Nelson City Council
te kaunihera o whakatū

AGENDA

Ordinary meeting of the

Regional Transport Committee

Monday 27 November 2017
Commencing at 1.30pm
Council Chamber
Civic House
110 Trafalgar Street, Nelson

Membership: Deputy Mayor Paul Matheson (Chairperson), Her Worship the Mayor Rachel Reese, Councillors Gaile Noonan (Deputy Chairperson), and Mike Rutledge and Mr Jim Harland

M3153

Guidelines for councillors attending the meeting, who are not members of the Committee, as set out in Standing Order 12.1:

- All councillors, whether or not they are members of the Committee, may attend Committee meetings
- At the discretion of the Chair, councillors who are not Committee members may speak, or ask questions about a matter.
- Only Committee members may vote on any matter before the Committee

It is good practice for both Committee members and non-Committee members to declare any interests in items on the agenda. They should withdraw from the room for discussion and voting on any of these items.

Page No.

1. Apologies

Nil

2. Confirmation of Order of Business

3. Interests

3.1 Updates to the Interests Register

3.2 Identify any conflicts of interest in the agenda

4. Public Forum

4.1 Kate Malcolm

Kate Malcolm will speak about the amalgamation of Regional Transport Committees for Nelson City and Tasman District Councils.

4.2 Peter Olorenshaw - Nelsust

Peter Olorenshaw, of Nelson Transport Strategy (Nelsust) Inc, will speak about the recommendations from the Programme Business Case (the most recent report) of the Nelson Southern Link Investigation and about progressing the Rocks Road Esplanade.

5. Confirmation of Minutes

5.1 19 June 2017 **5 - 6**

Document number M2693

Recommendation

That the Regional Transport Committee

<u>Confirms</u> the minutes of the meeting of the Regional Transport Committee, held on 19 June 2017, as a true and correct record.

6. Chairperson's Report

7. 16/17 Annual Monitoring Report on the Regional Land Transport Plan 2015-2021 7 - 27

Document number R8414

Recommendation

That the Regional Transport Committee

<u>Receives</u> the report 16/17 Annual Monitoring Report on the Regional Land Transport Plan 2015-2021 (R8414) and its attachment (A1814810).

8. Draft Regional Land Transport Plan Mid Term Review - Statement of Proposal 28 - 139

Document number R8627

Recommendation

That the Regional Transport Committee:

<u>Receives</u> the report Draft Regional Land Transport Plan Mid Term Review - Statement of Proposal (R8627) and its attachments (A1846406, A1857239 and A1857355); and

<u>Adopts</u> the Draft Regional Land Transport Plan Mid Term Review - Statement of Proposal including the Regional Public Transport Plan (A1846406) and the summary Statement of Proposal (A1857239) for the purposes of community consultation and the targeted public transport engagement letter (A1857355); and

<u>Delegates</u> any minor word changes to the Chair of the Regional Transport Committee and Her Worship the Mayor.

Nelson City Council
te kaunihera o whakatū

Minutes of a meeting of the Regional Transport Committee

Held in the Council Chamber, Civic House, 110 Trafalgar Street, Nelson

On Monday 19 June 2017, commencing at 1.32pm

Present: Deputy Mayor P Matheson (Chairperson), Her Worship the Mayor R Reese, Councillors G Noonan (Deputy Chairperson), and M Rutledge, and Mr J Harland (New Zealand Transport Agency)

In Attendance: Councillors I Barker, B McGurk and S Walker, Group Manager Infrastructure (A Louverdis), Manager Roading and Utilities (P Anderson) Senior Asset Engineer – Transport and Roading (P Devereux) Asset Engineer Transport (K Goldthorpe) and Administration Adviser (J McDougall)

1. Apologies

There were no apologies.

2. Confirmation of Order of Business

There were no changes to the order of business.

3. Interests

There were no updates to the Interests Register, and no interests with items on the agenda were declared.

4. Public Forum

There was no public forum.

5. Confirmation of Minutes

5.1 27 March 2017

Document number M2457, agenda pages 4 - 9 refer.

Resolved RTC/2017/008

That the Regional Transport Committee

<u>Confirms</u> the minutes of the meeting of the Committee, held on 27 March 2017, as a true and correct record.

<u>Matheson/Rutledge</u> <u>Carried</u>

6. Chairperson's Report

There was no Chairperson's report.

7. New Zealand Transport Agency Update

Document number R7824, agenda pages 10 - 12 refer.

NZTA representative, Jim Harland presented the report and answered questions.

In response to requests, Mr Harland undertook to provide

- statistics on cellphone usage by drivers
- information about the preservation of scenic views for cyclists
- a copy of the NZTA presentation at the recent Nelson stakeholder meeting.

Resolved RTC/2017/009

That the Regional Transport Committee

<u>Receives</u> the report New Zealand Transport Agency Update (R7824) and its attachment (A1772859).

<u>Noonan/Rutledge</u> <u>Carried</u>

There being no further business the meeting ended at 2pm.

Confirmed as a correct record of proceedings:

_____ Chairperson _____ Date

REPORT R8414

16/17 Annual Monitoring Report on the Regional Land Transport Plan 2015-2021

1. Purpose of Report

1.1 To receive the 2016/17 Annual Monitoring Report on the Regional Land Transport Plan 2015-2021

2. Recommendation

That the Regional Transport Committee

Receives the report 16/17 Annual Monitoring Report on the Regional Land Transport Plan 2015-2021 (R8414) and its attachment (A1814810).

3. Background

3.1 Section 16(3)(f) of the Land Transport Management Act 2003 requires measures to monitor the performance of the activities identified in the Regional Land Transport Plan. Appendix 3 of the Regional Land Transport Plan details the Regional and Nelson monitoring indicators and targets and states that the monitoring will be reported annually.

4. Discussion

4.1 The monitoring report is attached as A1814810.

5. Options

5.1 The presentation of the monitoring report is required by the Regional Land Transport Plan. It is recommended that this report be received.

Paul D'Evereux
Senior Asset Engineer - Transport and Roading

Attachments

Attachment 1: A1814810 2016/17 RLTP Performance Monitoring Report

Important considerations for decision making

1. Fit with Purpose of Local Government

Providing a Regional Land Transport Plan and associated monitoring of the plan is a requirement of the land Transport Management Act 2003.

2. Consistency with Community Outcomes and Council Policy

Monitoring these activities contributes to the community outcome "our infrastructure is efficient, cost effective and meets current and future needs".

3. Risk

None.

4. Financial impact

Preparation of this monitoring report is included in 2017/18 operation budgets.

5. Degree of significance and level of engagement

This is of low significance and no engagement is planned.

6. Inclusion of Māori in the decision making process

Maori have not been consulted on this matter.

7. Delegations

The Regional Transport Committee has the responsibility for receiving the RLTP Monitoring Report.

Nelson City Council
te kaunihera o whakatū

File Ref: A1814810

When calling please ask for: Paul Devereux
Direct Dial Phone: 03 546 0296
Email: paul.devereux@ncc.govt.nz

15 August 2017

2016/17 Annual Monitoring Report on the Regional Land Transport Plan 2015-2021

1. Introduction

Section 16(3)(f) of the Land Transport Management Act 2003 requires measures to monitor the performance of the activities identified in the Regional Land Transport Plan. Appendix 3 of the 2015 Regional Land Transport Plan details the Regional and Nelson monitoring indicators and targets and states that the monitoring will be reported annually.

This report has been compiled to monitor the specific measureable targets and indicators as detailed in appendix 3 of the 2015 Regional Land Transport Plan. The monitoring is presented in two parts. The first part detailing the Regional or Top of the South objectives are summarised in section 2, with the Nelson objectives summarised in section 3.

2. Regional (Top of the South) Monitoring

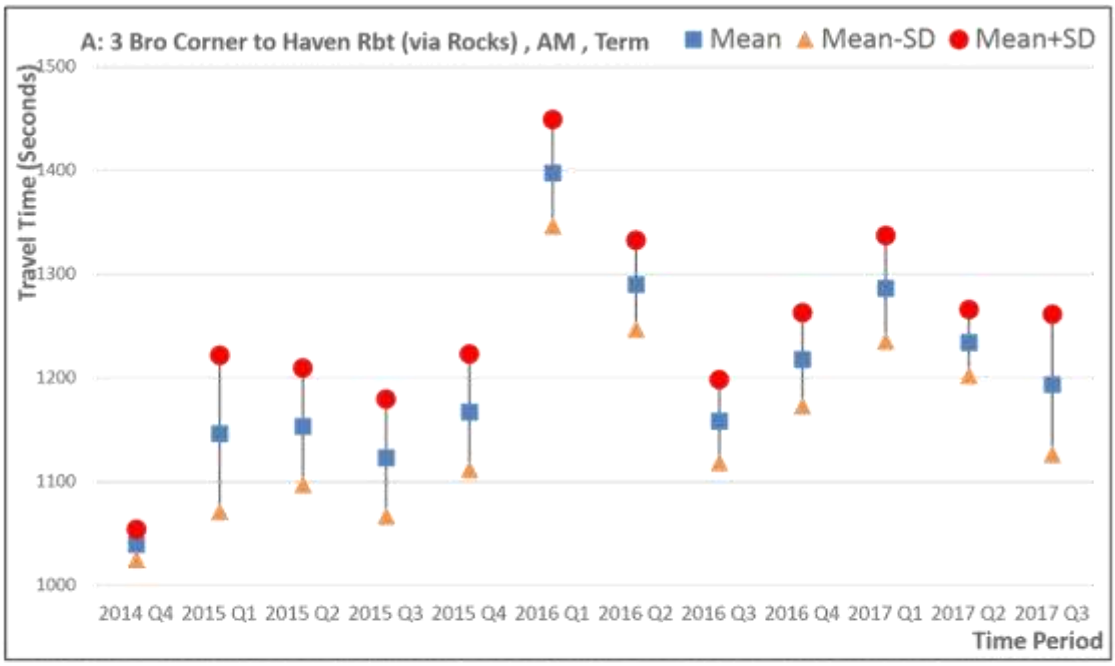
Regional Objectives	Indicator	Target	16/17 Performance	
1) A sustainable transport system that is integrated with well planned development, enabling the efficient and reliable movement of people and goods to, from and throughout the region 2) Supporting economic growth through providing better access across the Top of the South's key journey routes.	Travel Time variability between 1) SH6/60Intersection and Port Nelson during the Peak Hour	Downward trend from 2015 baseline	1) Target met. Travel Time variability between SH6/60 Intersection and Port Nelson has trended down in the am peak in the northbound direction and in the pm peak in the southbound direction. (refer graphs 2.1.1 & 2.1.2 for further detail)	
	2) Picton and the Marlborough Kaikoura border between 8am and 5pm		2) Travel Time variability between Picton and the Marlborough Kaikoura boundary has not been measured due to the impact of the Kaikoura earthquake on this site.	
	ONRC (One Network Road Classification)	ONRC is fully embedded by 2018	On track. Networks have been classified and Asset and Activity Management Plans are being adapted to reflect ONRC	
	HPMV routes	Increasing HPMV route availability over time	Increase of 120km over 2014/15 baseline. No change from 2016/17. (refer section 2.1 for details)	
3) Communities have access to a resilient transport system. 4) Communities have access to a reliable transport system.	Reduction in the number of hours that sections of the key journey routes are closed due to unplanned disruptions	Downward trend from 2015 baseline	Increase of 203 hours from 2014/15 baseline due to unplanned disruptions. (refer section 2.2 for details)	

2.1 Graphical Travel Time Variability Data – Regional Monitoring

The following graphs presents the travel time variability. This is a measure of the ability for customers to be able to predict the time a journey will take.

The graphs present data in the peak direction for the key journey route between SH6/60 intersection (3 Brothers Corner) and Port Nelson during school term time only.

The standard deviation has been presented in order to compare travel time variability against the 2015 quarterly baseline. One standard deviation either side of the mean is approximately 68 percent of the total.



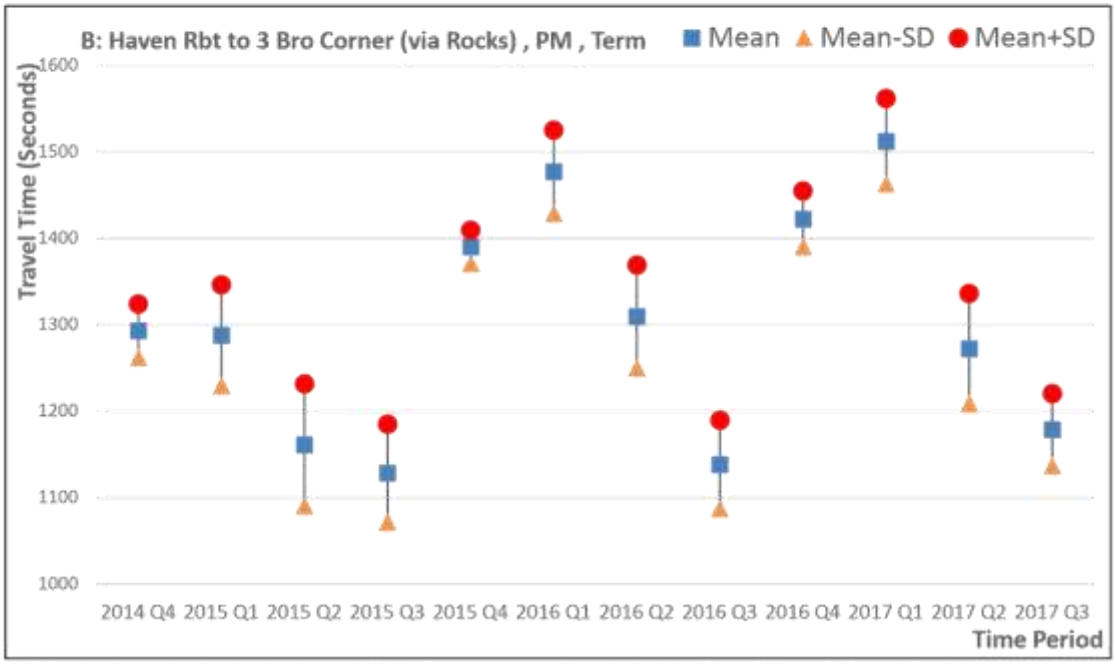
Graph 2.1.1 - Travel Time variability between SH6/60Intersection and Port Nelson during the AM peak hour during school term time.

The variation of travel times over the peak hour that 68% of vehicles (one standard deviation either side of the mean) is tabled below for the 3 Brothers Corner to the Haven Road Roundabout in the am peak direction:

3 Bro Corner to Haven Roundabout (via Rocks) , AM , Term		
Period	Variation of Travel Time (seconds)	Change from 2015 (seconds)
2016 Q3	80.20	-32.8
2016 Q4	90.00	-21.2
2017 Q1	101.80	-48.8
2017 Q2	63.60	-49

In summary all quarters of the 2016/17 year had a reduction in travel time variability when compared to the 2015 year.

However, it must also be noted that in comparison to the 2015 baseline all 2017 quarters had a longer mean travel time, but Q1 and Q2 were less than Q1 and Q2 of 2016 respectively.



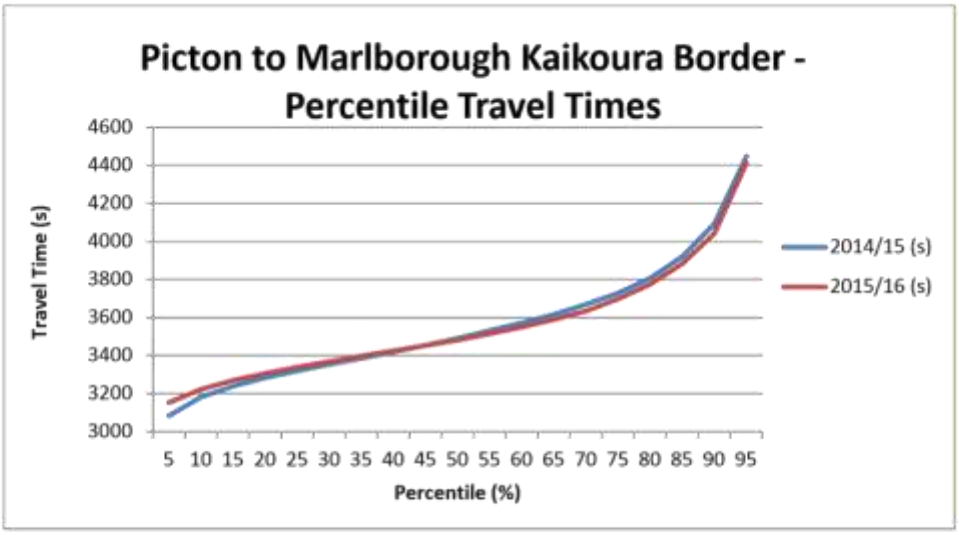
Graph 2.1.2 - Travel Time variability between Port Nelson and SH6/60 Intersection during the PM peak hour excluding school holidays

In quarter 1 of 2017 the variation of travel times over the peak hour that 68% of vehicles (one standard deviation either side of the mean) is tabled below for Haven Road to 3 Brothers Corner in the pm peak direction:

Haven Roundabout to 3 Bro Corner (via Rocks) , PM , Term		
Period	Variation of Travel Time (seconds)	Change from 2015 (seconds)
2016 Q3	102.30	-10.8
2016 Q4	65.40	26.7
2017 Q1	62.60	-54.3
2017 Q2	50.80	-90.5

In summary quarters 3, 1 and 2 of the 2016/17 year had a reduction in travel time variability when compared to the 2015 year. Quarter 4 2017 had an increased travel time variability.

It must also be noted that Q3 2016, Q1 2017 and Q2 2017 quarters had a longer mean travel time in comparison to the 2015 baseline. Only Q4 2016 reduced when compared to Q4 2015 baseline and Q2 2017 reduced when compared to Q2 2016.



Graph 3 – Percentile Travel Times between Picton and the Marlborough Kaikoura border.

The graph above shows that the trip variability has reduced marginally in the 2015/16 year compared with 2014/15. The percentage of faster trips is reducing with a corresponding decrease in the number of slower trips. For example the 90 percentile travel time has reduced 51 seconds between the 2014/15 and 2015/16 years with the 10 percentile journey increasing 39 seconds. The travel time has not been measured in 2016/2017 due to the impact of the Kaikoura earthquake.

High Productivity Vehicle Routes

Key Route	2014/15	2015/16	2016/17	Trend from 2014/15 baseline
Picton to Motueka via SH1, 62, 6 and 60.	180km	180km	180km	No Change
Picton to Murchison via SH 1, 62, 6, 63, and 6.	152km	186km	186km	Increase 34km
Picton to Marlborough / Kaikoura boundary via SH1.	0km	86km	86km	Increase 86km

Table 2.2.1 – High Productivity Vehicle Routes on key State Highway linehaul routes.

2.2 Unplanned Disruptions (Road Closures)

State Highway	2014/15	2015/16	2016/17	Trend
SH1	0	7	138	Increase of 138 hours
SH6	7	35	86	Increase of 79 hours
SH60	4	21	28	Increase of 24 hours

SH63	0	6	15	Increase of 15 hours
SH65	0	0	6	Increase of 6 hours
Total	**12**	**69**	**272**	**Overall increase of 203 hours**

Table 2.3.1 – Unplanned Disruptions to State Highway (road closures).

3. Nelson Monitoring

Nelson Objectives	Indicator	Target	16/17 Performance	
1) A sustainable transport system that is integrated with well planned development, enabling the efficient and reliable movement of people and goods to, from and throughout the region 2) Supporting economic growth through providing better access across the Top of the South's key journey routes	Travel Time variability between 1) SH 6 between Richmond and Port 2) Waimea Road between Annesbrook Drive and Selwyn Place	Downward trend from 2015 baseline	Target met - SH 6 between Richmond and Port. Travel Time variability has trended down in the am peak in the northbound direction and in the pm peak in the southbound direction [1]. Waimea Road between Annesbrook Drive and Selwyn Place. Target met in AM peak. Travel time variability has trended down in the am peak in the northbound direction. Travel time variability decreased in the PM peak southbound direction in the first quarter of 2017. But increased in quarter 2 of 2017 when compared to 2015 baseline.	 

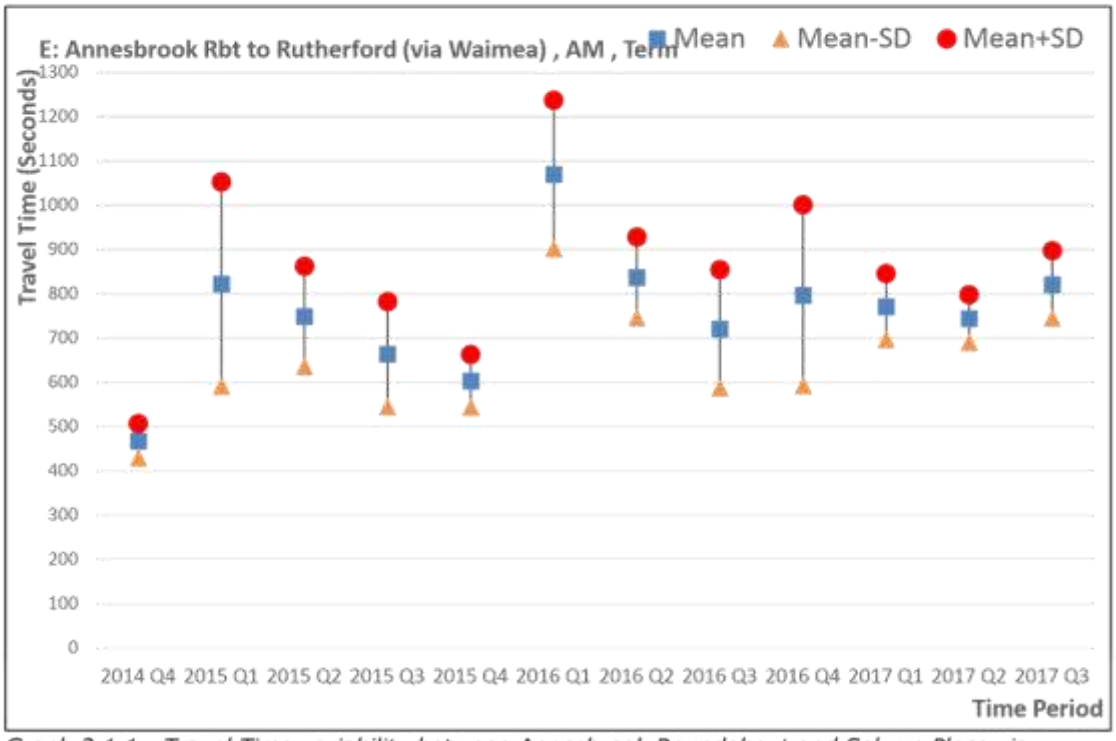
3.1 Graphical Travel Time Variability Data – Nelson Monitoring

The following graphs presents the travel time variability. This is a measure of the ability for customers to be able to predict the time a journey will take.

The graphs and data present data in the peak direction for the key journey route of Waimea Road between Annesbrook and Selwyn Place during school term time only.

The standard deviation has been presented in order to compare travel time variability against the 2015 quarterly baseline. One standard deviation either side of the mean is approximately 68 percent of the total.

[1] Refer section 2.1 and graphs 2.1.1 & 2.1.2 for detail



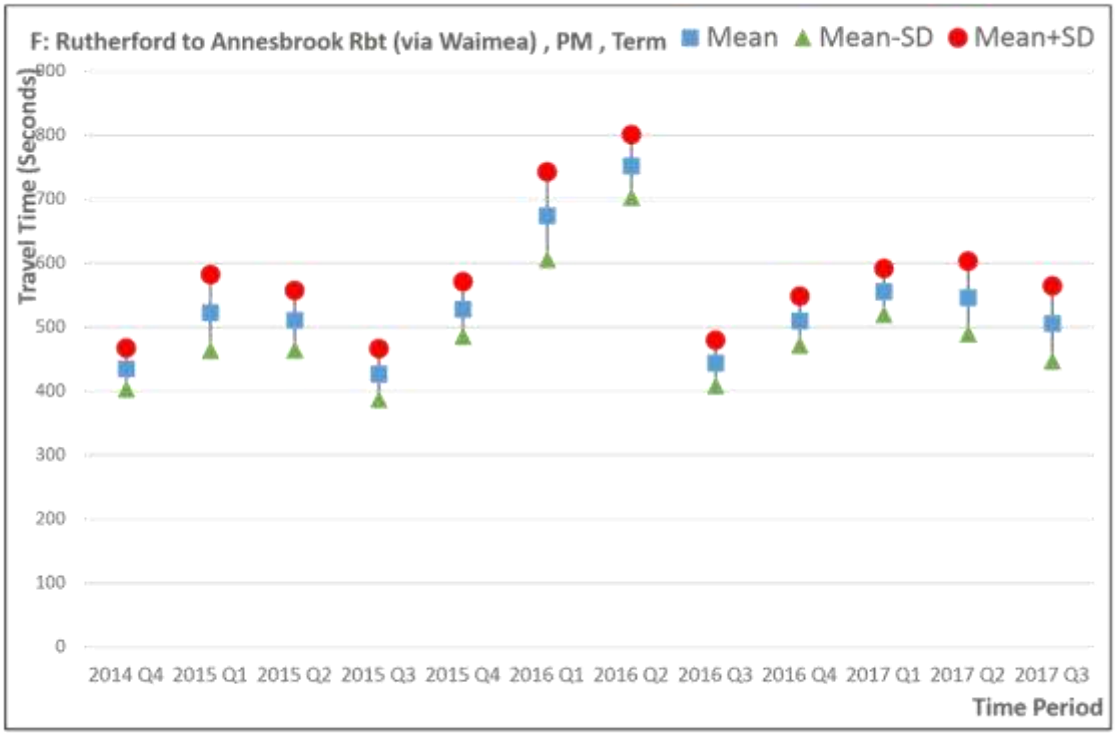
Graph 3.1.1 - Travel Time variability between Annesbrook Roundabout and Selwyn Place via Waimea Road during the AM peak hour excluding school holidays

In quarter 1 of 2017 the variation of travel times over the peak hour that 68% of vehicles (one standard deviation either side of the mean) is tabled below for Annesbrook to Rutherford Street via Waimea Road in the am peak direction:

Annesbrook Rbt to Rutherford (via Waimea) , AM , Term		
Period	Variation of Travel Time (seconds)	Change from 2015 (seconds)
2016 Q3	267.72	29.9
2016 Q4	408.40	289.1
2017 Q1	149.20	-312.3
2017 Q2	108.00	-119.0

In summary quarter 3 and 4 2016 had increased travel time variability when compared to 2015 baseline while quarters 1 and 2 2017 had reduced travel time variability.

It should also be noted that the mean travel times for 2017 quarter 1 and quarter 2 have both reduced on the 2015 baseline. But the mean travel times for 2016 quarter 3 and quarter 4 have both increased on both 2015 baseline for quarters.



Graph 3.1.2 - Travel Time variability between Annesbrook Roundabout and Selwyn Place via Waimea Road during the PM peak hour excluding school holidays

In quarter 1 of 2017 the variation of travel times over the peak hour that 68% of vehicles (one standard deviation either side of the mean) is tabled below for Rutherford Street to Annesbrook via Waimea Road in the pm peak direction:

Rutherford to Annesbrook Roundabout (via Waimea) , PM , Term		
Period	Variation of Travel Time (seconds)	Change from 2015 (seconds)
2016 Q3	71.42	-8.2
2016 Q4	77.00	-8.5
2017 Q1	72.00	-46.5
2017 Q2	114.00	20.4

In summary quarters 3, and 4 2016 and quarter 1 2017 had a reduction in travel time variability when compared to the 2015 year. Quarter 2 2017 had an increased travel time variability.

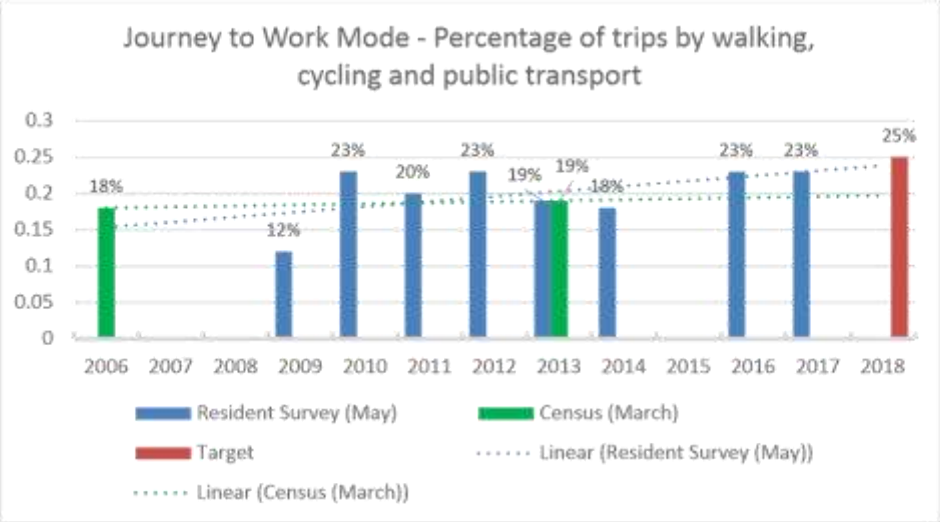
However, it must also be noted that Q3 2016, Q1 2017 and Q2 2017 had slightly longer mean travel time that in comparison to the 2015 baseline. Only Q4 2016 mean reduced against the Q4 2015 baseline.

Nelson Objectives	Indicator	Target	16/17 Performance	
1) A sustainable transport system that is integrated with well planned development, enabling the efficient and reliable movement of people and goods to, from and throughout the region 2) Supporting economic growth through providing better access across the Top of the South's key journey routes	ONRC (One Network Road Classification)	ONRC is fully established by 2018	On track. ONRC has been used to guide drafting of the Nelson City Council 2018 Transport Asset Management Plan and the 2018 State Highway Investment Proposal	
	Routes available to HMPV increase over time	Maitai Valley is available to 50 MAX vehicles by 2021.	Target met. Maitai Valley fully 50Max compliant.	
3)Communities have access to a resilient transport system. 4)Communities have access to a reliable transport system.	Reduction in the number of hours that sections of SH6 and the Waimea Road and Main Road Stoke Arterial network are closed due to unplanned disruptions	Downward trend from 2015 baseline	Target not met. No unplanned closures in 2014/15 and one 0.5hour closure in 2016/17. Waimea Road – **Target not met** because there were previously no closures 0 hours - 2015/16 1.3 hours – 2016/17[2] Main Road Stoke – **Target not met** because there were previously no closures 0 hours - 2015/16 1 hour – 2016/17 [3]	  
N1) Communities have access to a range of travel choices to meet their social, economic, health and cultural needs N2) Enable access to social and economic opportunities by	Journey to work mode (census data and residents survey)	Increase in share of weekday journeys to work trips undertaken by walking, cycling and public transport to at least 25% by 2018	Not on track to meet 2018 target. Resident survey data in 2017 indicated 23%. This has not changed from 2016 when 23% was also recorded. (refer graph 3.2.1)	

Road closures A1713511
[3] Road closures A1713511[4] A1657039 Transport Journey to Work[5] A861021 Cycle Counting Summary

investing in public transport	Walking and cycle counts	An average annual increase greater than 2% between 2015 and 2018	Target met. The growth from 2014/15 to 2016/17 is 17% Refer graph 3.2.3 below for details. (refer graph 3.2.2)	
	Public transport patronage	2% increase per annum	Target not met. 0.2% behind target. Refer graph below for details. (refer graph 3.2.3)	
	Public transport accessibility	65% of households are within 400m of a bus route by 2018	Target met. 78% of households are within 400m walk for all seven routes (includes Stoke loop). (Refer map 3.2.4). This will decrease in 2017/18 when route 6 is dropped.	

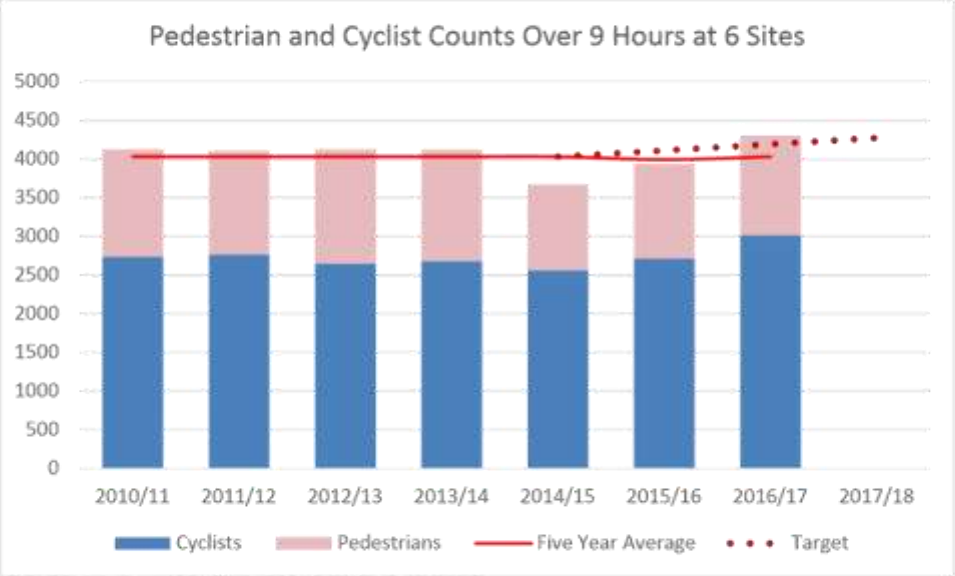
3.2 Travel Choice Objective - Detail



Graph 3.2.1 – Journey to Work Mode – Percentage of trips by Walking, Cycling and Public Transport.[4]

The two dashed linear trend lines show that we are tracking below the 2018 target of 25% of the weekday journeys to work by walk, cycle and public transport. The next Census is due in March 2018.

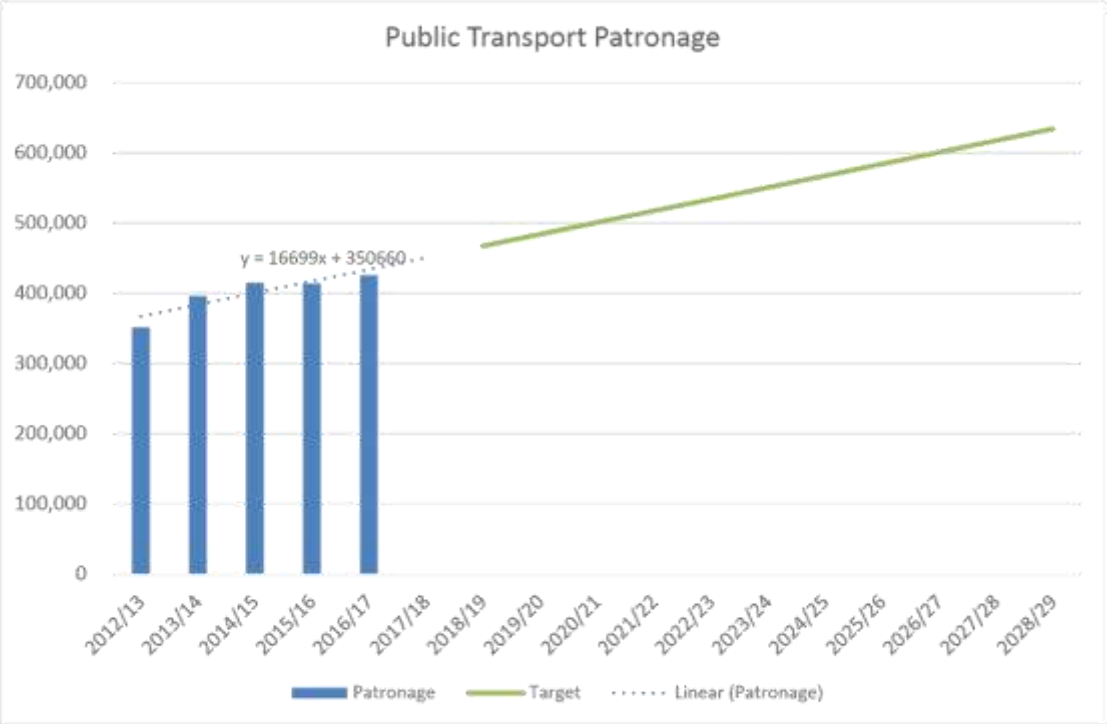
[4] A1657039 Transport Journey to Work[5] A861021 Cycle Counting Summary



Graph 3.2.2 – Walking and Cycling Counts[5]

Walk and Cycle count data is presented in the graph above from 6 screen line sites across the city. Target met. 2016/17 data indicates 1% over target.

[5] A861021 Cycle Counting Summary



Graph 3.2.3 – Public Transport Patronage[6]

Target not met. 2016/17 data indicates 0.2% behind target. There are however positive results that there were 12,025 more users than in the previous year financial year (a 1% increase), and 10,911 more than the previous high of 415,326 in 2014/15. The recently deleted Stoke Loop contributed 17,850 trips to the annual total.

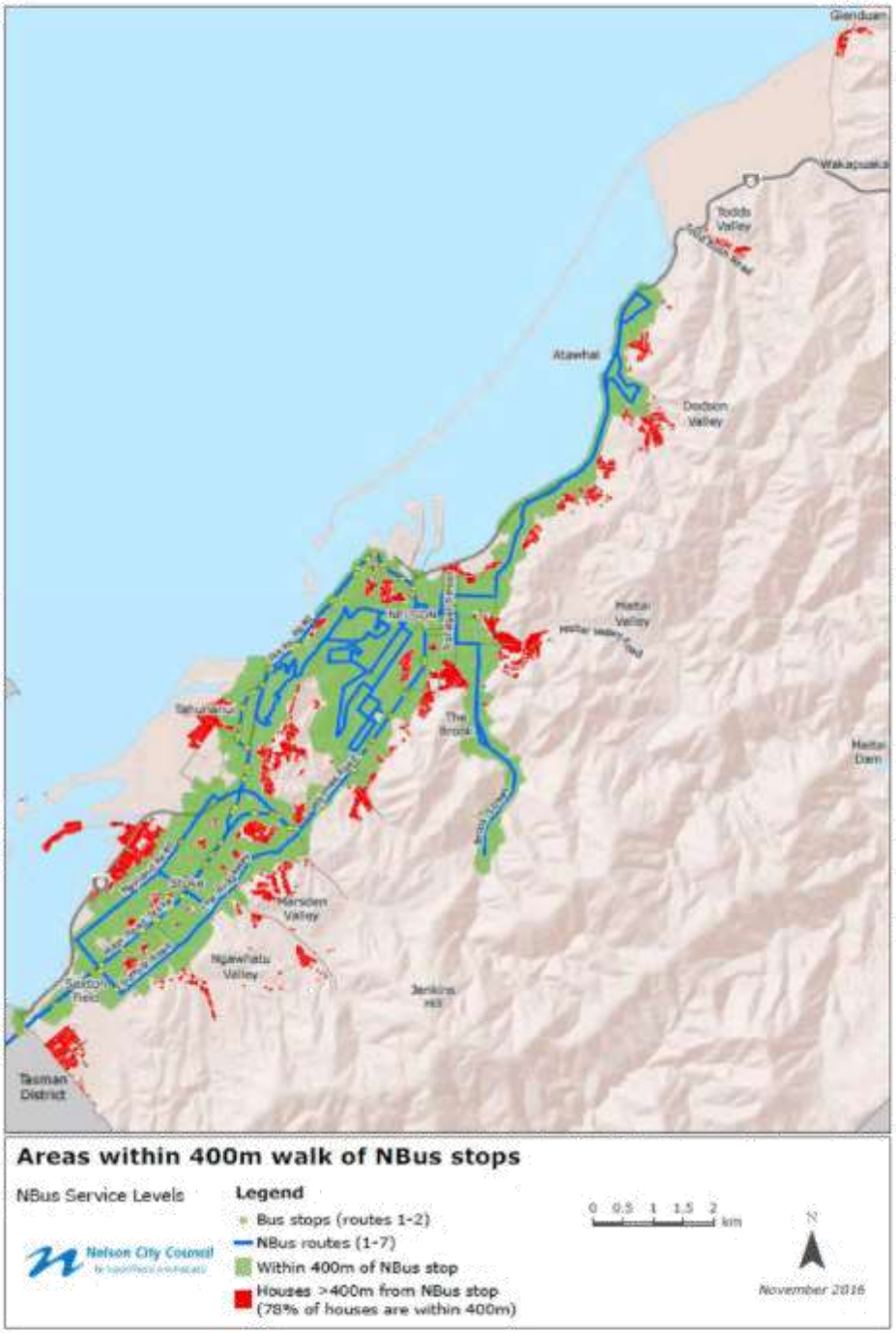
Patronage data shows that there was an increase of 16% in Supergold patronage in the 2016/17 year compared with the previous 15/16 year.

Public transport accessibility

The map below shows the areas that are within a 400m walking distance of a bus stop which totals 78% of residences in the 2015/16 period.

The level drops to 73% if route 6 (Stoke Loop) which only has three services 5 days a week is excluded.

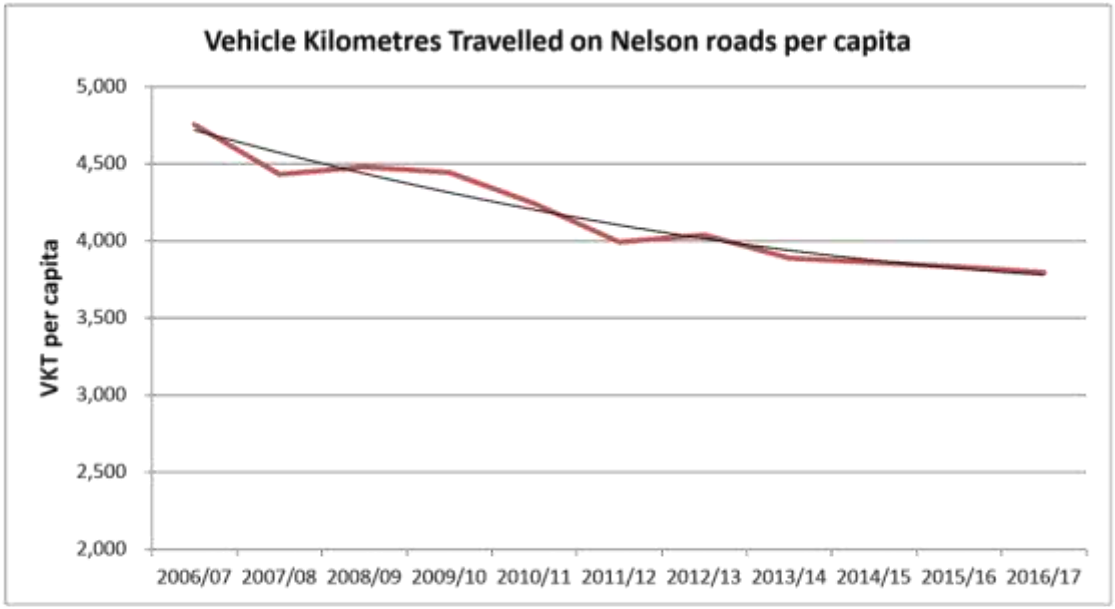
[6] A883923 Monthly NBus Data (LOS Annual Patronage tab)



Graph 3.2.4 – Public Transport Accessibility

Nelson Objectives	Indicator	Target	16/17 Performance	
N3)The transport system supports national strategies for energy efficiency and climate change, and protects natural systems and community values	Energy efficiency	Reducing trend in local road annual vehicles kilometres travelled per capita from 2013 levels	Target met. 2016/17 measure shows downward trend[7]. There has been a reduction of 37km/p.capita between 2015/16 and 2016/17, and a reduction of 243km/p.capita since 2012/13.	
	Multiple occupancy vehicles	Maintain the proportion of vehicles with more than one occupant in the peak period across the Waimea Road and Rocks Road screen line to at least 25%	Target not met. The % of vehicles with more than 1 occupant across the Waimea Road and Rocks Road screen line has dropped to 24% in 2016/17.	

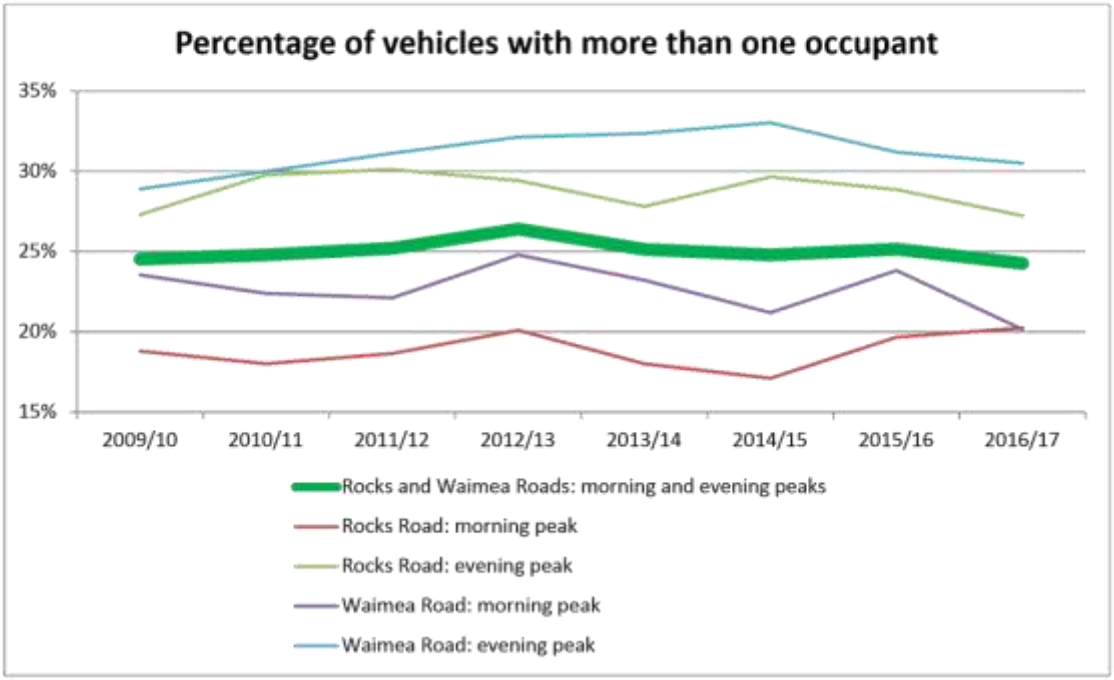
3.3 Energy Efficiency Objectives



Graph 3.3.1 – Vehicle Kilometres Travelled on Nelson Roads per Capita

7

The total network vehicle kilometres travelled (VKT) increased from 194 to 197 million VKT between 2015/16 and 2016/17, however, when taking population into account the average distance travelled per person slightly reduced from 3,833km/p.capita to 3,796km/p.capita.

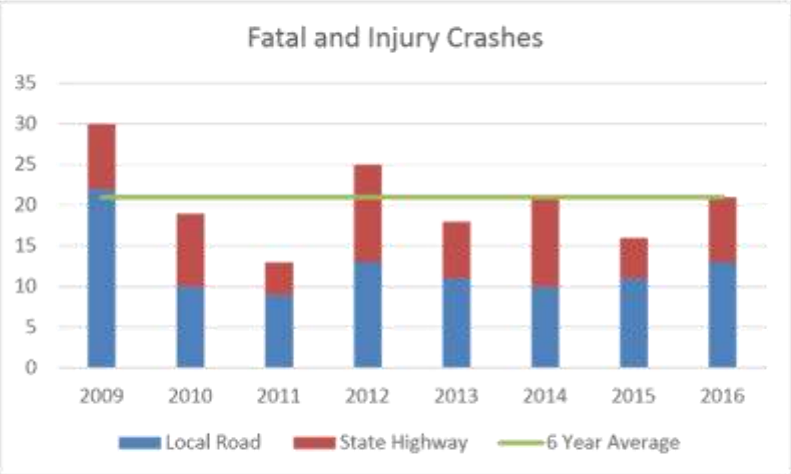


Graph 3.3.2 – Percentage of Vehicles with more than One Occupant

The average occupancy during the peak period is shown by the bold green line in the graph above.

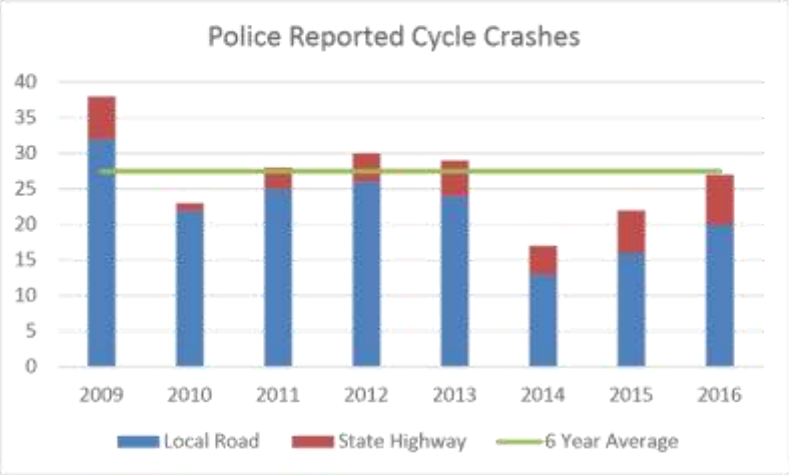
Nelson Objectives	Indicator	Target	16/17 Performance	
N4) Deaths and serious injuries on the Nelson network are reduced at reasonable cost	Crashes	Reduction in the average annual number of fatal and serious injury crashes in the 6 year period 2015-2021 compared with the previous 6 year average 2009-2014.	On track. A total of 21 fatal and serious crashes occurred on the network in the 2016 calendar year. The 6 year average 2009-14 was 21. (refer graph 3.4.1)	
	Police reported cycle crashes	Static or reduced average annual number of cycle crashes in the 6 year period 2015-2021 compared with the previous 6 year average 2009-2014.	On track. A total of 27 Police reported cycle crashes occurred on the network in the 2016 calendar year compared with the 6 year average of 27.5. (refer graph 3.4.2)	
	Pedestrian Crashes	Reduction in the average annual number of pedestrian crashes in the 6 year period 2015-2021 compared with the previous 6 year average 2009-2014.	On Track. A total of 14 pedestrian crashes occurred on the network in the 2016 calendar year compared with the 6 year average of 14.1 (refer graph 3.4.3)	

3.4 Road Safety Objective – Detail



Graph 3.4.1 – Fatal and Injury Crashes[8]

Graph 3.4.1 above plots the number of fatal and serious crashes in the Nelson land transport network over time. The data shows that the current crash rate matches the 2009-2014 target. There was a total of 21 fatal and serious crashes on the network in the 2016 calendar year which equals the previous 6 year average of 21, but is more than the 2015 total of 16.

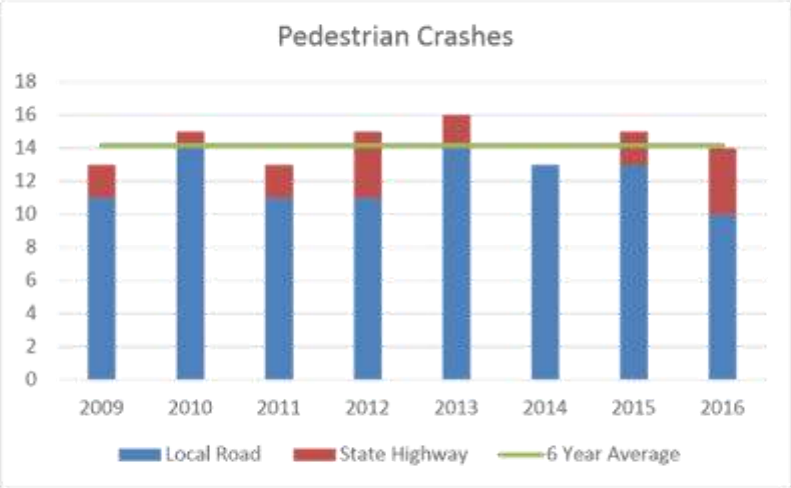


Graph 3.4.2 – Police Reported Cycle Crashes[9]

Graph 3.4.2 above plots the number of Police reported cycle crashes in the Nelson transport network over time. The data shows that Council is currently meeting the 2009-2014 target, but if the upward trend continues the target is likely to be exceeded in 2017. There was a total of 27

[8] A1655330 RLTP Monitoring - Crash
[9] A1655330 RLTP Monitoring - Crash

Police reported cycle crashes on the network in the 2016 calendar year compared with the previous 6 year average of 27.5.



Graph 3.4.3 – Pedestrian Crashes[10]

Graph 3.4.3 above plots the number of pedestrian crashes in the Nelson transport network over time. The data shows that Council is on track to meet the 2009-2014 target however these has not been any sustained improvement and the target could be exceeded in 2017. A total of 14 pedestrian crashes occurred on the network in the 2016 calendar year compared with the 6 year average of 14.1.

Nelson City Council
te kaunihera o whakatū

Regional Transport Committee

27 November 2017

REPORT R8627

Draft Regional Land Transport Plan Mid Term Review - Statement of Proposal

1. Purpose of Report

1.1 To adopt the draft Regional Land Transport Plan 2015 – 2021 (RLTP) Mid Term Review statement of proposal (including the associated Regional Public Transport Plan) for consultation.

2. Recommendation

That the Regional Transport Committee:

Receives the report Draft Regional Land Transport Plan Mid Term Review - Statement of Proposal (R8627) and its attachments (A1846406, A1857239 and A1857355); and

Adopts the Draft Regional Land Transport Plan Mid Term Review - Statement of Proposal including the Regional Public Transport Plan (A1846406) and the summary Statement of Proposal (A1857239) for the purposes of community consultation and the targeted public transport engagement letter (A1857355); and

Delegates any minor word changes to the Chair of the Regional Transport Committee and Her Worship the Mayor.

3. Background

3.1 The Land Transport Management Act 2003 requires Unitary Authorities to prepare a RLTP every six years and update it every three years.

3.2 The Regional Transport Committee (RTC) and Council approved the 2025-2021 RLTP in 2015.

3.3 The 3 year review of the RLTP is now required. This is referred to as the 'mid-term review'.

3.4 When preparing a RLTP a Regional Transport Committee (RTC) must consult in accordance with the principles specified in section 82 of the Local Government Act and may use the special consultative procedures specified in section 83 of the Local Government Act.

3.5 The RLTP sets out how the region's land transport system will develop and identifies proposed regional transport activities for investment (local and/or central government) over the next ten years.

3.6 The RLTP is a joint document with Tasman District Council and Marlborough District Council and the New Zealand Transport Agency (NZTA) to enable the key transport objectives and policies to provide a joint voice when competing for central government funding. A section is also included in the plan for the objectives and policies that are more relevant to Nelson. This joint approach was endorsed by the RTC on 1 August 2014 and approved by Council on 28 August 2014.

3.7 The RLTP also includes a foreword endorsed by the South Island Regional Transport Committee Chairs group of which Nelson is a member.

3.8 A joint top of the south Regional Transport Committee workshop was held on the 14 September 2017 and facilitated independently to understand the key issues, opportunity and benefits facing the region from a transport perspective.

3.9 The RLTP also includes the Regional Public Transport Plan (RPTP). The RPTP was workshopped by the full Council on the 16 August 2017 and also via a second workshop with the RTC on the 14 September 2017. The key outcomes of these workshops are presented in section 4.2 below.

3.10 The Land Transport Management Act 2003 states that a Regional Council may carry out consultation on a proposal to adopt a Regional Public Transport Plan in conjunction with the relevant regional transport committee's consultation on its RLTP.

4. Discussion

4.1 The currently operative 2015 RLTP has been updated to reflect a business case focus guided by the Investment Logic Map developed at a Joint Top of the South Regional Transport Committee workshop held on the 14 September 2017 and a workshop with the Nelson RTC on the 19 June 2017 that discussed and confirmed the objectives in the local part of the plan.

4.2 Direction was provided by Councillors in the development of the public transport network in preparation of the RPTP. The items in the table below were supported by Councillors for inclusion in the RPTP.

Proposed change	Description	Provisional Cost per annum	Comment
New Low floor local city buses	Low floor and wheelchair accessible, low emission buses. Seats 14-16 passengers	$60,000	Improved level of service to passengers, many of whom are elderly.
Student/CS card fare reduction	Rationalising fare categories	$20,000	Makes children (>5yrears) students and community service card holders all the same fare
Zone changes	4 zones to 3 Results in fare reduction for all	$40,000	Implementation at same time as electronic ticketing Mid 2018
Incl. weekend services, Nelson ⇄ Richmond	Increases number of return trips later in the afternoon.	$25,000	Improves level of service at weekends. To be included in LTP.
Improved Nelson local city services	Alter timetable to free up bus to operate revised Stoke Loop service between 9am and 3pm	$30,000	
New Stoke service	Revised Stoke Loop service utilising existing local bus operating at off peak only (9am – 3pm)	$50,000	Feedback from Stoke community when service ceased was that this provided an important social service for many elderly in the community. Routes better aligned to Greypower requests.
	TOTAL Provisional cost	**$225,000pa.**	(total costs subsidised by NZTA 51%)

4.3 Support was also received for officers to discuss opportunities with NMIT to increase their use of public transport.

4.4 Table 4 of attachment 1 sets out the agreed Top of the South Significant Activities summarising proposed phasing, costings and timelines.

4.5 The draft RLTP mid-term review Statement of Proposal is included as Attachment 1.

4.6 A brief summary Statement of Proposal is included as Attachment 2.

4.7 The letter for engagement with key stakeholders in relation to the Regional Public Transport Plan is included as Attachment 3.

4.8 Following adoption of the Statement of Proposal by this RTC it will be released to the public for feedback. A consultation period is proposed to run from 15 December 2017 to 9 February 2018. Hearings will be held in

mid-February 2018 by the RTC with a deliberation report scheduled for late February 2018 also to the RTC.

4.9 The RTC will then make a recommendation to Council to adopt the RLTP and officers propose the agenda for the Council meeting on 20 March 2018.

4.10 The final step is submission of the RLTP to the National Land Transport Fund moderation process prior to 30 April 2018.

4.11 The Land Transport Management Act 2003 requires the RTC to develop the RLTP to be consistent with the Government Policy Statement on Land Transport (GPS).

4.12 The GPS sets out national land transport objectives and the results the Government wishes to achieve from allocation of the National Land Transport Fund.

4.13 A draft GPS was released in February 2017 by the previous Minister of Transport and the draft RLTP for community consultation that is the subject of this report is based on this draft GPS.

4.14 At the time of writing the report the new Government has just been formed. The Ministry of Transport have given an indication that an amended draft GPS will be released in January.

4.15 As the front sections of the Draft RLTP mid-term review (sections A-E) are shared with Tasman and Marlborough District Councils the RTC from those two authorities will also be considering it for consultation.

5. Options

5.1 Consulting on the Draft RLTP is required by the Land Transport Management Act. It is not an option to not consult.

6. Conclusion

6.1 The draft RLTP 2015-2021 mid-term review has been developed through a Nelson RTC workshop on 19 June 2017 and a Joint Top of the South RTC workshop in September, the draft GPS reflection by elected members and the requirements of the Land Transport Management Act 2003.

6.2 The Council and RTC have also workshopped the Regional Public Transport Plan extensively.

6.3 It is recommended that the Committee adopt the draft RLTP 2015-2021 Statement of Proposal including the Regional Public Transport Plan for consultation to commence on 16 December 2017 and close on 9 February 2018.

Paul D'Evereux
Senior Asset Engineer - Transport and Roading

Attachments

Attachment 1: Draft RLTP Mid Term Review Statement of Proposal (A1846406) ⇩

Attachment 2: Summary RLTP mid term review statement of proposal (A1857239) ⇩

Attachment 3: Draft public transport engagement letter (A1857355) ⇩

Important considerations for decision making

1. Fit with Purpose of Local Government

Providing a Regional Land Transport Plan and Regional Public Transport Plan is a requirement of the land Transport Management Act 2003.

2. Consistency with Community Outcomes and Council Policy

The development of a Regional Land Transport Plan and a Regional Public Transport Plan sets the key objectives, measures and activities that contributes to the community outcome "our infrastructure is efficient, cost effective and meets current and future needs".

3. Risk

There is a risk that the Government Policy Statement of Land Transport may be released by the new Government with significant change to the way land transport activities are prioritised in New Zealand. If that change triggered the addition or removal of activities that trip the Regional Land Transport Plan or Regional Public Transport Plan significant policies the public consultation phase may need to be repeated resulting in additional officer expense and potential to not meet the 30 April 2018 deadline for submission of the plans to the National Land Transport Fund.

4. Financial impact

Preparation of this Regional Land Transport Plan and Regional Public Transport Plan are included in operational budgets.

The activities listed in this plan are consistent with the activities proposed via the Draft Transport Asset Management Plan for Nelson City Council and the State Highway Investment Proposal for the NZTA.

5. Degree of significance and level of engagement

This matter is of high significance because it involves the future form and management of the transport network. Therefore a Special Consultative Procedure in accordance with section 83 of the Local Government Act 2002 is planned.

6. Inclusion of Māori in the decision making process

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

7. Delegations

The Regional Transport Committee has the responsibility for preparing the RLTP in accordance with the requirements of the Land Transport Management Act 2003. The Regional Transport Committee has the power to decide this matter.

The Regional Transport Committee has delegations to hear and deliberate on submissions and make recommendations to Council in relation to the Regional Land Transport Plan and Regional Public Transport Plan.

Connecting the Top of the South

Draft

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

Mid Term Review

Marlborough District Council, Nelson City Council and Tasman District Council

tasman district council

Nelson City Council te kaunihera o whakatū

MARLBOROUGH DISTRICT COUNCIL

Nelson RLTP 2018 Mid Term Review – A1846406

Record of amendment

Amendment number	Description of change	Effective date	Updated by
1	2015 RLTP approved for public consultation	December 2014	RTC
2	2015 RLTP Amended following consultation and adopted by Council	April 2015	Council
3	Changes made following Mid Term Review and approved for public consultation		

Executive Summary

This document is a mid-term review of the six year document that was developed initially for the Transport Agency's National Land Transport Programme 2015–18, but that is also current for the 2018-2021 National Land Transport Programme. The main purpose of the Regional Land Transport Plan is to set out the region's land transport objectives, policies, and measures for the next 10 financial years using national funding. In developing this plan the Top of the South aspirations have been aligned with the national outcomes as outlined in the Draft 2018 Government's Policy Statement on Land Transport.

The Top of the South councils, in partnership with The Transport Agency, have collaborated to develop a joint Regional Land Transport Plan that aims to provide the community with an efficient, safe and resilient road network. This Regional Land Transport Plan considers the economic drivers for the Top of the South with horticulture, viticulture, forestry, seafood, farming and tourism being the main areas driving our economic growth. All three areas are experiencing significant growing. Nelson City continues to be the largest urban area within the region for employment, the State Highway 1 route through Marlborough District is the highest use freight route in the South Island and Tasman is experiencing significant residential and commercial growth.

The key problems and benefits from solving those problems that face land transport in the top of the south have been collaboratively determined using Treasury's Better Business Case principles. Four key problems were identified:

Constraints on the transport network are leading to delays affecting freight, tourism, business and residential growth.

Lack of redundancy, and susceptibility of the network to the impacts of climate change and high impact natural hazards increases the risk of losing community connectivity and impacting the economy.

Driver behaviour and unforgiving roads lead to unacceptable levels of death and serious injuries.

Roads and footpaths inadequately support our ageing population and increasing active travel demands creating barriers to utilise alternative modes of transport.

Further detail on the key transport issues and challenges are presented in Part C.

All three councils recognise that we are highly interdependent on each other for our economic and social welfare. The Top of the South economy is highly dependent on its transport network as there is no rail alternative for Nelson and Tasman, so the need for resilience, reliability and safety along key journey routes is of vital importance.

tasman district council

Nelson City Council te kaunihera o whakatū

MARLBOROUGH DISTRICT COUNCIL

Evidence and discussion on the key problems and issues is discussed in Part C and the strategic response and activities that respond to the identified problems are listed in the significant activities table in section E. In the Nelson region this includes progressing:

- the Nelson Southern Link Investigation to better understand the appropriate response to increasing level of congestion and forecast growth in tandem with the Rocks Road walking and cycling project.
- An extension to Hill Street to connect with Saxton Road to enable residential growth
- A partnership project with our Tasman Neighbours and the Transport Agency that considering the best form and function and hierarchy of the Richmond and Stoke south transport network
- Improvements to the safety and resilience of the SH6 Blenheim to Nelson route.

Part F outlines the specific land transport issues that Nelson faces and how we intend to deal with these issues. Part F also includes a programme of forward works for the next seven years for both local roads and the State Highway to provide the complete picture of the works planned in Nelson.

Part G houses the Nelson Regional Public Transport Plan for Nelson. It details the public transport services that are integral to the public transport network, the policies and procedures and the information and infrastructure that support public transport.

The plan must be consistent with the Government Policy Statement on Land Transport, however the Government Policy Statement on Land Transport at the time of writing this document is draft due to the recent change in Government. The key objectives of the Draft GPS are to provide: Economic growth and productivity, road safety and value for money. It is proposed that changes resulting from the finalisation of the Government Policy Statement on Land Transport will be taken into account during the deliberations process at the end of the public consultation phase.

The Nelson Regional Land Transport Plan was published on 1 July 2015 and this mid term review was published on the 1 July 2018.

Copies can be found at any Council office or library.

Foreword - South Island Chairs Working Group

The top of the south Regional Transport Committee Chairs from Marlborough, Nelson and Tasman have been involved in a South Island wide working group.

South Island Regional Transport Committee Chairs recognise that South Island regional economies and communities are interconnected, with critical freight and visitor journeys crossing regions, and extending along and across the South Island, and connecting to both Stewart Island and the North Island.

The South Island has a relatively small and dispersed population of around one million. Christchurch is the largest urban area and is centrally located, and there are several other main centres located throughout the island. Small communities are often at a significant distance from main centres, and depend on the products transported to their locality every day, as well as the ability to move products to be processed, distributed and exported. This makes the resilience of transport linkages between South Island communities of critical importance.

The efficient movement of both goods and people is essential to the South Island's economy, as well as the social and economic wellbeing of its residents. The majority of freight is moved by road, with substantial freight growth being projected. Freight demand in the South Island is currently driven by a mix of primary sector and export growth, as well as population change. There has also been significant growth in the tourism sector, with the South Island recognised as a tourism destination in its own right. These critical freight and tourism journeys do not stop at regional boundaries – they extend across the South Island.

In this context, the South Island Regional Transport Committee Chairs Group was established with the purpose of significantly improving transport outcomes in the South Island, to help drive our economy and better serve our communities, through collaboration and integration. Chairs agree that they can make greater progress toward realising common goals if they work together.

The three key collaborative priorities for the Group are to:

1. Identify and facilitate integrated multi-modal freight and visitor journey improvements (including walking and cycling journeys) across the South Island.
2. Advocate for a funding approach which enables innovative and integrated multi-modal (road, rail, air, sea) solutions to transport problems, and small communities with a low ratepayer base to maintain and enhance their local transport network.
3. Identify and assess options for improving the resilience and security of the transport network across the South Island, as well as vital linkages to the North Island.

South Island Chairs Regional Transport Committee Working Group

tasman district council Nelson City Council te kaunihera o whakatū MARLBOROUGH DISTRICT COUNCIL

Foreword- Nelson Regional Transport Committee Chair

Land Transport enables our communities to connect by providing a safe and efficient network for people and goods to move around Nelson.

This RLTP covers 55km of State Highways and 268 km of local roads through diverse and often challenging topography from steep hillside country to dense urban environments. There is no rail, thus the economic wellbeing of our people is dependent on an efficient and effective road network. If Nelson is to continue to grow and prosper it needs an efficient land transport system.

The Regional Land Transport Plan set outs the projects and activities planned over the next few years on both the State Highway and local road network. This document is the 2018 mid-term review of the original 2015 RLTP document. From a statutory perspective, the RLTP meets the requirements of the Land Transport Management Act 2003 and contributes to the overall aim of the Act.

This 2018 mid-term review continues to take a "Top of the South" perspective looking at issues, objectives and significant projects in partnership with our neighbours Marlborough and Tasman. It also introduces the great work that the South Island Regional Transport Committee Chairs group is doing to facilitate integrated multi-modal freight and visitor journeys, advocate for funding approaches that work for the South Island context, and improve South Island transport resilience.

In Nelson there is an issue of congestion on our roads and this congestion is clearly evident at peak times. It's also forecast to increase as our population and businesses activities continue to experience strong growth.

Finally I thank our neighbouring Regional Transport Committees of Marlborough and Tasman as well as the community from across the top of the south for coming together to develop this plan to advance land transport in a holistic way across the top of the south.

Paul Matheson QSO JP

Chair of Nelson Regional Transport Committee and Deputy Mayor Nelson City Council

Contents

Part A – Introduction and Purpose

This document sets out the forward works programme, maintenance and operations and other land transport activities that forms part of the funding submission to the Transport Agency and the National Land Transport Fund.

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

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

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

Puka Puka Weld Pass SH1, Marlborough

tasman district council

Nelson City Council te kaunihera o whakatū

MARLBOROUGH DISTRICT COUNCIL

Part B – Government Policy Statement & the RLTP

B1 Relationships between Land Transport Documents

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

The Transport Agency's 'Statement of Intent' gives effect to the Government's direction for transport. The Transport Agency therefore invests and operates with a 'whole of system' approach, with their immediate priority being the development and finalising of the 2018 to 2021 NLTP.

In 2017 the Transport Agency released the 'Long Term Strategic View' (LTSV) document. The LTSV identifies long term pressures and priority issues and opportunities and is the link between the Government Policy Statement and investment proposals. The LTSV is informing the Transport Agencies' investment proposal, but eventually they want to develop it to develop it to take a shared system view.

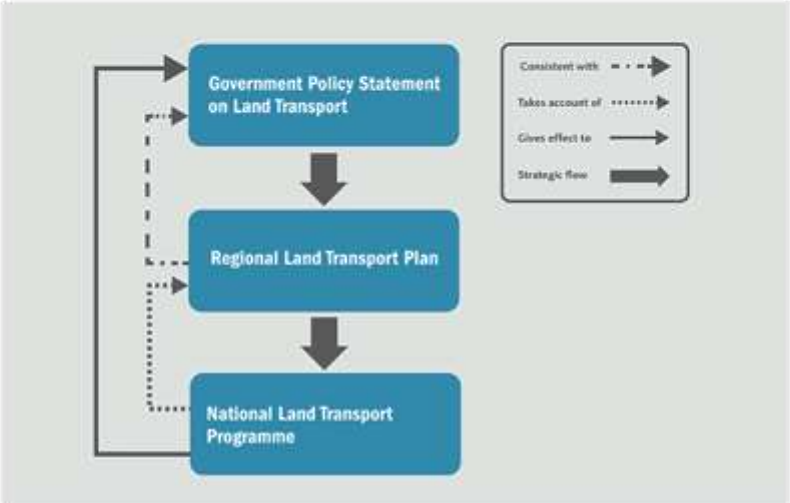


Figure 1 – Statutory Relationship between the RLTP, the NLTP and the GPS

B2 The Government Policy Statement on Land Transport 2015/16-2024/25

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

The Government released an 'Engagement Draft' of its GPS (the Draft GPS 2018) in February 2017 which includes:

- national objectives for land transport;
- the results the Government wishes to achieve from allocation of the National Land Transport Fund;
- the Government's land transport investment strategy in a framework that will guide investment over the next 10 years; and
- the Government's policy on borrowing for the purpose of managing the NLTP.

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

The strategic priorities in the draft 2018 GPS are shown below in **Figure 2** below.

Figure 2 GPS 2018 Strategic Priorities

The draft GPS 2018 has been developed by the previous Government and is used as a basis for this mid term review of the RLTP. The draft GPS 2018 continues the strategic direction from the 2015 and 2012 GPS, however this could change under the new Government. Should the new Government significant change the GPS then this draft RLTP will be updated by the Regional Transport Committee during the deliberations process at the conclusion of the consultation phase in February 2018.

B3 The National Land Transport Programme

The NLTP for 2018 to 2021 contains all of the land transport activities, such as public transport services, road construction, maintenance and policing, that the Transport Agency anticipates funding over the next three years. The NLTP is a planning and investment partnership between the Transport Agency and local authorities which will deliver transport solutions that will help communities across New Zealand thrive. The NLTP will be published on 1 July 2018.

The Transport Agency now requires all activities seeking inclusion in the NLTP to be developed in a manner consistent with the principles of the business case approach (BCA). To support this, it is important that plans at national, regional and local levels are also developed in a way that is consistent with the BCA principles. As this RLTP is a key statutory document for the Top of the South this mid-term review has been undertaken using BCA principles. The Investment Logic Map that shows the key problems, benefits and strategic responses is located in the Key Issues section C3.

B4 Regional Land Transport Plan

Section 13 of the Act requires every regional council, through its Regional Transport Committee, to prepare a RLTP every six financial years. The RLTP provides the strategic context and direction for each region's transport network. The first iteration of this document was submitted to the Transport Agency prior to the 30 April 2015 following approval by Council. This mid term review will be submitted to the Transport Agency by 30 April 2018 once it is approved by Council.

The Top of the South Councils have agreed to work together and provide a coordinated RLTP.

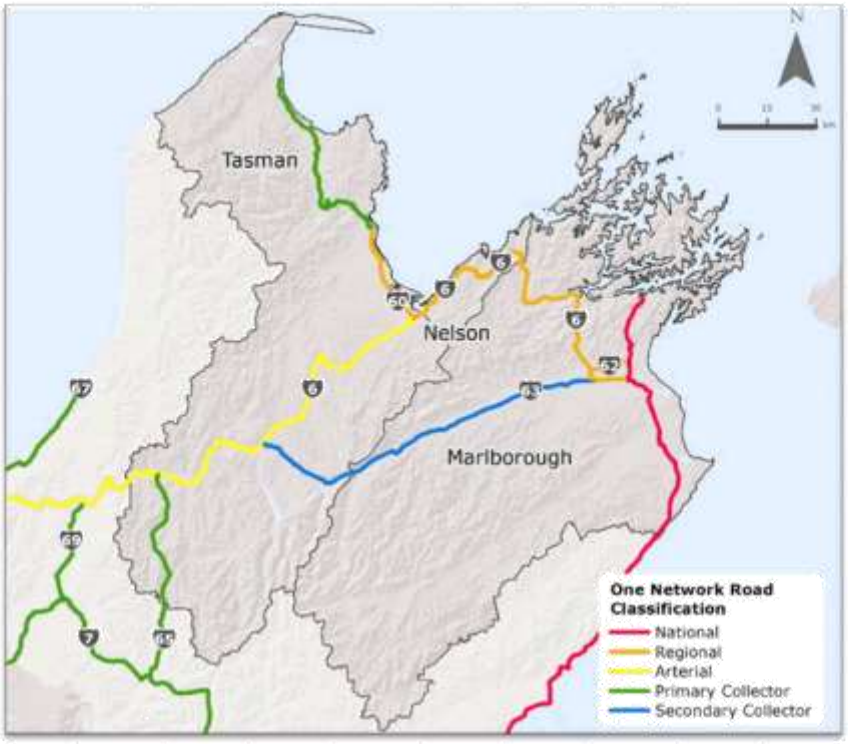
The RLTP 2015 to 2021 is available for the public to view on each council's website and in each council's respective service centres. Once this mid term review is published on 1 July 2018 it too will be available for the public to view on each council's website and in each council's respective service centres.

Part C – Top of the South Key Issues and Context

C1 Introduction

The Top of the South includes Marlborough, Nelson and Tasman along with its transport investment partner, the Transport Agency collectively deliver a land transport system that enables economic growth, accessibility and resilience to all road users. The areas the Top of the South include as shown in **Map 1**.

Map 1. Top of the South



As shown, the area covered by the Top of the South goes from the east coast to the west coast and mainly consists of rural land and national parks. Nelson City in comparison to Tasman and Marlborough is predominantly urban. Nelson and Tasman are economically interlinked and dependent on each other. This heavy reliance on each other is reflected in the way the two Councils work together with respect to the transport network.

C2 Regional Transport System Problems and Opportunities

In order to provide strategic direction to inform this mid-term review and update the 2015 RLTP a stronger business case focus has been taken. The key issues and transport objectives from the 2015 RLTP were tested and refined through collaborative workshops and the resulting key problems that face land transport in the top of the south have been developed. The problems, benefits of solving the problems and the strategic responses are shown in the Investment Logic Map below.

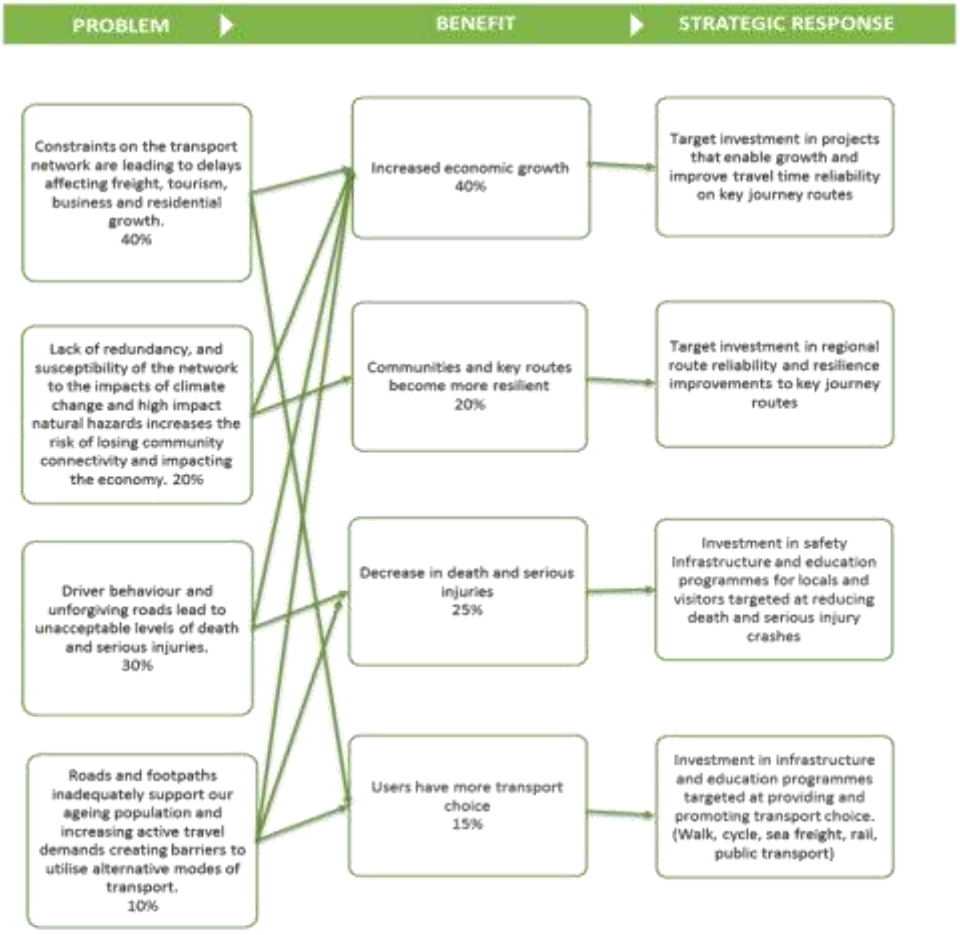


Figure 2 – Investment Logic Map - Top of the South Regional Transport Issues

Evidence to support the problem statements is located in section C4. Monitoring and measurement against the benefits are listed in table 3 and 5 and presented in detail in Appendix 3. The strategic responses presented above are mapped to the individual projects in tables 4 and 6 to show how the individual project responds to the identified key problems.

C3 Regional Context

Marlborough

Marlborough is situated in the north-east corner of the South Island, accessible by ferry, rail, air, and road.

As of the March 2013 Census, the resident population was 43,416. The main population of Marlborough is centred in the town of Blenheim (24,183), followed by Picton (4,056), which is 25km north of Blenheim. As the ferry transit point from Wellington and entrance to the Marlborough Sounds, Picton is a tourism gateway.

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

A fifth of Marlborough District's workforce is employed in the primary sector. Over the last decade the Marlborough District has successfully converted most of the land formerly dedicated to cropping and stone fruit into viticulture so that it is now New Zealand's largest grape growing region, producing 67% of New Zealand's total wine production.

Rail runs north/south through Marlborough generally parallel with SH1 and complements the Top of the South's land transport network. Key freight hubs are located at Port Marlborough (Picton) and Spring Creek with passenger stations at Picton and Blenheim.

Nelson

Nelson City is the smallest 'region' in New Zealand (by land area). It is bounded by Champion Road to the south, the Bryant hill range to the east and Cape Soucis and Tasman Bay to the north. Nelson's resident population at the 2013 Census was 46,437.

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

Nelson provides services for the communities of Tasman and Marlborough and has particular strengths in marine construction, aviation, manufacturing and is home to almost one-third of New Zealand's fishing and aquaculture. Like Tasman and Marlborough, Nelson has opportunities to add value to primary products and for smaller-scale enterprises to work together to grow and to export.

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

Tourism in Top of the South is driven by its natural beauty and great climate and supported by a premier food and beverage establishments, shopping opportunities and its thriving local arts and crafts scene which see the city and the tourist areas swelling to capacity during the summer months.

Tasman

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

At the time of the March 2013 census Tasman District had a total resident population of 47,157. The main population of the Tasman District is centred in Richmond which is the largest and fastest growing town in the District with 14,916 residents. Motueka is the next largest town with 7,593 residents in 2013.

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

Like Marlborough the primary sector is the main economic driver for Tasman.

Economic Drivers

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

The Top of the South contributes close to three percent of New Zealand's gross domestic product (GDP) and has a high reliance on primary industry with concentrated exposures to natural commodities and international commodity prices. The Tasman and Marlborough districts are highly export focused and rely on factories and manufacturing in both Nelson and Tasman for export. By weight the exports are predominantly distributed via Port Nelson, with lesser amounts via Port Marlborough, Nelson Airport and Marlborough Airport.

Port Nelson is the biggest fishing port in Australasia, and supplies all the fuel for the Top of the south. Forestry is important whether it be raw logs, or value added timber products. Wine has grown significantly in the last 5 years particularly via the road linkage to Marlborough which supports the new QuayConnect logistics facility at Port Nelson.

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

- horticulture;
- forestry;
- seafood;
- pastoral farming; and
- tourism.

Three other significant sectors contributing to the regional economy are:

- water, air and other (land) transport;
- chemical product manufacturing; and
- professional and technical services.

Annual growth in Nelson-Tasman regional GDP per capita in 2016 was 2.0% compared with the national average of 2.5%. In Marlborough, annual growth was 1.7% in 2016.

Horticulture and viticulture

Over the past 20 years, horticulture exports have grown from $200 million to $2.23 billion. It is now New Zealand's sixth largest export industry. Historically, horticulture and viticulture has been one of the Top of the South's key sectors. In 2016, horticulture alone contributed to more than 2.4% of the regional GDP in Nelson-Tasman. It provided over 5.3% of the region's employment. In Marlborough, this figure was 2.6% of the regions GDP and 6.1% of the regions employment. New Zealand's largest grape producing region is Tasman-Marlborough. In 2013, there were 158 wineries in Marlborough and 28 in Tasman out of a total 2,005 in New Zealand. The movement of horticultural products and grapes contributes significantly to the economies of Tasman and Marlborough with the produce being predominantly transported around the Top of the South by road.

Neudorf Vineyard, Tasman

The main horticulture clusters include grapes, apples and pears, vegetables and kiwifruit. Regional issues that the horticulture and viticulture industries face include an efficient route to Port Nelson. In 2015, over 239,000 tonnes of fruit were exported from Port Nelson making up 62% of the total tonnage of food exports. Transporting that amount of horticultural products to both pack houses, cool stores and to the Port requires an efficient and reliable road network. Seasonality of the industry is a major factor with peak horticultural freight movements around the Top of the South occurring in autumn. It is especially important at this time of the year that the network is at its most efficient and resilient.

Forestry & Wood Products

In 15/16 there was a total of 169,783 hectares of plantation forestry in Nelson, Tasman and Marlborough (10% of New Zealand's forest plantations).

The Top of the South region is home to a mature but innovative forestry and logging cluster that contributed $64 million to the region's GDP in 2016. In the five years, forestry and logging has steadily increased its GDP contribution 28%, as a result of increased technology, consolidation and other productivity improvements.

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

With the introduction of 50 MAX and the High Productivity Motor Vehicle (HPMV) scheme, trucks are allowed to carry heavier weights on selected routes. This has resulted in fewer trips to the ports to carry logs and processed wood products.

Export logs and wood products are transported by road to the closest port. In 2016 671,000 tonnes of logs were exported from Port Nelson and 751,000 tonnes from Port Marlborough. The forestry industry is heavily reliant on the road network and the need for a network across the Top of the South that is resilient, reliable and efficient.

Seafood

Seafood is a significant contributor to the New Zealand economy. China, Australia and the USA remain the top three countries to which New Zealand seafood is exported. The Top of the South's contribution to the seafood industry is significant. The seafood cluster includes commercial offshore fishing, aquaculture, processing and supporting sectors such as marine engineering, boat building and seafood scientific research.

Port Nelson is Australasia's largest deep fishing port and the region is New Zealand's leading location for seafood activity, with approximately a quarter of the national seafood employment. Sealord and Talley's Group Ltd are both based in the region. Sealord are based at Port Nelson, while Talley's are based at Port Motueka, Tasman, however, its 4,500 tonne cold-store facility is based at Port Nelson. Nelson is home to the Cawthron Institute and the Cawthron Aquaculture Park, a world-class research institute and New Zealand's largest mussel and oyster hatchery.

In 2016, the Nelson-Tasman region had 339 fishing associated businesses and 21 seafood processing business units. Mussel farming is an increasing business opportunity for the region that will provide employment, capital investment and increased regional GDP. In 2016 Marlborough produced 50% of the total NZ greenshell mussels with Nelson Tasman region producing 9%.

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

Pastoral Farming

The pastoral farming cluster includes sheep, beef, dairy, pig, deer and others such as associated processing, manufacturing and services, such as wool harvesting, road transport, farm equipment sales and servicing.

In 2012 forty four percent of farming GDP for the Top of the South came from dairy production. The flow on effect to processing and manufacturing of dairy products on the region's road network is significant. The majority of milk produced on farms in Tasman goes to Fonterra's milk powder plants in Takaka and Brightwater for processing and is then exported via Port Nelson.

Alliance (meat producer and exporter co-operative) has a meat plant in Nelson that takes sheep from the Top of the South as well as far as Amberley in Canterbury to the south, and from the North Island when required.

Tourism

Tourism activities in the Top of the South are diverse, with a summer peak of tourists that are typically 'self-drive'.

Tasman provides access to three National Parks and Marlborough is home of the Sounds with Picton acting as a gateway to the South Island for travellers arriving (or departing) by ferry. St Arnaud and the Rainbow skifield are on the boundary between Tasman and Marlborough.

The region is fast becoming known for its cycleways and mountain biking. Nelson's Coppermine Trail, Tasman's Great Taste Trail, the Heaphy track, Queen Charlotte Track, and the planned Coastal Pacific Trail between Kaikoura and Picton enhances the Top of the South's reputation as a premier cycling destination.

The Top of the South is a destination for both domestic and international tourism. Whilst domestic tourism has always been high especially in the summer holiday period, international tourism has grown considerably in the last few years.

Aviation

The Top of the South is home to Air Nelson, Helicopter New Zealand, and the Global Defence facility at Marlborough Airport. Aviation makes a considerable contribution to the Top of the South's economy with Nelson Airport being the fourth busiest airport in New Zealand and the busiest regional airport in the country, in terms of scheduled flights. In 2016 Nelson Airport experienced significant growth, record passenger numbers, up 17% on 2015 and the introduction of more flights into and out of the region with in excess of one million passengers forecast in 2018.

The aviation industry supports the export based economic drivers as well as tourism. Both airports are served by SH6 and the adjoining local road network which are identified as key journey routes.

C4 Key Journey Routes

Throughout the Top of the South region there are a number of key journey routes as listed below and shown on **map 1** in section C1:

SH1 Picton to Christchurch

- ONRC National route providing critical connections to port for both freight and tourists. The route is currently closed in some southern section's due to extensive damage from 2016 Kaikoura seismic events.
- The route is winding with gradients, vulnerable to natural events and has sections of high crash risk KiwiRAP 2-Star sections, below the KiwiRAP 4-star target for a National highway.

SH6/62/1 Nelson to Picton

- ONRC Regional route is winding with gradients, vulnerable to natural events with sections of high crash risk KiwiRAP 2-Star sections, below the KiwiRAP 3-Star target for a Regional highway.

SH6 Nelson to Richmond

- ONRC Regional urban route providing access between the growth centres of Nelson, Richmond and Port Nelson and Nelson airport. The key issues along the route include peak period congestion and poor multi-modal accessibility.

Waimea Road

- ONRC Regional urban route providing access between the growth centres of Nelson, Richmond. The key issues along the route include peak period congestion and poor multi-modal accessibility.
- Lifeline route to Nelson Hospital

SH6 Richmond to Canterbury/West Coast

- ONRC Arterial route winding with gradients, vulnerable to natural events with multiple sections of high crash risk KiwiRAP 2-Star sections.
- Only route connecting Nelson/Tasman to the West Coast, subject to resilience issues due to lack of alternate routes.
- SH6, until its intersection with SH65, is currently acting as the primary corridor south due to extensive damage on SH1 from recent seismic events.

SH60 Richmond to Golden Bay

- Classified as an ONRC Regional route to Motueka and a primary collector to Golden Bay. SH60 provides the only route to and from Golden Bay, the route is winding with gradients, vulnerable to natural events and predominately rated as a high crash risk KiwiRAP 2-star highway.

SH63 Blenheim to West Coast

- ONRC Secondary collector route, winding and follows the river valley. SH 63 provides a detour route for SH1 and is currently catering for significant additional traffic following the 2016 Kaikoura event.
- Tourist connection to the West Coast, high number of unfamiliar drivers.

C5 Problem Statement Evidence

This section details key pieces of evidence in support of the four problem statements introduced in the investment logic map in section C2.

Evidence in support of the problem statement **'Constraints on the transport network are leading to delays affecting freight, tourism, business and residential growth.'** is summarised below.

The total population of the TOTS is 137,010 (2013) with Nelson/Richmond being the largest urban and commercial centre. Regional population growth has been moderate over the last decade (2007 to 2016), increasing by approximately 1% per annum and in the longer term, the region's population is expected to slow to 0.4% growth per annum to 2043. The exception is Nelson/Richmond, which is currently forecast to increase by 15% by 2043 (an additional 9,500 people) and this combined with strong tourism business and industry growth is putting the transport network in Nelson and Richmond under pressure.

Constraints on the urban roading network in Nelson and Richmond result in it operating at or near capacity causing peak hour delays at selected locations. These peak delays are likely to increase as travel demand increases (with population and freight forecasts) and demand for private vehicle use continues. To date, there has been limited coordination between growth and infrastructure planning exacerbating the constraint issue.

A Transport Agency definition of congestion is "where the volume to capacity ratio exceeds 80% for 5 days per week over at least a 1 hour time period that affects at least 1.5 km of a route". Bluetooth travel time data presented in the Nelson Southern Link Strategic and Programme Business Case provides evidence for congestion ranging from 83% to 95%, confirming current traffic congestion in the peak hours on Nelson's two ONRC Regional routes between Queen Elizabeth Drive and Annesbrook.

In Richmond a recent study on SH6 found that new and intensified commercial development along Gladstone Road and its side streets is resulting in increased traffic generation and congestion at PM peak periods. Severe southbound PM peak congestion is occurring at the western end of Whakatu Drive, which is throttling back traffic through Richmond and preventing further congestion between McGlashen Avenue and Oxford Street in Richmond.

Transport capacity in the high growth areas of Nelson and Richmond will be needed to meet the projected demand. The National Policy Statement on Urban Development Capacity requires an additional 4542 residences in the short to medium term and the transport system that is already constrained will need to respond to this demand.

Evidence in support of the problem statement **'Lack of redundancy, and susceptibility of the network to the impacts of climate change and high impact natural hazards increases the risk of losing community connectivity and impacting the economy'** is summarised below.

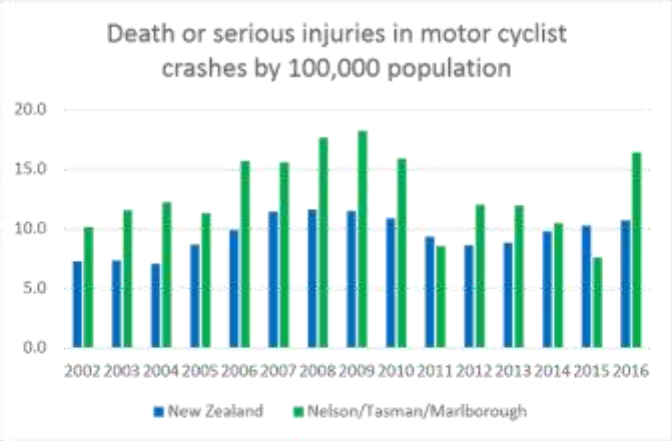
The Top of the South has experienced significant adverse natural hazard events recently. The Seddon earthquake of 2013, St Arnaud in 2015 and Kaikoura in 2016 has been a reminder that the Top of the South is vulnerable to major seismic events. The 2016 Kaikoura event has disrupting in excess of a million trips by the end of 2017. At the time of preparing this plan there is a detour in place for all State Highway 1 traffic via SH62, 63, 6, 65, and 7 to re-join State Highway 1 at Waipara for all north and southbound trips between Canterbury and the top of the south. The close proximity to the Flaxmore & Alpine faults systems present considerable risk to the transport network especially in the areas of reclaimed coastal margin and the steep hillsides. The transport assets most at risk are the bridge and retaining wall stock.

Tasman, Nelson and Marlborough also regularly suffer from storm events which disrupt the land transport network and affect the movement of people and goods around the region When combined with climate change and the resulting sea level rise the storm events are likely to become more frequent and more damaging over time. Because of the typically steep topography and soils that become unstable during extreme rainfall events the transport network is highly susceptible to slips. There has also been an increasing occurrence of erosion in the coastal margin areas that will increase with increasing sea level rise and northerly storm intensity.

Evidence in support of the problem statement **'Driver behaviour and unforgiving roads lead to unacceptable levels of death and serious injuries'** is summarised below.

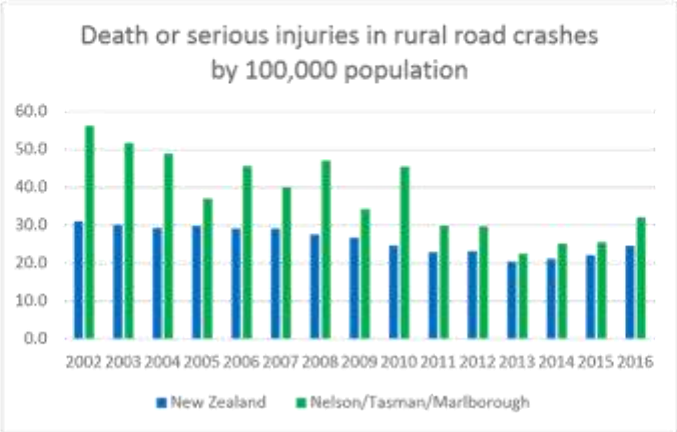
The Government's Safer Journeys 2010 – 2020 strategy highlights a safe road system that becomes increasingly free of death and serious injury. The strategy introduced the Safe System approach to New Zealand. This approach recognises that people make mistakes and are vulnerable in a crash. It aims to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

Since 2002, the Top of the South has had a higher serious injury or death rate caused by a motorcycle crash than the rest of New Zealand as shown in Graph 1. Although, the data for this issue is displaying a downward trend the numbers of death and serious injuries are still higher than the national average.



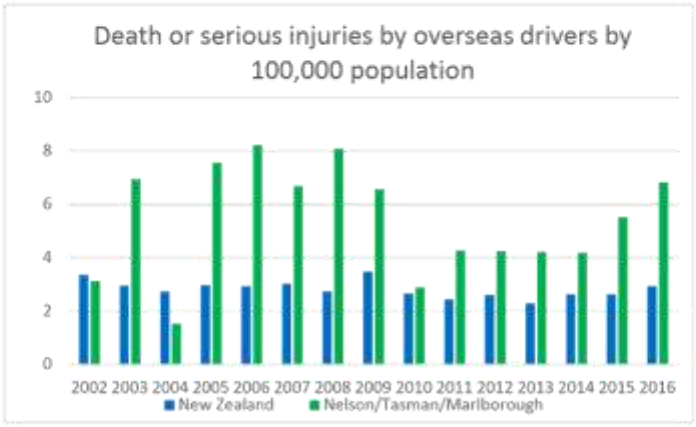
Graph 1. Death or serious injuries in motor cycle crashes.

Another key area of road safety concern for the Top of the South is our crash statistic for rural roads as shown in Graph 2, where we are also above the national average.



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

A contributor to these rural road crashes is tourism, as shown in Graph 3, due to their unfamiliarity with rural New Zealand road conditions especially to the remote tourist destinations, such as the Kahurangi National Park, Totaranui and the Marlborough Sounds.



Graph 3. Death or serious injurie crashes by overseas drivers.

Evidence in support of the problem statement **'Roads and footpaths inadequately support our ageing population and increasing active travel demands creating barriers to utilise alternative modes of transport'** is summarised below.

Demographically, the Top of the South has an ageing population. Projections by Statistics New Zealand (2013 base) reported that the population of the combined Marlborough-Nelson-Tasman region is projected to grow (under the medium variant assumptions), from

approximately 142,200 in 2013 to 156,600 by 2043 (10 per cent). However, the growth will be most uneven by age, with declines projected in the 0-14, 15-39, and 40-64 years age groups, while the number of people aged 65 years and above will double in the next thirty years, both numerically and as a percentage of the population (from 18 per cent in 2013 to 35 per cent in 2043).

Whilst private vehicles remains the most popular choice for journeys to work across the main urban centres, in the 2013 census Nelson/Richmond urban centre recorded the highest number of commuter cyclists (journeys to work) of any centre in NZ (18%).

The transport system will need to respond to the changing demographic, e.g. road environments that accommodate increased reaction times, safe pedestrian facilities including for mobility scooters and convenient public transport and total mobility services.

C6 Inter-Regional Issues

The South Island Regional Transport Committee Chairs Group recognises that freight and visitor journeys, and concerns about resilience, do not stop at district or regional boundaries. In light of this, the Group has committed to working collaboratively to advance planning work across the South Island in these key areas. It is likely that there will be some projects that will be progressed over the next three year period (2018-2021). These projects are currently being scoped to better understand issues and gather information, and it is intended that they will be included in one or more RLTPs at a later stage.

Part D – Agreed Top of the South Objectives

D1 Top of the South significant activities to be funded from sources other than the National Land Transport Fund

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

Table 2 – Significant activities not funded by the NLTF

Duration	Activity	Organisation Responsible	Region
2018-19	SH1 Opawa River bridge replacement	The Transport Agency	Marlborough
2018-21	Nelson Southern Link Investigation	The Transport Agency	Nelson
2018-2028	Coastal Pacific Trail	Trust, MBIE and NZTA	Marlborough

D2 Objectives, Policies and Measures

This RLTP sets out the Top of the South region's land transport objectives, policies, and measures of success to 2025 that are consistent with the Draft GPS. The Draft GPS objectives, along with the agreed regional objectives, policies and measures of success are presented in **Table 3**. The recently developed investment logic map is linked by informing the Policy/Direction/Strategic Response as shown in column 3 of the table.

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

Draft 2018 GPS Objectives	Regional Objectives	Policy/Direction/ Strategic Response	Measures of success for our communities
A land transport system that addresses current and future demand for access to economic and social opportunities	1) A sustainable transport system that is integrated with well planned development, enabling the efficient and reliable movement of people and goods to, from and throughout the region 2) Supporting economic growth through providing better access across the Top of the South's key journey routes	Target investment in projects that improve travel time reliability on key journey routes	Travel times between SH 6/60 and Port Nelson, and on SH1 between Picton and the Marlborough boundary does not increase Reduction in the distance per capita travelled in single occupancy vehicles on urban key journey routes Routes available to HPMV increase over time
A land transport system that is resilient	3) Communities have access to a resilient transport system	Target investment in regional route reliability and resilience improvements	Reduction in the number of hours that sections of the key journey routes are closed due to unplanned disruptions
A land transport system that is a Safe System, increasingly free of death and serious injury	4) Communities have access to a safe transport system	Investment in safety infrastructure and education programmes for locals and visitors targeted at reducing death and serious injury crashes	Reducing trend in deaths and serious injuries on the top of the south transport network
A land transport system that provides appropriate transport choices	5) Communities have access to a range of travel choices to meet their social, economic health and cultural needs	Investment in infrastructure and education programmes targeted at providing and promoting transport choice (walk, cycle, bus, ride share, rail, sea freight)	Increase in trips travelled by walking, cycling, and public transport

Part E – Top of the South Significant Activities

Regional Transport Committees are required to prioritise all 'significant' activities included in the RLTP over the first six financial years. A significant activity is a project over $5 million. Projects that are under $5 million but are considered by the Regional Transport Committees to be regionally significant or inter- regionally significant may also be included. These projects have been agreed to be important for meeting economic growth for the Top of the South.

The agreed priorities for the Top of the South significant activities are presented in **Table 4**. Further detail has been provided on each of these significant projects in **Appendix 5**. The issues for the Top of the South have been identified by the appropriate council and what the benefits would be if the project was completed (subject to funding).

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

An indicative ranking of each of the individual projects has been done based on past investment assessment frameworks as detailed in appendix 4. This ranking is provisional until the Transport Agency gets clear investment signals from Central Government following the finalisation of the GPS.

Table 4 – Agreed Top of the South Significant Activities

Indicative Ranking	Activity Description	Organisation Responsible and Region	Contributes to Regional Objectives	Linkage to Problem Statement and Performance Monitoring Measure	Draft Profile	Phase	2018/19	2019/20	2020/21	2021/22	2022/23	2023/24	2024/25	Summary Total	Total Cost	NLTF Share
1	SH1 Weld Pass realignment	NZTA Marlborough	2) Supporting economic growth through providing better access across the Top of the South's key journey routes 3)Communities have access to a resilient transport system 4) Communities have access to a safe transport system	**Problem Statement 2** Lack of redundancy, and susceptibility of the network to the impacts of climate change and high impact natural hazards increases the risk of losing community connectivity and impacting the economy. **Problem Statement 3** Driver behaviour and unforgiving roads lead to unacceptable levels of death and serious injuries. **Measures -** Road Safety, Resilience, Travel time reliability	HL	Indicative Business Case									$38,099,700	$38,099,700
						Detailed Business Case										
						Pre-Implementation	1,545,000							1,545,000		
						Property		1,545,000						1,545,000		
						Imp/ Construction			15,913,500	19,096,200				35,009,700		
2	Nelson Southern Link Investigation[1]	NZTA Nelson	1) A sustainable transport system that is integrated with well planned development, enabling the efficient movement of people and goods 2) Supporting economic growth through providing better access across the Top of the South's key journey routes 3)Communities have access to a resilient transport system	**Problem Statement 1** Constraints on the transport network are leading to delays affecting freight, tourism, business and residential growth. **Measure** - Travel time reliability	HL	Indicative Business Case									$14,212,079	$14,212,079
						Detailed Business Case	2,060,000	1,060,900						3,120,900		
						Pre-Implementation			5,463,635	5,627,544				11,091,179		
						Property										
						Imp/ Construction										
3	SH 6 Rocks Road walking and cycling project	NZTA Nelson	1) A sustainable transport system that is integrated with well planned development, enabling the efficient movement of people and goods 4) Communities have access to a safe transport system 5) Communities have access to a range of travel choices to meet their social, economic health and cultural needs	**Problem Statement 3** Driver behaviour and unforgiving roads lead to unacceptable levels of death and serious injuries. **Problem Statement 4** Roads and footpaths inadequately support our ageing population and increasing active travel demands creating barriers to utilise alternative modes of transport **Measure** – Safety, Mobility	HL	Indicative Business Case									$6,589,144	$6,589,144
						Detailed Business Case										
						Pre-Implementation			5,463,635	1,125,509				6,589,144		
						Property										
						Imp/ Construction										

1 The NZTA have recently completed the Programme Business Case. They will now be progressing with the Detailed Business Case and consequently the total cost of the option for any Southern Link route or Rocks Road Walking and Cycling project has not been finalised. Under the high growth scenario, which Nelson has been experiencing, construction of a new state highway corridor could be brought forward into the timeframe of the next Nelson Long Term Plan and the Draft Nelson City Council Transport Asset Management Plan would need to respond accordingly.

Indicative Ranking	Activity Description	Organisation Responsible and Region	Contributes to Regional Objectives	Linkage to Problem Statement and Performance Monitoring Measure	Draft Profile	Phase	2018/19	2019/20	2020/21	2021/22	2022/23	2023/24	2024/25	Summary Total	Total Cost	NLTF Share
4	SH 60 Motueka Investigation	NZTA Tasman	1) A sustainable transport system that is integrated with well planned development, enabling the efficient movement of people and goods 4) Communities have access to a safe transport system 5) Communities have access to a range of travel choices to meet their social, economic health and cultural needs	**Problem Statement 3** Driver behaviour and unforgiving roads lead to unacceptable levels of death and serious injuries. **Problem Statement 4** Roads and footpaths inadequately support our ageing population and increasing active travel demands creating barriers to utilise alternative modes of transport **Measure** - Road Safety	MM	Indicative Business Case									$6,025,500	$6,025,500
						Detailed Business Case										
						Pre-Implementation	515,000							$515,000		
						Property	206,000							$206,000		
						Imp/ Construction		5,304,500						$5,304,500		
5	Nelson and Richmond Urban Optimisation (NOF)	NZTA/ Nelson/ Tasman	1) A sustainable transport system that is integrated with well planned development, enabling the efficient movement of people and goods 2) Supporting economic growth through providing better access across the Top of the South's key journey routes 4) Communities have access to a safe transport system 5) Communities have access to a range of travel choices to meet their social, economic health and cultural needs	**Problem Statement 1** Constraints on the transport network are leading to delays affecting freight, tourism, business and residential growth. **Problem Statement 4** Roads and footpaths inadequately support our ageing population and increasing active travel demands creating barriers to utilise alternative modes of transport **Measure** - Travel time reliability	MM	Indicative Business Case									$2,879,573	$2,879,573
						Detailed Business Case	185,658	371,315								
						Pre-Implementation			1,092,727					1,092,727		
						Property										
						Imp/ Construction							1,229,874	1,229,874		
6	SH6 Blenheim to Nelson Improvements	NZTA Marlborough/ Nelson	3)Communities have access to a resilient transport system 4) Communities have access to a safe transport system	**Problem Statement 2** Lack of redundancy, and susceptibility of the network to the impacts of climate change and high impact natural hazards increases the risk of losing community connectivity and impacting the economy. **Problem Statement 3** Driver behaviour and unforgiving roads lead to unacceptable levels of death and serious injuries. **Measures** Road Safety, Resilience	HL	Indicative Business Case									$18,463,264	$18,463,264
						Detailed Business Case	257,500	265,225						$522,725		
						Pre-Implementation			546,364					$546,364		
						Property								$0		
						Imp/ Construction				5,627,544	5,796,370	5,970,261		$17,394,176		
7	SH60 Richmond to Upper Takaka Safety and Resilience Improvements	NZTA Tasman	3)Communities have access to a resilient transport system 4) Communities have access to a safe transport system	**Problem Statement 2** Lack of redundancy, and susceptibility of the network to the impacts of climate change and high impact natural hazards increases the risk of losing community connectivity and impacting the economy. **Problem Statement 3** Driver behaviour and unforgiving roads lead to unacceptable levels of death and serious injuries. **Measures** Road Safety, Resilience	HL	Indicative Business Case									$30,050,552	$30,050,552
						Detailed Business Case	412,000							$412,000		
						Pre-Implementation		1,060,900						$1,060,900		
						Property			1,092,727					$1,092,727		
						Imp/ Construction				11,255,088	16,229,837			$27,484,925		

Indicative Ranking	Activity Description	Organisation Responsible and Region	Contributes to Regional Objectives	Linkage to Problem Statement and Performance Monitoring Measure	Draft Profile	Phase	2018/19	2019/20	2020/21	2021/22	2022/23	2023/24	2024/25	Summary Total	Total Cost	NLTF Share
8	Hill Street Extension	NCC Nelson	1) A sustainable transport system that is integrated with well planned development, enabling the efficient movement of people and goods 3)Communities have access to a resilient transport system 5) Communities have access to a range of travel choices to meet their social, economic health and cultural needs	**Problem Statement 1** Constraints on the transport network are leading to delays affecting freight, tourism, business and residential growth. **Problem Statement 2** Lack of redundancy, and susceptibility of the network to the impacts of climate change and high impact natural hazards increases the risk of losing community connectivity and impacting the economy. **Measure** - Travel time reliability	HML	Indicative Business Case										
						Detailed Business Case	150,000							150,000		
						Pre-Implementation		350,000	200,000	100,000				650,000	$11,010,000	$5,506,500
						Property										
						Imp/ Construction					5,000,000	5,000,000		$10,000,000		
9	SH 1 Picton Port Access Improvements	NZTA Marlborough	1)A sustainable transport system that is integrated with well planned development, enabling the efficient movement of people and goods 2) Supporting economic growth through providing better access across the Top of the South's key journey routes 4) Communities have access to a safe transport system	**Problem Statement 1** Constraints on the transport network are leading to delays affecting freight, tourism, business and residential growth. **Problem Statement 2** Lack of redundancy, and susceptibility of the network to the impacts of climate change and high impact natural hazards increases the risk of losing community connectivity and impacting the economy. **Problem Statement 3** Driver behaviour and unforgiving roads lead to unacceptable levels of death and serious injuries. **Measure** – Safety, Resilience, Travel time reliability	HL	Indicative Business Case										
						Detailed Business Case	515,000							$515,000		
						Pre-Implementation		530,450						$530,450	$3,230,904	$3,230,904
						Property										
						Imp/ Construction			2,185,454					$2,185,454		
10	SH1 Koromiko Valley Pathway (Picton to Spring Creek)	NZTA Marlborough	1) A sustainable transport system that is integrated with well planned development, enabling the efficient movement of people and goods 2) Supporting economic growth through providing better access across the Top of the South's key journey routes	**Problem Statement 3** Driver behaviour and unforgiving roads lead to unacceptable levels of death and serious injuries. **Problem Statement 4** Roads and footpaths inadequately support our ageing population and increasing active travel demands creating barriers to utilise alternative modes of transport **Measure** – Safety, Mobility	ML	Indicative Business Case										
						Detailed Business Case			546,364					$546,364		
						Pre-Implementation				562,754	579,637			$1,142,391	$10,226,229	$10,226,229
						Property						2,388,105		$2,388,105		
						Imp/ Construction							6,149,369	$6,149,369		

Highlighted activities indicate projects or activities within Nelson City

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

F1 Introduction

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

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

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

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

The Nelson road network is predominantly urban. It comprises approximately 223km of local urban roads (all sealed) and 45km of local rural roads (29km sealed). The State Highway network within Nelson City comprises SH6 and is 55km in length. This highway runs from the top of the Rai Saddle over the Whangamoas and through the built up areas of Nelson via Atawhai, the Haven and Tahunanui, then along Whakatu Drive to the Tasman Nelson boundary near Champion Road.

Collaboration occurs on a daily basis with our key partners to delivering a safe and responsive transport network. This occurs internally between the Asset Management team and the Strategy and Environment team when undertaking future planning activities and with the Operations team of both Nelson City Council and the Transport Agency on day to day issues on the transport network. The Transport team have also developed key relationships with many outside organisations that have a role to play such as our neighbouring road controlling authorities Marlborough and Tasman District Councils, the Police, and District Health Board, There are also many other stakeholders involved.

F2 Key Issues for Nelson City

Congestion & Trip Time Reliability

Population growth and the associated demands for accessibility, personal mobility and freight movement is causing congestion on the ONRC Regional urban network. Congestion leads to increased travel times, reduced trip reliability and increased costs for users.

The Nelson Southern Link Investigation Programme Business Case was released in September 2017 which included public consultation on a range of potential options and combinations of options to improve Nelson's transport system, including a new route for the state highway, broadly along the previous Southern Link alignment, as well as options incorporating the results of the Rocks Road walking and cycling investigation.

The next stage in The Transport Agency Business Case process includes the development of a Detailed Business Case to develop a new arterial road and progress other activities to ease congestion on arterial routes.

The detailed business case will include:

- dialogue with the Council to understand their views on network optimisation
- review of the wider economic benefits and growth rates to confirm timing of a new route
- confirmation of the new routes form and alignment
- preparation for route protection and identification of the options for walking and cycling on Rocks Road.

There will be further public engagement, targeted community engagement and formal consultation undertaken during the detailed business case.

Ongoing traffic monitoring of the arterial routes as shown in figure 3 below highlights flat to declining traffic volumes from 2008 to 2013 with growth on all screen lines except Rutherford Street since 2013.

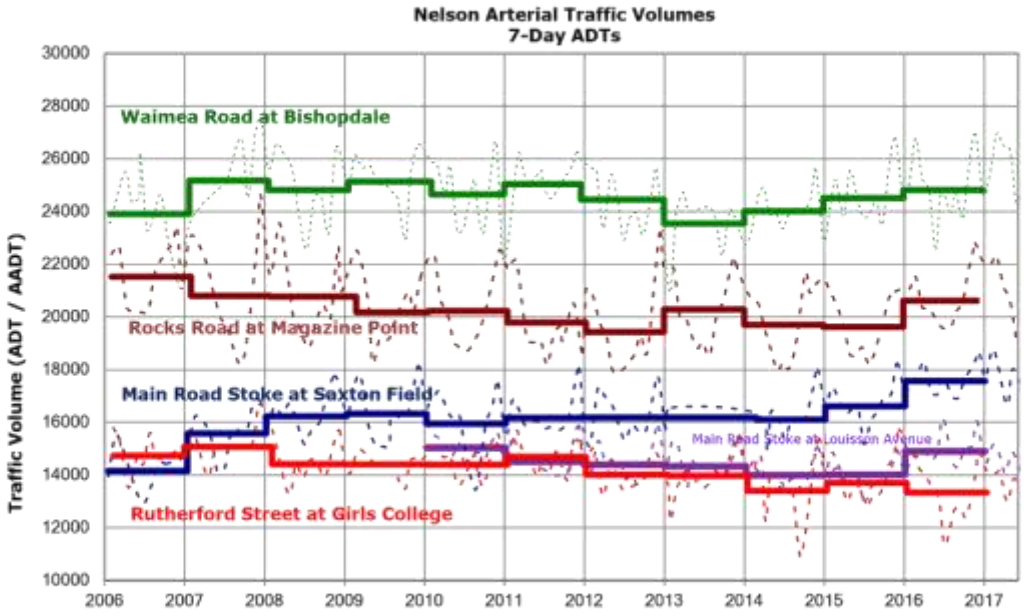


Fig 3 – Nelson Arterial traffic volumes

Primary industries are driving freight task with a 47% increase in freight volumes forecast to 2042 across the top of the south. The bulk of the increased freight movement is expected to be driven by the following commodities; aggregate, general freight, logs to sawmills and port for export, concrete and increased volumes of general freight.

The ports and airports of Nelson play an important role in getting goods to market, with freight also moving south to Lyttleton port, reflecting the impact of bigger ships and port consolidation on intra-regional freight movements. The majority of freight that travels within and through Nelson is via road as there is no rail network.

Maintenance, Operations and Renewals Increase

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

Road Structures are also a priority with the replacement of retaining walls and bridge components necessary to ensure the transport network is resilient.

Population Growth and Aging

Nelson's population is expected to be in high growth category and increase by 6,100 residents over the next ten years, to 58,200 residents in 2028, as shown in Figure 4 below. Population growth is expected to slow down over time. Continuing the present trend, half of

Nelson's population growth over the next ten years is driven by an increase in Stoke's population.

Other population effects are:

- Nelson's population is likely to grow by a further 3,300 over the 20 years between 2028 and 2048, to 61,500 in 2048.
- Nelson's population is ageing and the median age is projected to increase from 44 in 2018 to 52 in 2048.
- The proportion of the population aged 65 years and over will increase from 20% in 2018 to 27% in 2028 and is likely to make up a third of the population in 2048.
- The proportion of the population aged under 15 years will decrease from 18% in 2018, to 16% in 2028 and to 14% by 2048.

The transport system will need to respond to the ageing demographic. e.g. road environment that accommodates increased reaction times, safe pedestrian facilities (including for mobility scooters) and convenient public transport and total mobility services. There is uncertain demand for services / potential for social isolation due to the ageing population typically only know car travel as a means of mobility. NZTA research in 2017 indicates that the private car will continue to be the main transport choice for this sector of the population.

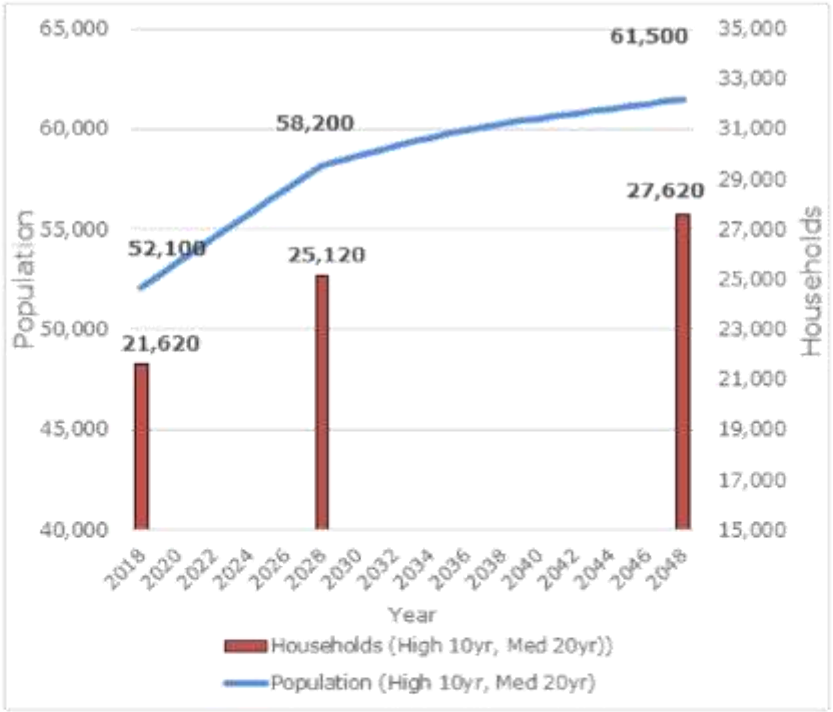


Figure 4 Nelson Projected Population 2018-2048 High Growth 10yr, Medium Growth 20yr scenerio

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

Climate Change and Natural Hazards

Climate change projections generally anticipate increasing erosion, inundation and damage associated with increasing storm intensity and rising sea levels. The cities narrow hillside alignments leave routes prone to slips during severe weather events and earthquakes. The Ministry for the Environment recommends that councils plan for a sea level rise of between 0.5 metres to 0.8 metres between 1990 and 2090 and these predictions are likely to impact on the future usability of parts of the State Highway and local road network. In recent years the frequency and severity of damaging storm events has increased in Nelson. This has resulted in emergency reinstatement costs of approximately $1.5M per year on average between 2012 and 2015 on the local road network. While it is difficult to predict when and where the next storm event will occur there is a need to allow emergency works funds when developing the transportation budgets, combined with a focus on ensuring our critical structures such as bridges, retaining walls and roadside drainage are well maintained and our lifeline routes are given priority.

Council has taken a "sustainable" approach to its transport network since the development of the 2009 Regional Land Transport Strategy which was further reinforced by the Nelson 2060 strategy which was adopted in June 2013. Those documents support maintaining and optimising our existing transport infrastructure, increasing walking, cycling and passenger transport travel choices, and places a reduced emphasis on providing for uneconomic levels of service upgrades. These actions were taken for a variety of reasons including reducing the city's impact on climate change. This direction aligns with the Draft GPS 2018 objectives 'provides appropriate transport choices', 'increasingly mitigates the effects of land transport on the environment' and 'addresses current and future demand for access to economic and social opportunities'.

Appendix 6 provides a summary on the transport alternatives considered in developing this plan.

Lack of connected arterial cycle network

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

F3 Objectives Policies and Measures

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

The issues described in this section have been categorised by the six objective areas in the Government Policy Statement on Land Transport. Details of the indicators to measure the success can be found in Appendix 3.

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

GPS Objectives	Nelson Objectives	Policy/Direction/Strategic Response	Measures of success for our communities
A land transport system that addresses current and future demand for access to economic and social opportunities	1) A sustainable transport system that is integrated with well planned development, enabling the efficient and reliable movement of people and goods to, from and throughout the region 2) Supporting economic growth through providing better access across the Top of the South's key journey routes	Target investment in projects that improve travel time reliability on key journey routes Enable technology advances that improve travel time and journey reliability.	Travel time variability on SH6 Rocks Road and Waimea Road does not increase Routes available to HPMV increase over time
A land transport system that is resilient	3) Communities have access to a resilient transport system	Target investment in route reliability and resilience improvements	Reduction in the number of hours that sections of the key journey routes are closed due to unplanned disruptions
A land transport system that is a Safe System, increasingly free of death and serious injury	4) Communities have access to a safe transport system	Investment in safety infrastructure and education programmes for locals and visitors targeted at reducing death and serious injury crashes Safety interventions targeted to reducing death and serious injury crashes for cyclists and at intersections.	Reducing trend in deaths and serious injuries on the Nelson transport network. Reducing trend in deaths and serious injury crashes at intersections and involving cyclists in Nelson.

GPS Objectives	Nelson Objectives	Policy/Direction/Strategic Response	Measures of success for our communities
		Increase safe cycling through improvement of cycle networks	
A land transport system that provides appropriate transport choices	5) Communities have access to a range of travel choices to meet their social, economic health and cultural needs	Investment in infrastructure and education programmes targeted at providing and promoting transport choice (walk, cycle, bus, ride share, rail, sea freight) Maintain and grow public transport patronage by reconfigured networks and improved ticketing methods Enable technology advances to improve delivery of transport choices	Increase in total trips travelled by walking, cycling, and public transport at peak times Increase in total trips travelled by walking, cycling, and public transport
A land transport system that increasingly mitigates the effects of land transport on the environment.	N6)The transport system supports national strategies for energy efficiency and climate change, and protects natural systems and community values	Support and enable new technologies that reduce carbon emissions Invest in infrastructure that reduces vehicle operating costs Invest in infrastructure or operational changes that result in improved fresh water quality	Reduction in the distance per capita travelled in single occupancy vehicles in Nelson Increase in total trips travelled by walking, cycling, and public transport at peak times Increase in total trips travelled by walking, cycling, and public transport

F4 The 2018/19 to 2024/25 Programme

This section details the activities programmed for the period 2018/19 to 2020/21. It also outlines those projects that are scheduled for the following four years.

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

Duration	Activity	Organisation Responsible	Contributes to Objectives	Performance Monitoring Measure	Total Cost	NLTF Share	Assessment Framework
2018-21	SH Low Cost Low Risk Programme	NZTA	Various	Various	$4,110,000	$4,110,000	NA
2018-21	NCC Low Cost Low Risk Programme projects <$1M	NCC	Various	Various	$6,002,000	$3,041,240	NA
2021-25	Quarantine / Nayland intersection upgrade	NCC	Growth and resilience	Various	$4,722,750	$2,408,603	TBC
2018-23	Streetlight Improvement	NCC	Safety	Various	$1,300,000	$663,000	TBC
2018-23	Maitai shared path to Nelson east programme	NCC	Alternative transport choices	Various	$1,570,000	$800,700	TBC
2018-25	Cross Town Links Brook to Central - programme	NCC	Alternative transport choices	Various	$1,770,000	$902,700	TBC

Duration	Activity	Organisation Responsible	Contributes to Objectives	Performance Monitoring Measure	Total Cost	NLTF Share	Assessment Framework
2018-23	Stoke East West Cycle Connection	NCC	Alternative transport choices	Various	$1,225,000	$624,750	TBC
2018-22	UCP Tahunanui Cycle Network	NCC	Alternative transport choices	Various	$1,500,000	$765,000	TBC

Table 7 - Maintenance Operations and Renewal Activities proposed within Nelson City

Activity Class / Work Category	2018/19	2019/20	2020/21	2021/22	2022/23	2023/24	2024/25
NEW ZEALAND TRANSPORT AGENCY							
001 - Investment Management (incl Transport Planning)	0	0	0	0	0	0	0
002 - Model Development	0	0	0	0	0	0	0
003 - Activity Management Planning Improvement	0	0	0	0	0	0	0
004 - Programme Business Case Development	0	0	0	0	0	0	0
Subtotal Investment Management	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**

Activity Class / Work Category	2018/19	2019/20	2020/21	2021/22	2022/23	2023/24	2024/25
111 - Sealed pavement maintenance	686,290	748,503	639,101	4,509,307	4,664,878	4,825,816	5,223,417
112 - Unsealed pavement maintenance	669	723	703				
113 - Routine drainage maintenance	242,508	249,346	253,425				
114 - Structures maintenance	308,353	323,366	326,165				
121 - Environmental maintenance	1,013,061	1,037,359	947,472				
122 - Traffic services maintenance	559,600	572,293	562,824				
123 - Operational traffic management	302,248	309,400	305,852				
124 - Cycle path maintenance	14,128	14,204	14,167				
131 - Level crossing warning devices	0	0	0				
140 - Minor events	0	0	0				
151 - Network and asset management	1,220,675	1,265,267	1,294,081				
161 - Property management (State highways)	227,110	199,052	173,841				
Subtotal for Road operations and maintenance:	**$4,574,642**	**$4,719,513**	**$4,517,631**	**$4,509,307**	**$4,664,878**	**$4,825,816**	**$5,223,417**

Activity Class / Work Category	2018/19	2019/20	2020/21	2021/22	2022/23	2023/24	2024/25
211 - Unsealed road metalling	1,097	1,150	1,115	2,576,747	2,665,644	2,757,609	2,849,137
212 - Sealed road resurfacing	1,902,435	1,752,590	1,180,413				
213 - Drainage renewals	196,884	186,916	186,380				
214 - Sealed road pavement rehabilitation	1,307,405	487,110	463,263				
215 - Structures component replacements	358,332	361,771	359,701				
221 - Environmental renewals	35,532	43,240	23,437				
222 - Traffic services renewals	93,010	89,781	95,700				
Subtotal for Road renewals:	**$3,894,695**	**$2,922,558**	**$2,310,009**	**$2,576,747**	**$2,665,644**	**$2,757,609**	**$2,849,137**
432 - Road Safety Promotion	125,000	125,000	125,000	125,000	125,000	125,000	125,000
Total budget:	**$8,594,337**	**$7,767,071**	**$6,952,640**	**$7,211,054**	**$7,455,522**	**$7,708,425**	**$8,197,000**
NELSON CITY COUNCIL							
001 - Investment Management (incl Transport Planning)	25,000	20,500	63,120	25,000	20,500	63,120	25,000
002 - Model Development	0	144,800	0	0	50,000	0	0
003 - Activity Management Planning Improvement	30,600	31,350	32,160	10,610	31,830	31,830	10,610

Activity Class / Work Category	2018/19	2019/20	2020/21	2021/22	2022/23	2023/24	2024/25
004 - Programme Business Case Development	0	0	0	0	0	0	0
Subtotal Investment Management	**$55,600**	**$196,650**	**$95,280**	**$35,610**	**$102,330**	**$94,950**	**$35,610**
111 - Sealed pavement maintenance	600,000	615,000	631,000	648,000	664,800	682,200	700,200
112 - Unsealed pavement maintenance	52,587	53,900	55,320	56,794	58,266	59,791	61,369
113 - Routine drainage maintenance	144,200	147,600	151,488	155,736	159,774	163,955	168,281
114 - Structures maintenance	476,206	246,730	252,920	514,302	527,636	541,446	555,732
121 - Environmental maintenance	340000	347500	355600	367,200	376,720	386,580	396,780
122 - Traffic services maintenance	782096	801648	822765	844,664	866,562	889,243	912,706
123 - Operational traffic management	86000	91025	93417	92,880	95,288	97,782	100,362
124 - Cycle path maintenance	60000	61500	63120	64,800	66,480	68,220	70,020
140 - Minor events	43,000	44,000	45,000	46,440	47,644	48,891	50,181
151 - Network and asset management	1,335,588	1,122,668	1,149,615	1,280,435	1,313,632	1,348,014	1,383,581
Subtotal for Road operations and maintenance:	**$3,919,677**	**$3,531,571**	**$3,620,245**	**$4,071,251**	**$4,176,802**	**$4,286,123**	**$4,399,213**

Activity Class / Work Category	2018/19	2019/20	2020/21	2021/22	2022/23	2023/24	2024/25
211 - Unsealed road metalling	65,000	66,625	68,380	70,200	72,020	73,905	75,855
212 - Sealed road resurfacing	1,170,000	1,199,250	1,230,840	1,263,600	1,296,360	1,330,290	1,365,390
213 - Drainage renewals	150,000	153,750	157,800	162,000	166,200	170,550	175,050
214 - Sealed road pavement rehabilitation	278,000	443,056	189,360	300,240	308,024	316,086	324,426
215 - Structures component replacements	552,000	335,570	495,821	596,160	611,616	627,624	644,184
221 - Environmental renewals	0	0	0	0	0	0	0
222 - Traffic services renewals	447,000	458,175	470,244	482,760	495,276	508,239	521,649
Subtotal for Road renewals:	**$2,662,000**	**$2,656,426**	**$2,612,445**	**$2,874,960**	**$2,949,496**	**$3,026,694**	**$3,106,554**
432 - Road Safety Promotion	107,000	109,675	112,564	115,560	118,556	121,659	124,869
Subtotal for Road safety promotion:	**$107,000**	**$109,675**	**$112,564**	**$115,560**	**$118,556**	**$121,659**	**$124,869**
511 - Bus Services	630,000	645,750	662,760	688,163	706,004	724,483	743,598
514 - PT Facilities and Operations	51,000	52,275	53,652	55,080	56,508	57,987	59,517
517 - Total Mobility	220,433	229,773	239,674	250,168	261,292	273,084	285,583
519 - Wheelchair Hoists	20,500	21,040	21,600	22,140	22,714	23,309	23,924
521 - Total Mobility Wheelchair hoist use payments	40,000	41,000	44,605	43,200	44,320	45,480	46,680

Activity Class / Work Category	2018/19	2019/20	2020/21	2021/22	2022/23	2023/24	2024/25
524 - Bus Service Marketing	75,000	76,875	78,900	81,000	83,100	85,275	87,525
Subtotal for Public Transport:	**$1,036,933**	**$1,066,713**	**$1,101,191**	**$1,139,751**	**$1,173,938**	**$1,209,618**	**$1,246,827**
Total budget:	**$7,781,210**	**$7,561,035**	**$7,541,725**	**$8,237,132**	**$8,521,122**	**$8,739,044**	**$8,913,073**

Table 8 - Activities already approved

Duration	Activity	Organisation Responsible	Contributes to Objectives	Performance Monitoring Measure	Total Cost	NLTF Share	Assessment Framework
2015/16 to 2018/19	SH6 Rai Saddle Second Curve Realignment	NZTA	2) Supporting economic growth through providing better access across the Top of the South's key journey routes 3)Communities have access to a resilient transport system 4) Communities have access to a safe transport system	Safety	$10,379,670	$10,379,670	MML
2017-2019	NCC LED Upgrade	NCC	N6)The transport system supports national strategies for energy efficiency and climate change, and protects natural systems and community values	NA	$2,400,000	$2,091,120	HH-

Part G – Nelson Regional Public Transport Plan 2018

The Nelson Regional Public Transport Plan in Brief

Plan in Brief

Nelson City Council (Council) currently provides, by way of a subsidised contract, bus services within Nelson, and between Nelson and Richmond.

Council also subsidises the Total Mobility scheme for people with disabilities.

In the 2016/17 financial year, 426,237[2] public transport trips were made on the Council subsidised bus service. A further 40,002 trips were made on the Council subsidised Total Mobility scheme.

The bus service cost $638,568 to provide in 2016/17. This is the cost after deducting passenger fares, and is met by way of subsidies provided by The Transport Agency and Council, with an $85,000 contribution from Tasman District Council (TDC).

The subsidy cost of the Total Mobility scheme was $529,450 in 2016/17 (met by The Transport Agency, Nelson City Council with an $80,000 contribution from Tasman District Council).

This *Regional Public Transport Plan* (RPTP) sets out Council's intentions in respect to the current and any future ratepayer funded public transport services in the city.

This RPTP is a revision on the previous RPTP prepared in 2014, and updates that plan to include changes made since 2014 as well as including issues currently being addressed by Council. The focus of this RPTP is to build on the improvements to the city bus services which have been introduced recently, and outline further possible improvements identified in a 2017 review of bus services.

The plans for the future are:

City bus services

Council intends to continue to provide and monitor bus services that are integrated with the walk and cycle links in the city, and, where funding permits, to improve the services. Council is currently considering a number of new initiatives including vehicle upgrades, timetable improvements and the reintroduction of a smaller scale Stoke Loop service.

The 2013 review proposed a number of changes to the services; some of these were introduced in June 2014, and others are contained in this RPTP.

The introduction of any improvements will depend on funding being available.

2 Includes 19,250 SuperGold passengers

Total Mobility

The nation-wide Total Mobility scheme operates in Nelson and Tasman. This scheme, delivered mostly through taxi companies, provides half price fares (up to a maximum subsidy of $10 per trip) for people with disabilities. Vans capable of carrying people in wheelchairs are also provided under the scheme.

Council intends to continue support for the Total Mobility scheme, and continue to improve the scheme to ensure it meets the needs of its users. Improvements may include adding new services providers (to provide greater choice for users), and replacing old wheelchair hoists in the vans.

The administration and management of the scheme will also be improved to ensure the right people have access to it, and that funding is being used appropriately.

What we have done in the last few years

In recent years there have been several improvements to the city bus routes and timetables:

- Improvements to the timetables for the Richmond services, with new weekend services introduced
- A trial Stoke service was introduced in December 2015. Unfortunately it proved unsuccessful and was discontinued in 2017 pending the 2017 bus services review.
- New bus shelters have been installed
- Service routes have been loaded onto Google Transit
- Council has increased the financial support of the Total Mobility scheme for people with disabilities.

What we are planning for the future

The following table sets out our plans for the future. These plans are dependent on funding being available for them.

What	When
Investigate: • Changes in the fare zone structure • Fare reductions to increase patronage and bring the fare-box recovery ratio into line with the rest of NZ • Increased weekend services on Routes 1 and 2 • A revised Stoke route and timetable • Simpler timetable (clock-face) for the local city services • Improved vehicles on the local city routes	2017/18
Renewal of the current contract on a gross basis.	2018

What	When
Implement improvements to the ticketing system, through participation in the national regional ticketing system project[3]	2018
Reviewing the central city and Richmond bus terminals	2018
Investigate the introduction of real-time information systems for all services	2019
Improving infrastructure, such as the provision of timetable information and shelters at bus-stops	On-going
Promotion of the bus service through social media	On-going
Improving the operation and administration of the Total Mobility scheme	On-going
Link public transport to the Travel Demand activities and initiatives in the Transport Asset Management Plan 2018-2021	2017/18
Investigate options to improve public transport use at NMIT	2017/18

Related NCC transport documents

Other Council documents relevant to public transport in Nelson include:

- The Council Long Term Plan, Transport Asset Management Plan and the Annual Plan;
- The Council Public Transport Procurement Strategy[4];
- The Nelson Regional Land Transport Plan;
- Tasman's Regional Land Transport Plan and Regional Public Transport Plan.

Introduction

Nelson City Council is required by the Land Transport Management Act 2003 (LTMA) to prepare a *Regional Public Transport Plan*. The LTMA governs the administration of public transport in New Zealand and sets out the requirements regarding the RPTP's content and the consultation process required in preparing the RPTP.

This RPTP updates the 2015 RPTP.

This RPTP is presented as an integral part of the overall Regional Land Transport Plan, it recognises and links to the problem statements and objectives of that Plan. The objectives of this RPTP also recognise and support the problem statements and objectives of the Transport

[3] This will be an smartcard based system, and is being developed by The Transport Agency in association with the smaller regional councils

[4] This document is required by The Transport Agency and sets out the Council approach to be taken to procuring public transport services. A Procurement Strategy will be prepared prior to the next bus tender round which is 2018 at the earliest

Asset Management Plan. The public transport service is a fundamental element in the Nelson transport network providing efficient and effective transport choices to a large proportion of the population.

Purpose of the RPTP

The LTMA states that the purpose of a RPTP is to provide:

- A means of encouraging Council and public transport operators to work together in developing public transport services and infrastructure; and
- An instrument in engaging with the public in the city on the design and operation of the public transport network; and
- A statement of:
  - The public transport services that are integral to the public transport network;
  - The policies and procedures that apply to those services; and
  - The information and infrastructure that support those services.

This RPTP sets out Council's intentions and policies regarding public transport in Nelson in the next three years. The RPTP takes into account all relevant national and local policies, and the public transport funding from The Transport Agency likely to be available to Council.

This RPTP is in two parts:

- Part A sets out the services Council intends to provide, and the policies which apply to these services;
- Part B provides background and context information, and information legally required.

Public transport

The "public transport" referred to in this RPTP is the subsidised bus services within Nelson, and between Nelson and Richmond, and the Total Mobility service in Nelson City and Tasman District.

It does not include long-distance bus services, Ministry of Education funded bus services, privately funded bus services or taxi services (other than as they relate to Total Mobility).

Tasman District

While the focus of this RPTP is on Nelson, it recognises the cross boundary issues required to operate an integrated public transport network in the Nelson/Tasman region. Tasman District Council have prepared their own Regional Public Transport Plan, however, this RPTP does include that part of Tasman covered by:

- the Nelson-Richmond bus service; and
- the Total Mobility service. Whilst Tasman provides funding for their ratepayers use of the Total Mobility scheme, NCC will continue to administer the scheme overall.

Funding

The Nelson passenger fares currently cover approximately 52% of the costs of providing the service. The balance of the costs are met through subsidies from The Transport Agency (as happens with public transport everywhere else in NZ). This ratio has dropped from 64% in 2014/15 due to the poor performance of the new service introduced in Stoke in December 2015.

The subsidy from The Transport Agency is provided at Council's standard funding assistant rate of 51% by The Transport Agency with 49% provided by Council (with Tasman District Council)

Tasman District Council currently contributes $85,000 towards the cost of the bus service, and $80,000 towards the cost of Total Mobility.

Council is committed to continuing to provide a subsidised service in Nelson to maximise the benefits to the city and the community of having an available, affordable and integrated public transport system. In Nelson, these benefits are both economic and social – the buses help reduce congestion on the roads between Nelson and Richmond, and enable those without other forms of transport to get to where they need to go, in particular, to places of work, education, healthcare, welfare, recreation and food shopping.

The Transport Agency funding comes with a number of rules, requirements and guidelines. One of these guidelines is that passengers should contribute at least 50% of the costs of providing services[5] (and thus subsidies should be no more than 50% of the costs). In Nelson, bus passengers contributed about 52% in 2016/17, consequently Nelson is above The Transport Agency guideline.

The Transport Agency also set the rules around tendering and contracting for bus services. The Transport Agency funding is limited, and any extra funding from it (such as may be required to introduce new services in Nelson) will only be provided if any funding application is supported by a business case prepared in accordance with The Transport Agency guidelines.

Because only services specified in an RPTP are able to be subsidised, proposals for new services will need to be incorporated into this RPTP (and therefore be subject to public consultation guidelines) as well as meeting The Transport Agency business case requirements.

New public transport operating model

The 2013 changes to the Land Transport Management Act changed the administration of public transport in NZ by introducing a new "public transport operating model" (known as PTOM). PTOM is designed to encourage collaboration and partnering between the funders of public transport and the provider of the bus service in order to grow patronage with less reliance on subsidies.

This RPTP addresses these requirements, although, because the current bus contract can run for several more years, many of these new requirements cannot be introduced until a new contract is in place. Council are currently looking to introduce the new principles and

[5] The Transport Agency does recognise that smaller towns which have predominantly social services may have a lower passenger contribution than 50%

requirements where possible, including the renewal of the existing contract with SBL on a gross basis from April 2018.

G1 - Services intended to be provided, and associated policies

Services Council intends to provide

Nelson City bus service

Council provides the bus services within Nelson city and Richmond by means of a subsidised contract. The contract specifies which services are to be provided, and includes such things as routes, timetables and fare levels.

The current contract for this service runs until April 2018 but contains provisions for an extension for a further four years should certain performance criteria be met. Council plan to extend this contract on a gross basis from 2018.

The current city service operates on two routes between Richmond and Nelson, and on four local routes within in the city itself. There is also a late night service at weekends.

One Nelson-Richmond route runs via Bishopdale and Stoke; the other runs via Tahunanui and Stoke. Both run along Main Rd in Stoke and Salisbury Rd in Richmond. The first service starts at 6.45am with the last service at 7pm. A bus departs Richmond and Nelson every 15 minutes at peak times, and 30 minutes during off-peak times. On Saturdays there are six services in each direction, and on Sundays there are five.

The four local city services cover The Wood/Atawhai, NMIT/The Brook, Victory/Hospital, and Washington Valley/Tahunanui. On the first three of these routes the services run at half hourly intervals at peak times, and hourly the rest of the time. Six services run on Saturday. On the Washington Valley route there are three off-peak services during the day, and no weekend services.

The late night weekend service runs on Friday and Saturday nights between Nelson and Richmond between the hours of 10pm and 3am.

Council did introduce a trial service covering Stoke connecting with the Nelson-Richmond service in December 2015 but the service proved unsuccessful and it ended on 30 June 2017, pending the outcome of the 2017 bus service review.

The current routes and timetables are shown in **Section G3**.

Council intends to provide at least the current level of service in the future.

The service between Nelson and Richmond is provided by a fleet of modern buses which provide a fully wheelchair accessible service and has additional features such as bike racks. The buses currently used on the four city routes are smaller and are not wheelchair accessible.

Information about the service is readily available through a variety of formats, with shelter and timetable information provided at popular bus-stops.

Between 1 July 2016 and 30 June 2017 426,237 passenger trips were made on the city bus service. The annual total net cost (i.e. after passenger revenue is taken into account) of the current service for those 12 months was $638,568. $380,000 of that was paid by NCC with The Transport Agency contributing the balance of $155,000.

The services are closely monitored by Council, in conjunction with the contractor, to ensure that the services continue to meet the needs of the community. Any minor adjustments will continue to be made as necessary and, in accordance with the RPTP Significance Policy, may be made without any formal or publicly notified amendment to this RPTP.

A review of services was undertaken in 2017 and concluded that while the services are generally successful, there were still areas for improvement. Council is currently considering improvements arising from the review and will undertake consultation on these via the full consultation for this plan.

The current bus contract was let prior to the 2013 changes to the LTMA and the introduction of the new public transport operating model. The new operating model introduced by the 2013 amendment to the LTMA will have little impact on the current contracting arrangements (because the current contract was let in 2012), but any future contracts will have to be consistent with the new operating model. The future contracts will be known as "partnering contracts" and will be "gross" contracts (with an allowance for an incentive payment to the contractor), rather than the current "net"[6] contract arrangement.

Total Mobility scheme

While most of the buses in Nelson are designed to be as user friendly as possible, and are wheelchair accessible, there are some users (particularly those with various disabilities) that are either unable to use the buses or can only use them at some times during the day. Council therefore provides administration support and funding for the Total Mobility Scheme in Nelson and Tasman. This scheme provides transport assistance to people with disabilities though the provision of half-priced taxi fares (up to maximum subsidy per trip of $10 per oneway trip). Total Mobility operates in Nelson, Richmond and Motueka, and about 1,400 people use the scheme.

Approximately 40,002 trips are made annually through the scheme in Nelson and Tasman. The annual subsidy cost of this service is approximately $272,700. The Transport Agency meets 50% of this cost[7]; Council meets its share of the costs incurred in Nelson ($161,000), and Tasman District Council meets the costs incurred in Tasman district ($80,000).

The scheme also provides taxi-vans capable of carrying people in wheel-chairs, and provides for an extra $10 subsidy per trip for the use of these taxi-vans in recognition of the costs and time involved in carrying passengers using a wheelchair. Council provides assistance with the costs of installing the necessary equipment into the vans to enable them to carry wheelchairs and mobility scooters. This is 50% reimbursed by The Transport Agency and 50% by the operator

Council administers the scheme, including the distribution of vouchers for use on the taxis, and payments to the taxi companies.

[6] A gross contract is where the operator is paid the full cost (and the passenger revenue is retained by the Council); a net contract is where the operator is paid the difference between the gross price and an estimate of passenger revenue

[7] The Transport Agency subsidy rate is 60%, but it also provides an additional $10 payment for each wheelchair trip. This has the effect of increasing the overall The Transport Agency subsidy rate

Because Total Mobility is a nation-wide scheme, there are certain rules, aimed at ensuring consistency between the places where the scheme operates, about how the scheme is run. Council will continue to comply with these rules and thus ensure Nelson and Tasman members of the scheme can use the scheme elsewhere in NZ.

Council intends to continue to support and provide the Total Mobility scheme.

Future improvements

Council is keen to continue to improve the public transport services in Nelson. It has a number of proposals it is currently investigating, and is currently consulting on some of these.

Possible improvements that will be investigated include:

- A revised Stoke service to improve the public transport accessibility of Stoke, particularly for the elderly and others dependant on public transport as a whole;
- Increasing capacity between Richmond and Nelson CBD at weekends;
- Improving the timetables and standard of buses for the 4 local city routes;
- A new bus passenger smartcard and electronic ticketing system (through Council participation in The Transport Agency led national ticketing project);
- Review and stream-line the fare system, including introducing possible fare reductions;
- Improved infrastructure, such as shelters and providing service information at bus-stops;
- Working with TDC to integrate with any local bus feeder service they may contract;
- Introduction of an on-line real-time information system;
- Use of social media to promote services;
- Improvements to the administration and management of the Total Mobility scheme.

Funding subsidies for any improvements will be sought from The Transport Agency. The Transport Agency requires that any proposals for new services will have to be justified using the new The Transport Agency Business Case Approach[8], although changes to timetables and routes for existing services does not have to follow this approach.

[8] A suggested business case approach has been developed by The Transport Agency, and is contained in The Transport Agency online Planning and Investment Knowledge Base

Units

The LTMA requires every public transport network in NZ to be divided into "units". Each unit must then be the subject of a separate contract. The RPTP is required to set out the units that the Council intends be provided, and the date that the units are expected to start operating. Current contracts are able to continue until they end, and the new model introduced by the LTMA is for future contracts.

Because of the nature and relatively small size of the Nelson bus service, Nelson currently has a single bus contract for the entire network of services. This is a logical arrangement in a city the size of Nelson and has worked well, and enables close cooperation between Council and the bus operator.

Options after the current contract expires include splitting the service into up to three units – perhaps one for the Nelson-Richmond services, one for the four city routes, and one for the late night bus service. However the integrated nature of the service, and the small size of these units, suggests that a single unit is the best arrangement in Nelson. This single unit approach has been adopted in most similar sized cities to Nelson.

This RPTP, therefore, proposes that the single unit/single contract system will continue for the Nelson bus service.

The single unit will be procured, once the current contract expires, by tender based on the new LTMA public transport operating model, and following the approach outlined in the Nelson City Council *Public Transport Procurement Strategy*. The *Public Transport Procurement Strategy* will be developed prior to the next tender round.

The current contract for the city bus service runs until 2018, but contains provision for an extension until 2022. Minor changes to the contract are permitted without the need for retendering, and thus the next tender is not expected until 2021 (assuming the current contract runs the full term). Thus the new contract is likely to commence at the end of January 2022. Council intends to provide financial assistance to this unit/contract.

Any major new services are likely to be separate units in terms of the LTMA, although changes to existing services are likely to be incorporated into the current contract by way of a contract variation. Variations will be based on a gross cost basis wherever possible to be consistent with the new contracting regime.

There are no exempt services within the meaning of the LTMA in Nelson that are being replaced by a unit.

Value for money

Central to the purpose and intent of the LTMA is the concept of providing "value for money", and this concept extends to the provision of bus services. Value for money can be measured in many ways. An important measure (one set by The Transport Agency) is the contribution made by the passengers towards the costs of providing the service. This passenger contribution is known as the fare-box recovery level, and is measured as the ratio of passenger fares to the costs of providing the service.

The Transport Agency has a goal of an aggregated national fare-box recovery rate of no less than 50% by 30 June 2018. The current NZ rate is about 46%. Council has set a fare-box recovery rate target of between 45 and 55%.

The Nelson bus service has always had a high fare-box recovery. The current level of 52% has dropped from 62% in 2014/15 due to the poor performance of the Stoke Loop service. This indicates the Nelson bus service provides excellent value for money.

The 2016/17 Farebox recovery rate is within the target recovery rate and aligns with The Transport Agency target. Council intend to improve the bus services in 2018 and therefore expect the farebox recovery rate to drop but to remain within the target ratio.

Value for money can also be measured by the total subsidy rate (ratepayer plus The Transport Agency) per passenger trip. In Nelson this rate is a little over one dollar, which is one of the lowest in NZ. Again, this indicates excellent value for money.

For relatively small financial input, Council provides an integrated bus service which meets the needs of those who rely on public transport to access work as well as basic community services and activities. The Nelson services compare very favourably on a value-for-money basis with other cities in NZ.

Working with contractors

One of the objectives of the 2013 changes to the LTMA was to encourage close partnerships between councils and their contracted bus operators. Council already has a very close working relationship with its contractor. This is aided by the small size of Nelson City and there being only one bus contract. Council recognises that the contractor has a unique and close perspective on how the service is performing and on what improvements might be made.

Council intends that this close working relationship will continue, and it will continue to hold regular meetings with the contractor to discuss ways of improving the services. For new contracts, a business plan for the contract will be prepared by Council, in conjunction with the contractor, which will outline what actions and improvements are proposed for the contract. This business plan will be reviewed annually. The business plan approach will be outlined in the *Public Transport Procurement Strategy* and in future contracts. This approach will, where possible, be adopted for the current contract.

Council recognises that the best way to improve passenger numbers is to have a high quality reliable service, together with excellent vehicle quality and driver helpfulness. All future contracts will therefore include requirements for the contractor to report regularly on certain performance indicators. These criteria will be based on those developed by The Transport Agency[9] and will include service reliability and punctuality, patronage, customer satisfaction, reporting timeliness, and vehicle appearance. For the current contract these indicators will be used to determine if the contract qualifies for an automatic extension of the contract period.

The Transport Agency requires that future contracts include a "financial incentive mechanism". The financial incentive will provide for an annual payment to the contractor should certain targets be met. These targets are likely to be based on patronage levels, and involve a payment to the contractor for each passenger carried over and above a target figure. The financial incentive mechanism is still to be developed, and will be contained in the Nelson *Public Transport Procurement Strategy* which will be developed prior to tendering for future contracts.

[9] This development process is on-going

Fares

The LTMA requires the RPTP to set out policies on passenger fares, and how fares will be set and reviewed. The current fares and fare setting/changing processes are set out in the current bus contract. The contract provides for Council to set the maximum fares for the bus service, to review fares annually, and to change fares where that is considered appropriate (with a proportionate change in the contract price if necessary).

Fares in Nelson are currently based on distance travelled, with four fare zones. Council has recently reviewed fares and is considering changing the fare structure from four zones to three. This will simplify fares and have the effect of reducing most fares.

As is required by The Transport Agency, fare levels will be reviewed annually and the fare structure will be reviewed every six years. The review of fare levels will take into account matters such as inflation (particularly relating to the cost of providing the bus service), fare-box recovery, Council and The Transport Agency funding levels and policies, and user's ability to pay.

The six-yearly review of fare structures will consider issues such as how the fare should be calculated (possibilities include distance related fares, a flat fare regardless of distance travelled, time based fares etc.).

The contractor's views will be sought as part of any fare review.

Integration with other transport modes

The public transport services in Nelson are part of an integrated network of transport services. This recognises that all journeys usually involve other modes of transport as well as the bus trip (there is almost always a walking component of any bus journey, and increasingly, a cycling component). The needs of bus passengers who use wheelchairs must also be considered.

The Nelson buses have bike-racks, bus-stops are conveniently situated and are easily accessible. Car-parking facilities are available near to stops (particularly in Richmond) to encourage car users to use a bus for the last leg of their journey. Car parking availability and charges should also consider the impact on bus use.

Objectives and Policies

The basic objectives of Council-provided public transport network are to provide services which:

- Reduce traffic congestion between Richmond and Nelson; and
- Meet the basic needs of the community, particularly those without access to private transport, to provide transport choices.

These objectives link to two of the four key problem statements in the 2018 Regional Land Transport Plan:

Constraints on the transport network are leading to delays affecting freight, tourism, business and residential growth.

Roads and footpaths inadequately support our ageing population and increasing active travel demands creating barriers to utilise alternative modes of transport.

They also link to 2 of the 3 problem statements in the 2018 -28 Transport Asset Management Plan:

The arterial transport network is constrained during the morning and evening peak periods and is unable to respond to strong regional population, tourism and business growth resulting in congestion

Changing population demographic requires different transport services.

G2- Specific Council policies relating to its bus services

Services provided

- Provide and fund bus services which:
  - Are aimed at reducing target traffic congestion; and/or
  - Are aimed primarily at those without other transport options;
  - Provide transport choices;
- Regularly assess the needs of the community with regard to its public transport needs;
- Work with its bus contractors to improve its services and increase patronage levels.

New services

- New services will be provided where there is demonstrable demand, and where local and The Transport Agency funding is available.

Funding

- Fund its share of the services set out in this RPTP;
- Seek appropriate funding contributions from The Transport Agency;
- Collaborate with Tasman District Council to continue to secure funding for the bus services;

- Seek funding from The Transport Agency for any service improvements.

Contractors

- For all new contracts:
  - Prepare a business plan in conjunction with each contractor setting out the actions, aimed at improving the service, that will be taken during the next year of the contract;
  - Review the business plan annually;
  - Regularly meet with the contractors to discuss progress with achieving the actions set out in the business plan, and progress generally with the services, and ways to increase passenger numbers;
- Meet regularly with existing contractors to discuss contractual matters, including how the service might be improved and patronage increased;
- Generally involve the contractor in decisions relating to the service, while at the same time recognising that it is Council that is the primary decision maker regarding the service.

Contract format

- The tendering of the bus contracts will follow the process set out in the Council Procurement Strategy and The Transport Agency Procurement Manual;
- Subject to the Procurement Strategy and Procurement Manual, contract length will generally be nine years;
- Contracts will require operators to tender on the annual gross price of providing the service and Council will retain passenger revenue;
- There will be one contract per unit, and thus currently there will be one contract;
- All new contracts will contain a financial incentive mechanism aimed at encouraging the contractor to increase patronage;
- Tenders will reflect the policies in this RPTP and the Council.

Procurement Strategy

- Tenders will be evaluated on price and quality. Quality features will include relevant experience, track record, relevant management and technical skills, methodology and vehicle quality.

Vehicles and drivers

- Require modern low floor buses on the Richmond routes;
- Comply with the vehicle standards as set out in The Transport Agency's guidelines.

Requirements for Urban Buses

- Require bike racks on the buses used on the Richmond and Stoke routes;
- Require electronic ticket systems on all buses;
- Require GPS tracking on buses to assist with real time tracking for customers and monitoring by Council;
- Include, in any new public transport contract, a suitable driver standard with which all bus drivers must comply;
- Require branding as specified by Council.

Fare system

- Require electronic ticketing on all buses that records all trips and issues tickets as appropriate;
- Fares:
  - Child fares will be available
    - i) Children are defined as those aged 5-15 inclusive, or enrolled at school while wearing a school uniform or on presentation of a school ID card;
    - ii) The child fare will be approximately two-thirds[10] of the adult fare;
    - iii) Children under 5's travel free.
  - A tertiary students/Community Service Card holder fare will be available to those aged 18 and under or enrolled in a Nelson or Tasman tertiary institution on presentation of an ID card, and Community Services Card holders on presentation of their card;
  - The SuperGold Card scheme providing free off-peak travel[11] is available to those with a SuperGold Card (generally those over 65 years of age);
  - Fares will be set on a zone structure;
  - For the late bus, a separate fare structure will apply (currently a flat fare);
  - Electronic ticketing and smartcard technology will be introduced in mid-2018. Smartcards will be available from designated outlets (currently the bus company, Council and TDC council offices, and Nelson, Stoke and Richmond libraries);
- Fare levels will be reviewed annually, which may result in the above fares and ticket availability changing;
  - The contractor will be involved in these discussion In setting fares, the primary considerations will be the level of inflation as it relates to the costs of providing the service, affordability, The Transport Agency and Nelson City Council funding levels and policies, and the Council Fare-box Recovery Policy[12];
- Fare structures will be reviewed every six years. The last review was in 2017, and thus next review is due before 2023;
- Note that Council is currently reviewing zones, fare categories and fares, and these may change in the near future.

SuperGold Card

- Bus contractors will be required to participate in the SuperGold Card scheme as it relates to public transport;
- Council will continue to administer the SuperGold Card scheme subsidies.

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[10] The exact discount will be influenced by the necessary rounding

[11] For travel between 9am and 3.00pm weekdays, and on Saturdays, Sundays and public holidays

[12] This policy is re-produced in Section G4

Monitoring

- Monitor services based on The Transport Agency requirements;
- Collect monthly patronage data;
- Contracts will provide for reliability data to be collected by the contractor and made available to Council;
- Future contracts will require vehicles on the city bus service to have a GPS monitoring system to assist in measuring service reliability;
- In conjunction with the contractor, regularly review the city routes and timetables to ensure they continue to meet the needs of the community;
- Undertake an annual survey of passengers as required by The Transport Agency.

Infrastructure

- Look to improve the central city bus stop through the provision of shelter, seats and timetable information;
- Conveniently located bus-stops;
- Look to improve bus-stop facilities including providing shelters and easy access to the stops for those in wheelchairs.

Integration with other transport modes

- Encourage further integration between the buses and walking and cycling through promotion;
- Require bike racks on the buses used on the Richmond and Stoke routes;
- Consider buses when addressing car-parking availability and charging;
- Ensure bus-stops are conveniently located and easily accessible.

Promotion and advertising

- Through information being available at key bus stops and on the Council and TDC website;
- Through the production of a freely available printed timetable;
- Through a phone app, and Google Transit;
- Through local newspapers (including community newsletters) and radio;
- On-bus advertising;
- Buses will provide for the internal display of Council and public transport promotional material.

Total Mobility

- Continue to administer and support the region-wide Total Mobility scheme;
- Continue to improve the administration and management of the scheme, and to meet any The Transport Agency requirements;
- All taxi companies in the scheme are required to have contracts with Council;
- Facilitate the provision of wheelchair hoist vehicles where demand warrants it and funding permits;
- Admittance to become a service provider is at the discretion of Council and is not restricted to taxi companies. Each application will be considered on its merits, but generally the requirements are that drivers be appropriately licensed and trained, the service availability hours are at least 7am to 7pm, and the fare structure is clear, similar to other providers and has been approved by Council. The provision of a wheelchair service is desirable but not mandatory;
- Review fares and the rules applying to the fares as part of the fare level and fare structure reviews.

G3 - Background and Context

Legislative requirements

Section 124 of the Land Transport Management Act 2003 requires that a Regional Public Transport Plan must:

- Contribute to the purposes of the LTMA[13];
- Have been prepared in accordance with The Transport Agency guidelines;
- Be consistent with any Regional Land Transport Plan;
- Apply the principles specified in the Act, namely:
  - Councils and operators should work in partnership to deliver services and infrastructure necessary to meet the needs of passengers;
  - The provision of services should be coordinated with the aim of achieving the levels of integration, reliability, frequency, and coverage necessary to encourage passenger growth;
  - Competitors should have access to public transport markets to increase confidence that services are priced efficiently;
  - Incentives should exist to reduce reliance on public subsidies to cover the cost of providing public transport services;
  - The planning and procurement of public transport services should be transparent.
- Take into account:
  - Any national energy efficiency and conservation strategy;
  - Any relevant district plan;
  - The public transport funding likely to be available;
  - The need to obtain the best value for money, having regard to the desirability of encouraging a competitive and efficient market for public transport services;
  - The views of public transport operators;

Council has taken into account all the above requirements when preparing this RPTP.

[13] The purpose of the LTMA is to contribute to an effective, efficient, and safe land transport system in the public interest

Assistance of the transport disadvantaged

The RPTP is required to describe how it will assist the *transport disadvantaged*[14]. This RPTP assists the transport disadvantaged though supporting routes and timetables designed to take passengers from where they live to places they want to go at a reasonable fare.

Fare-box Recovery Policy

The Transport Agency requires Council to include a *Fare-box Recovery Policy* in their regional public transport plans. Fare-box recovery is the percentage of the costs of providing the service that are covered by passenger fares. The Transport Agency has been concerned that fare-box recovery is declining nationally, and wants to reverse that trend. The Transport Agency has set out what a fare-box policy must contain, which includes a target ratio of costs that are to be covered by passenger fares, and how the target is to be achieved.

Council policy is that in the long-term passenger fares should cover between 45 and 55% of the costs of providing the bus service, and its fare-box policy is based on that. The current fare-box recovery rate is about 52%.

The full Council fare-box recovery policy is shown in **Section G4**.

Significance Policy

All regional public transport plans are required by the LTMA to include a "significance policy". This policy determines if any proposed change to a RPTP is significant (in which case it must follow certain consultation requirements as set out in the Act) or not (in which case an abbreviated process can be used).

The Council significance policy in relation to this RPTP is set out in **Section G5**. Essentially the policy states that small changes, and changes that have already been the subject of consultation, can be treated as "not significant" and thus need not be the subject of extensive consultation. More significant changes may require the preparation of a new Regional Public Transport Plan (and associated consultation).

[14] The Land Transport Management Act describes transport disadvantaged as those people whom the Council has reasonable grounds to believe are the least able to travel to basic community activities and services (for example, work, education, health care, welfare, and shopping)

G3 – Services to be Provided

Nelson City Council
te kaunihera o whakatū


LEGEND
Route 1 - Nelson > Bishopdale > Stoke > Richmond
Route 2 - Nelson > Tahunanui > Stoke > Richmond
Route 3 - Nelson > Atawhai
Route 4 - Nelson > The Brook
Route 5 - Nelson > Hospital > Toi Toi
Route 5 - Nelson > Hospital > Toi Toi - Off Peak Only
Route 6 - Nelson > Washington Valley > Tahunanui - Off Peak Only
Nbus Terminus
Fare Zones
Fare Zone Boundary
Transfer Point
i-SITE
Hospital
Brook Valley Holiday Park
Nelson Airport
Atawhai Drive
NELSON
Rocks Road
Waimea Road
Brook Street
STOKE
Main Road Stoke
Salisbury Road
RICHMOND
1
2
3
4
THE LATE LATE BUS
TIMETABLE
WHEELCHAIR & PUSHCHAIR ACCESS
BIKES ON BUSES
SUPERGOLD CARDS
GENERAL TICKET INFORMATION
SAVE WITH MULTI-TRIP TICKETS
NEVER MISS THE BUS EVER AGAIN
www.NBUS.co.nz

G4 – Fare-box Recovery Policy

In brief

In accordance with The Transport Agency requirements, Council has adopted a fare-box recovery policy. Fare-box recovery measures the percentage of the gross costs of providing bus services that is covered by passenger fares (the balance of the costs is met in equal proportions by local ratepayers and The Transport Agency).

The national[15] fare-box recovery rate is currently about 46%. The Transport Agency has a target rate of at least 50%, which it aims to achieve in the medium term.

The fare-box recovery ratio for Nelson bus services is currently about 52%. Council has set a target of achieving between 45 and 55%

Background

The Transport Agency requirements

The Transport Agency requires that all regional Councils/unitary authorities prepare a "fare-box recovery policy", and include that policy in the Regional Public Transport Plan.

The Transport Agency require the fare-box recovery policy to:

- Set a target fare-box recovery rate for the public transport system as a whole
- Set out how the target was chosen
- Set out a strategy as to how the target will be achieved
- Set out how the policy complies with various relevant national and regional planning documents, and with legislation
- Provide for an annual review of fare levels, and a review of fare structures at least every six years.

The Transport Agency prescribe the formula for establishing the fare-box recovery rate.

Services included

The public transport services to be included in the calculation of the fare recovery are any contracted bus services operating in the region.

Long-distance (e.g. inter-city services) services, privately funded school services, Ministry of Education funded school services, tourist and charter services are not included.

In accordance with The Transport Agency policy, Council has measured fare-box recovery of the service as a whole rather than measuring individual routes or trips. Individual services,

[15] An aggregated figure for all NZ

routes or trips, particularly those that might be regarded as "social" services, are not necessarily expected to achieve the target set out in this policy.

How the targets were chosen

Council has chosen the 45 – 55% target fare-box recovery range based on the current recovery level and The Transport Agency targets.

A higher target was not considered appropriate given that the range 45-55%is higher than the NZ average and centred around The Transport Agency target. The current level reflects the impact the Stoke Loop service had on the recovery rate, the target reflects the termination of this service but that other service improvements and fare/zone structure changes will, however, impact on the future fare recovery rate. .

A lower target was also not considered appropriate – Council believes that it is appropriate that passengers pay a reasonable share of the costs, and Nelson traditionally has always had a high passenger contribution. Council considers that a 45-55% target is a suitable balance between the contributions of ratepayers/taxpayers and passengers.

Method of calculation

The formula used to calculate fare-box recovery is prescribed by The Transport Agency and is set out in detail on its website. In essence the formula is total fare revenue divided by the total cost (including subsidies) of providing the service.

Strategies to maintain the target

While the current fare-box recovery level meets the current target, in the event that it should fall below the target, some form of intervention will be needed to achieve a 45-55% share from users. Intervention strategies are set out below.

These strategies will require Council to work with transport providers to achieve the targets. The needs of the transport disadvantaged will be considered in any intervention.

Strategy 1: Increase patronage

Increasing patronage will increase revenues, and thus improve fare-box recovery.

NCC will look to increase patronage by undertaking general and targeted publicity as well as improving service quality through improving infrastructure, maintaining high vehicle quality standards, and optimizing routes and service levels to increase accessibility.

Strategy 2: Improve operating efficiencies

Improvements to operating efficiencies will reduce costs and therefore improve fare-box recovery.

The Council, in association with the transport provider, is constantly monitoring the costs and revenues of services, and investigating how to improve efficiency. Services with poor fare-box recovery will be identified, and efforts made to improve the performance of those services.

Changes may include better coordination and integration of services, which may for example be achieved through small timetable changes and/or route optimisation.

Strategy 3: Reduce poor performing services

Reducing poorly performing services will have the effect of reducing costs and thus increasing fare-box recovery.

Poor performing services (i.e. those services with high costs and/or low patronage) can be improved by reductions to frequencies and routes, and assessing vehicle size/suitability. The Council will also consider alternative ways of providing services, such as on-demand and dial-a-ride options.

Strategy 4: Review of fare products and fare levels

Increasing fares will lead to increases in revenue and thus improve fare-box recovery. However when considering possible fare increases, the impact on patronage needs to be considered.

Other options may include reviewing the availability and eligibility criteria for concession fares and reviewing the levels of discount available.

How the policy will be applied

The current contract payment system allows fare-box recovery to be calculated on a 6 monthly basis, and thus any changes in fare-box recovery can be quickly identified. If the recovery rate is changing, Council will then decide which of the intervention strategies will be applied.

Implementation date

This policy will apply immediately.

Fare level review

An annual fare level review will be undertaken, in conjunction with the contractor, at the conclusion of each financial year. This review will take into consideration the fare-box recovery levels but may also include any other factors considered to be relevant. The review will also address the level of discounts and concessions within the existing fare structure.

Fare structure review

Council will review fare structures at least every six years. The fare structure review will address all aspects of the fare system, including the appropriateness of zones as the base for the system, and the availability of (and discount to be applied to) concession fares.

A review of the fare structure was undertaken when the new service was introduced in 2012 and then again in 2017. The next review of the fare structure is therefore not planned before 2023.

Policy review

This policy (including the targets) will be reviewed at least every three years or when the Regional Public Transport Plan is reviewed (which is likely to be at least every three years).

It may also be reviewed immediately if The Transport Agency policy or practices affecting fare-box recovery change.

Policy	Comment
Government Policy Statement on Land Transport Funding (GPS)	This policy contributes to the GPS by maintaining the relatively high level of user contribution towards the funding of public transport. It recognises the need for efficiencies and "value for money" and the restrictions on the availability of national funding
Regional Land Transport Plan (RLTP)	This policy contributes to the RLTP by at least maintaining the level of local contribution towards the funding of public transport, and thus helping to achieve patronage targets
Regional Public Transport Plan (RPTP)	This policy contributes towards the RPTP by looking to improve efficiencies and value for money
Land Transport Management Act 2003 (LTMA)	This policy contributes to the LTMA by aiming to improve efficiencies and effectiveness, and by maintaining the level of local contribution towards the funding of public transport

G5 – Regional Public Transport Plan Significance Policy

This policy is required, in accordance with section 120(4) of the Land Transport Management Act 2003, to set out how to determine the significance of proposed variations to this RPTP. The level of significance determines the consultation regarding the proposed variation that must be undertaken.

Application

This RPTP can be varied at any time. However in accordance with section 126(4) of the Land Transport Management Act 2003, the usual consultation will not be required if the proposed variation is considered not significant under this policy.

The approach to consultation will reflect the level of significance of any proposed variation. Consideration will be given to the costs and benefits of any consultative process or procedure and the extent to which consultation has already taken place.

The implication of not meeting the significance threshold is that the full consultation requirements of the LTMA will not need to be followed. However, Council may undertake targeted consultation on matters affecting specific communities and stakeholders, even if the significance threshold outlined in this policy is not invoked.

General determination of significance

The significance of variations to this RPTP will be determined by Council on a case by case basis. When determining the significance of a variation, consideration must be given to the extent to which the variation:

- Signals a material change to the planned level of investment in the public transport network;
- Impacts on the purpose of the LTMA;
- Affects residents (variations with a moderate impact on a large number of residents, or variations with a major impact on a small number of residents will have greater significance than those with a minor impact);
- Affects the integrity of this RPTP, including its overall affordability;
- Has already been the subject of consultation with affected parties.

Significant and non-significant matters

Matters that will always be considered 'significant' are:

- Any variation that amends this policy on significance;
- Major changes to existing services, or the introduction of new services, (other than changes to or the introduction of trial services), for which no consultation regarding the change or introduction has occurred.

Matters that will usually be considered 'significant' are:

- Changes to units that significantly affect the financial viability of the contractor of that unit.

Matters that will always be considered 'not significant' are:

- Minor editorial and typographical amendments to this RPTP;
- Minor changes to fare levels in accordance with current policy and funding levels;
- Matters that will usually be considered 'not significant' are:
    - A matter that has already been consulted on, including the addition, removal or amendment of any matter or service;
    - Minor changes to the description of services following a review of that service e.g. changes to the frequency, route or hours of a service which result in the same, or better, level of service;
    - Changes to the description of services or grouping of services as a result of an area wide service review, provided that there is no significant increase in cost;
    - Minor changes of routes and/or timetables to existing services;
    - The introduction, alteration or deletion of trial services;

- The introduction of a new unit provided the contractors of existing units are not affected.

Targeted consultation on non-significant variations

Where Council determines that a proposed variation is not significant, it may still undertake targeted consultation as follows:

a. Consultation for minor changes in the delivery of existing public transport services

For minor changes in service delivery which are required to improve the efficiency of existing services, such as the addition or deletion of trips and minor route changes, and which have only a local impact, consultation will generally be undertaken at a low level with the operator/s involved, the relevant territorial authority, and passengers who use the services. If consultation has already occurred as part of a service investigation or review, no additional consultation need occur.

b. Addition of new services

Where a new service is proposed and the new service has been the subject of community consultation, no additional consultation need occur.

c. Other non-significant variations

Any proposals for changes that affect only a sector of the community or the industry (e.g. a change in Total Mobility provision, or a change to specific vehicle quality standards) may be worked through with those most likely to be affected, as well as other relevant stakeholders.

Appendices

Appendix 1 - Legislative Context

The Land Transport Management Act 2003

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

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

The Act requires three key documents to be developed:

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

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

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

- describe the monitoring that will be undertaken to assess the implementation of the RLTP;
- summarise consultation undertaken; and
- summarise the policy relating to significance adopted by the regional transport committee.

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

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

The intention is that the RLTP should:

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

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

Appendix 2 - Significance Policy

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

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

i) at the request of an approved organisation or the Transport Agency, or

ii) on the regional transport committee's own motion.

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

The Significance Policy is defined below.

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

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

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

i) Addition of an activity or combination of activities that has previously been consulted on in accordance with sections 18 of the Act;

ii) A scope change to an activity that, when added to all previous scope changes for the same activity, varies by less than $5 million from its cost as shown in the current NLTP and does not materially change the objective(s) and proposed outcomes of the activity;

iii) Replacement of activities within an approved programme or group with activities of the same type and general priority;

iv) Funding requirements for preventative maintenance and emergency reinstatement activities;

v) Changes to activities relating to local road maintenance, local road renewals, local road minor capital works, and existing public transport services valued at less than $5 million;

vi) Variations to timing, cash-flow or total cost (resulting from costs changes), for the following:

a) Improvement projects; or

b) Community-focused activities.

vii) Transfer of funds between activities within a group;

viii) End of year carry-over of allocations;

ix) Addition of the investigation or design phase of a new activity, one which has not been previously consulted upon in accordance with section 18 of the Act; and/or

x) Variations to timing of activities if sufficient reasoning is provided for the variation and the variation does not substantially alter the balance.

Appendix 3 – Monitoring and Performance Measures

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

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

Table 8 - Regional Monitoring Indictors and Targets

Regional Objectives	Indicator	Target
1) A sustainable transport system that is integrated with well planned development, enabling the efficient and reliable movement of people and goods to, from and throughout the region 2) Supporting economic growth through providing better access across the Top of the South's key journey routes.	Travel Time variability between SH6/60Intersection and Port Nelson during the Peak Hour Picton and the Marlborough Kaikoura boarder between 8am and 5pm	Downward trend from 2015 baseline
	Vehicle Occupancy on urban arterial routes: SH6 Rocks Road – Nelson Waimea Road Nelson Salisbury Road Tasman SH6 Gladstone Road Tasman Sinclair Street SH1 - Marlborough	Increasing trend
	HPMV routes	Increasing HPMV route availability over time
3) Communities have access to a resilient transport system.	The number of hours that sections of the key journey routes[16] are closed due to unplanned disruptions	Downward trend from 2015 baseline

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

4) Communities have access to a safe transport system.	Fatal and Serious Crashes	Reduction in the average annual number of fatal and serious injury crashes in the 6 year period 2015-2021 compared with the previous 6 year average 2009-2014.
5)Communities have access to a range of travel choices to meet their social, economic, health and cultural needs	Trips undertaken by walking, cycling and public transport. Screen line counts for walking and cycling at: • Nelson at SH6 Rocks Road, Bishopdale Hill & Railway Reserve • Richmond at Salisbury Road • Blenheim Total annual Bus Patronage for Nbus service in Nelson and Richmond and the Bayleys Bus in Blenheim	Increasing trend in number of trips by walking, cycling and public transport

Table 9 - Nelson Monitoring Indictors and Targets

Nelson Objectives	Indicator	Target
1) A sustainable transport system that is integrated with well planned development, enabling the efficient and reliable movement of people and goods to, from and throughout the region 2) Supporting economic growth through providing better access across the Top of the South's key journey routes.	Travel Time variability between • Annesbrook and QEII drive via SH6 • Annesbrook and Rutherford Street via Waimea Road during the Peak Hour	Downward trend from 2015 baseline
	HPMV routes	Increasing HPMV route availability over time
3) Communities have access to a resilient transport system.	The number of hours that sections of the key journey routes[17] are closed due to unplanned disruptions	Downward trend from 2015 baseline
4) Communities have access to a safe transport system.	Fatal and Serious Crashes	Reduction in the average annual number of fatal and serious injury crashes in the 6 year period 2015-2021 compared with the previous 6 year average 2009-2014. Reduction in the average annual number of fatal and serious injury crashes at intersections in the 6 year period 2015-2021 compared with the previous 6 year average 2009-2014. Reduction in the average annual number of fatal and serious injury crashes involving cyclists in the 6 year period 2015-2021 compared with the previous 6 year average 2009-2014.
5)Communities have access to a range of travel choices to meet their social, economic, health and cultural needs	Numbers of people walking or cycling on the Railway Reserve, Bishopdale shared Path, Whakatu shared path	2% annual increase in the number of trips by walking, cycling at both peak times and through the day 4% annual increase in the number of trips by Nbus at peak times and through the day

17 SH6 Nelson to Richmond, Waimea Road route between Rutherford Street and Annesbrook, SH6 Rai Saddle to Nelson.

Nelson Objectives	Indicator	Target
	Atawhai shared Paths and Rocks Road[18] Total annual NBus Patronage	
N6)The transport system supports national strategies for energy efficiency and climate change, and protects natural systems and community values	Vehicle Occupancy on urban arterial routes: • SH6 Rocks Road • Waimea Road	Increasing trend
	Energy efficiency	Reducing trend in local road annual vehicles kilometres travelled per capita from 2013 levels

18 7 hour manual pedestrian and cycle counts A861021

Appendix 4 – Assessment and prioritisation

Projects requiring prioritisation

Regional Transport Committees are required to prioritise activities or combinations of activities that approved organisations submit in their respective land transport programmes (the exception being local road maintenance, local road renewals, local road low cost low risk capital works and existing passenger transport services). Consequently this section sets out the prioritisation methodology for the following activities for the 2018-2021 years:

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

Assessment and prioritisation process

The Transport Agency allocates government funding in accordance with its Investment Assessment Framework (IAF). The activities identified in table 4 and 6 of this programme have been prioritised using this framework.

The Regional Transport Committee has used The Transport Agency's Investment Assessment Framework to determine and prioritise their activities. The IAF uses a holistic process based on the Business Case Approach. Activities and programmes are developed using business case principles before assessment with the IAF and prioritisation using two factors (results alignment and cost-benefit appraisal) to determine how well they meet the government's investment strategy defined in the GPS and their priority for funding.

Prioritising activities within the NLTP

The Results Alignment and Cost-benefit Appraisal are brought together to form an assessment profile, which is used to prioritise activities in the National Land Transport Programme (NLTP).

The business case must be sufficiently developed and pass the business case assessment before any IAF assessment and prioritisation. The Transport Agency, in the development of the NLTP and in its investment decisions, will review the assessments made and prioritise activities within each activity class using their assessment profiles. Additional factors identified may be taken into consideration.

Only programmes and activities assessed with at least a Low Results Alignment will progress to prioritisation.

Programmes and activities assessed without any Results Alignment remain at the strategic case stage.

Assessment factors and rating

An activity or programme has assessment ratings for Results Alignment and Cost-benefit Appraisal as shown below:

Assessment factor		Rating
Results Alignment	Assessment of how well the problem/issue/opportunity identified aligns with results identified in the Government Policy Statement and guided by the Long Term Strategic View	Low / Medium / High / Very High
Cost-benefit appraisal	Assessment of the whole-of-life benefits and costs based on the Economic Evaluation Manual for improvement activities, and cost effectiveness and performance comparisons for road maintenance, and existing public transport services	For improvements, benefit-cost ratio ratings of: 0-0.9 / 1-2.9 / 3-4.9 / 5-9.9 / 10+ For continuous programmes, cost effectiveness ranges of: Low / Medium / High

A rating greater than Low for Results Alignment or a rating above 1 (Low) for Cost-Benefit Appraisal does not guarantee funding. The combined ratings for Results Alignment and Cost-Benefit Appraisal are required to get an overall ranking.

While a Cost-Benefit Appraisal rating of 1 (Low) will be taken into account in the ranking, the Transport Agency also looks at other factors in the proposal, such as relevance to government strategy through Results Alignment. It may also consider a proposal with a Cost-Benefit Appraisal below 1 only as an exception, where evidence is provided that demonstrates a wider value proposition against GPS results.

Priority order of improvement profiles

The following table shows the priority ranking of assessment profiles for improvements to local roads, state highways, public transport improvements, and walking and cycling.

Ranking for Improvements

The two assessment factors of Results Alignment and Cost-Benefit Appraisal are brought together to form an assessment profile that determines a proposal's priority where the ranking is based on:

- Meeting the desired results of the investment strategy (Results Alignment)
- Achieving the desired results in the most efficient way (Cost-Benefit Appraisal).

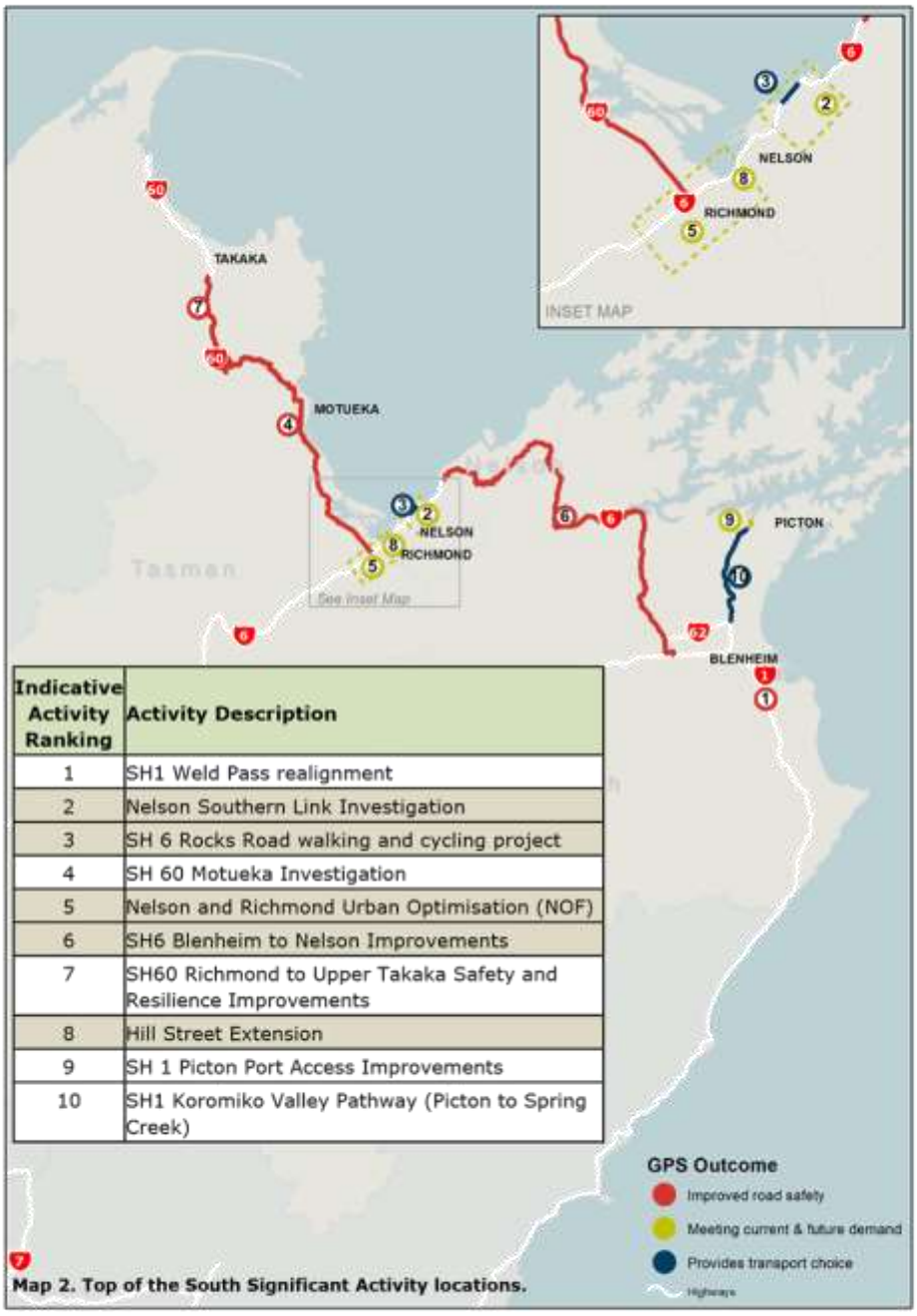
Results Alignment	Cost-Benefit Appraisal	Rank
Very High	1-2.9 / 3-4.9 / 5-9.9 / 10+	1
Low / Medium / High	10+	2
High	5-9.9	3
High	3-4.9	4
Medium	5-9.9	4
High	1-2.9	5
Medium	3-4.9	5
Medium	1-2.9	6
Low	5-9.9	7
Low	3-4.9	8
Low	1-2.9	Exclude

Regional Funds

Nelson has around $10.5 million of Regional Funds that have not been allocated to a specific project. The Transport Agency advice in relation to the allocation of the Regional Fund in 2015 is as follows:

- The Transport Agency is aware that the investigation into the Nelson Southern Link (NSL) has impacted on the wider Nelson programme, and timing for delivery. While they understand the uncertainty around use of Regional Funds this project has caused they do not intend that Nelson's programme will be disadvantaged as a result.
- The Transport Agency Board policy is that Regional Funds are spent on the best projects in the region.
- However the Nelson Southern Link Investigation project has introduced an element of uncertainty into Nelson's programme, and The Transport Agency Board has provided for an extension of the timeframe for spending R funds, if this is required.
- To ensure the Nelson programme is not disadvantaged The Transport Agency propose to progress the Nelson projects through the usual funding process. The Transport Agency will then look to tag the R funds to the 'best project' in the region later in the process, once the Nelson Southern Link Investigation is complete. This approach allows The Transport Agency to recognise any potential impact of the Nelson Southern Link Investigation Business Case process while still delivering on the Nelson Land Transport Programme.

Appendix 5 – Significant Projects Description



Indicative Activity Ranking	Activity Description
1	SH1 Weld Pass realignment
2	Nelson Southern Link Investigation
3	SH 6 Rocks Road walking and cycling project
4	SH 60 Motueka Investigation
5	Nelson and Richmond Urban Optimisation (NOF)
6	SH6 Blenheim to Nelson Improvements
7	SH60 Richmond to Upper Takaka Safety and Resilience Improvements
8	Hill Street Extension
9	SH 1 Picton Port Access Improvements
10	SH1 Koromiko Valley Pathway (Picton to Spring Creek)

Map 2. Top of the South Significant Activity locations.

Activity Name	**State Highway 1 Weld Pass realignment**
Activity Description	State Highway 1 is classified as a national state highway. SH1 Weld Pass is approximately 10km south of Blenheim and extends a distance of approximately 4.5km. The AADT is 4,000, with HCVs making up 17%. Weld Pass was highlighted in the SH1 Picton to Christchurch Strategic Case for further investigation.
Key Problems Issues	• The alignment contributes to higher speeds for vehicles entering tight bends leading to an increased likelihood of high severity crashes. • The steep slopes and narrow alignment means if a crash occurs there is a high probability the vehicle will leave the road. • The narrow nature of the road gives heavy vehicles little room for manoeuvre on the carriageway increasing maintenance costs.
Activity Objectives	• Reduce the probability of DSI crashes by 35-65% (5-9 DSI) over 10 years; and • Improve 4.1km of the 4.5km project length to a 3.5 star KiwiRAP rating or above. The following benefits have been identified; • Improved road user safety; • Improved network performance; and • Improved cost of maintenance.
Activity link to Primary Regional Objective	4) Communities have access to a safe transport system
Activity status	The Detailed Business Case is expected to be completed June 2018. The next phases, pre-implementation (design) and implementation (construction), are subject to the 2018-21 NLTP.
Links to detailed information	https://www.nzta.govt.nz/projects/sh1-weld-pass/

Activity Name	**Nelson Southern Link Investigation &** **SH6 Rocks Road shared pathway**
Activity Description	State Highway 6 is classified as a regional state highway. There are approximately 45,000 vehicles a day across the two main north/south routes (SH6 Rocks Road and Waimea Rd). On SH6 Rocks Road the proportion of Heavy Commercial Vehicles (HCV's) is 6% which equates to approximately 1,300 HCV's per day.
Key Problems Issues	• The form and function of Nelson's two arterial corridors results in congestion and delays. • Substandard infrastructure on Rocks Road, which is part of the Coastal Path, is constraining the growth in walking and cycling activities.
Activity Objectives	• Travel times on the two arterials no worse than 2015 for the life of the programme (40 years). • Peak hour volume to available capacity ratio of no more than 0.8 on the two arterials. • Zero walking and cycling crashes on the two arterials; and continuous decline in walking and cycling deaths and serious injuries on the two arterials for the life of the programme. • Five years after implementing an option on Rocks Road, double walking and cycling numbers per day and thereafter the growth rate is greater than elsewhere in Nelson.
Activity link to Regional Objective	1) A sustainable transport system that is integrated with well planned development, enabling the efficient and reliable movement of people and goods to, from and throughout the region 2) Supporting economic growth through providing better access across the Top of the South's key journey routes 3) Communities have access to a resilient transport system 4) Communities have access to a safe transport system 5) Communities have access to a range of travel choices to meet their social, economic health and cultural needs

Activity status	The Programme Business Case was released September 2017. The next phase, the Detailed Business Case will consider further the timing for a new route which depends on many factors such as the scale of the efforts to optimise the network, the speed of regional growth and new technologies. During the DBC we will clarify: • The effectiveness of the various network optimisation options, which will guide when a new route will be needed. • Options for a new arterial route including any environmental effects that will inform decisions regarding alignment and classification. • Route protection options such as land purchase, regulatory controls, planning activities by NCC and possible designation of a new route. • Options for improvements on Rocks Road, dependent on the final location of the state highway. • An assessment of the wider economic benefits of the preferred new route option.
Links to detailed information	http://www.nzta.govt.nz/projects/nelson-southern-link

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Activity Name	State Highway 60 Motueka Investigation
Activity Description	State Highway 60 is classified as a regional state highway. SH60 passes through Motueka town centre. A mixture of residential and commercial development occurs along SH60 through the town. High Street carries 13,000 AADT. There is considerable seasonal variation in traffic, with around 16,000 vehicles per day in summer, and 12,000 in winter. The SH60 Motueka Strategic Case highlighted potential for short to medium term improvements to the pedestrian crossings and a number of intersections and supported further investigation.
Key Problems Issues	• Traffic growth and competing interests result in delays and through traffic using suburban roads. • Pedestrian movements across the road are creating confusion, congestion and safety issues. • High traffic volumes and poor intersection layouts are encouraging drivers to take risks.
Activity Objectives	• maintain the current level of service (LoS) for through traffic on High St. (SH60) until at least 2024; • improve the current LoS on side roads at key High St. (SH60) intersections until at least 2024; • improve the safety of pedestrians on High St. (SH60) by reducing the number of pedestrian injury crashes; • improve road safety on High St. (SH60) by reducing the number of vehicular injury crashes. The following benefits have been identified; • Improved journey time reliability; • Improved pedestrian safety, and • Improved road user safety.
Activity link to Regional Objective	1) A sustainable transport system that is integrated with well planned development, enabling the efficient and reliable movement of people and goods to, from and throughout the region 2) Communities have access to a resilient transport system 4) Communities have access to a safe transport system
Activity status	The detailed business case is underway and expected to be released in early 2018. The next phases, pre-implementation (design) and implementation (construction), are subject to the 2018-21 NLTP.
Links to detailed information	http://www.nzta.govt.nz/projects/sh60-motueka-investigation/

Activity Name	Nelson & Richmond urban optimisation (NOF)
Activity Description	Traffic volumes in Richmond have increased as a result of new commercial development on Gladstone Road and side streets. This is causing increased congestion, especially at peak times. With Richmond's population predicted to increase, the transport network needs to be planned and managed accordingly. A Network Operating Framework determines the level of priority each mode receives on the transport network to achieve agreed strategic outcomes. It guides future network development and will help determine the next steps for the Hope Bypass designations, which lapse in 2018 and 2023, along with options for the local roading networks.
Key Problems Issues	Richmond is expected to experience population growth and increasing development in key locations adjacent to the state highway network. However, provided the transport network is planned and managed carefully to mitigate the impacts, it is not expected that there will be a significant effect on community severance.
Activity Objectives	The following benefits have been identified; • Improved safety, • Efficient use of the network hierarchy, • Reliable through function of the state highway at peak times.
Activity link to Regional Objective	1) A sustainable transport system that is integrated with well planned development, enabling the efficient and reliable movement of people and goods to, from and throughout the region 2) Supporting economic growth through providing better access across the Top of the South's key journey routes 3) Communities have access to a resilient transport system 4) Communities have access to a safe transport system 5) Communities have access to a range of travel choices to meet their social, economic health and cultural needs
Activity status	The NOF is underway and expected to be released in late 2018. The next phases are subject to the findings of the NOF and the 2018-21 NLTP.
Links to detailed information	http://www.nzta.govt.nz/projects/tasman-transport-investigations

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Activity Name	SH6 Blenheim to Nelson Improvements
Activity Description	State Highway 6 Blenheim to Nelson corridor is approximately 110km long and is classified as a regional state highway. The corridor forms the primary link between Blenheim and Nelson, as well as Picton and Nelson. The corridor provides a key linkage between the freight and passenger vehicle ferry terminal at Picton and the Nelson, Motueka and Golden Bay areas. Traffic volumes range from 3,000 AADT to 11,000 approaching Nelson and 7,000 approaching Blenheim.
Key Problems Issues	• The high variation (alignment / topography) of the state highway from Rai Valley to Nelson results in predominantly run off road type crashes with a likelihood of high severity of injury. • The higher speed environment from Blenheim to Rai Valley coupled with higher traffic volumes, urban environments, tourist activities and intersections results in a high number of crashes of varying types. • The possibility of a low probability high impact event affecting SH6 risks impacting and isolating some communities for long periods.
Activity Objectives	The following benefits have been identified; • Improved safety along the SH6 Blenheim to Nelson corridor, • Maintaining a high level of accessibility to communities connected to the SH6 Blenheim to Nelson corridor in a low probability high impact event.
Activity link to Regional Objective	3) Communities have access to a resilient transport system 4) Communities have access to a safe transport system
Activity status	A detailed business case is underway and expected to be released mid 2018. The next phases are subject to the 2018-21 NLTP.
Links to detailed information	http://www.nzta.govt.nz/projects/sh6-blenheim-to-nelson/

Activity Name	**State Highway 60 Richmond to Upper Takaka Safety and resilience improvements**
Activity Description	State Highway 60 is classified as a regional state highway route to Motueka, and northwards as a distributer. It has a critical freight and tourism task; it services horticultural, viticultural, pastoral farming, and forestry exports while providing tourist access to Golden Bay and the Abel Tasman and Kahurangi National Parks. Traffic volumes range from 1,300AADT on the Takaka Hill to 11,000AADT nearer Richmond.
Key Problems Issues	• Inconsistent road environments are not capable of meeting current and future user requirements, compromising safety & effectiveness. • A low-risk, high impact event affecting Takaka Hill and SH60 bridges may cause community isolation and significant economic loss. • Future traffic and road user growth will exacerbate Motueka's town centre as a traffic chokepoint.
Activity Objectives	The following benefits have been identified; • Improved road user safety, • Dependable freight supply chain, • Improved community safety and well-being.
Activity link to Regional Objective	3) Communities have access to a resilient transport system 4) Communities have access to a safe transport system
Activity status	The strategic business case is underway and expected to be released in early 2018. This next anticipated phase is subject to the 2018-21 NLTP.
Links to detailed information	http://www.nzta.govt.nz/projects/tasman-transport-investigations

Activity Name	**Hill Street Extension – New Road between Hill Street South and Suffolk Road adjacent to Saxton Field**
Activity Description	Traffic volumes in Stoke and Richmond have increased as a result of new residential and commercial developments. This is causing increased congestion, especially at peak times at the three Roundabouts on Salisbury Road, Champion Road, Main Road Stoke and SH6. Land has been rezoned for housing and a Housing Accord signed with Government to address concerns about housing supply. Allowing Special Housing Areas to be developed is a priority for Nelson City Council and the Government and the Saxton area is a location of focus that will enable Nelson City to meet its responsibilities under the National Policy Statement on Urban Development Capacity.
Key Problems Issues	Limited network connectivity and increasing travel demand is restricting development of new housing and causing unreliable peak hour journeys in and around the Stoke area.
Activity Objectives	The following benefits have been identified; • Efficient use of the network hierarchy, • Enable residential development.
Activity link to Regional Objective	1) A sustainable transport system that is integrated with well planned development, enabling the efficient and reliable movement of people and goods to, from and throughout the region 3) Communities have access to a resilient transport system 5) Communities have access to a range of travel choices to meet their social, economic health and cultural needs
Activity status	The Hill Street Extension is underway with the Programme Business Case for the wider Stoke area completed in 2017 and the Detailed Business Case for the Hill Street Extension initiated in 2017/18. The next phases are subject to the findings of the Detailed Business Case, Richmond NOF and the 2018-21 NLTP.
Links to detailed information	n/a

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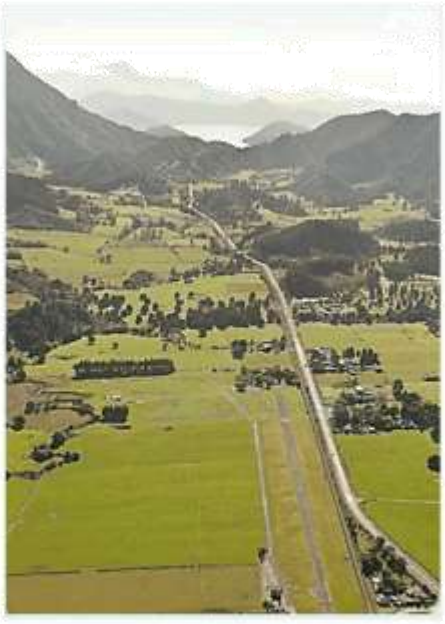
Activity Name	**SH1 Picton Port Access Improvements**
Activity Description	The SH1 Picton to Christchurch programme business case identified the potential for improvements to the state highway access to the Picton port.
Key Problems Issues	Address conflicts in urban centres and towns through intersection improvements, crossing improvements, traffic and parking management.
Activity Objectives	The following benefit has been identified; • Improved access and amenity for communities and tourists
Activity link to Regional Objective	1) A sustainable transport system that is integrated with well planned development, enabling the efficient and reliable movement of people and goods to, from and throughout the region 2) Supporting economic growth through providing better access across the Top of the South's key journey routes 4) Communities have access to a safe transport system
Activity status	The next phase, a detailed business case, is subject to the 2018-21 NLTP.
Links to detailed information	http://www.nzta.govt.nz/projects/sh1-picton-to-christchurch/

Activity Name	**SH1 Koromiko Valley pathway (Picton to Spring Creek)**
Activity Description	The proposed 30km off road pathway is to be cycle and walking friendly. It will have an appropriate gradient and sufficient points of interest to promote recreational and tourist cycling within Picton and Blenheim and the small communities along the way.
Key Problems Issues	• Safeguard pedestrians and cyclists by separating them from the high speed traffic along State Highway 1.
Activity Objectives	The following benefits have been identified; • Encourage more people to cycle and walk; many of whom lack the skills and confidence to cycle on busy SH1, • Provide an easier gradient off-road alternative for the whole community and visitors to cycle and walk parts, or all, of the route between Picton & Blenheim, • Promote cycle tourism businesses such as one-way cycle hire, guides, cycle servicing, accommodation and food provisioning along the route.
Activity link to Regional Objective	3) Communities have access to a safe transport system 5) Communities have access to a range of travel choices to meet their social, economic health and cultural needs
Activity status	An investigation hasn't yet commenced. Commencement is subject to the 2018-21 NLTP.
Links to detailed information	n/a



Appendix 6 - Compliance with Section 14 of the Act – Alternative Objectives and National Energy Efficiency and Conservation Strategy

Alternative Objectives

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

The Regional Transport Committee considered alternative objectives that would contribute to the purpose of the Act.

National Energy Efficiency and Conservation Strategy

The National Energy Efficiency and Conservation Strategy sets out three transport objectives in the strategy relating to reducing the need for travel, improving the energy performance of the transport, and improving the uptake of low energy transport options. The committee has taken these into account when preparing the programme. Several of the programme's proposed activities are expected to support improvements in energy efficiency – those promoting less energy-intensive modes of transport such as public transport, walking and cycling and those improving traffic flow.

Appendix 7 - Relationship with Police Activities

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

The Draft 2018 GPS proposes an investment in the order of $330m in road policing every year. The Road Policing Investment framework is the document that describes the relationship between the Police and The Transport Agency, who are funded to undertake activities that give effect to the outcomes stated in the GPS.

For the Police to be successful within the safe system approach, it works with road safety partners, including local authorities, to understand all of the risk factors. Examples of where Police can be involved are through engagement with the following:

- In the business case approach to project development
- In Regional and Technical Advisory Groups
- The one network journey approach
- Road safety action planning

The Police have a highly valuable voice that is essential to inform land transport planning and investment decision making. The most tangible and practical current opportunities to influence road transport outcomes, and road controlling authority decisions and delivery for 2015-21 are to participate in the early phases of the business case approach that is used to test pressures on the transport system and the need for responses at regional government levels.

The Transport Agency has asked the police to work with the Regional Councils through the Regional Transport Committees to identify at least two issues of significant risk in the regions. It is expected these key priorities will be:

- Evidence based
- In alignment with any business case development
- To be agreed across the regions
- To be delivered as part of the regional journey approach

The Policing district of Tasman covers the regional boundaries of Tasman, Nelson and Marlborough, therefore development of the priorities should be common to all three regional Councils.

In support of the 2018 – 21 programme, a number of national priorities have been identified that will run parallel to any regionally identified issues. These priorities include:

- Speed management programme – addressing safer speeds in the context of the safer journey action plans
- One network road classification – how this will assist with the prioritisation of planning road policing

- Journey management – dealing with unplanned activities such as crashes, network failures or road blockages
- Freight management – working to improve the safety of the heavy vehicle fleet in order to realise economic and environmental benefits

In the Top of the South, the direct partnership with Police primarily involves the road safety action planning along with the local road controlling authorities, ACC, the Transport Agency and the local health board. The focus of this work is on the main risk areas of motorcyclists, older drivers, youth drivers and cyclists. Additional Police support is provided for Crash Reduction Studies and Safety Audits with a Police representative on each of the study teams along with consultant and road controlling authority members.

Appendix 8 - Consultation

When preparing a RLTP every Regional Transport Committee:

a) Must consult in accordance with the consultation principles specified in section 82 of the Local Government Act 2002; and

b) May use the special consultative procedure specified in section 83 of the Local Government Act 2002.

2014/15 RLTP Development

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

a) Each of the councils' Regional Transport Committees carried out an assessment of those activities requiring prioritisation and submitted a draft RLTP to the Transport Agency after 30 September 2014. The Transport Agency provided feedback on the draft RLTP;

b) Following public hearings and deliberations on the submissions, a final RTLP was developed by each Regional Transport Committee and submitted to the respective council for adoption prior to submission to the Transport Agency;

c) If any of the councils wish to seek amendments it can submit to the Transport Agency an unapproved RLTP, along with an explanation it has not approved the RLTP. That council is then required to submit the RLTP to the Transport Agency by 30 April 2015; and

d) The Transport Agency will consider the RLTP and issue its National Land Transport Programme by 01 July 2015.

e) The final version of the RLTP will be completed by 30 July 2015

Consultation on the Draft Nelson Regional Transport Plan, including the Nelson Regional Public Transport Plan, commenced on 21 November 2014. The consultation period closed at 5:00 pm on 22 December 2014.

2017/18 Mid Term Review

The mid term of the regional land transport plan was undertaken during the 6-month period immediately before the expiry of the third year of the plan. As changes were made to the plan that triggered the significant policy consultation was undertaken.

The following steps were undertaken in the mid term review of this RLTP:

a) Each of the councils' Regional Transport Committees carried out an assessment of those activities requiring prioritisation and undertook consultation;

b) Following public hearings and deliberations on the submissions, a final RTLP was developed by each Regional Transport Committee and submitted to the respective council for adoption prior to submission to the Transport Agency;

c) If any of the councils wish to seek amendments it can submit to the Transport Agency an unapproved RLTP, along with an explanation it has not approved the RLTP. That council is then required to submit the RLTP to the Transport Agency by 30 April 2018; and

d) The Transport Agency will consider the RLTP and issue its National Land Transport Programme by 01 July 2018.

e) The mid term review of the RLTP will be completed by 30 July 2018

Appendix 9 – Glossary of Terms

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

The Act means the Land Transport Management Act 2003

Activity -

a) means a land transport output or capital project; and

b) includes any combination of activities

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

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

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

Economic growth – measured by Gross Domestic Product (GDP)

Fund means the national land transport fund

GPS means the Draft Government Policy Statement on land transport 2018/19 – 2027/28

HPMV means high productivity motor vehicle(s)

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

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

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

LTSV –The Transport Agency's Long Term Strategic View, identifies long term pressures and priority issues and opportunities.

Mid Term Review - a review of the Regional Land Transport Plan during the 6-month period immediately before the expiry of the third year of the plan as required by section 18CA of the Land Transport Management Act 2003.

NLTP – National Land Transport Programme

NLTF – National Land Transport Fund

NZTA - New Zealand Transport Agency

ONRC – One Network Road Classification

RLTP – Regional Land Transport Plan

RPTP – Regional Public Transport Plan

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

RTC – Regional Transport Committee

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

SH means State Highway.

South Island Regional Transport Committee Chairs Group - Established in 2016 for the purpose of significantly improving transport outcomes in the South Island through collaboration and integration.

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

- Economy – support economic vitality while developing infrastructure in a cost-efficient manner. Costs of infrastructure must be within a community's ability and willingness to pay. User costs, including private costs, need to be within the ability of people and households to pay for success.
- Social – meet social needs by making transportation accessible, safe and secure; including provision of mobility choices for all people (including people with economic disadvantages); and develop infrastructure that is an asset to communities.
- Environment – create solutions that are compatible with the natural environment, reduce emissions and pollution from the transportation system, and reduce the material resources required to support transportation.

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

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Summary of Statement of Proposal - Nelson Regional Land Transport Plan Mid Term Review

Nelson City Council is currently seeking submissions on the Draft Nelson Regional Land Transport Plan which also contains the Regional Public Transport Plan 2015-2021. This is a mid term review of the document.

The Plan prioritises the transport projects for the next seven years and seeks funding for them.

The draft Plan has been prepared and approved by the Regional Transport Committee for public consultation.

Nelson Public Transport Plan 2018

The Nelson Public Transport Plan 2018 is contained within the Draft Regional Land Transport Plan for Nelson 2015 – 2021. It set out Council's public transport priorities for the next three years.

We are proposing some changes to the bus services in Nelson to improve the public transport service. We are now seeking feedback from the wider community to see if there is support for the changes we're considering.

The changes proposed are:

- Introduce new kneeling buses onto the local city routes (Routes 3,4,5,and 6) servicing the Wood and Atawhai, NMIT and the Brook, Victory and the Hospital and Washington Valley and Tahunanui. This will make the services more convenient for people in our community with limited mobility,
- Alter the timetables for these services very slightly to improve efficiency, while still maintaining the same number of services,
- Introduce a revised Stoke Loop service, operating between 9am to 3pm,
- Additional bus service on the Nelson-Richmond routes later in the afternoon on Saturdays and Sundays,
- Zone changes reducing the number of zones from 4 to 3 which will effectively reduce the fares,
- Rationalise the fare structure so children under 5 years, students and CS card holders are all charged the same fare.

Submissions are invited on both concurrently.

The full Statement of Proposal – Draft Regional Land Transport Plan for Nelson 2015 -2021 - Mid Term Review, including the Regional Public Transport Plan 2018, is available from the Council office, Trafalgar Street or

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the Nelson, Tahunanui and Stoke Libraries. You can also view a copy on line at www.nelson.govt.nz. (search phrase = Regional Land Transport Plan).

Submissions are invited from Friday 15 December 2017 until 5pm Friday 9 February 2018.

Submissions are to be in writing and can be posted to Nelson City Council, PO Box 645, Nelson 7040 or emailed to submissions@ncc.govt.nz.

Anyone who wishes to speak in support of their submissions will be given an opportunity to do so.

For more information contact: Paul Devereux, Senior Asset Manager - Roading and Transport, phone 546 0296 or email paul.devereux@ncc.govt.nz.

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Service Request:
Incoming correspondence:
PO Box 645 Nelson 7040
P 03 546 0200
F 03 546 0239

1 November 2017

@ncc.govt.nz
www.nelson.govt.nz

Stakeholder mail list

"Address3: Click or press F11"
"Address4: Click or press F11"
"Address5: Click or press F11"

Dear Salutation: click here or press F11

PUBLIC TRANSPORT IN NELSON

Nelson City Council are currently updating the Nelson Regional Public Transport Plan for the next 3 year period. As part of this, we are proposing some changes to the bus services in Nelson to improve the public transport service. We are now seeking feedback from the wider community to see if there is support for the changes we're considering.

Council has reviewed the current bus services and timetables, both around the city and between Nelson and Richmond. We are proposing to alter some of the bus schedules, and add new services as indicated below:

- Introduce new kneeling buses onto the local city routes (Routes 3,4,5,and 6) servicing the Wood and Atawhai, NMIT and the Brook, Victory and the Hospital and Washington Valley and Tahunanui. This will make the services more convenient for people in our community with limited mobility,
- Alter the timetables for these services very slightly to improve efficiency, while still maintaining the same number of services,
- Introduce a revised Stoke Loop service, operating hourly from 9am to 3pm on the routes shown in the map below,

  INSERT ROUTE MAP FOR REVISED STOKE LOOP

- Additional bus service on the Nelson-Richmond routes later in the afternoon on Saturdays and Sundays,
- Zone changes reducing the number of zones from 4 to 3 which will effectively reduce the fares,
- Rationalise the fare structure so children under 5 years, students and CS card holders are all charged the same fare.

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In addition to these changes Council will be introducing electronic ticketing facilities in mid-2018 enabling more flexible and electronic payments for bus tickets.

All these changes will cost in the order of $225,000 per year, Council will apply to NZTA for a 50% funding subsidy towards this cost.

You can see the Nelson Regional Public Transport Plan on line at nelson.govt.nz or see a copy at Civic House in Trafalgar Street or from any Nelson public library. We would love to hear your thoughts on it so please give us your feedback by???

All submissions should be made to submissions@ncc.govt.nz, made online at nelson.govt.nz or posted to Nelson City Council, Freepost 76919, PO Box 645, Nelson 7040.

Yours sincerely

Paul Devereux

Senior Asset Engineer, Transport and Roading

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