to the Draft Regional Land Transport Plan TRTC14-12-02 report; and
- 2) requests staff to work with the New Zealand Transport Agency to clarify the points raised in their submission relating to Part F of the Draft Tasman Regional Land Transport Plan and report back to the 27 March 2015 Tasman Regional Transport Committee meeting; and
- 3) agrees to remove the HPMV activities from Table 8, page 41 of the Draft Plan as requested by the New Zealand Transport Agency.
- 4) notes the submission from Marlborough Roads on behalf of the Marlborough District Council and that these changes relate to the Top of the South front section of the Draft Regional Land Transport Plan and that these points will be discussed at the combined Regional Transport Committee workshop on 17 February 2015; and
- 5) agrees to change the date of the State Highway 60/Pah Street/Greenwood Street intersection upgrade project from 2015-2018 to 2018-2021 to align with the decision made by the Engineering Services Committee; and
- 6) agrees to provide commentary relating to non-subsidised cycleway projects in Part F of the Draft Regional Land Transport Plan.
- 7) requests staff to respond to all submitters in writing confirming the Committee's deliberations and recommendations; and
- 8) notes that following the workshop on 17 February 2015, the Final Regional Land Transport Plan will be provided to the Tasman Regional Transport Committee meeting on 27 March 2015 for their recommendation for approval to Tasman District Council on 16 April 2015; and
- 9) requests staff to prepare submissions to the Marlborough District, Nelson City and West Coast Regional Draft Regional Land Transport Plans to be signed off by the Chairman.

CARRIED

7.3 New Zealand Transport Agency Update

Moved Cr Edgar/Ms R Bleakley
TRTC14-12-5

That the Tasman Regional Transport Committee receives the New Zealand Transport Agency Update report, TRTC12-12-03.

CARRIED

7.4 State Highway 60/Pah/Greenwood Traffic Lights, Motueka

Mr James spoke to the report contained in the agenda and the reasons that the Transport Agency had requested that this project be progressed. Mr James suggested that the Council move the funding for the pedestrian signals to the proposed signalisation of the Pah/Greenwood/SH60 intersection. He noted that the New Zealand Police supported the proposal.

Mr Findlater left the meeting at 12 noon.

Both Crs Norriss and Cr Dowler expressed their concern regarding the issues with pedestrians stepping on to the crossings that are both a safety issue and impede traffic flow on High Street, Motueka. They did not support the Council providing funding for this proposal.

Cr Dowler suggested that any funding should be targeted towards a roundabout at the Clock Tower intersection.

7.4 State Highway 60/Pah/Greenwood Traffic Lights, Motueka

Moved Cr Edgar/Cr Norriss

TRTC14-12-05

That the Tasman Regional Transport Committee:

- 1) receives the State Highway 60/Pah/Greenwood Traffic Lights, Motueka Report; and**
- 2) requests staff to work with the New Zealand Transport Agency to consider all of the issues around High Street (State Highway 60) in Motueka and report back to the Tasman Regional Transport Committee and the Council with a programme of work to address safety and congestion matters; and**
- 3) includes a variation to the current 2012-2015 Regional Land Transport Programme to include investigations to address safety and congestion issues on High Street, Motueka.**

CARRIED

The meeting concluded at 12.20 pm

Date Confirmed: _____ Chair: _____

Please Note

The submission from the Tasman Regional Transport Committee (Submission 11) refers to copies of submissions that wished to be considered by all three regional areas (Tasman, Nelson, Marlborough).

These submissions have been saved separately (A1298107) and can be found at the end of this information pack.

Bev Mcshea

From: Submissions
Sent: Monday, 22 December 2014 9:32 a.m.
To: Administration Support
Subject: FW: Draft Regional Land Transport Plan
Attachments: Rock Road submission NTCTT_signed.pdf

Categories: Bev

From: Gillian Wratt | Gilando[SMTP:GILL.WRATT@GILANDO.CO.NZ]
Sent: Monday, December 22, 2014 9:31:11 AM
To: Submissions
Subject: Draft Regional Land Transport Plan
Auto forwarded by a Rule

Dear Councillors

As you will be aware the Nelson Tasman Cycle Trail Trust is closely involved with the development and marketing of cycling opportunities in the Nelson-Tasman region – for community and economic benefit, in particular the NZCT Great Rides – The Dun Mountain Trail and the Tasman Great Taste Trail.

The Trust is pleased to see the consideration being given to cycling infrastructure in the Land Transport Plan. We are supportive of the detailed submission to the plan provided by Bicycle Nelson Bays. In addition to supporting the BNB submission, we emphasise the importance and opportunity of the connection between Nelson and the Great Taste Trail via Rocks Road and Tahunanui. The Trust's view was outlined in our earlier submission on the Regional Transport Plan (as attached) – to provide a high quality shared pathway. This route has the potential to provide an iconic link with the increasingly popular Great Taste Trail (Counters on the Great Taste Trail recorded in excess of 120,000 passes on various sections of the trail from Nelson Airport to Kaiteriteri and Wakefield in the first 9 months of the 2014), as well as the important community connection between the city, Tahunanui and Stoke-Richmond.

We appreciate that there are challenging prioritising issues. Nelson and Tasman Councils are recognised nationally for their positive approach to cycling and we encourage the Council to keep cycling infrastructure high on the priorities as the Regional Land Transport Plan is finalised, and in particular to seek an optimal solution for a Rocks Rd shared pathway.

The Nelson Tasman Cycle Trail Trust would like the opportunity to speak in support of our submission.

Thank you for your consideration

Gillian Wratt
Chair
Nelson Tasman Cycle Trails Trust

chair@heartofbiking.org.nz
+64 3 5452526
+64 21 548110



Nelson Tasman Cycle Trails Trust
PO Box 3197
Richmond
Nelson 7050

17 August 2014

To Nelson City Council

Comments on Rocks Road Concepts

Introduction

The Nelson Tasman Cycle Trust has been involved in the concept and design of the Tasman Great Taste Trail cycle facilities and has advocated for the Dun Mountain Trail. These two graded trails are designed under a set of standards developed nationally for the Great Ride Cycle Trails Network. (*Cycle Trail Design Guide 26 February 2010*). The standards are to ensure that the expectations of specific users are met and the trails are safe for the grade of user involved.

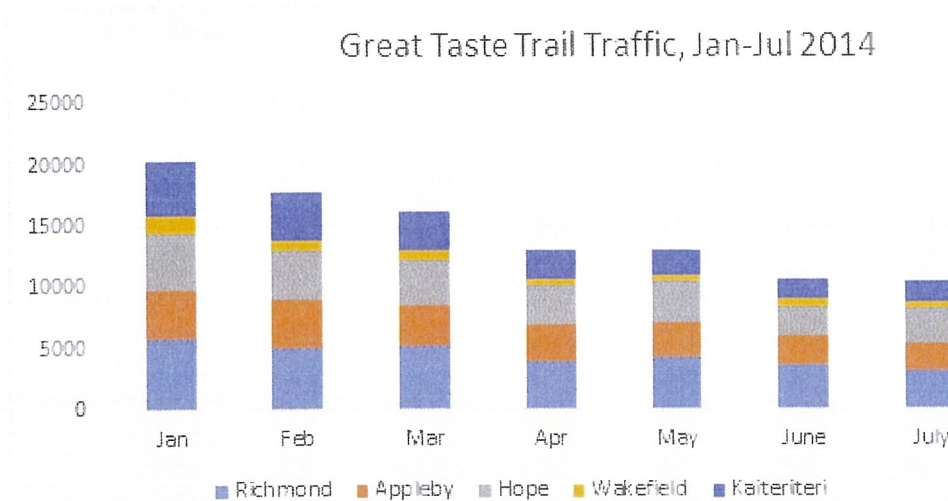
In addition, the Trust has gained considerable expertise locally on what designs work for specific groups of users.

Rocks Road links to the Cycle Trail Network

The Route from Nelson to Richmond which forms part of the Great Taste Trail currently uses St Vincent Street and the Rail Reserve which apart from the section past Countdown (still to be completed), will be compliant with the *Cycle Trail Design Guide* standards. However if a “cycle facility” is to be formed around Rocks Road it is expected that there will be considerable desire that this facility be up to standard for both locals and visitors using the Great Taste Trail as an alternative scenic route.

The 2010 feasibility study for Great Ride funding developed by the Nelson Tasman Cycle Trails Trust, Tasman District Council (TDC) and Nelson City Council (NCC) projected that by 2016 around 28,000 riders will visit the region annually to ride the TGTT and the other Nelson Great Ride, the Dun Mountain Trail. It is important that Rocks Road provides the safest possible option for cyclists.

Data indicates that Great Taste Trail use is already popular, and the Rocks Road route is likely to be a star attraction (for cyclists visiting the region) as well as local users. Trail counters at Waimea Inlet (west of Richmond) recorded 30,000+ cyclists from January to July 2014. These users are predominantly local but it is predicted that the numbers of visitors will increase as the Great Taste Trail is fully developed and marketed.



Design of the Rocks Road Cycle facility

The Rocks Road report has the following statement “*We want more people to use this beautiful and busy stretch of coastal road, and to do this we want to improve safety for all users. Whether you commute to work, take the family out for a bike ride on the weekend, or simply enjoy strolling along this scenic route...*”

The report notes in several places that expected users will not use the current on-road facility because they consider it unsafe to do so.

From these statements one could assume that there is a desire to make a safe facility for a range of users that will meet projected user expectations.

Two nationally recognized design guidelines/standards are available

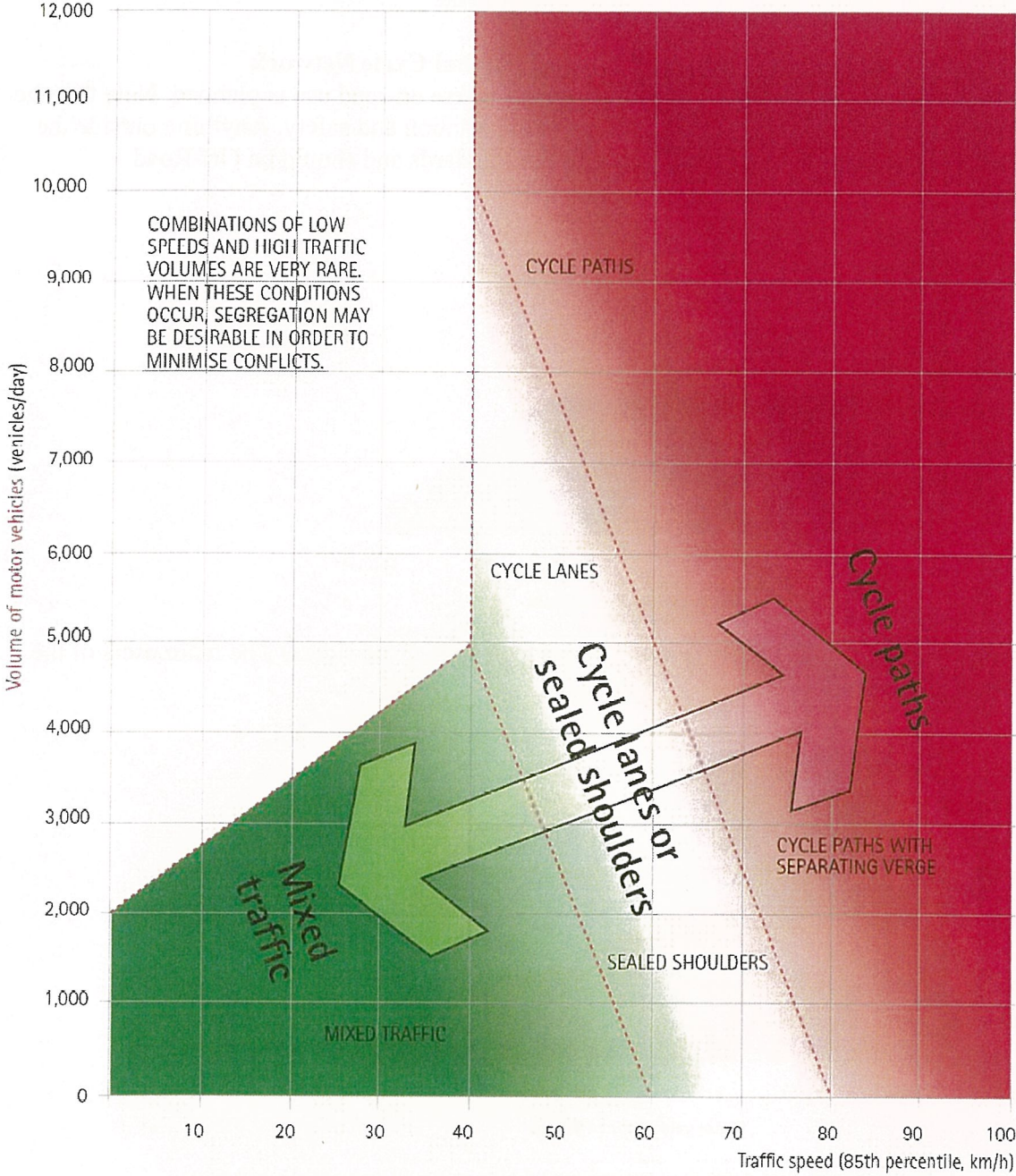
A. Austroads

The report uses **Austroads** as a basis for design, incorporating the following cycle related parameters.

- 1.5- 1.8m for on road cycle lanes (Concept 1)
- 4m for an off road shared pathway (Concept 2).

Unfortunately the report fails to incorporate Austroads fig 4.1 duplicated as Fig 6.1 in LTNZ Cycle Network and Route Planning Guide (LTSA 2004).

Figure 4.1 AustRoads /Figure 6.1 LTNZ CN&RPG



Current traffic volumes on Rocks Road are 19,500 vehicles a day. This volume of motorised vehicles is nearly twice the level at which *cycle paths with separated verge* should be part of the design criteria.

B Cycle Trail Design Guide used for the National Cycle Network

Similar graphs are contained in this document where on-road use is planned. Note that the graphs show what is acceptable in terms of expectation and safety. Anything outside the Red or Blue areas is considered to not fit the standards and should be Off-Road

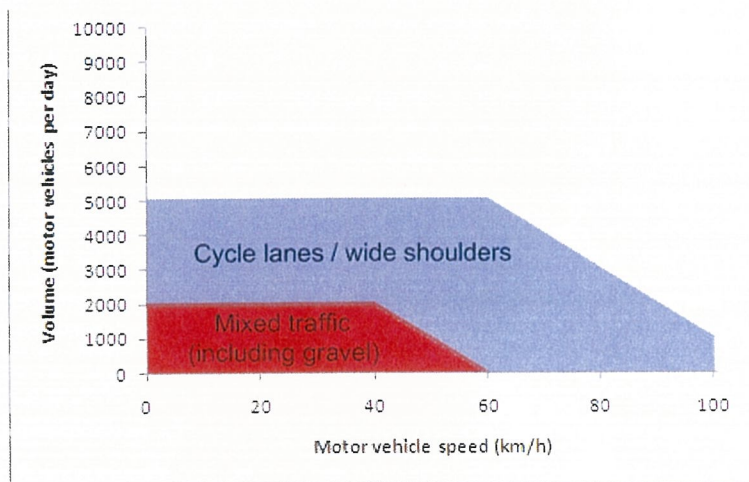


Fig 29 Grade 1 and 2 users (Families, limited experienced riders) The main users of the Great Taste Trail

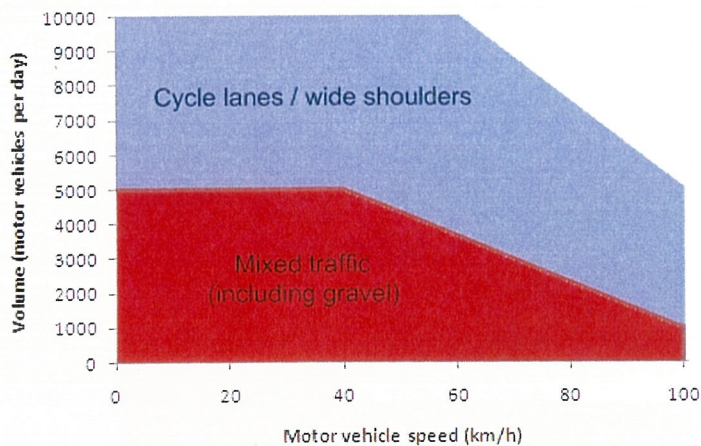


Figure 30 Grade 3 and 4 (more experienced riders up to mountain bikers)

Current traffic volumes on Rock Road are 19,500 vehicles a day. This volume of motorised vehicles is nearly twice the level for grade 3 and 4 and four times the Grade 1 and 2 level at which an off – road facility should be provided.

Comments

1. As mentioned above it is highly likely that users of the Great Taste Trail would like to use a facility around Rocks Road. This route will attract them into Tahuna and Nelson city. For the Trust to incorporate the facility as part of the National Cycle Network the Trust will need to ensure that compliance with standards is achieved.
2. Concept 1 (On Road Cycle lanes) does not comply with **Austroroads** nor the Cycle Trail Design Guide.
3. Concept 1 is considered by the Trust as creating a facility that will do little more than make it slightly safer for **existing** users and will not achieve the stated aims of *improving safety for all users or enabling families to bike ride on the weekend*. It is also unsatisfactory in terms other users of the Great Taste Trail - Tourists and Casual riders.
4. Concept 2 (separated shared pathway) satisfies the design guides and would achieve the desired aims.
5. Concept 1 – Perverse outcome. In addition to the comments mentioned above there is another flaw in option 1. Construction of this option will result in a significant number of cyclists using the 2.4m wide *footpath*. (Currently some existing users go on the footpath where they can). In effect an under-designed shared pathway will be created. This will result in Cycle/Pedestrian conflicts.
6. While outside the scope of the report, the Trust considers that consideration also needs to be given to the links that are necessary at both the south and north end of the Rocks Road facility.

Additional design feature – “wander barrier”

7. In the design and construction of the Great Taste Trail the Trust has found that where traffic volumes are high or fast it is prudent to install a sight barrier between the cycle trail and the traffic. This is to prevent children from accidentally veering into the traffic area. This is not a crash barrier for traffic but reassures parents that they do not have to monitor every movement of their child. We suggest that such a barrier be designed between any off road facility and the highway. It can have gaps for pedestrians to cross the road etc.

Summary

8. The Trust opposes Concept 1 and would **not** recommend its use by cyclists on the Great Taste Trail.
9. The Trust supports Concept 2 and would like to see consideration also given to links at the end points.
10. Installation of a ‘wander barrier’ is a desirable feature.
11. The Trust believes that Concept 2 is the only option presented that will achieve the stated aims.

Gillian Wratt
Chairperson
NTCTT

Bev Mcshea

From: Submissions
Sent: Monday, 22 December 2014 1:48 p.m.
To: Administration Support
Subject: FW: Draft Regional Land Transport Plan consultation submission

Categories: Bev

From: Council Enquiries (Enquiry)
Sent: Monday, December 22, 2014 1:48:21 PM
To: Submissions
Subject: Draft Regional Land Transport Plan consultation submission
Auto forwarded by a Rule

Name: *

Ali

Email: *

almort@hotmail.com

Daytime phone:*

03 545 7912

Address:*

10 Emano St

Organisation represented (if applicable):

Do you wish to be heard in support of your submission? *

No

EditableLiteralField2322

My submission is: *

Please keep making public transport frequent & affordable. I'd like to see more commuters from Tahuna, Stoke & Richmond travelling by bus instead of one car per person. Rocks Road can be safer for bikes. Please keep the buses after 5.30pm so that people can get home from work. Please work on reducing commuter traffic on Rocks Road through safer cycling (paint the cycle lane green?) and more attractive bus options for commuters and NO ROAD THROUGH VICTORY, nor any new road. The cycle lane was removed from Vanguard St but no upgrade of cycle path along the footpath. This could be better, with clearer markings & signs to stop cars coming out of New World into the cyclists' path. Great to have a cycle path up St Vincent St but frequency of vehicles from & to side streets means too many stops-please could the cycle path have priority and turning traffic could give way? Many cyclists coming downhill from Victory into town don't bother with the cycleway for this reason. Make it flow to encourage people to use it instead of cars. Thank you.

Is your submission also relevant to Marlborough and Tasman Regional Transport Committees and would you like it to be considered by them?

No

Submission 14

Natascha Van Dien

From: Submissions
Sent: Monday, 22 December 2014 3:17 p.m.
To: Administration Support
Subject: FW: Submission to the Draft Regional Transport Plan 2014 by Nelsust
Attachments: Submission to 2104 RTP Nelsust.pdf

Categories: Natascha

From: Peter Olorenshaw[SMTP:PETERO@INSPIRE.NET.NZ]
Sent: Monday, December 22, 2014 3:16:45 PM
To: Submissions
Subject: Submission to the Draft Regional Transport Plan 2014 by Nelsust
Auto forwarded by a Rule

Hi there
please find attached Nelsust's submission to Draft Regional Transport Plan 2014.
Could you please acknowledge receipt of this submission?)We've gone to quite a bit of work to prepare it
and want to make sure you've actually got it!)

Cheers
Peter

Peter Olorenshaw
Convenor
Nelsust Inc.

www.nelsust.org.nz
0-3 - 546 6176

SUBMISSION to the Nelson City Council on the Regional Land Transport Plan 2014

From:
NELSUST INC.
www.nelsust.org.nz
c/-10 Ralphine Way, Maitai Valley
Nelson 7010

Peter Olorenshaw Convenor
tel: 546 6176, 027 628 1686
email: petero@inspire.net.nz

PUBLIC INFORMATION STATEMENT:

We are happy that our submission is included in reports available to the public.

PRESENT SUBMISSION IN PERSON:

Nelsust would like to present our submission to the council in person.

INFORMATION ABOUT NELSUST:

We are an incorporated society of 300 people who have wider sustainability interests as well as transport strategy. We have consulted our members about this issue and this submission is the result of that consultation.

1. INTRODUCTION

Nelsust is pleased that this RTP is not just about roading, how Public Transport (PT) in Nelson is being encouraged, notwithstanding the fare box recovery rate set at a very high level. We are pleased that protected cycle paths are being given significance. However we disagree with the prioritising of projects and suggest some should be dropped. We note that public preferences for commuting are changing away from car commuting and that traffic numbers have continued to fall since before the global financial crisis; this century's transport requirements are not last century's.

2. OBJECTIVES & BALANCE in PLAN

2.1 Economic Growth (in GDP) Shouldn't be an objective

We do not believe that growth in GDP is a good metric for the health of our society or community. The Rena disaster was great for GDP, but a disaster for the local community. Likewise we need a more targeted approach than just GDP, to support a vibrant, healthy community. What we need on this finite planet is prosperity without (GDP) growth. Personal growth, yes, not growth in consumption. We ask for references to supporting Economic Growth in the document be changed to community prosperity.

2.2 Double Budgeted for Roading compared to Active Modes & PT

Of NCC's share of Activities proposed with Nelson City that require prioritisation, \$1,106,700 is budgeted for Active Travel and Public Transport over 10 years, whereas \$2,191,500 is budgeted for roading. (This is of course not counting normal road and cycle path maintenance and renewal). So we have double the amount proposed to be spent on expanding an already well-developed roading network, versus spending on improving the

long neglected PT system and the Cycle and Walking network. While there are many negatives with induced traffic from more road building, the same cannot be said about Active Transport and PT. We think that the funding on each should be in balance, given that:

- the roading network is already well developed
- the impossibility of trying to road build your way out of congestion due to inducing more traffic, and
- that we are not talking about maintenance and renewals here – just expansion.

We ask for some of the roading projects to be dropped. Roothing expansion is incompatible with minimising harm from our transport network when 12 times as many people die from transport related air pollution than from road crashes (see below). Roothing expansion means more pollution, more deaths. Increasing deaths should not be part of our Regional Transport Plan.

3. CHANGES ASKED FOR IN THE PLAN:

3.1 Rai Saddle Curve Realignment Not Supported for R funding

We do not support spending \$7m on this, if it is using any of our “R” funding. This project will not bring a step change or even a significant improvement to the overall transport between Nelson and Marlborough, as it is just improving two or three curves out of hundreds on this stretch of road.

3.2 Quarantine Rd Roundabout Extra Lanes Not Supported

Traffic numbers are falling across the road network (page 26 of draft RTP), despite a rising population and a boom in log prices. Port Nelson is predicting a flat trend in tonnage imported and exported in the next 5 years (page 28 draft RTP). Nelson’s population is aging and predicted to further age. There is a huge drop off in particularly peak hour driving, once people retire. Furthermore Census Data shows huge growth in every mode of commuting other than driving to work (see appendix). With more people bussing, riding and walking to work and school, combined with the population aging, this will tend to lessen the amount of cars on the road. This will leave more room for trucks and those who still want or need to drive. The case for roading expansion has not been made.

Secondly, the more lanes around a roundabout, the more unsafe it is. The RTP should not include projects that make transport less safe.

3.3 Southern Link has no place in our RTP

The Southern Link (SL) has been rejected by every study and application that has been done on it as well as by the environment court as “fundamentally the wrong place for a state highway”. The recent very in-depth study to find the best route between QEII drive and Annesbrook that would improve the city as a whole, concluded that the SL was not the best option, should expansion be needed. And it concluded that it was unlikely to be needed in the foreseeable future, at least the next 25 years, with average congestion delays between 1 and 3 minutes and not predicted to increase.

Furthermore, to have the SL listed as in the construction phase is totally unacceptable. So why is this included in our plan? This needs to be rejected as a waste of taxpayers money; this project needs to be rejected by the Regional Transport Committee.

Support for the SL from Nelsonians needs to be retested once the Rocks Road Esplanade has been built. The support for the SL that was apparent in the 2007 North Nelson to Brightwater Corridor study consultation cannot be used as a basis for assuming

current support for sending trucks over the hill and through town to get to the port for the following reasons:

- 1) the community consultation in 2007 was based on what people might want to happen, to stop travel delays getting 3 times long as they were. It stated: "Unless changes are made, travel times will become less reliable and delays will increase ... average travel times on SH6 from Annesbrook to Nelson CBD would go from 8 minutes to 26 minutes by 2021 (page 1 Nelson to Brightwater Consultation Document). We now know this was a completely erroneous prediction - the arterial study showed travel times are not projected to increase for at least 25 years.
- 2) it was presented as an either or - either we spoil the amenity value of Rocks Road with additional traffic or we send the additional traffic through Victory Community. We now know we don't have to have roading expansion, in either of these places; traffic numbers are falling, despite a rising population

The Draft Plan suggests that the measures suggested would give an "efficient route to take primary product to the ports". How can it be efficient when it is the best part of 1km longer, involve going 65m up over the hill using extra fuel, extra climate change emissions? And it involves going through town to get to the port. The Southern Link whatever it might be is not an efficient route to get products to the port, compared to the more direct, flat route around Rocks Rd.

Any projects in the RTP should be consistent with the governments GPS. A core component of the GPS is value for money. The Southern Link is not value for money for the following reasons: It is spending \$40m on a road that is not needed for at least 25 years, to take port traffic the long way round, up over the hill through town, to get to the port. This route is 770m longer from Annesbrook roundabout to the Port gates and involves raising freight up an additional 65m and back down again (with consequent additional fuel use, additional pollution admitted). This project completely fails to give value for money or efficient use of resources, it would never be funded under the NLTF as it has such a low benefit to cost ratio that it struggles to get above zero. It is an inefficient use of resources; it has no place in our RTP.

3.4 Walk Cycle Schools Package should be Ranked #1

Unlike to Rai and Quarantine Rd projects, this project is one that is likely to lead to a step change in transport in the region. Any project that does this should be top priority. There is a sizable suppressed demand for cycling and walking that the esplanade will release*. Cycling around Rocks Road is relegated to the brave and perhaps foolhardy willing to dice with the campervans driven by foreign drivers admiring the view. The cyclists being protected by nothing more than a strip of paint on the road from the 1 tonne plus lumps of metal brushing past them. Protecting the vulnerable is the mark of a civilised society. This project should be #1.

By getting (some at least) cyclists off the road, and by reducing some of the people that might otherwise be driving a motor vehicle off the road, this package improves the roads for the remaining motor vehicle drivers. Just as road users should be prepared to pay for an extra lane in the hope of reducing congestion, so they should be prepared to pay for other measures that do the same.

We know that more people are killed by air pollution from motor vehicles than from motor vehicle crashes in Nelson (see below), anything that reduces motor vehicle numbers and therefore pollution and harm caused by motor vehicles should be supported.

* Supressed Demand – see results from when good scenic cycle trails are put through – within months there are significant use that wasn't there before.

4. ADDITIONS TO THE PLAN

4.1 Travel Demand Management

Working with businesses and schools to see how they can reduce the need to have so many people commuting in single occupant motor vehicles. This has been in previous plans, but seems to have been dropped without being implemented.

4.2 Waimea Clearway for Business Vehicles and Buses

A 3 minute wait for a commuter might not be significant, but for a tradesperson, a truck driver or a courier these delays are productivity drags. Having a clearway from the Annesbrook roundabout along Waimea Road to at least hospital hill, available for tradespeople's vans, trucks as well as buses would give significant improvement to business travel times at peak hours at very little cost. Existing car parking areas on the west side would be a morning clearway and Eastern parking be an afternoon clearway. Tow trucks would be sent out to clear the lanes shortly before each clearway time and they would be paid by the fines of people parking in the clearway. The only significant cost would be in widening the road where there is presently no parking and to create some bus pull-in areas. Disagreement over the previously proposed Waimea clearways was more about detail than overall concept. We ask for this clearway to be added to the plan.

5. PUBLIC TRANSPORT

5.1 Bouquets

NCC needs to be congratulated that it now has a bus service befitting a good city. Regular good buses leaving on a timetable that is easily remembered, that is clean, relatively fast, comfortable and reliable is a mark of a good city. We note the 72% increase on people using the bus as a means of getting to work between the 2006 and 2013 census' (see appendix) is confirmation of how the Nbus is so much better than the old SBL service.

5.2 Buses have major advantages even at low occupancies

We would like to note here, the huge advantages buses have, even at low occupancies. Please see appendix where we show how a bus at 18% capacity (9 people on board) has ½ the climate change emissions and perhaps more importantly takes up less than ¼ of the roadspace per person than a car carrying 1.5 people (30% capacity). So even at an occupancy half that of a car, a bus is giving major benefits to congestion and half the climate change emissions.

5.3 Dead End at Richmond

Nelsust believes that The Nbus will never reach its potential when it ends at a dead end in Richmond. A Richmond resident contemplating using the Nbus would get dropped off at Sundial Square – then what? Walk up to their house in Hill St?, hitch out to their home in Brightwater? TDC must be pressured into co-ordinating feeder services that link into the NBus at Sundial Square. We suggest linear services out to Wakefield, perhaps only 4 or 5 times a day, another to Motueka and a few around Richmond itself.

5.4 Additions to Public Transport

Until travelling on public transport is made more enticing than car commuting it is going to remain mainly the preserve of the transport disadvantaged and some committed environmentalists. The Annesbrook to Hospital hill clearway will help, allowing those on

buses to zoom past car commuters, but to make it more enticing we suggest the following be added: Free Wi-Fi on board (so commuters can catch up with their emails, Twitter and Facebook accounts on the way to work), more bus shelters (have we yet got 20 bus shelters on the whole network?), room for more buses (twice now our convenor has been in the situation of wanting to put his bike on the bus, only to find both bike racks taken with bikes) and better promotion (see appendix for ideas).

6. DISTORTIONS IN FUNDING

6.1 Ratepayers Subsidising Trucking

\$29.6m is budgeted for the next 10 years for maintenance and resurfacing local roads and strengthening bridges. Whilst 43% of this is paid by the government, this still leaves \$16.9m of ratepayers money going to maintain our roads. It is Nelsust's understanding that while tree roots, slumps and flooding do have some bearing on the need for road maintenance, the wear and tear of our roads is almost entirely due to heavy vehicles. While Nelsust agrees there is a case for ratepayers to support business, why should we be supporting businesses such as heavy transport over businesses that have no environmental footprint such as Rod Drury's Xero Software? Shouldn't this be user pays rather than ratepayer pays?. Shouldn't the national government be paying for this and recouping it through higher road user charges for heavier vehicles? Nelson should obtain backing from other councils in petitioning the government for much greater reimbursement of road damage from those doing the damage. Its time to end this market distortion.

(We note that the government pays for 100% of State highway maintenance and upgrades though the NLTF, which in turn is funded by Road User Charges and Fuel Excise Duties, These RUC & FEDs aren't set high enough to cover even half the damage done to local roads)

6.2 Traffic Pollution The Bigger Killer - not Reflected in Plan

Pollution from motor vehicles killed 4.3 people in Nelson annually (p10 2009 RLTP), but (up until 2009 at least) there has only been one road crash death on Nelson's urban roads in 3 years. This is a greater than 12:1 ratio of vehicle pollution deaths to road deaths.

The RTP is supposed to reflect the GPS 2015 Framework which states " a land transport system is ... **Safe** where it reduces the harms from land transport." (p4,bullet 5 of Section 1): If the aim of the Plan is to have a safe network and reduce deaths due to motor vehicles, 12 times the effort should go into reducing traffic numbers, than goes into simply reducing road crashes. Yet we see that big chunks of the Plan funding is for roading expansion. We suggest that the money saved from not spending on roading expansion at the Quarantine Rd roundabout and on the Rai Saddle, be spent on reducing pollution from motor vehicles, by actions aimed at reducing numbers of motor vehicles such as those additions, deletions and reprioritising of the funding noted above.

7. Transport Plan Consultation Genuine in Intent?

Nelsust questions the extent of the councils commitment to a genuine consultation on this plan when little information is given as to what the actual projects are that we are supposed to be commenting on. It was not until we asked for and received additional information on the Rai and Quarantine projects that we found out what they actually entailed. In this day of internet links, there is no cost of publishing this additional information beyond some minutes of staff time. We would like to see this done in future.

Thank you for the opportunity to submit on this Plan.

Peter Olorenshaw
 Convenor Nelsust
 20/12/14

APPENDIX

Comparing the Latest Census (2013) with the 2006 Census

MEANS of TRAVEL to WORK	<u>2013</u> <u>numbers</u>	<u>% of</u> <u>2013</u>	<u>2006</u> <u>numbers</u>	<u>%</u> <u>Increase</u>
Got to work using car, van or truck	13545	68.1	13512	0.2
Got to work using motor cycle or power cycle (including electric bikes)	303	1.5	207	46.4
Got to work using active transport	3426	17.2	3138	9.2
Worked from home	1656	8.3	1446	14.5
Went by bus	186	0.9	108	72.2

It can be seen that although they are still very small numbers, there was a huge increase in people going by bus to work, a large increase in people going to work on motor or powered cycle (this figure according to statistics NZ, may well have captured people using electric assisted cycles). Those travelling to work by car van or truck increased less than the population increase – ie car driving is declining as a means of commuting.

Occupancies of Bus and Cars compared along with Road Space and Fuel Use

	Vehicle Capacity	Vehicle Occupancy %	Number of people in Vehicle	Length of vehicle (m)	Gap between Vehicles	Road space / person (m)	Fuel consumption / 100km	Fuel Consumption/ person (l/ 100km)
Bus	50	18	9	12	15	3	27	3.0
Car	5	30	1.5	5	15	13	9	6.0

PUBLIC TRANSPORT PROMOTION SUGGESTIONS:

1. Free buses at major public events to get people used to travelling on the new Nbuses (must be the new low floor, bike rack equipped buses – not the old high floor clunkers we used to have from SBL.

2. Stories in Live Nelson about people who now use the bus, didn't before and why they like it

3. Artists on Buses before and before & during Events: we suggest the council look at having some musicians on board buses during the Music Festival, Poets on board during the Arts festival and Comedians on board during the buskers festival. All publicised in Live Nelson and the Nelson Mail

END.

Natascha Van Dien

From: Submissions
Sent: Monday, 22 December 2014 3:42 p.m.
To: Administration Support
Subject: FW: Emailing: SUBMISSION NELSON REGIONAL LAND TRANSPORT PLAN 2015
Attachments: SUBMISSION NELSON REGIONAL LAND TRANSPORT PLAN 2015.docx

Categories: Natascha

From: Admirals Motor Inn[SMTP:STAY@ADMIRALSMOTORINN.CO.NZ]
Sent: Monday, December 22, 2014 3:41:27 PM
To: Submissions
Subject: Emailing: SUBMISSION NELSON REGIONAL LAND TRANSPORT PLAN 2015 Auto forwarded by a Rule

WAIMEA ROAD BUSINESS AND RESIDENTS ASSOCIATION INC.
We wish to speak to the submission.
Paul Anderson

Your message is ready to be sent with the following file or link attachments:

SUBMISSION NELSON REGIONAL LAND TRANSPORT PLAN 2015

Note: To protect against computer viruses, e-mail programs may prevent sending or receiving certain types of file attachments. Check your e-mail security settings to determine how attachments are handled.

SUBMISSION NELSON REGIONAL LAND TRANSPORT PLAN 2015-2021

WAIMEA ROAD BUSINESS AND RESIDENTS ASSOCIATION INC.

Although 3 laning is not mentioned, there are a number of references to increasing capacity. We object to this for a number of reasons. Any use of Waimea Road by HMPV or other large commercial vehicles is unrealistic. Much of the road has not been constructed to take these weights and the incline of the road would make it extremely unsafe at the bottlenecks with 50 ton vehicles becoming stationary on the uphill inclines, with lines of cars behind them.

1. Safety

Cars and large vehicles travelling at speed very close to the footpath which is already occurring in Motueka Street despite residents objections, with large numbers of people using the footpath with 3 schools, 2 preschools on Waimea Road.

2. Projects

Van Diemen Street intersection – This project was part of the ATS as was Snows Hill, Market Road and Motueka Street. Council decided to continue with only the Southern Arterial option as it was the only project that had a positive BCR by a large margin. NZTA evaluation manual 1/7/2013 sets out the “do minimum” option which was promoted. We believe this clearly states that these projects cannot go ahead as they exceed the perimeters and once the arterial is built will become redundant or not required for a long time. Simply renaming them as “enhancement projects” we do not believe removes them from this legislation.

We support the Southern Arterial. It will give us greater route security, enhance the economy in Nelson city and will allow the arterials to develop as economic hubs and improved residential environment.

We believe the Council must ask Government to extend the time frame for the R funding and hold the these funds so they can be used for the construction of the Southern Arterial.

3. Traffic Numbers

We question the traffic numbers, Rutherford Street only having 14,000 cars yet Waimea Road has 24,000 cars. Where do the additional cars come from and where were the measurements taken? We also point out that there are 3 main bottle necks, van Dieman lights, Motueka Street lights, and the roundabout leading to Stoke main road – see under Appendix 2.8 calculation of the effect of bottlenecks in lowering the traffic numbers will be taken into account. Also over the last 3 years Waimea Road has had roadworks which have impeded traffic flows for months. The drop of 1,000 cars in 8 years is only 40 cars per hour per day or 20 return trips, since the financial crisis where most business experienced between 10 and 30% drop in activity over the same period. This represents approximately a 3.8% drop in the same period over an 8 year period or .45% per year and probably is close to the margin of error in the statistics.

4. Living Arterial

We would like to promote the Living Arterial concept as a more suitable project with investigation into this years funding. This would look at ways to enhance Waimea Road as a place to live and work and as one of main gateways into the city, it has a lot of economic and social merits, and will do something for an area that has had nothing spent on it by Council in terms of social infrastructure and beautification of the road and ways of improving safety for residents and visitors to the area. Residents and businesses need to be part of any plans before planning commences. Much could be done with a small amount of money.

Paul Anderson

Submission On: Draft Nelson Regional
Land Transport
Plan 2015 - 2021

RECEIVED
22 DEC 2014
NCC

From: Ken Beckett

1. This submission seeks to have the provision in the Plan for the Rocks Road walking and cycling project removed. The reason why that is sought is because no money should be spent on Rocks Road until the New Zealand Transport Agency has made a decision on whether or not to proceed with the Southern Link.
2. If the Southern link proceeds state highway status will be removed from Rocks Road which will become

a local road owned by Nelson City Council. It is quite possible that heavy vehicles will be prevented from using Rocks Road. As a local road and particularly with heavy vehicles moved to the Southern Link Rocks Road becomes a quite different environment. The nature of any physical works in furtherance of the walking and cycling project could be markedly different from what is currently proposed.

3. The recent announcement that NZTA is calling for design tenders for the Southern Link does not mean that the SL will proceed. It is possible that NZTA might abandon the project following this

initial stage or at any subsequent stage. What is significant and of relevance, however, is that the project has started. That makes it even more logical and sensible that nothing further is done with the Rocks Road project in the meantime.

4. Inclusion of the Rocks Road project in the RLTP does not mean that it will proceed. Much more will be required apart from a further \$12 million dollars in R funds or council funds. Its inclusion, however, is likely to create expectations and calls from some quarters to complete the project regardless of the Southern

5. The prudent course is to remove Rocks Road from the RLTP. When there is certainty around the Southern Link the RLTP can be amended if need be.

Legal Issues

6. Two legal issues arise out of the procedures adopted by the Regional Land Transport Committee and council. The first relates to the delegation decision made by the Committee on 3 September 2014 and the second relates to how it is intended to deal with the Government Policy Statement on Land Transport. Both issues have the potential to render the ultimate RLTP invalid.

7. On 3 September 2014 the Committee resolved to delegate to the council the final approval of the Draft RLT Plan. Such delegation is not authorised by the Land Transport Management Act 2003.
8. The Act prescribes the role and functions of the Committee and the council in relation to regional land transport plans. It is the role and function of the Committee to prepare a plan, to undertake consultation in respect of it and following consultation to lodge the plan with council. ~~Gilchrist~~ There is no ability for the Committee to delegate any part of that process.
9. Paragraph 5.1 of Report A1272158 ~~to~~ the council meeting of

20 November 2014 sets out how it is proposed to deal with the Government Policy Statement on Land Transport. It indicates the possibility of making changes or amendments to the plan after it has gone out for consultation. What is foreshadowed in paragraph 5.1 has the potential to breach the consultation obligations and thus render the ultimate RLTP invalid.

I wish to be heard in support of this submission.



Ken Beckett

11 Seymour Avenue

5489020

email: barb.beckett@xtra.co.nz

22 December 2014

Natascha Van Dien

From: Submissions
Sent: Monday, 22 December 2014 4:11 p.m.
To: Administration Support
Subject: FW: Draft Regional Land Transport Plan consultation submission

Categories: Natascha

From: Council Enquiries (Enquiry)
Sent: Monday, December 22, 2014 4:10:33 PM
To: Submissions
Subject: Draft Regional Land Transport Plan consultation submission
Auto forwarded by a Rule

Name: *

Tony Small

Email: *

thesmall@xnet.co.nz

Daytime phone:*

035390088

Address:*

141 Princes Drive, Britannia Heights, Nelson

Organisation represented (if applicable):

ASURE Fountain Resort Motel

Do you wish to be heard in support of your submission? *

No

EditableLiteralField2322

My submission is: *

I wish to submit to the Southern Arterial proposed however due to the late notification of this, a further submission will follow at a later date. In the meantime, the minimum requirement of a "do nothing" approach as per the NZ Transport Agency's Economic Evaluation Manual should be adhered to.

Is your submission also relevant to Marlborough and Tasman Regional Transport Committees and would you like it to be considered by them?

No

Bev Mcshea

From: Submissions
Sent: Monday, 22 December 2014 4:27 p.m.
To: Administration Support
Subject: FW: Draft Regional Land Transport Plan consultation
Attachments: NRLTP BNB Submission Dec 2014.pdf

Categories: Bev

From: Chris Allison[SMTP:CATWINNS@ICLOUD.COM]
Sent: Monday, December 22, 2014 4:26:37 PM
To: Submissions
Subject: Draft Regional Land Transport Plan consultation
Auto forwarded by a Rule

Please find attached the submission from Bicycle Nelson Bays.

Thanks

Chris Allison

Submission 18

Nelson Regional Land Transport Plan 2015-2021 and Statement of Proposal (Draft)

Submission by Bicycle Nelson Bays

Four general points

Firstly, Bicycle Nelson Bays congratulates Nelson City Council on continuing its focus on sustainable transport options. This is important as some in our community are demanding actions that would reinforce unsustainable, unhealthy and ultimately uneconomic transport choices.

Second, Council's commitment to sustainable transport is supported by an evidence-based approach to planning for Nelson's future transport needs. While BNB recognises that catering for freight on the regional network is a complex and important issue, taking an evidence-based approach to planning for freight movement, and one that includes wider community and environmental impacts, will be critical.

Third, in past submissions to Council we have argued that what is needed is a 'transport' or 'movement strategy' - an approach that does not separate out the movement of freight and of other vehicles, of parking, cycling, pedestrians, and public transport as if each of these were isolated, road-based engineering challenges. All of these activities are part of our community's daily habits of moving ourselves and our goods around. In the real world these activities are all closely inter-connected; changing aspects of one of these is very likely to impact on the others. Cities in NZ and internationally are focusing on making themselves more appealing to their residents (and potential residents) and visitors by thinking carefully about how their public spaces are designed and function. This approach was part of the rationale for the 2009 'Heart of Nelson Strategy' and the same thinking and values need to be foundational for any plans concerned with the movement of people (and goods) around our city.

Fourth, this is a good time for such an approach. We have previously reminded Council that the existing Cycle Strategy was written in 2006 and was expected to run through to 2010. The same situation applies to the 2005 Pedestrian Strategy. Taking a strategic approach to planning for cycling or walking doesn't necessarily mean having a current Cycle or Pedestrian Strategy, it means adopting an approach that lays out the city's goals for these as part of moving to and around our city, and then plans to progressively achieve these goals. An advantage of such a strategic approach is that it should include the predictable consequences of change and so trigger planning for that; successfully increasing cycling numbers on council facilities (mountain-biking or road/cycle path cycling), for instance, could be predicted to involve a transition period where conflict between users also increases, and this situation is best dealt with early before it becomes entrenched. Similarly predictable might be issues like providing a high quality surface on the St Vincent St cycle path, for instance, while not upgrading the adjacent footpath, resulting in pedestrians voting with their feet/pushchairs/mobility scooters and occupying the new cycling facility.

Specific comments on the Plan follow:

1) Cycling

The Plan states that “Nelson has an enviable cycle network compared with other centres in New Zealand and has a high proportion of work trips undertaken by cycling.” This is true - to an extent. Nelson is currently benefiting from a series of crucial cycling infrastructure investments made in past years. These major facilities have been the key in translating high levels of interest in recreational cycling into a good baseline of ‘utility’ cycling - cycling for work, shopping or other functional purposes. As the Plan notes, however, several critical gaps remain in completing and connecting our primary cycle routes, perhaps to an extent that makes the term ‘network’ questionable. The links which would offer a good level of user safety across the CBD, to the CBD from the south, and along Rocks Road need to be addressed.

It is heartening therefore to see that the Rocks Rd to Maitai Path (Extension of Rocks Road shared path to Maitai path) has a high priority in 2015-18. What also needs to be a high priority - and a firm commitment by Council - is completing the link through Tahunanui and along Rocks Road. Those associated projects, with the linking stretch to the Maitai, are not routine highway network upgrades but pivotal active transport projects on a scale that is unlikely to be repeated in Nelson in the foreseeable future. For this reason they need to be prioritised accordingly. This also means that applying the learning from St Vincent St - do it well the first time - will be important.

Projects like the Tahuna-Rocks-Maitai route, and the work-in-progress of the St Vincent St path, are also highly significant for Nelson as they represent the next phase of the city’s move beyond the current level of uptake in utility cycling. What has been demonstrated by the Stoke Railway Reserve path, the Great Taste Trail, and other off-road paths in our region, elsewhere in NZ and overseas, is the critical role of these off-road routes - and complete off-road routes - in releasing suppressed demand for utility cycling amongst those who avoid riding on busy urban roads.

These are not only major current and future arterial routes for utility cycling, but essential facilities if Nelson is to gain the benefit from cycling tourism that is now developing around the Tasman Great Taste trail. Beyond its physical amenity, an off-road facility on Rocks Road, with its remarkable beach, sea and mountain backdrop, is also likely to quickly take on a role of symbolising Nelson in the same way as the Sky Tower does Auckland.

While the Plan is therefore right that “Nelson has an enviable cycle network compared with other centres in New Zealand” this comparison is dynamic; other centres are rapidly recognising the transport, health, economic and ‘liveability’ advantages of creating better sustainable transport options. Recent economic assessments suggest that provincial centres (and some larger centres) are increasingly competing to attract younger people as residents and workers as the populations in our centres age, and there is good evidence that the factors just noted play an important role in decisions by this target group about where they chose to live.

Commitments made to invest in walking/cycling/schools package projects are therefore not simply about walking or cycling. They are integral to Nelson’s attempts to be a sustainable city on a population and economic level, as well as on an environmental level. For this reason we urge council to place these projects at a higher priority, and where necessary to seek Central

Government assistance with any shortfall in funding for such critical, sustainable transport and urban developments.

2) The role of freight

The plan makes the case for the importance of freight movement for the Nelson (and wider regional) economy, and on this basis the viability of arterial routes for heavy vehicles is a strong underlying theme in the Plan, as is the prioritising of related infrastructure projects. While in the long term (out to 2042) small but steady increases in freight are forecast some important context appears to be missing.

- It is unclear how much of this increase in freight translates to vehicle traffic increases, since some may be absorbed by the move to 50 MAX High Productivity Motor Vehicles (HPMV) from the current standard 44 tonne HVs. This issue may or may not be significant but the potential impact of that factor is not indicated in the Plan.
- Climate change is referred to in Table 5's Objectives, Policies and Measures of Success, and in Table 9, Monitoring Indicators and Targets. The impacts of climate change are indirectly covered in the Plan's section on resilience, where the results of extreme weather events are cited as a primary threat to arterial routes. Extreme weather events are a predicted feature of climate change for this region and clearly need to be factored in to the Plan. What is absent from the Plan is reference to the likely impact of climate change on the primary industries which 'drive' the volume of heavy vehicles within and across the region. The 2009 Cawthron Institute report by Eric Goodwin indicates that both forestry and horticulture will face some challenge from "the increase in temperature, increase and concentration of rainfall and increased wind" (p. 9). The accepted view of climate change's speed and severity has changed since this report was written and an updated assessment is needed and needs to be applied to any longer term regional transport planning - especially when freight projections out to mid-century are included.

In any event, apart from rare route closures due to extreme weather events the normal constraints on freight movement on arterial routes around Nelson are essentially congestion-related. Since this is associated with the inefficient use of the existing roads (e.g high ratios of single occupant private vehicles) the commitment by Council to address this factor is strongly supported.

in light of data showing that "traffic volumes are flat to declining [on] Waimea Road, Rocks Road, and Rutherford Street which is in line with national and global trends and further reinforces the arterial traffic study findings" Council is to be applauded for taking a "'sustainable' approach to its transport network since the development of the 2009 Regional Land Transport Strategy" (p. 29). Measures of success/targets in the current Plan such as: "Reduction in the distance per capita travelled in single occupancy vehicles" (p. 30) are crucial, and it is good to see these specified, as in; "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%" within the Plan's Monitoring Indicators and Targets section.

3) Ageing, vulnerable groups and walking

The important implications for the region's transport and traffic patterns due to our ageing population are noted in the Plan. The need to factor in slightly reduced traffic growth over time and increasing demand for services for those over 65 years (e.g. footpaths and shared paths designed for the sight impaired and those who use mobility scooters) - as the Plan does - is important, but other focus areas should include ensuring good quality footpath surfaces across the city generally, and adequate on-route seating on key urban pedestrian routes.

What is frequently neglected across the pedestrian network is the provision of some form of controlled crossing of busier roads, which effectively dis-integrates the available footpath network for more vulnerable users. This is an important point which we believe receives insufficient attention from Council and one which will grow in prominence with the ageing of our population.

We note that the primary users (in large numbers) of the Great Taste Trail in Tasman are those aged between 50 and 75 years old. It is becoming apparent in NZ that large numbers of more mature people are now cycling, and we can expect to see younger people who currently cycle take this activity into older age. We therefore need to see this current and future demand reflected in Council planning.

4) Public Transport

Bicycle Nelson Bays strongly supports Council's ongoing commitment to Public Transport, a commitment which appears to be vindicated by patronage levels. We support Council's plans to strengthen and extend services in line with the recent review. We also strongly support council preparing a business case to restore NZ Transport Agency funding to the usual funding assistance rate, and to seek funding for the proposed new "figure of 8" bus service in Stoke.

As stated in the Plan, the NZ Transport Agency funding requires Council to achieve a passenger contribution of over 50% towards the costs of providing services. The Plan notes that "the current level of 62% is one of the highest fare-box recovery levels in NZ." We therefore strongly encourage Council to act on its proposal to "Investigate fare reductions to increase patronage and lower the fare recovery ratio." As BNB has submitted in the past, reducing fares is an important factor in increasing patronage. In this respect we only partially agree with Council's view that "the best way to improve passenger numbers is to have a high quality reliable service, together with excellent vehicle quality and driver helpfulness." We suggest that there is ample research to show that affordability is also critical to improving passenger numbers, and to meeting other social and community goals for public transport.

In this respect we urge Council to consider reducing fares in a way that accommodates lower income users in particular, including those with community service cards, and those receiving rates rebates. Similarly, while we support the aim of improving infrastructure and routes, such as the provision of shelters at bus-stops and the goal of 65% of households being within 400m of a bus route by 2018, we believe these actions need to be especially focused on areas of a) high deprivation and b) areas with high concentrations of older people.

Submission 18

Thank you for this opportunity to submit on Council's planning and decision-making.

Bicycle Nelson Bays would like the opportunity to speak in support of our submission.

Chris Allison

for

Bicycle Nelson Bays

NELSON CITY COUNCIL

**SUBMISSION TO THE NELSON REGIONAL LAND TRANSPORT
PLAN 2015-2021**

**SUBMISSION FROM THE NELSON BRANCH OF THE NZ MOTEL
ASSOCIATION.**

The motel association is the organisation which represents the business interests of the 50 motels in the Nelson region

The Nelson Branch submits that:

- The objective to provide a road network across the Top of the South that is resilient, reliable and efficient is crucial to the economic development of the region. The economic impact on all the top five major export earners Horticulture, forestry, seafood, pastoral farming and tourism is directly linked to the roading network.

In our view the single biggest project over the next forty years to encourage this economic development will be the building of the southern link which has been removed from the NLTF and is now a government lead project. We therefore recommend this project be removed from Table 6 and be a separate heading above the Nelson RLTP priority rankings.

We support the council's decision not to support further options. Eg multi laning of Tahunanui drive and Waimea road

- That council ask the Government for an extension on the timeframe for use of the R funding until the Southern Link project is finalised.

A number of the projects set out in the RLTP should be deferred until the Southern Link project is finalised. This is because when the southern link is completed many of these projects will either not be required or will be achieved at a much lower cost. Eg lights at parkes road and van Dieman street, and Cantilevered rocks road cycle walk way.

Furthermore although we support the linking of the regions cycle walkway network as a key Tourism benefit, we believe any developments on Rocks road and through Tahunanui should not proceed until the Southern link project is finalised.

Specific comments regarding the Southern Link:

- During a recent survey by the Nelson Mail.

Most of the participants considered all the projects as nice to have once the Southern Link was established.

- Using the new parameters for funding as set up in NZTA circular No 13/06
 - A revised discount rate of 6% along with an extended evaluation period of 40 years
 - The addition of wider economic benefits relating to imperfect competition and increased labour supply
 - A greater emphasis on a multimodal approach
 - Discontinuation of default traffic growth rates.

It is clear that previous funding models were distorted by social impact and traffic data. This data was used to make assumptions of growth suggesting that there will be minimal or no growth. (1500 people as per page 29) We question this assumption as much of the data was collected during a period when there were restrictions to capacity due to road works over an extended period. (Particularly on Waimea road)

Using Benefit cost ratio data as per the ATS documentation. (Page 32)

The cost benefits of the four options considered at the time showed support for this view with the Southern Arterial route showing the greatest cost benefit.

Clearways -\$12

Furlanings SH6 -\$15.25

Furlanings Waimea Road +\$7.4

Southern Arterial +\$37.9

In terms of Freight Demand study 2014 (page 28) predicts growth from 18.6 million tonnes to 28.4 million tonnes in 2042. Which equates to a growth rate of around 2.8% close enough to 3% not the 2% published on Page 28.

The new NZTA guidelines would require this to be calculated to predict figures out over the next 40 years not the 30 years in this document.

Submission 19

Specific Comments with reference to this NRLT document:

Many of the projects set out in the various tables of this document have been taken out of the ATS and renamed. This means they are being done as capital works, we question if this is to avoid being measured by the “do minimum strategy”.

The do minimum strategy page 2-17 NZTA economic evaluation manual 1/7/13 clearly sets out that “Do minimum” should only include work that is absolutely essential to preserve a minimum level of service. It notes that this may not coincide with the current level of service or any particular desired level of service.

With reference to the agreed Top of the south activities in this document

Table 4

The association contends that:

With reference to the funding of the Walk Cycle schools package, the route is in our opinion a non starter in terms of safety and economic value in terms of Tourism. Especially while rocks road continues to carry the predicted freight growth, (as per published statistics)

The association contends that improvements to the Whangamoia and projects currently at priority ranking 6-10 would have a larger economic impact on our sector than the Walk cycle schools package as proposed.

We contend that ranking the southern link freight and commuter route from Annesbrook to the Haven at number 11 is inappropriate it should stand alone as a significant activity under a separate heading above priority list, as it coincides with the top of the south regional strategy for funding through the Future Investment fund.

We contend that the description for Number 11 should not include the statement “or existing route capacity improvements” as this would be in direct conflict with the councils own policy.

Furthermore many of the projects such as lights at Parkers road, the Tahunanui cycle network etc will require further modification once the Southern Link is completed. They may be achieved at a much lower cost, or may not be required for some time.

Table 5

There is mention of the number of routes available to HMPV increasing over time, however there is no specific mention of where these may be. Surely it is in the best interests of council to ensure they signal during the consultation round any such routes. We believe neither rocks road or waimea road have the road structure to support these vehicles weights longterm without considerable reconstruction. Furthermore there are safety issues due to the width available on these roads. This is especially relevant in the light of current proposals to see a minimum clearance of 1 metre from vehicles to cycles.

Submission 19

Table 6

We support priority 1 & 2

We presume priority 3 is an off road path and therefore should be held as previously discussed until the Southern link is finalised.

Priority 5 We support increasing the resilience but not the capacity of the existing network. As it runs at capacity at times

Priority 10 Stoke bus interchange - With the increasing number of elderly persons, in our opinion a higher priority should be given to ensuring all feeder bus's are capable of providing easier access.

Priority 11 This should have a higher ranking due to the fact that changes being made at sh6 quarantine road will have a major impact on this intersection. In fact we believe this should be raised to number 4 on on Table 4

Priority 12 and 13

Both of these projects were part of the ATS options and when the southern link is progressed will be unnecessary or not required for an extended number of years unless the region see's marked growth.

The Association wishes to be heard in relation to this submission

John Gilbertson

Administration Officer

Bev Mcshea

From: Submissions
Sent: Monday, 22 December 2014 4:46 p.m.
To: Administration Support
Subject: FW: Submission to Draft Regional Land Transport Plan for Nelson 2015-2021
Attachments: TBAsub RLTP.doc

Categories: Bev

From: Ainslie Riddoch[SMTP:AINSLIERIDDOCH@YAHOO.CO.NZ]
Sent: Monday, December 22, 2014 4:46:01 PM
To: Submissions
Subject: Submission to Draft Regional Land Transport Plan for Nelson 2015-2021
Auto forwarded by a Rule

I attach the submission of the Tahunanui Business Association Incorporated to the above Draft Plan.

Ainslie Riddoch
Secretary
Tahunanui Business Assn Inc.

NELSON CITY COUNCIL

SUBMISSION TO THE DRAFT REGIONAL LAND TRANSPORT PLAN
FOR NELSON 2015-2021

SUBMISSION FROM THE TAHUNANUI BUSINESS ASSOCIATION INC.

Tahunanui Business Association (TBA) is the organisation which represents the business interests of the Tahunanui Community.

The Tahunanui Business Association Incorporated submits that:

- **The Council should make immediate plans to ensure the Southern Link project is complete before undertaking any works on Rocks Road, Tahunanui Drive and Annesbrook Drive.**

While we support the proposal to ensure the roading network in the region meets the land transport objectives and policies and that several millions of dollars have been already been spent on a number of projects, in our view the building of the Southern Link may well lead to many of the projects in this draft plan requiring modification or in some cases may lead to these projects not being needed for some time.

We are particularly interested in statements in Table Five

“Routes available to HMPV increase over time”

There is no indication of where these routes may be and clearly they would impact on the Tahunanui business and residential precinct if they were to be on routes such as Beach Road, Muritai Street and Golf Road.

- **The Council review the indicative ranking of the Tahunanui Cycle Network which is a part of the Walk Cycle Schools package.**

Although we recognise that many millions of dollars have been spent on the Walk Cycle Schools package and that the full benefit will only be realised once all the components of the package have been completed, we do not support the current proposals and in particular the Rocks Road Walking and Cycling project and the Tahunanui Cycle Network.

Clearly both of these projects will be affected by the Southern Link Project and as previously stated we do not believe they should be progressed until the Southern Link Project is complete.

Submission 20

In particular we do not support the current proposals being promoted in the Tahunanui Cycle Network investigation report A1251007.

- Four of the five north/south routes use Beach Road to connect with Rocks Road and initial design indicates the loss of some parking on Beach Road. This is not desirable and further work should be undertaken to investigate better route options.

Clearly this will have a major impact on the businesses in this area of Tahunanui and will affect the Parking and Cross Link Strategy in the Tahunanui business precinct being developed by Council.

- **The Council review the time frames for action on some items on Activity Table 6**

We believe there needs to be further community consultation on items with priority 11 and 13 on this table.

Quarantine/Nayland intersection

Parkers Road/Annesbrook Drive intersection.

This is another reason for **seeking an extension** in the time frame for use of the R funding.

The Tahunanui Business Association wishes to be heard in relation to this submission.

Mike Thomas
President
Tahunanui Business Association Incorporated
smugglerspub@xtra.co.nz

c/- 15 Grenville Terrace
Moana, Nelson 7011
ainslieriddoch@yahoo.co.nz

22 December 2014

Submission 21

Bev Mcshea

From: Submissions
Sent: Monday, 22 December 2014 4:47 p.m.
To: Administration Support
Subject: FW: RLTP submission from NZTA
Attachments: NCCRLTP (2).docx

Categories: Bev

From: Peter Hookham[SMTP:PETER.HOOKHAM@NZTA.GOV.NZ]
Sent: Monday, December 22, 2014 4:46:29 PM
To: Submissions
Subject: RLTP submission from NZTA
Auto forwarded by a Rule

Regards

Peter Hookham

Planning and Investment Manager, Central

DDI 64 4 894 5249 / M 64 21 537 294

E peter.hookham@nzta.govt.nz / w nzta.govt.nz

Wellington Regional Office / PSIS House Level 9, 20 Ballance Street,
PO Box 5084, Wellington 6145

CURRENTLY VACANT:
Planning role - Wgtn
Investment role - Wgtn
click here or call 04 894 5249

Creating
transport
Solutions



Find the latest transport news, information, and advice on our website:
www.nzta.govt.nz

This email is only intended to be read by the named recipient. It may contain information which is confidential, proprietary or the subject of legal privilege. If you are not the intended recipient you must delete this email and may not use any information contained in it. Legal privilege is not waived because you have read this email.



Level 9, PSIS House
20 Ballance Street
PO Box 5084, Lambton Quay
Wellington 6145
New Zealand
T 64 4 894 5200
F 64 4 894 3305
www.nzta.govt.nz

22 December 2014

Nelson City Council
PO Box 645
Nelson

Draft Top of the South Nelson Regional Land Transport Plan 2015-2021

The Transport Agency (The Agency) wishes to thank the Nelson City Council for the opportunity to make a submission on the draft Top of the South Regional Land Transport Plan (RLTP).

The Agency seeks to optimise transport networks, which includes local roads, state highways and public transport.

The Government has stated its investment priorities through the Government Policy Statement on Land Transport Investment (GPS), which has now been published and is available via the Ministry of Transport website. The GPS seeks economic growth and productivity, value for money and road safety as priority outcomes. These priorities need to be kept in mind when councils are developing their strategies, policies and plans. Investment proposals put forward through the RLTP need to demonstrate sound planning and integration, and synergies between all planning documents.

The Agency has released a series of planning and investment signals which set out the basis on which we will co-invest in transport proposals. General Circular 14/05 gives detail on the Investment Assessment Framework. Going forward 80% of the National Land Transport Fund is committed to existing and pre-approved programmes and projects, leaving limited discretionary revenue available for new activities or increases in programmes.

The Agency is looking to invest in enduring outcomes that deliver a transport network that is increasingly effective, resilient, safe and responsive.

The Agency support the whole of system approach the Nelson Regional Transport Committee has taken in developing their draft RLTP to ensure the transport network is both sustainable and affordable. We strongly support the joined up approach utilising the corridor or 'journey' concept for the Top of the South Councils and the Agency in the development of this RLTP, as it

Submission 21

recognises that each Unitary Authority depends upon the other for economic prosperity and social well-being.

The region relies strongly on tourism and primary production for its economic welfare and has a particularly vulnerable network which can suffer major disruption at times of extreme weather events which cannot be easily reinstated. Nelson City Council need to ensure their future maintenance programmes are robust, timely and data driven. The Agency will continue to work with the Top of the South Councils as they build their programme.

A number of minor issues on the body text and the Highways and Network Operations programme have been sent directly to officers as they are editorial in nature.

The Agency does not wish to speak at the hearings.

If you have any questions regarding the contents of this submission please do not hesitate to contact Teresa Minogue on (04) 894 5240 or Teresa.minogue@nzta.govt.nz

Yours sincerely



Lyndon Hammond
Regional Manager, Planning and Investment - Central

Natascha Van Dien

From: Submissions
Sent: Tuesday, 23 December 2014 12:14 p.m.
To: Administration Support
Subject: FW: BCA submission on the Nelson draft RPTP
Attachments: BCA submission on the Nelson draft RPTP (second round consultation) 22.12.14.pdf
Categories: Natascha

From: Jason Klapproth[SMTP:JASON.KLAPPROTH@BUSANDCOACH.CO.NZ]
Sent: Tuesday, December 23, 2014 12:14:00 PM
To: Submissions
Cc: Barry Kidd
Subject: BCA submission on the Nelson draft RPTP
Auto forwarded by a Rule

Hi,

Please find **attached** the BCA submission on the Nelson draft regional public transport plan.

Kind regards,

Jason Klapproth | Legal Advisor |
Bus and Coach Association (New Zealand) Inc.
Email: jason.klapproth@busandcoach.co.nz DDI: +64 4 496 4897 | fax: +64 4 499 7353
PO Box 9336, Level 3, 79 Boulcott Street, Wellington www.busandcoach.co.nz

Notice: This email and any attachments are strictly confidential and may contain legally privileged information. Confidentiality and/or privilege is not waived or lost by mistaken delivery. If you are not the intended recipient please delete the message and notify the sender. You should not read, copy, use, change, alter or disclose this email or its attachments without authorisation. The Association and any related or associated companies do not accept any liability in connection with this email and any attachments including in connection with computer viruses, data corruption, delay, interruption, unauthorised access or unauthorised amendment. Any advice is to be treated as general guidance. Nothing in this email is to be construed as creating a solicitor/client relationship



Submission

By

Bus and Coach Association (New Zealand)

Incorporated

To

Nelson City Council

DRAFT REGIONAL PUBLIC TRANSPORT PLAN 2015 - 2018

Bus and Coach Association (New Zealand) Incorporated
Level 3
79 Boulcott Street
P O Box 9336
WELLINGTON 6035
Telephone: 04-499 7334
Facsimile: 04-499 7353

1. Introduction

- 1.1. The Bus and Coach Association (New Zealand) Incorporated (“BCA”) is a voluntary industry organisation that represents all areas of the bus and coach industry. The BCA is the only body representative of the interests of the bus and coach sector specifically. Our membership includes the majority of bus and coach operators, ranging from the largest bus companies in New Zealand with over 1200 buses, to many single vehicle operators.
- 1.2. The BCA welcomes the opportunity submit on Nelson’s draft Regional Public Transport Plan (“RPTP”).
- 1.3. This submission incorporates comment from SBL Group (trading as Nelson Coachlines) and considers the wider industry perspective on the RPTP. Additionally, the BCA supports Nelson Coachlines’ submissions and comments.
- 1.4. The BCA recognises that the Nelson City Council (“Council”) has recently entered into a long-term service contract with the incumbent operator, therefore any BCA submission on procurement is intended to apply to the subsequent contracts.
- 1.5. Overall, the BCA is encouraged to see the Council’s enthusiasm for bus public transport in its region. Additionally, it appreciates the Council’s understanding of public transport’s economic and social value.
- 1.6. Generally, the BCA is supportive of the RPTP, however, submits the following.

2. Procurement

- 2.1. The BCA draws attention to the Council’s statement on pages 42 and 43 that future contracts will be “gross” not “net” contracts. This statement may be inconsistent with the NZTA Procurement Manual (“Manual”). The Manual, under chapter 8, will very likely require public transport services to be under “partnering contracts”, which are “a shift away from traditional net or gross cost contracts, where all the revenue risk sits with one of the parties”¹.
- 2.2. In accordance with sections 120(2)(d) and 124(a)(ii) of the Land Transport Management Act 2003 (“LTMA”)², the BCA submits for a clearer policy on procurement, in particular the partnering delivery model and partnering contracts under the Manual.
- 2.3. Under chapter 8, the Manual sets out fundamental principles for partnering contracts, which, essentially, are to –
 - Encourage a close, trusting and collaborative relationship between the operator and Council in achieving the mutual long-term goal of growing patronage with less reliance on subsidy; and
 - Incentivise innovation, mutual investment, the provision of a quality service, and growth in the commerciality of the Unit; and
 - Share information, revenue and the risks (additionally, risks are to be allocated to those best placed to manage them).

¹ Section 8.6 of the Manual

² Section 120(2)(d) of the LTMA requires the RPTP to include policies on the approach taken to the procurement of delivery of services. The LTMA also requires, under section 124(a)(ii), that the RPTP be prepared in accordance with any relevant guidelines issued by NZTA. The Manual is relevant here.

2.4. Accordingly, the BCA submits that the RPTP's policy on procurement reflect that "partnering contracts" are very likely to be required (not traditional "gross" contracts), and for the policy to better describe the fundamental principles of these contracts.

3. Automatic renegotiated contracts

3.1. The BCA draws attention to the policy of automatic "extensions" to contract periods if the operator meets key performance indicators (page 45).

3.2. While the Manual does not permit "extensions" of the partnering contracts, it does, in accordance with section 10.27, permit automatic *renegotiations*.

3.3. In the interests of (strongly) incentivising the operator to operate the service efficiently and to an excellent standard, the BCA submits that the policy be amended to state that the incumbent operator has the automatic right to renegotiate their contract if the incumbent has met its key performance indicators and the Council is satisfied that the services are priced efficiently. Additionally, if the incumbent operator reaches a commerciality ratio of 100% (i.e. operating under a Commercial Unit) then it has the automatic right to renegotiate its contract at the end of the contract term.

4. Fare-box recovery

4.1. The BCA commends both the Council and the incumbent operator for its current fare-box recovery ratio of 62%. However, there is some concern with the Council setting its "target" ratio at 50% and listing some potential strategies that reduce the ratio to meet this target.

4.2. The LTMA and 2013 Guidelines for preparing regional public transport plans ("Guidelines") require the Council to show, through its RPTP, that it will achieve the goal of growing patronage, in addition to showing value for money, growing commerciality, and less reliance on subsidies³.

4.3. The listed strategies lower the fare-box recovery ratio and therefore are inconsistent with demonstrating value for money, decreasing reliance on subsidies, and growing commerciality. Accordingly, the RPTP may, in this respect, be inconsistent with the LTMA and Guidelines.

4.4. The BCA submits that –

- 1) The fare-box recovery target is minimum goal. If the ratio is above it then the RPTP must not seek to lower the ratio to meet it. The focus should be continually improving commerciality above that goal; and
- 2) The strategies listed for reducing the fare-box recovery ratio fail to consider fundamental LTMA goals of showing value for money, growth of commerciality and less reliance on subsidies, and therefore should be removed; and
- 3) The strategies should be replaced with those that both grow both patronage *and* the commerciality of the Unit (therefore showing value for money). For example, investment in real-time service at bus stops and on mobile applications, increasing network coverage (provided that it shows value for money), investment in dedicated bus-lanes, investment in bus priority measures, investment in newer buses with better amenities, and/or investment in better bus shelters.

³ See section 115(1)(d) of the LTMA and section 1.0 of the Guidelines.

5. Branding

- 5.1. The BCA has some concern with the Council's policy to require vehicles to be branded as specified by the Council (page 47).
- 5.2. As discussed above at paragraph 2.3, operators should be incentivised to invest and innovate to grow patronage and revenues. However, if the operator is stripped of its commercial right to differentiate its brand and identity, the incentive to invest and innovate is considerably reduced.
- 5.3. Accordingly, the BCA submits that branding be left to the operator.

6. Driver training

- 6.1. The BCA has some concern with the uncertainty in the Council's policy to require "full training for new drivers" (page 47).
- 6.2. The bus and coach industry faces a persistent labour supply shortage and struggles to attract young drivers into the industry. "Full training" is an uncertain requirement and may impose significant cost on the operator. Additionally, if too onerous, it will further reduce the labour supply pool open to operators and serve as an additional barrier to entry for young drivers.
- 6.3. Accordingly, the BCA submits that this policy be amended to requiring "structured training at a standard that is reasonably required to perform the services under the partnering contract".

7. Financial incentive mechanism

- 7.1. A revenue-based financial incentive mechanism, as opposed to patronage-based mechanism, better aligns the incentives of both the operator and the Council, particularly around incentives to increase to fare levels⁴. Accordingly, the BCA submits that a revenue-based financial incentive mechanism is adopted. Additionally, in recognition of incentivising the operator and the Council to invest in the Unit to grow patronage and revenue, the BCA submits a revenue split of 50-50.

8. Conclusion

- 8.1. Overall, the BCA is in support of the RPTP, however, in short, submits for the following:
 - 1) The RPTP's policy on procurement (for future contracts) should reflect that "partnering contracts" are very likely required (not "gross" contracts), and better describe the fundamental principles of these contracts;
 - 2) The Council should include a brief policy on "automatic renegotiation" of partnering contracts if operators perform well, as opposed to "automatic extensions";
 - 3) The listed strategies to reduce the fare-box recovery ratio should be deleted, and replaced with strategies that grow both patronage and the commerciality of the Unit;
 - 4) Branding should be left to the operator to determine;

⁴ A patronage-based financial incentive mechanism, while simpler, can result misaligned incentives. For example, with a patronage-based mechanism, the Council is incentivised to increase fares in order to increase revenues, despite this having an adverse effect on patronage growth and therefore the operator.

Submission 22

- 5) Driver training should be to the standard reasonably required to perform the services under the partnering contract; and
- 6) The financial incentive mechanism should be revenue-based and split 50-50.



Barry Kidd
Chief Executive Officer
021 250 9324

RECEIVED

22 DEC 2014

NELSON CITY COUNCIL
Customer Service

DRAFT NELSON REGIONAL LAND TRANSPORT PLAN 2015-2021 (“NRLTP”)

Submission by Lindsay Wood
10 Braemar Place,
NELSON SOUTH 7010
Tel 021 522 148
Email the.woods@xtra.co.nz

12/22/2014

I do wish to be heard in support of this submission.

This submission is also relevant to the Marlborough and the Tasman District Councils

My interest in this matter is both private and professional.

As an individual I am alarmed at the rapidly declining state of the global environment, and the seeming inability of humankind to address it. I am committed to do what I can to ensure that my grandchildren, and their contemporaries, and successors, may live in a world that is not seriously degraded or destabilised by environmental events.

As a practicing architect with an abiding interest in the natural environment, and in how we make design decisions in relation to it, I am particularly interested in fossil fuel consumption as a major cause of environmental degradation, and also in the key roles of our built environment and transportation systems in contributing to that problem.

10 Braemar Place
NELSON SOUTH 7010
Telephone 021 522 148

22 December 2014

DRAFT NELSON REGIONAL LAND TRANSPORT PLAN 2015-2021 (“NRLTP”)

Submission by Lindsay Wood.

“In the amazing moment that to us counts as the present, we are deciding, without quite meaning to, which evolutionary pathways will remain open and which will forever be closed.”

Elizabeth Kolbert, *“The Sixth Extinction”*.

This almost unimaginable situation – that human activities have caused the greatest wave of extinctions since the dinosaurs - is one on which the Nelson Regional Land Transport Plan has particular bearing.

In this environmental calamity, and its central issues of global warming and the acidification of the oceans, fossil-fuel-based transport is an arch-villain. We must see the NRLTP in that context, and see too that we ourselves are at risk of deciding, without quite meaning to, a course of action that will compound the disaster and will affect every corner of the planet, every corner of our society, culture and economy.

Instead of compounding the problem we must do our utmost to reverse it.

CONTENTS

- 1.0 Overview
 - 1.1 Addressing climate change
 - 1.2 Other matters
- 2.0 Examples of responses needed in the final NRLTP
 - 2.1 Climate change and emissions reduction
 - 2.2 Other
- 3.0 “Effective, efficient, safe, and in the public interest”: NRLTP and Government Policy
 - 3.1 “Safe
 - 3.2 “In the Public Interest”
 - 3.3 Public transport
- 4.0 The need for a multi-disciplinary approach
- 5.0 Conclusion
- Bibliography

1.0 OVERVIEW

In traditional terms the draft NRLTP is, in the main, a well compiled document, addressing the complexities of routine transport issues, working within the framework of government policy, and generally expressing the findings in comprehensible layman's language.

However the greatest and most pressing challenge ever to face transport planners the world over is upon us, and is anything but traditional, and anything but routine. Specifically, it is the urgent development of powerful strategies to slash the use of fossil fuels, thereby minimising further catastrophic releases of greenhouse gasses from the transport sector into the atmosphere. (NASA)

1.1 Addressing climate change:

In the crucial regard of addressing climate change the NRLTP is seriously wanting. It displays an inexplicable lack of attention to the most important matter ever to confront the transport industry, barely pays lip service to addressing an issue so monumental that it merits our greatest possible attention, and is almost dismissive in its few specific references to the matter (see NRLTP p.30 "Adverse weather events" and Appendix 6, and item 3.2 below).

This very serious shortcoming of the NRLTP must be rectified as a matter of top priority before the NRLTP is allowed to move beyond its draft stage. It is untenable that it remains in its present ineffective form in this regard, and it would be even worse if it was deferred until the next review of the plan around 2020.

It is not as if the relevant information is new, (see NCC 1), not as if dealing with it is contrary to government policy, (Government Policy Statement 2015), and not as if we expect Nelson's planners to emulate Lord Nelson by turning a blind eye to unpalatable information. Indeed very recent events in San Diego, California, illustrate the consequences of transportation planning that fails to take due account of these matters (see Jaffe, "The Chart that Toppled San Diego's Long-Term Transportation Plan").

The escalating calamity to the planet's ecology will create corresponding traumas in society at large and in economies at both global and local levels. In that context the Top of the South's economy is likely to be one of the worst affected regional economies in the world, because:

- It is one of the most isolated, most transport-dependent in the world
- It is centred on natural resources and tourism (NRLTP page ii) which will be very harshly affected
- It is currently critically reliant on road, and thus fossil-fuel powered, transport (NRLTP page i) and the plan does not even explore, let alone identify, any promising alternatives.

To address this serious deficiency the NRLTP must be amended at all levels – refer to 2.1 below.

1.2 Other matters

There are also other issues that must be addressed in the final version of the NRLTP. They are insignificant beside those influencing climate change, and care must be taken that they do not compete with climate change for resources that could be effectively used to help address the latter.

While these other issues are mainly expressed here in terms of conflicting data or interpretation, (e.g. ambiguous traffic predictions; mathematical errors; interpretation of “safe” in regard to transport; and the vagueness of many proposed “measures”) the connotations of such items is far reaching as in some cases they underpin the rationale for proposals in the NRLTP.

Refer 2.2 for a selection of these and other such issues.

2.0 EXAMPLES OF RESPONSES NEEDED IN FINAL NRLTP

2.1 Climate change and emissions reduction

For the NRLTP to respond effectively on this paramount matter, robust, up-to-date information and well-considered and innovative strategies are needed at all scales. The following are a few examples:

- **Overall** it must recognise:

The severity of global environmental issues and the daunting and unprecedented problems that they present; (Clark, Kolbert).

The central role of transportation in exacerbating (and, hopefully, mitigating) the problems. (NASA)

And the likelihood that effective solutions will demand remarkable collaboration, insight, innovation, and commitment to change if they are to be effective. (Costa, Clark, Johnson, NCC 1, Wikipedia “Wicked Problem”)

- **At a macro level** the NRLTP must take a much longer view than the 10 year window that dominates its current draft, must identify key ways the global environment is being compromised, and must relate those to the present nature of transport in the Nelson Region.

The plan must propose robust short- and long-term transport planning strategies both to drastically cut fossil fuel usage in the region and to safeguard the transportation requirements of the region under future alternative fuel/transport regimes. (Costa, NCC 1)

The NRLTP must commit to actively engaging in multilateral and multi-disciplinary action on this matter. This approach has long been recognised. (Clark, Johnson, NCC)

- **At mid-scale**, the NRLTP must be proactive on such matters as dramatically increasing patronage of public transport; converting vehicle fleets away from fossil fuels; educating the public, the commercial sector, and public bodies how to make effective transport changes; and devising strategies to assist adversely affected businesses to transition into the new operating environment.

- **At a micro scale**, the NRLTP must propose powerful initiatives that hold promise of rapid short-term benefits and/or inform long-term strategic planning. Examples include targeted research programmes to inform long-term strategic planning; creating bus- and heavy-vehicle-only lanes on main arterial routes, investigating and implementing optimal public transport fare subsidy to achieve the fastest switch to public transport; and using parking strategies to discourage the use of private vehicles.

NRLTP should also promote processes that initiate important change, even where it may yield less rapid results. Examples of this would be investigating the viability of alternative sustainable modes or fuels for the region's primary transport systems.

2.2 Examples of other matters

- **Conflicting truck volume predictions:** Reconcile, and make recommendations on, conflicting data on predicted truck usage to the Port of Nelson. This is central to many facets of transport planning, including Rocks Road, the viability of options such as Southern Link, and general air pollution and congestion. (E.g. P 16, (para 1), P 18 (para 3) P 28 (Fig 3 commentary). Additionally the mathematics relating annual traffic growth and total growth over time is flawed in places (as is the GPS, item 39).
- **Mathematical typos and possible resultant errors:** Check and correct the figures in table 6, and also correct all other aspects of the plan that use those figures. (E.g. a series of subtotals on p. 37 contains an error by a factor of 10 x).
- **Inconsistent and vague "measures":** Address the widespread inconsistency in the approach to "targets" and "measures" in the plan and also make them consistent with good management practice in terms of measurability. E.g. Table 8 "ONRC is fully established by 2018" is a clear and acceptable measure, but "reducing trend in local road annual vehicles kilometres travelled per capita from 2013 levels" is a vague and unacceptable measure unless the target is, improbably, simply that it mustn't increase. (American Library Association)

A further example is the variety of criteria proposed to measure resilience/efficiency in transport (ref NRLTP pp 16, 31, and 68)

- **Plan in conjunction with other agencies :** The NRLTP is relatively silent on the ways it works in conjunction with other interest groups (e.g. council planning department; department of Health ; aviation industry; tourism organisations) and yet the importance of this is widely emphasised (Clark, Costa, Johnson, NCC 1)
- **The economics of subsidised public transport:** Research in a widely-considered way the true economic effects of different levels of transport subsidy, including greater subsidy than the current 50% limit set by central government. The wide-consideration should encompass such matters as reduced roading demand and maintenance; reduced demand for city parking areas; improved appeal to the city for tourists; improved patronage of various city activities and events (e.g. WOW, Founders); reduction in demand for health services due lower air pollution, better options for drinkers etc; reduced travel times and fuel usage for commercial vehicles etc.

Submission 23

- **The plan limits many considerations to too short a time frame:** With a few exceptions (e.g. reference to 25 years in terms of congestion), the NRLTP confines itself to a ten year planning window or less. While the legislation does require the current plan to be framed in terms of centrally funded activities over a ten year period, for the effective planning of major infrastructure – especially when we should be preparing for major upheavals in modes of transport and gearing up for consequent strategic changes - consideration must embrace a very much longer timeframe.

This becomes very clear when considering “In the public interest” issues (see 3.2 below), one of the four key purposes of the draft Government Policy Statement (GPS) that underpin the NRLTP. There is clearly massive public interest in averting catastrophic climate change, and yet this receives scant attention in the NRLTP. Presumably one of the factors to account for this is that many of the worst effects of global warming are longer term than the 10 year window and have not been factored in.

In contrast it is common practice to plan infrastructure on a 40 or 50 period (e.g. San Diego, London).

- **Shortcomings of NRLTP Appendix 6 in terms of section 14(b) of the Transport Act.** Section 14 of the Act describes “Core requirements of regional land transport plans”. Appendix 6 is termed “Compliance with Section 14 of the Act.” Appendix 6 of the NRLTP is conspicuous by its failure to actually plan in response to the “Core requirements”, limiting its coverage to 3 brief paragraphs with no useful facts, and taking an approach that dismisses the legislated consideration of “alternative objectives” on the grounds that two opposite extremes were considered with neither option appealing.

It is similarly shallow when dealing with the “National Energy Efficiency and Conservation Strategy”.

Appendix 6, as presented, is a manifest failure to fulfil the requirements of the Act. This is especially concerning at a time when there has never been a more pressing need to identify alternatives and to promote energy efficiency and conservation.

If, indeed, the draft NRLTP has been prepared with due consideration of the requirements of the Act then full details of that consideration should be included, with details and findings regarding the specific alternatives considered, and the version of the “National Energy Efficiency and Conservation Strategy” used (this because the parliamentary website does not identify any such strategy, referring searchers to Google. Google flags the EECA 2001 strategy, whose priorities are different to those mentioned in Appendix 6).

- **Downplaying climate-change-induced extreme weather events.** Contrary to the overwhelming weight of current scientific opinion that significant weather events are on the increase, and this view being adopted by NCC’s own Long Term Plan 2012-2022 (p. 19), the NRLTP cautions “it is difficult to predict whether the recent weather patterns will continue or not...” This is yet another way in which the true urgency of the climate change situation is being downplayed. Not only must the statement in the NRLTP be rectified, but the flow-on effects of that must be tracked through the various proposals and priorities.

3.0 “EFFECTIVE, EFFICIENT, SAFE AND IN THE PUBLIC INTEREST” – NRLTP and Government Policy

The relationship between the NRLTP and other legal and policy documents are described in Part B of the NRLTP. While the NRLTP is required to be consistent with the draft Government Policy Statement (GPS) it can look beyond the GPS and even advocate back to central government via the National Land Transport Programme.

The GPS (p4) seeks to firm up the definition of the Act’s purpose by giving an interpretation of the key terms, *effective, efficient, safe, and in the public interest*. The last two interpretations are discussed further in view of the inappropriate coverage they receive in the NRLTP.

The GPS is not, in itself, a notably visionary document (e.g. it sees public transport as reacting to demand rather proactively encouraging patronage) but it does give leads for pursuing environmental imperatives related to transport. However these are leads that the NRLTP has by and large elected not to pursue. Notable examples of such omissions are a) in the approach to land transport systems as being “safe”; b) in the pursuit of reduced vehicle emissions; c) in exploring the application of alternative fuels for transport; and d) in the purely urban consideration of public transport.

The transition of the draft plan to a final version must free itself from such inappropriate limitations and ensure that they are addressed and are well-reflected in the rest of the plan.

3.1 “Safe”

Section 1, item 5 of the GPS defines a land transport system as “Safe” where it “*reduces the harms from land transport*”. However the NRLTP has taken an extremely narrow interpretation of this by simply adopting the “road safety” priority of the GPS, and the further narrowing to reduce serious injury/fatal accidents and increase safety for cyclists.

This vast reduction in scope not only seriously handicaps many aspects of the transport planning process itself (e.g. it precludes consideration of the , but also disenfranchises a vast array of citizens and businesses that sustains other negative impacts, be it from noise, air pollution, impediments to providing customer services etc. Additionally, and overwhelmingly, this also augurs heavily against effective consideration of the entire emissions/climate change issue.

3.2 “In the Public Interest”:

The GPS interprets (p4) a land transport system as “in the public interest” when it supports “*economic, social, cultural and environmental wellbeing*”. However, in spite of the fact that the escalating global warming crisis is closely tied to transport emissions, and the fact that it has the very real potential to decimate *every one* of the four nominated facets of the public interest, the NRLTP makes almost no reference at all to this connection let alone responds to it in a serious in transport planning.

3.3 Public transport:

It is pleasing that the Nbus system has improved markedly over recent years and that is an encouraging trend. However, given the compelling reasons to maximise public transport usage, it is important to maintain impetus for ongoing expansion and improvement of the system.

There are many sound reasons to maximise the use of public transport. These include:

- One of the most promising short-term ways to rapidly reduce greenhouse gas emissions.
- An effective way to ease congestion on roading and ease pressure fro further road development.
- A positive impact in the local environment in terms of traffic fumes and noise.
- Reduction in parking pressure in urban areas
- Improved travel time, especially for commercial vehicles.

In that regard the following are matters that the NRLTP should promote:

- Consideration of strategies to effect a rapid reversal in the public and official attitude to public transport so that it becomes far and away the preferable option to the majority of the public. This is likely to need to be accompanied by a substantial increase in bus services and possible punitive measures towards private car usage, and especially low-occupancy ones.
- Campaigns and processes to actively encourage patronage of public transport (as against the stated objective of simply responding to established demand).
- Energetically explore the optimum fare subsidy to maximise usage of public transport. This may need to be followed up with central government in the even that a subsidy higher than 50% seems warranted.
- Develop strategies for the evolution of regional and long distance public transport. This all but ignored in the plan even though it is a significant issue for tourism, for the public at large, and for the development of regional centres such as Wakefield. It also has a potentially significant part to play in such areas as highway safety and the reduction of fossil fuel consumption.
- Investigate and adopt strategies for discouraging the use of private fossil-fuelled vehicles, such as giving commercial vehicles priority on arterial roads, and using parking availability and charges to discourage the use of private vehicles.

4.0 THE NEED FOR A MULTI-DISCIPLINARY APPROACH TO ADDRESS GREENHOUSE GAS EMISSIONS

The extraordinary, escalating and unprecedented nature of the growing environmental crisis is an extraordinary situation calling for extraordinary measures. The problems it presents have already proven daunting at almost all levels, so that international protocols fail to gain traction, private citizens struggle to change their ways, and transport planners are so preoccupied with everyday complexities that it is difficult for them to register the enormity of the global warming predicament in regard to their brief.

It is widely recognised that such “wicked” problems are extremely unlikely to be resolved by conventional methods or conventional bureaucratic structures and that a multi-disciplinary approach is more likely to come up with effective strategies and more likely to be able to see them implemented effectively. (Clark, Costa, Wikipedia)

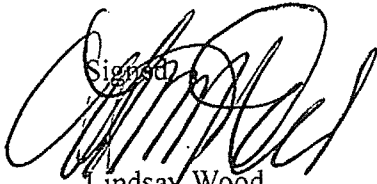
In that vein the NRLTP is insular in its approach. While this may in part be due to the legislative framework within which it operates, there is a pressing need to expand its frame of reference to include interaction with a range of other parties with potentially shared interests. (Clark, Johnson)

5.0 CONCLUSION

In a context where transport planners must grapple with complex issues and public expectations, and are constrained by government policy, it is not surprising they have by and large relegated climate change issues to the too hard basket. However it is imperative that we do not resile from confronting this

daunting challenge, and now is the time that the NRLTP must be held to account on this. It is thus incumbent not only on our planners, but also on us as citizens, to ensure that this happens.

In order to achieve a plan that honours the unique planet in which we live, that recognises the formidable environmental problems humankind is causing, and that is worthy of the Top of the South communities, the local and regional transport committees must now grasp this nettle and ensure that our Regional Land Transport Plan 2015 is truly fit for purpose.


Signed
Lindsay Wood
22/12/14

BIBLIOGRAPHY

This is a small selection of a substantial and rapidly growing literature that describes the scale and convoluted nature of present day environmental problems, the need for decisive large scale action to address them, and the likelihood that promising courses of action will require more than traditional bureaucratic processes or conventional problem solving techniques.

American Library Association website, "*More Suggestions for Writing SMART Objectives*" <http://www.ala.org/acrl/aboutacrl/directoryofleadership/sections/is/iswebsite/projpubs/smartobjectives/suggestionssmartobjectivesm>

Clark, Helen, 2013 "*At the UN*", Dunmore

Costa, Rebecca, 2010, "*The Watchman's Rattle. Thinking Our Way out of Extinction*", Virgin,

Jaffe, Eric (blog), 18 December 2014, "*The Chart That Toppled San Diego's Long-Term Transportation Plan*" <http://www.citylab.com/commute/2014/12/san-diegos-flawed-long-term-transportation-plan-gets-toppled/383850/>

Johnson, Steven, 2010, "*Where Good Ideas Come From. The Natural History of Innovation*" Riverhead

Kolbert, Elizabeth, "*The Sixth Extinction. An Unnatural History*", 2014, Bloomsbury

NASA per Unger, Nada, "*Science Briefs: Transportation Pollution and Global Warming*", NASA Goddard Institute for Space Studies website, June 2009 updated September 2014.

Nelson City Council 1, "*Communities for Climate Protection Programme Local Action Plan 2008*".

Nelson City Council 2, 2011, "*Nelson Long term Plan 2012-2022*", Nelson City Council

Nelson City Council 3, 2012, "*Nelson 2060*", (background, vision and goals documents). Nelson City Council

Nelson Regional Transport Committee, 2014, "*Connecting the Top of the South. Draft Nelson Regional Land Transport Plan*" ("NRLTP"), Nelson City Council, Tasman District Council, Marlborough District Council.

New Zealand Government, 2014 "*Government Policy Statement 2015*",

Wikipedia "*Wicked Problem*" section http://en.wikipedia.org/wiki/Wicked_problem



New Zealand Automobile Association
P O Box 164 NELSON

22 December 2014

Rachel Reese
Mayor of Nelson
Nelson City Council
P O Box 645
NELSON

RECEIVED

22 DEC 2014

NELSON CITY COUNCIL
Customer Service

Dear Rachel

DRAFT NELSON REGIONAL LAND TRANSPORT PLAN 2015-21

The New Zealand Automobile Association is an Incorporated Society with a Personal membership of close to 1m together with an additional 450000 vehicle based memberships making an all up membership of 1.45m and growing strongly especially in the youth categories. In the Nelson/Tasman areas personal membership totals close to 23500 with an additional 13000 vehicle based memberships.

We acknowledge the very significant work and time input that has gone into preparation of the Draft RLTP and especially on this occasion the collaboration with both the Tasman and Marlborough District Councils to produce the "snapshot" of The Top of the South region.

It has to be said that the document produced, as is the case with many such documents, is very detailed and not easy for the average "person in the street" to understand interpret and respond to.

OUR COMMENTS:

POPULATION AND GROWTH:

When viewing the Nelson Projected Population growth figures as published in Figure 4 (page 28) we doubt the accuracy of these. We note that an increase in population of 2160 over the next 10 years (or 4120 over the next 30 years) seems very low for a very desirable part of the country and we are concerned that if these figures have been substantially understated and project modelling has been based on these then this could have a significant impact on some projections and proposals. However, putting that aside we wonder if population growth is the best measure to determine future growth for roading infrastructure. Would for instance a better determinant not be the regions GDP, the ever increasing tourism numbers and the increasing demands of the road transport industry.

There is no doubt that the output from the region, visitor numbers and population across the region will continue to grow and Council will want to encourage and support this in every way it can.

AGREED TOP OF THE SOUTH SIGNIFICANT ACTIVITIES - TABLE 4:

Priority 2: SH6 Rai Saddle Second Curve Realignment:

We support this project ranking.

GUIDING LIFE'S JOURNEYS
FOR OVER 110 YEARS.
New Zealand Automobile Association



Priority3: SH6 Quarantine Road intersection:

We support the ranking of this project at 3. However although the modelling appears to indicate that the Nayland Rd roundabout will be adequate until 2024 we think that this will need close monitoring from the outset to ensure that any problems emanating from the changes at SH6 do not simply transfer to other locations on the local roads in the area and further afield and for which Council may then be responsible..

Priority 4: Walk Cycle Schools Package:

We recognise that progress is needed on the Rocks Road walkway package to ensure that the connection is made between the city and points south. However in saying this we are concerned at the very significant cost of the package, estimated to be \$15.485m which could well be to the detriment of other roading and safety projects In the Nelson District.

Priority 5: Aniseed to Saxton Corridor:

We would like to see this project brought forward in priority rather than waiting in the queue until 2019-21. The issues as stated (p77) are apparent now and we believe the investigation and design of solutions for this corridor need to commence now rather than in 4/5 years time.

Southern Link:

We note that while the investigation and design for this project has an indicative ranking at 11 we are aware that this project does not require to be prioritised for funding through the NLTF as it is to be funded through the Governments "Future Investment Fund". In the expectation (or even the possibility) of this investigation establishing the desirability of the project Council could consider it prudent to hold funds in reserve to pay for any improvements they might wish (or need to pay for) to ensure the City and the region achieve what is needed, not just the bare minimum. In any event we trust that Council will be supportive of efforts to progress and achieve the ultimate goal of completion of this important roading project, for the greater good.

ACTIVITIES PROPOSED WITHIN NELSON CITY – TABLE 6**Priority1: SH Minor Improvements:**

We are pleased to see these minor improvements ranked as a top priority as so often these are related to matters where all road users benefit from improvements over a larger number of smaller yet important projects.

Priority 2: SH6 Gentle Annie Shoulder Widening for Cycling

We note that this has been included with a high priority ranking whereas in the past the attention has been drawn to the upgrading of the passing lanes in the area. We trust that the upgrading of the passing lanes is (or will be) incorporated in the shoulder widening project.

Additional recommendation:

SH6 Atawhai Intersections Project:

In the Long Term Plan 2012 -2015 (Draft) this project was deferred and removed from the programme. We submit that this should be reintroduced and provision made for re-engineering of the intersections for which much time has been devoted in the past. With the growing population to the north of the city the safety in the area will continue to be compromised and one for which speed limit changes will not satisfactorily answer.

MAINTENANCE OPERATIONS & RENEWAL ACTIVITIES PROPOSED WITHIN NELSON CITY - TABLE 7:

We note the reference to the backlog of city roads that are overdue for resurfacing and also that an increasing provision for funding has been made for this through to 2025. On page 27 you note that this is "to ensure that the life of our pavement structure is maximised" but we submit that this in future must also be to ensure that "the level of customer service is also maximised".

ONE NETWORK ROAD CLASSIFICATION:

While the RLTP does not necessarily refer to this, the Government Policy Statement (GPS) provides strategic priorities for funding under the new ONRC. These are: Economic growth and productivity
Safety
Value for money

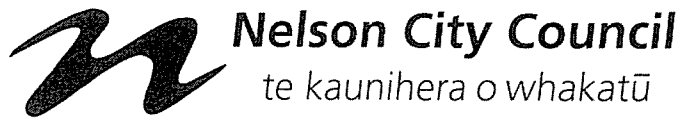
This is the beginning of a new journey for Road Controlling Authorities (RCA's) with emphasis on the customer expectations and outcomes, over the whole roading network and Council we suggest will need to bear this in mind over the years ahead as it represents a significant change in emphasis from the past with an impact on future funding.

To conclude, again we acknowledge the efforts that have gone in to the preparation of the draft Regional Land Transport Plan and the opportunity in due course to be heard in support of this submission. Accordingly we wish to be heard.

Yours faithfully



Allan Kneale
Nelson District Chairman



**Submissions to the Draft Regional Land Transport
Plan 2015-2021 received by the Tasman Regional
Transport Committee**

**For consideration by the Nelson Regional
Transport Committee**

Robyn Scherer

From: Vicki Thatcher on behalf of Reception Richmond
Sent: Thursday, 6 November 2014 12:25 p.m.
To: Robyn Scherer
Subject: FW: Website Submission - Draft Top of the South Regional Land Transport Plan

4650

From: website@tasman.govt.nz [mailto:website@tasman.govt.nz]
Sent: Thursday, 6 November 2014 7:27 a.m.
To: Reception Richmond
Subject: Website Submission - Draft Top of the South Regional Land Transport Plan

LETTER ACKNOWLEDGED

Website Submission - Draft Top of the South Regional Land Transport Plan

Your Contact Details

Title *

Ms

First Name

Debra

Last Name *

Campbell

Address *

112 Tangmere Rd

Suburb

Rototai

Town *

Takaka

Postcode *

7142

Daytime Phone Number

035259327

Mobile Phone Number

Email Address *

debbie@baysubtropicals.co.nz

Organisation

Position

Do you wish your submission to be considered for all three regional areas (Tasman, Nelson, Marlborough)?

Yes

Presenting Your Submission

Would you like to present your submission in person at a hearing?

No

Your Submission

Your comments *

From reviewing the Draft Transport plan I notice that cycle ways have received very little funding. I totally disagree and feel TDC need to regard cycle ways as a standard part of the transportation and commuting infrastructure plan.

The government Transport Policy states their objectives are for increased cycle networks and this does not seem to be the case in the current TDC Plan.

The Great Taste Trail is a totally separate issue and not part of the commuting infrastructure. Golden Bay in particular has received very little in the way of cycle ways and I would like to see this addressed in the TDC Transport Plan

Attach a file to your submission

There is an allocated budget of \$2.24 million that does not appear in the Draft Regional Land Transport Plan as it is not subsidised by the New Zealand Transport Agency. This means the Council does not receive a subsidy from the Transport Agency for this project. Therefore, there is no need to include it in the Draft RLTP as this is a funding application to the Transport Agency for subsidised transportation projects, renewals, and operations and maintenance.

Nelson City Council has cycle path development noted in their Draft RLTP and they are applying to the Transport Agency for funding. This is because they are an urban authority and the Government is supportive of funding cycle links as part of an urban roading network.

Currently cycle trail construction in Tasman is planned to begin in 2015 and be completed in 2019. When the Council agreed to this project it was on the understanding that the Government also made some funding available.

In the Council's Draft Long Term Plan 2015-2025 there is a budget allocation of \$40,000 for the construction of a cycle trail in Golden Bay scheduled for 2015-2016. This is also non-subsidised and therefore does not appear in the Draft RLTP.

We welcome submissions on the Draft RLTP. The consultation period closes at 4.30pm on Friday 14 November 2014.

If you are concerned about cycle trail funding there will be an opportunity to submit to the Council's Draft Long Term Plan 2015-2025 which will be released for public consultation on 14 March 2015.

Online Submission Form

As part of the process of receiving Submissions, Council will acknowledge the receipt of your Submission in writing. You will also receive an email copy of this form for your records.

Your Contact Details

Title * Mr

Please select an option ▾

First Name John

4726
LETTER ACKNOWLEDGED

Last Name * Harper

Address * 142 Rockland Rd.

Suburb Clifton

Town * Takaka

Postcode * 7183

[Find your correct postcode](#)

Daytime Phone Number

(03) 5258004

Mobile Phone Number

Email Address *

johnharper@ts.w.nz

You will be emailed a copy of your submission.

Organisation

Individual

If you are submitting on behalf of an organisation, please indicate your position and the organisation.

Position

Do you wish your submission to be considered for all three regional areas (Tasman, Nelson, Marlborough)?

- Yes
- No

Presenting Your Submission

Would you like to present your submission in person at a hearing?

- Yes
- No

Your Submission

Enter your comments in the box below. You can also attach a file (such as a Word document, or a PDF) that details your submission.

Your comments *

Golden Bay roads are narrow = dangerous with the road traffic is trucks - logging, dairy, sheep etc.
 Need to ACC Court = many road accidents on bikes. -

Attach a file to your submission

Choose File No file chosen

Need to ~~get~~ global warming - ~~fuel~~ = Pedal Power!
 Fitness good for all aspects of health / mental / physical (obesity, ~~on~~ heart + ~~as~~ anti-cancer)

Popular

Rates Search
 Make a Rates / Water Payment
 Cemeteries Search
 Job Vacancies
 Waimea Community Dam - Resource Consent Application

Building Consents
 Resource Consents
 Public Consultation
 Calendar of Council Meetings
 Grants and Funding

Rainfall Report
 River Flow
 Swimming Water Quality
 Tasman Resource Management Plan
 Engineering Standards & Policies

Fees and Charges
 Find a Form
 Tasman District Libraries
 Webcams
 Top of the South Maps

Quick Links

Council
 Council Meetings
 Job Vacancies
 Mayor & Councillors
 Media Centre
 Tenders

Environment
 Environmental Education
 Water
 Pests & Weeds
 Rainfall
 River Flow

Policy
 Annual Plan & Long Term Plan
 Bylaws
 Public Consultation
 Resource Management Plan
 Strategies

Property
 Building & Alteration
 Property Information
 Rates
 Resource Consents
 Subdivision

Recreation
 Beaches & Swimming
 Camping
 Parks & Reserves
 Sportsgrounds & Halls
 Walking & Cycling

Services
 Dog Control
 Cemeteries
 Libraries
 Rubbish & Recycling
 Water Supply

Tasman
 Business
 Demographics
 Iwi
 Towns & Settlements
 Webcams

Transport
 Car Pooling
 Parking
 Public Transport
 Road Safety
 Roading

Last reviewed: 5 November 2014

Next review date:

Submit Website Feedback

There is an allocated budget of \$2.24 million that does not appear in the Draft Regional Land Transport Plan as it is not subsidised by the New Zealand Transport Agency. This means the Council does not receive a subsidy from the Transport Agency for this project. Therefore, there is no need to include it in the Draft RLTP as this is a funding application to the Transport Agency for subsidised transportation projects, renewals, and operations and maintenance.

Nelson City Council has cycle path development noted in their Draft RLTP and they are applying to the Transport Agency for funding. This is because they are an urban authority and the Government is supportive of funding cycle links as part of an urban roading network.

Currently cycle trail construction in Tasman is planned to begin in 2015 and be completed in 2019. When the Council agreed to this project it was on the understanding that the Government also made some funding available.

In the Council's Draft Long Term Plan 2015-2025 there is a budget allocation of \$40,000 for the construction of a cycle trail in Golden Bay scheduled for 2015-2016. This is also non-subsidised and therefore does not appear in the Draft RLTP.

We welcome submissions on the Draft RLTP. The consultation period closes at 4.30pm on Friday 14 November 2014.

If you are concerned about cycle trail funding there will be an opportunity to submit to the Council's Draft Long Term Plan 2015-2025 which will be released for public consultation on 14 March 2015.

Online Submission Form

As part of the process of receiving Submissions, Council will acknowledge the receipt of your Submission in writing. You will also receive an email copy of this form for your records.

Your Contact Details

Title * Ms.

4727

Please select an option ▼

First Name Peni

Last Name * Connolly

Address * 142 Rocklands Rd.

Suburb Clifton

Town * Takaka

Postcode * 7183

LETTER ACKNOWLEDGED

Find your correct postcode

Daytime Phone Number

(03) 5258004

Mobile Phone Number

027 697 8018

Email Address *

peni.connolly62@gmail.com

You will be emailed a copy of your submission.

Organisation

Individual

If you are submitting on behalf of an organisation, please indicate your position and the organisation.

Position

Do you wish your submission to be considered for all three regional areas (Tasman, Nelson, Marlborough)?

- Yes
- No

Presenting Your Submission

Would you like to present your submission in person at a hearing?

- Yes
- No

Your Submission

Enter your comments in the box below. You can also attach a file (such as a Word document, or a PDF) that details your submission.

Your comments *

(1) I have #led my work since today to work. Roads are dangerous - narrow and large trucks + tourists in summer

(2) As a physio, I encourage people to take however never on the 'fatal roads' - but off road. ~~How~~ Fitness: ↓ cancer
 ↓ obesity
 ↓ heart-disease
 However, unable to use roads as ↑ accidents + ^{potential} death - a huge anomaly ~~is~~

Attach a file to your submission

Choose File No file chosen

Popular

- | | | | |
|---|------------------------------|----------------------------------|---------------------------|
| Rates Search | Building Consents | Rainfall Report | Fees and Charges |
| Make a Rates / Water Payment | Resource Consents | River Flow | Find a Form |
| Cemeteries Search | Public Consultation | Swimming Water Quality | Tasman District Libraries |
| Job Vacancies | Calendar of Council Meetings | Tasman Resource Management Plan | Webcams |
| Waimea Community Dam - Resource Consent Application | Grants and Funding | Engineering Standards & Policies | Top of the South Maps |

Quick Links

- | | | | |
|-----------------------|-------------------------|------------------------------|-----------------------|
| Council | Environment | Policy | Property |
| Council Meetings | Environmental Education | Annual Plan & Long Term Plan | Building & Alteration |
| Job Vacancies | Water | Bylaws | Property Information |
| Mayor & Councillors | Pests & Weeds | Public Consultation | Rates |
| Media Centre | Rainfall | Resource Management Plan | Resource Consents |
| Tenders | River Flow | Strategies | Subdivision |
| Recreation | Services | Tasman | Transport |
| Beaches & Swimming | Dog Control | Business | Car Pooling |
| Camping | Cemeteries | Demographics | Parking |
| Parks & Reserves | Libraries | Iwi | Public Transport |
| Sportsgrounds & Halls | Rubbish & Recycling | Towns & Settlements | Road Safety |
| Walking & Cycling | Water Supply | Webcams | Roading |

(3) Will encourage tourists
 (4) Will contribute to saving the planet.

Last reviewed: 5 November 2014
 Next review date:
 Submit Website Feedback

(5) Will save an overseas spendy on fuel! We reduce our deficit

4784

Robyn Scherer

From: Nikki Shepherd on behalf of Reception Richmond
Sent: Friday, 14 November 2014 8:22 a.m.
To: Robyn Scherer
Subject: FW: Website Submission - Draft Top of the South Regional Land Transport Plan

LETTER ACKNOWLEDGED

Nikki Shepherd
Customer Services

Tasman District Council
189 Queen Street, Richmond
Phone: +64 3543 8400
Fax: +64 3543 9524
Email: info@tasman.govt.nz

From: website@tasman.govt.nz [<mailto:website@tasman.govt.nz>]
Sent: Thursday, 13 November 2014 7:26 p.m.
To: Reception Richmond
Subject: Website Submission - Draft Top of the South Regional Land Transport Plan

Website Submission - Draft Top of the South Regional Land Transport Plan

Your Contact Details

Title *

Mrs

First Name

Vera

Last Name *

Balzer

Address *

11 Richmond Road

Suburb

Pohara

Town *

Takaka

Postcode *

7183

Daytime Phone Number

6435258663

Mobile Phone Number

0273067457

Email Address *

reto@sanssouciinn.co.nz

Organisation

Position

Do you wish your submission to be considered for all three regional areas (Tasman, Nelson, Marlborough)?

Yes

Presenting Your Submission

Would you like to present your submission in person at a hearing?

No

Your Submission

Your comments *

I am writing in favour of allocating more of the transport budget to establishing cycleways in the Tasman District. The Draft Transport Plan does not seem to include the Government's transport policy objective to increase safe cycling through extension of cycle networks. I think it is crucial to look at cycleways as an important part of the community infrastructure, cycleways that can be used to commute to schools and work. Having safe cycling options would serve the purpose of encouraging people to exercise more and it would also be very beneficial to our environment. I am asking TDC to show more commitment to building cycleways in the Tasman District. Thank you.

Attach a file to your submission

4797

Sandra Hartley

From: Nikki Shepherd on behalf of Reception Richmond
Sent: Thursday, 13 November 2014 1:18 p.m.
To: Sandra Hartley
Subject: FW: Website Submission - Draft Top of the South Regional Land Transport Plan

Nikki Shepherd
Customer Services

Tasman District Council
189 Queen Street, Richmond
Phone: +64 3543 8400
Fax: +64 3543 9524
Email: info@tasman.govt.nz

LETTER ACKNOWLEDGED

From: website@tasman.govt.nz [mailto:website@tasman.govt.nz]
Sent: Thursday, 13 November 2014 1:16 p.m.
To: Reception Richmond
Subject: Website Submission - Draft Top of the South Regional Land Transport Plan

Website Submission - Draft Top of the South Regional Land Transport Plan

Your Contact Details

Title *

Ms

First Name

Rebecca

Last Name *

Olney

Address *

Golden Bay Kindergarten, 9a Wadsworth St

Suburb

Takaka

Town *

Golden Bay

Postcode *

7110

Daytime Phone Number

03 525 9686

Mobile Phone Number

F: P F Y

Email Address *

gbkindergarten@xtra.co.nz

Organisation

Golden Bay Kindergarten

Position

Head Teacher

Do you wish your submission to be considered for all three regional areas (Tasman, Nelson, Marlborough)?

Yes

Presenting Your Submission

Would you like to present your submission in person at a hearing?

No

Your Submission

Your comments *

We are concerned about the lack of funding proposed for cycle ways in Golden Bay, especially in light of the fact we are trying to encourage cycling for our young kindergarten children. The health benefits of this are obvious, not to mention carbon foot-print benefits. Our children are our future, & despite winning a healthy heart award at Kindergarten, & encouraging activity, we can't provide safe cycle ways for our children & whanau. Our roads are dangerous - narrow, & filled with trucks, & the prospect of cycling on our current roads is terrifying.

Attach a file to your submission

4945

Robyn Scherer

From: Nikki Shepherd on behalf of Reception Richmond
Sent: Friday, 14 November 2014 12:25 p.m.
To: Robyn Scherer
Subject: FW: Website Submission - Draft Top of the South Regional Land Transport Plan
Attachments: DraftTrnsnp-EAB.pdf

Nikki Shepherd
Customer Services

LETTER ACKNOWLEDGED

Tasman District Council
189 Queen Street, Richmond
Phone: +64 3543 8400
Fax: +64 3543 9524
Email: info@tasman.govt.nz

From: website@tasman.govt.nz [<mailto:website@tasman.govt.nz>]
Sent: Friday, 14 November 2014 11:52 a.m.
To: Reception Richmond
Subject: Website Submission - Draft Top of the South Regional Land Transport Plan

Website Submission - Draft Top of the South Regional Land Transport Plan

Your Contact Details

Title *

Ms

First Name

Elizabeth

Last Name *

Burdett

Address *

18 Bay Vista Dr

Suburb

Pohara

Town *

Pohara

Postcode *

7183

Daytime Phone Number

+6435256224

Mobile Phone Number

+6435256224

Email Address *

philnbeth@paradise.net.nz

Organisation

Position

Do you wish your submission to be considered for all three regional areas (Tasman, Nelson, Marlborough)?

Yes

Presenting Your Submission

Would you like to present your submission in person at a hearing?

Yes

Your Submission

Your comments *

My comments are relevant to all three regional areas, and specifically focussed on Golden Bay. I will not be able to attend the scheduled hearing. If other times are made available, I would like to present my submission.
My submission is made as an individual and member of Golden Bay Cycleways Society.

Attach a file to your submission

DraftTrsnsp-EAB.pdf - [Download File](#)

Submission on Draft Tasman Regional Transportation Plan

The Draft Tasman Regional Land Transport Plan allocates zero dollars to cycleways for the next 6 years. This is completely unacceptable and defies the Government Policy Statement on land transport, which requires Increased safe cycling through extension of the cycle networks.

In an era when Onehunga gets \$18million from NZTA for cycleways and an 18 km cycleway from Hawea to Wanaka is significantly supported by NZTA because there was no off-road route for cyclists, it is an indictment on TDC that no effort has been put into gaining NZTA support for the urgently needed commuting route in Golden Bay.

For more than 10 years, Golden Bay ratepayers have strongly requested safe cycling facilities. 100m of cycleway at Pohara is the sum result. It is unfathomable that the two main population centres of Golden Bay are still not connected by any safe route for cyclists.

The existing Abel Tasman Drive is narrow, fast, dangerous and frequently used by heavy transport, including articulated milk tankers and logging trucks. For long distances it is as narrow as the Motueka River bridge and has very deep ditches at the sides. There are no alternatives to Abel Tasman Drive. There are no riverbanks, no beach tracks, no farm tracks. There is no alternative route.

The Government Policy Statement clearly covers such situations. The government's Transportation Policy requires local authorities to increase the urban cycle network. In Golden Bay we see no sign that TDC is paying any attention to this.

For over ten years the people of Golden Bay have been petitioning for an improvement to this desperate situation. Hundreds of people supported the Golden Bay Cycleway Society in its attempt to provide a safe non-road alternative. That alternative would have been gifted at minimal cost to the Council.

The mayor consistently states sympathy and support. Unless that is followed through with action it sounds like vapid posturing.

Now is the time for that action: TDC must specify a non-road cycleway from Pohara to Takaka, add that item to its TRP and obtain the Transit funding that will assist.

Elizabeth Burdett