



Notice of the ordinary meeting of the

Regional Transport Committee

Kōmiti ā-Rohe mō ngā Take Waka

Date:	22 June 2020
Time:	1.30p.m.
Location:	Council Chamber, Civic House 110 Trafalgar Street Nelson

Agenda

Rārangi take

Chair	Cr Brian McGurk
Deputy Chair	Cr Judene Edgar
Members	Her Worship the Mayor Rachel Reese Cr Rohan O'Neill-Stevens NZTA Representative

Quorum: 3

Pat Dougherty
Chief Executive

Nelson City Council Disclaimer

Please note that the contents of these Council and Committee Agendas have yet to be considered by Council and officer recommendations may be altered or changed by the Council in the process of making the formal Council decision.

Regional Transport Committee Delegations

Establishment and operation of the Regional Transport Committee is governed by the Land Transport Management Act 2003.

Areas of Responsibilities:

- Preparation of, or variations to a Regional Land Transport Plan, for approval by Council
- Preparation of or variation to a Regional Public Transport Plan, for approval by Council
- Provision of advice and assistance to Council in relation to its transport responsibilities.

Powers to Decide:

- To adopt a policy that determines significance in respect of
 - variations made to regional land transport plans under section 18D of the Land Transport Management Act 2003
 - activities that are included in the regional land transport plan under section 16 of the Land Transport Management Act 2003
- To approve submissions to external bodies on policy documents likely to influence the content of the Regional Land Transport Plan.

Powers to Recommend to Council:

- Approval of Regional Land Transport Plan
- Approval of any variations to the Regional Land Transport Plan
- Approval of any variation to the Regional Public Transport Plan
- Any other recommendations regarding the committee's advice or assistance to Council in relation to its transport responsibilities.

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**5. Confirmation of Minutes**

5.1 2 December 2019

7 - 11

Document number M6592

Recommendation

That the Regional Transport Committee

- 1. Confirms the minutes of the meeting of the Regional Transport Committee, held on 2 December 2019, as a true and correct record.***

6. Regional Transport Committee Chair's Report**12 - 13**

Document number R14839

Recommendation

That the Regional Transport Committee

- 1. Receives the report Regional Transport Committee Chair's Report (R14839).***

7. Submission on the Draft Government Policy Statement 2021 on Land Transport **14 - 20**

Document number R13693

Recommendation

That the Regional Transport Committee

- 1. Receives the report Submission on the Draft Government Policy Statement 2021 on Land Transport (R13693) and its attachment (A2378455); and***
- 2. Approves retrospectively the feedback from the Regional Transport Committee Chair to the Ministry of Transport (A2378455 to Report R13693)***

8. Feedback on Arataki, the Waka Kotahi NZ Transport Agency long term view **21 - 25**

Document number R16940

Recommendation

That the Regional Transport Committee

- 1. Receives the report Feedback on Arataki, the Waka Kotahi New Zealand Transport Agency long term view (R16940) and its attachment (A2365952); and***
- 2. Approves retrospectively the feedback from the Regional Transport Committee Chair to Waka Kotahi New Zealand Transport Agency (A2365952 to Report R16940)***

9. Nelson Future Access Update **26 - 30**

Document number R13755

Recommendation

That the Regional Transport Committee

- 1. Receives the report Nelson Future Access Update (R13755) and its attachment (A2403485).***

10. Waka Kotahi: NZ Transport Agency Update

31 - 44

Document number R15905

Recommendation

That the Regional Transport Committee

- 1. Receives the report Waka Kotahi: NZ Transport Agency Update (R15905) and its attachments (A2402735 and A2402744)***

PUBLIC EXCLUDED BUSINESS

11. Exclusion of the Public

Recommendation

That the Regional Transport Committee

- 1. Excludes the public from the following parts of the proceedings of this meeting.***
- 2. The general subject of each matter to be considered while the public is excluded, the reason for passing this resolution in relation to each matter and the specific grounds under section 48(1) of the Local Government Official Information and Meetings Act 1987 for the passing of this resolution are as follows:***

Item	General subject of each matter to be considered	Reason for passing this resolution in relation to each matter	Particular interests protected (where applicable)
1	Regional Transport Committee Meeting - Public Excluded Minutes - 2 December 2019	Section 48(1)(a) The public conduct of this matter would be likely to result in disclosure of information for which good reason exists under section 7.	The withholding of the information is necessary: <ul style="list-style-type: none">Section 7(2)(b)(ii) To protect information where the making available of the information would be likely unreasonably to prejudice the commercial position of the person who supplied or who is the subject of the information

Item	General subject of each matter to be considered	Reason for passing this resolution in relation to each matter	Particular interests protected (where applicable)
			<ul style="list-style-type: none"> Section 7(2)(i) To enable the local authority to carry on, without prejudice or disadvantage, negotiations (including commercial and industrial negotiations)



Minutes of a meeting of the Regional Transport Committee

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

On Monday 2 December 2019, commencing at 1.32p.m.

Present: Councillor B McGurk (Chairperson), Her Worship the Mayor R Reese, Mr J Harland, Councillors J Edgar (Deputy Chairperson), and R O'Neill-Stevens

In Attendance: Councillors Y Bowater and R Sanson, Group Manager Infrastructure (A Louverdis), and Governance Adviser (J Brandt)

Apologies : Nil

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

Kate Malcolm – Nelson Tasman Community Transport Trust

Ms Malcolm spoke about public transport between Richmond and Nelson and the work the Nelson Tasman Community Transport Trust had done to connect outlying areas in Tasman to the NBUS service. Upcoming trials for commuter services were highlighted. She said that the Trust would like to see the NZTA provide an express bus lane on the state highway to increase efficiency and Council provide a suitable vehicle for this express service. Ms Malcolm answered questions about current funding and data that informed the level of demand.

Professor Charles Eason – Cawthron Institute

Prof Eason spoke about the urgent need to improve the safety on SH6 between Nelson and Blenheim, in particular the corner with the turn off from SH6 to The Glen. He was concerned about action being delayed due to anticipated changes now being part of a bigger speed review by NZTA. On behalf of the Cawthron Institute, Prof Eason requested that re-design be considered and that signage be installed to reduce the danger of further accidents in the interim, with urgency.

4. Chairperson's Report

Document number R13648, agenda pages 6 - 7 refer.

The Chairperson spoke to his report and invited Team Leader Transport Activity Management, Sue McAuley, to provide an update on Regional Land Transport Plan (RLTP) matters. Ms McAuley noted that a Transport Special Interest Group had been set up by the broader local government network to streamline RLTP work across the region. Opportunities noted were a shared common purpose statement and objectives, a consistent format and table of contents.

The Committee requested that an RLTP workshop be held in early 2020, ahead of the next scheduled Regional Transport Committee meeting, with attendance from Tasman District and Marlborough District Councils if possible.

Resolved RTC/2019/037

That the Regional Transport Committee

1. Receives the report Chairperson's Report (R13648).

McGurk/Edgar

Carried

5. SH6 Blenheim to Nelson Speed Review Submission

Document number R12546, agenda pages 8 - 18 refer.

Manager Transport and Solid Waste, Marg Parfitt, made a correction to the officer recommendation, removing the word *Chair*.

Resolved RTC/2019/038

That the Regional Transport Committee

- 1. Receives the report SH6 Blenheim to Nelson Speed Review Submission (R12546) and its attachments (A2286347 and A2285359); and***
- 2. Approves retrospectively the submission from the Regional Transport Committee to the New Zealand Transport Agency (A2285359 to R12546).***

O'Neill-Stevens/Her Worship the Mayor

Carried

6. Nelson Future Access Update

Document number R12565, agenda pages 19 - 24 refer.

New Zealand Transport Agency (NZTA) representatives, Rhys Palmer and Coral Aldridge, presented the report and answered questions regarding the endorsement of the packages for consultation, the setting of community criteria through the Project Reference Group, consideration of sea level rise and the uptake of public drop in sessions.

Resolved RTC/2019/039

That the Regional Transport Committee

- 1. Receives the report Nelson Future Access Update (R12565) and its attachment (A2305164).***

Edgar/O'Neill-Stevens

Carried

7. Waka Kotahi: NZ Transport Agency Update

Document number R13616, agenda pages 25 - 27 refer.

New Zealand Transport Agency Representative, Jim Harland, gave a Powerpoint presentation (A2335360) and answered questions about the reasons for the Atawhai speed review being included in the broader SH6 (Blenheim to Nelson) review, the possibility of decoupling it, timelines for anticipated speed limit changes and NZTA's plans to communicate the delay in changing speed limits.

Resolved RTC/2019/040

That the Regional Transport Committee

- 1. Receives the report Waka Kotahi: NZ Transport Agency Update (R13616) ; and its attachment (A2304588).***

O'Neill-Stevens/Edgar

Carried

Attachments

- 1 A2335360 - NZTA Presentation

The meeting was adjourned from 2.57p.m. to 3.11p.m.

8. Exclusion of the Public

Resolved RTC/2019/041

That the Regional Transport Committee

- 1. Excludes the public from the following parts of the proceedings of this meeting.***
- 2. The general subject of each matter to be considered while the public is excluded, the reason for passing this resolution in relation to each matter and the specific grounds under section 48(1) of the Local Government Official Information and Meetings Act 1987 for the passing of this resolution are as follows:***

McGurk/O'Neill-Stevens

Carried

Item	General subject of each matter to be considered	Reason for passing this resolution in relation to each matter	Particular interests protected (where applicable)
1	Public Transport: Move to a Gross Price contract	Section 48(1)(a) The public conduct of this matter would be likely to result in disclosure of information for which good reason exists under section 7	The withholding of the information is necessary: <ul style="list-style-type: none"> Section 7(2)(b)(ii) To protect information where the making available of the information would be likely unreasonably to prejudice the commercial position of the person who supplied or who is the

Item	General subject of each matter to be considered	Reason for passing this resolution in relation to each matter	Particular interests protected (where applicable)
			subject of the information <ul style="list-style-type: none"> Section 7(2)(i) To enable the local authority to carry on, without prejudice or disadvantage, negotiations (including commercial and industrial negotiations)

The meeting went into public excluded session at 3.13p.m. and resumed in public session at 3.54p.m.

There being no further business the meeting ended at 3.54p.m.

Confirmed as a correct record of proceedings:

_____ Chairperson _____ Date

Regional Transport Committee Chair's Report

1. Chair's foreword

- 1.1 My Chair's report centres on significant pieces of work coming our way as detailed below.

2. Recommendation

That the Regional Transport Committee

- 1. Receives the report Regional Transport Committee Chair's Report (R14839).***

3. Update

- 3.1 SH6 (Nelson to Blenheim) Speed review

In December I wrote to New Zealand Transport Agency (NZTA) requesting that the section SH6 from Neale Park to Clifton Terrace be de-coupled from the wider SH6 (Nelson to Blenheim) speed limit review. NZTA replied on 24 January declining to do so, also indicating that they would be in touch with a timeline as to when speed limits could be introduced.

- 3.2 **Stakeholder Meeting with NZTA**

On 11 March 2020, I and other members the Regional Transport Committee (RTC) attended the Annual Stakeholder Meeting with Waka Kotahi NZTA. It was an opportunity to hear from the new Chief Executive, Nicole Rosie, and other office holders from the Agency.

- 3.3 **Draft Government Priority Statement (GPS)**

The Minister of Transport has released the Draft Government Policy Statement (GPS) 2021 on Land Transport. The government has indicated that it will invest \$54 billion over the next decade 2020/21 to 2030/31.

The draft GPS has increased investment in public transport, coastal shipping and walking and cycling. Safety remains the top priority and \$10 billion has been allocated to reduce the number of deaths and

Item 6: Regional Transport Committee Chair's Report

serious injuries by 40%. These priorities are a close fit to the priorities for the Nelson City Council.

The Ministry of Transport is seeking feedback on the draft GPS 2021 and engagement has closed. Officers have prepared a submission on behalf of the Nelson RTC.

3.4 **Arataki**

The NZTA has also released Arataki (NZTA's 10 year view of what is needed to deliver on the government's current priorities and long term objectives for the land transport system) for feedback and officers have prepared feedback on this matter.

Author: Brian McGurk, Chairperson

Attachments

Nil

Submission on the Draft Government Policy Statement 2021 on Land Transport

1. Purpose of Report

- 1.1 To retrospectively approve the submission from the Regional Transport Committee (RTC) on the Draft Government Policy Statement 2021 on Land Transport (GPS) to the Ministry of Transport (MoT).

2. Recommendation

That the Regional Transport Committee

- 1. Receives the report Submission on the Draft Government Policy Statement 2021 on Land Transport (R13693) and its attachment (A2378455); and***
- 2. Approves retrospectively the feedback from the Regional Transport Committee Chair to the Ministry of Transport (A2378455 to Report R13693)***

3. Background

- 3.1 The GPS helps to guide investment in land transport by providing a long term strategic view of the Government's priorities for investment in the land transport network. The draft GPS provides guidance on how approximately \$4.5 billion should be spent through the National Land Transport Fund (NLTF) each year. It provides signals for spending of a further \$1.5 billion each year on land transport through local government investment.
- 3.2 The Draft GPS was issued by the MoT on 19 March 2020 for formal engagement under Clause 67(c) of the Land Transport Management Act 2003 (LTMA). Originally submissions closed 27 April 2020 but the date was extended to May 11th due to COVID19. The full GPS was circulated to all RTC members and a MoT engagement briefing was planned for April 2020 but Covid19 level 4 restrictions prevented this.

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- 3.3 The draft GPS released on 19 March 2020 did not include any reference to COVID-19. Ministry advice is that they will be considering how COVID could impact GPS priorities but until the long-term impacts of COVID are known, the priorities of the draft GPS 2021 still represent the Government's 10 year aims, and they therefore invite feedback on the current content.

4. Discussion

- 4.1 The draft GPS 2021 builds on the strategic direction of GPS 2018 by maintaining the priorities but updating them to align with recent policy work and simplifying them. The Government is proposing to prioritise safety, better transport options, improving freight connections, and climate change.
- 4.2 GPS 2018 was based on four strategic priorities for land transport investment, with Safety and Access as the key priorities which Council strongly supported. The Government has maintained the priorities of GPS 2018 but:
- has updated them to reflect policy work that has taken place since GPS 2018 was published, such as the development of Road to Zero.
 - separated Access into Better Travel Options and Improving Freight Connections
 - expressed value for money as a principle that applies to all investments, rather than a strategic priority that could change as Government changes and
 - no longer has a split between key or supporting priorities.
- 4.3 A feedback submission, prepared in conjunction with NCC's transport consultant Mr Neil Cree, was signed off by the Chair of the Regional Transport Committee. Retrospective approval of the feedback submission is requested from this Committee.
- 4.4 In summary it supports refinements made to the government's strategic priorities as they are closely aligned with the RTC and Nelson City Council's strategic priorities and underpin a number of integrated transport investigations and projects currently underway in the region. The submission seeks stronger regional support to deliver against these strategic priorities and supports proposed Government investment to better understand the challenges and issues facing the domestic coastal shipping sector. It notes that Port Nelson is one of the very few Ports in New Zealand without any rail access.
- 4.5 The full feedback submission to the MoT is appended as Attachment 1

Item 7: Submission on the Draft Government Policy Statement 2021 on Land
Transport

Author: **Margaret Parfitt, Manager - Transport and Solid Waste**

Attachments

Attachment 1: A2378455 Nelson RTC submission to Draft GPS 2021 [↓](#)

Item 7: Submission on the Draft Government Policy Statement 2021 on Land Transport: Attachment 1



Ref: A2378455

Civic House, 110 Trafalgar Street
PO Box 645, Nelson 7040, New Zealand

1 May 2020

P (03) 5460200
E marg.parfitt@ncc.govt.nz
nelson.govt.nz

Ministry of Transport
PO Box 3175
Wellington 6140
Attn: GPS team

Submission on Draft GPS 2021 – Nelson City Council

Dear Sir/Madam,

Thank you for the opportunity to comment on the draft 2021/22-30/31 Government Policy Statement on Land Transport (2021 GPS), and the extension of time for submissions. The flexibility shown by the Ministry under the current circumstances is appreciated.

The submission consists of two parts: a summary of key points (for ease of reference) and supporting commentary.

Key points

The Nelson Regional Transport Committee (NRTC):

- **Supports** the refinements made to the Government's strategic priorities, namely the explicit focus on climate change, the continuing emphasis on road safety, and the need for both improved travel options and freight connections to improve access to social and economic opportunities. These matters are closely aligned with the NRTC and Nelson City Council's strategic priorities and underpin a number of integrated transport investigations and projects currently underway in the region.
- **Seeks** stronger regional support to deliver against these strategic priorities. Whilst the Government has clearly positioned the GPS as part of a wider package to stimulate economic recovery, this package has typically focussed investment in major metros and surge regions (via Provisional Growth Fund and NZ Upgrade programme). The draft GPS does little to change this focus. The circumstances we now face post Covid-19 serve to highlight both the critical importance of regional NZ to our economic recovery and the value of supporting growth in smaller centres, particularly those that are experiencing considerable growth such as Nelson. We suggest the Government's economic stimulus approach, including the GPS, would be enhanced by targeting investment where transport is a barrier preventing regions' reaching their growth obligations and potential, as part of a wider approach. We would welcome the Minister giving this further consideration.
- **Supports** proposed Government investment to better understand the challenges and issues facing the domestic coastal shipping sector. As the maritime gateway for the Nelson

Internal Document ID: A2378455

Nelson The Smart Little City
He tāone tōrire a Whakatū

 Nelson City Council
te kaunihera o whakatū

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Marlborough area, Port Nelson is a vital hub for economic activity and a key stakeholder in our region's continued growth and prosperity. Investment signalled by the Government through the coastal shipping activity class is well overdue and the outcomes of the research will be highly anticipated by the wider sector.

- **Notes** that while the Government's aspiration of mode neutrality for freight transport may be appropriate at a national level, the Government should not lose sight of the fact that in some parts of New Zealand, Nelson included, mode neutrality for freight is not possible. Port Nelson is one of the very few Ports in New Zealand without any rail access and so maintaining safe, resilient and reliable road journeys is critical to the region's economic prosperity. This is consistent with the work that the Waka Kotahi NZ Transport Agency (NZTA) and Nelson City Council are currently undertaking on the Nelson Future Access Project.

Supporting Commentary

Nelson is a smart little city. It is a vibrant place where we are deeply connected with, and committed to, our natural, social and cultural environment. Clever business and innovation help us thrive and we enjoy living in smart, sustainable communities.

Climate Change

Having declared a climate emergency in 2019, NCC together with the NRTC strongly support the Government's continuing focus on climate change and the need to provide better travel options to access the wealth of economic, social and cultural opportunities our city and the surrounding regions have to offer. As our city grows and the number of cars on our roads increase, we are looking for ways to improve our transport networks to not only reduce congestion, but to reduce the emissions from fossil-fuelled vehicles and to better manage how urban growth impacts our transport networks. We have a number of initiatives underway to increase the proportion of journeys made using sustainable transport options and are committed to incorporating improvements offered by technology, to help us drive a shift to a lower emission transport system.

To this end, we strongly support the Government proposed investment in public transport and walking and cycling improvements, together with the streamlining of activity classes relating to public transport. We are also encouraged by the promotion of transport innovation and the use of new technologies. We expect technology to play a key role in helping our City transition to a lower carbon transport system, and would be strongly encouraged by the availability of financial support for mode shift to zero carbon public transport infrastructure, as part of the Government's proposed investment focus in public transport.

However, we are concerned that the Minister's stated expectations of NZTA's role in accelerating mode shift could see a concentration of effort and investment in the high growth areas of Auckland, Tauranga, Hamilton, Wellington, Christchurch and Queenstown. This would be to the detriment of other fast-growing cities and regions who are also committed to accelerating mode shift and have the potential to make material contributions to NZ's climate change efforts, such as Nelson City. Clearer investment signals in the 2021 GPS to address this issue would better reflect the Government's aspirations of providing a climate-resilient future for all New Zealanders.

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Safety

The proposal to invest \$10bn in the Road to Zero safety strategy, by creating a dedicated activity class targeted at reducing the number of deaths and serious injuries on the road by 40 per cent, is strongly supported by NRTC. Directing investment towards those interventions identified as being key to achieve this target makes inherent sense, including the \$1.2bn of additional investment anticipated in local roads, and is closely aligned with the road safety investment priorities of the NRTC.

Freight Connections

Current economic conditions as a consequence of the Covid-19 pandemic are re-enforcing the critical value of NZ's primary production sectors to our export economy and national resilience. Nelson's economy is underpinned by primary production and with no rail network, the sector is heavily reliant on resilient, reliable and safe roading networks to access domestic markets and key international gateways including the Port of Nelson and Nelson Airport.

Given the importance of the primary production sector to our regional and national economies, together with the substantial freight growth forecast across the top of the South Island over coming years, the NRTC is encouraged by the Government's renewed focus on improving freight connections to support economic development and the corresponding funding levels for road safety, road maintenance and improvements. NRTC is strongly of the view that continued investment in key regional roading networks is essential to support efficient, safe and reliable inter-regional freight flows across the top of the South Island.

Strengthening the focus on growing regions

Given the close alignment between our City's transport priorities and Government investment signals in the draft 2021 GPS, it is somewhat concerning that the GPS fails to send a clearer signal about the role of smaller urban centres in the NZ transport landscape.

Recent economic stimulus announcements about the NZ Upgrade Programme, together with the continued investment via the Provisional Growth Fund have seen a strong investment focus on major metros and surge regions. We believe it is equally important to support growth in smaller centres, particularly those that are experiencing considerable growth such as Nelson.

The regions are part of our national identity and the sum of all our regions make up a successful New Zealand. To be prosperous nationally, we need sustained investment supported by a long-term strategy that supports all areas of the country. This is necessary so each region can perform at an optimum level socially, environmentally and economically and achieve their potential.

This focus becomes even more important in a post Covid-19 world, not only because of the critical role of regional NZ to the national economy, but also because of the social, economic and financial pressures that are coming to bear on local authorities and ratepayers. As such it is critical the GPS recognises the regions, and the role of regional transport to regional development, to a greater extent than the current draft. Sending a clear signal to the NZTA via the GPS about the value of re-balancing the focus of transport investment to more

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Attachment 1

proportionally include areas with the greatest potential versus worst performing regions could likely lead to a better overall outcome for New Zealand.

The NRTC thanks the Ministry for this opportunity to comment and for the early lead-in time for GPS 2021, which will assist with the timely development of our region's 2021 RLTP.

We would welcome further discussions with Ministry officials on any matters raised in this submission and would ask if you could please direct any queries to Alec Louverdis, Infrastructure Group manager in the first instance.

Yours sincerely



Brian McGurk

Chairperson, Nelson Regional Transport Committee

Nelson City Council

Feedback on Arataki, the Waka Kotahi NZ Transport Agency long term view

1. Purpose of Report

- 1.1 To retrospectively approve the feedback from the Regional Transport Committee to Waka Kotahi NZ Transport Agency (NZTA) on Arataki, the NZ Transport Agency's long term view.

2. Recommendation

That the Regional Transport Committee

- 1. Receives the report Feedback on Arataki, the Waka Kotahi New Zealand Transport Agency long term view (R16940) and its attachment (A2365952); and***
- 2. Approves retrospectively the feedback from the Regional Transport Committee Chair to Waka Kotahi New Zealand Transport Agency (A2365952 to Report R16940).***

2. Background

- 2.1 Arataki is NZTA's long term view from a national perspective and summarised at a South Island and regional level. It represents the NZTA's best understanding of the Transport Network and key challenges based on current information.
- 2.2 For the Top of the South, the information contained in Arataki indicates a growing economy and population that is aging. Key challenges are identified as climate change, in particular sea level rise. NZTA uses this information to inform the Transport Investment Proposal (TAIP).
- 2.3 NZTA released its first version of Arataki early in 2020 and sought feedback from co-investment partners. A further version of Arataki is expected in August 2020, once NZTA has gathered feedback and

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ascertained the impact of the final Government Policy Statement expected in April.

- 2.4 A pro forma feedback submission, prepared in conjunction with NCC's Transport expert advising consultant Mr Neil Cree, was signed off by the Chair of the Regional Transport Committee. Retrospective approval of the feedback submission is requested from this Committee.
- 2.5 The feedback submission to NZTA is appended as Attachment 1.

Author: Margaret Parfitt, Manager - Transport and Solid Waste

Attachments

Attachment 1: A2365952 Nelson RTC feedback to NZTA on Arataki [↓](#)

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Attachment 1



Ref: A2365952

Civic House, 110 Trafalgar Street
PO Box 645, Nelson 7040, New Zealand

30 March 2020

P (03) 5460930
E marg.parfitt@ncc.govt.nz
nelson.govt.nz

Mr Jim Harland
Waka Kotare NZ Transport Agency
By Email : Jim.harland@nzta.govt.nz
arataki@nzta.govt.nz

Dear Jim

Thank you for providing local authorities with the opportunity to provide feedback on Arataki Version 1. Please find below feedback from Nelson City Council for your consideration in developing future iterations of Arataki.

Overview

What is Arataki? The purpose of Arataki could be made clearer. The cover describes Arataki as "Our Plan...". Page 5 describes it as a story and elsewhere it is described as the Transport Agency's "view". Being consistent in what the purpose of the Arataki would aid comprehension and use.

A System View: More could be done to make Arataki more neutral. It aims to present a system view, but it is very apparent that in this version rail is very much a secondary consideration and features very little. Whilst the Nelson region has limited rail options, from a New Zealand perspective this is disappointing as many of New Zealand's towns and Cities have rail connections that could be utilised to move more people.

Step Changes

Nelson City Council (NCC) supports the five step changes of improving urban form - namely transforming urban mobility; significantly reducing harm; tackling climate change and supporting regional development. Many of these themes are well aligned to the aspirations of Nelson which is encouraging to see

We believe the Waka Kotahi needs to be bolder in its climate change goals. The Arataki appears to take a reactive and tentative position, that is, it talks about being resilient to the impacts of climate change through adaptation and mitigation but has little in the way of direction/action to reduce the scale of climate change itself.

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Emissions from transport are a significant contributor to climate change, and Waka Kotahi has a key role leading lessening the severity of climate change through transport emissions in and of itself, particularly through its investments in the local and national transport system. It is acknowledged achieving a reduction in transport emissions is difficult, but it is the sort of leadership that should be expected from the Waka Kotahi if Climate Change Response (Zero Carbon) Amendment Act 2019 targets and the government's climate change goals are to be met. The suggested Arataki emission mitigation and adaption strategies are not sufficient to achieve these goals. We recommend that the Transport Agency include more explicit consideration of Green House Gas (GHG) emissions as part of its core business. This should include consideration of the GHG impacts of infrastructure and services over the entire life of an asset, from construction, use and also decommissioning and transparently incorporate that consideration into its business case processes, economic evaluation and multi-criteria analysis.

The Arataki should be clearer in expressing its views around priorities for investment particularly with respect to supporting regional development which is an area of importance to Nelson City Council. The Arataki would be enhanced by looking at where transport is a barrier preventing regions' reaching their growth obligations and potential, rather than focused on surge regions and employment.

The Arataki's focus is on major metros and surge regions is concerning. We believe it is equally important to support growth in smaller centres, particularly those that are experiencing considerable growth such as Nelson. The Regions are part of our national identity and the sum of all our regions make up a successful New Zealand. To be prosperous nationally, we need sustained investment supported by a long-term strategy that supports all areas of the country. This is necessary so each region can perform at an optimum level socially, environmentally and economically and achieve their potential. As such it is critical the Arataki recognises the regions to a greater extent than the current draft. Re-balancing the focus of investment to more proportionally include areas with the greatest potential versus worst performing regions could likely lead to a better over all outcome for New Zealand.

National Summary

The national summary offers little insight into what the Waka Kotahi sees the transport system as actually being in the future both from a place-based or customer perspective. In our view, more could be done to clearly translate the drivers, and how the levers are going to be used to achieve that future spatially and for customers. The Arataki lacks a clear expression of what outcomes will be achieved. Arataki has endeavoured to cover pressure, state and response however is presently silent then on the outcome delivered by that response. We feel this is a key deficiency for the document as this is vital to the purpose of Arataki.

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Attachment 1

Pan-Regional Summaries

The pan regional summary notes the importance of Port Nelson to the South Island and the nation and recognises that fisheries, horticulture, viticulture and forestry will continue to be important as well as manufacturing and tourism. To support these State Highway 6 and the wider network are critical infrastructure and we would like to see greater recognition of this reflected in the Arataki.

This is particularly important as Port Nelson is one of the very few Ports in New Zealand without any rail access and so maintaining safe, resilient and reliable road journeys is critical to the region's economic prosperity. This would be consistent with the work that the Waka Kotahi and Nelson City Council are currently undertaking on the Nelson Future Access Project (NFAP).

Regional Summaries

Excepting our comments around the Agency needing to include a broader role around minimising the scale of climate change, we welcome the high level of focus on climate change for Nelson by the Waka Kotahi which is well aligned to our own strategic priorities.

In developing the specific focus areas, we recommend the Waka Kotahi forms a more system wide view before expressing specific areas of focus segmented by step change area. For example, we note that the climate change focus area precludes new infrastructure as a means of adaptation beyond maintenance and renewals. As we are now seeing through the NFAP project, an infrastructure response could be an entirely appropriate measure which responds effectively to climate change and other step change areas when considered in the widest sense. Precluding such options through the Arataki would be unhelpful.

Whilst it is acknowledged that the Arataki is not an investment programme, ultimately investment in the transport system is critical to achieving the outcomes sought from Government. Whilst regional summaries present focus areas, greater clarity is needed on priorities both within and between regions to match the resources available. Without a check against affordability and resource availability the Arataki lacks credibility of the reality of achieving the view.

Yours sincerely



Brian McGurk
Chairman, Nelson Regional Transport Committee
Nelson City Council

A2365952

Nelson Future Access Update

1. Purpose of Report

- 1.1 To update the Committee on the Nelson Future Access Project.

2. Recommendation

That the Regional Transport Committee

- 1. Receives the report Nelson Future Access Update (R13755) and its attachment (A2403485).***

3. Background

- 3.1 The update from the New Zealand Transport Agency (NZTA) is appended as Attachment 1. The NZTA project managers will be in attendance at the meeting to answer any questions and to provide any update further to their report.

Author: Alec Louverdis, Group Manager Infrastructure

Attachments

Attachment 1: A23403485 - Nelson Future Access Update [↓](#)



RTC Report

To Nelson Regional Transport Committee
Cc
From Waka Kotahi – NZ Transport Agency
Date 22 June 2020
Subject Nelson Future Access Project

1. Purpose

To provide a progress update on the Nelson Future Access Project.

2. Resolution

Receive this update from Waka Kotahi – NZ Transport Agency (Waka Kotahi) on the Nelson Future Access Project.

3. Background

At the last meeting on 2 December 2019 an update was received by the RTC on the Nelson Future Access Project by Waka Kotahi. The update included:

- Stakeholder and Community Engagement
- Work in progress at that time
- A programme update

4. Update for June 2020

4.1 Current Work in Progress

The project team has been focused on working through the long list of possible transport options for Nelson. They have been developing a group of packages that will meet the project objectives and help solve the transport challenges Nelson currently faces.

The team have used transport modelling data based on the land use proposed by the Nelson Tasman Future Development Strategy to understand the size and location of the network pressure points in the future and assess how the possible packages of solutions would impact on the community.

The package development for the purposes of engaging with stakeholders and the community was endorsed by the Governance Group on 22 May 2020 and will be presented to Council on 25 June 2020.

A2403485

Community Engagement

Feedback from the community on these potential project packages is scheduled to start following the 25 June Council meeting and run through into late July, a delay from the previously planned April engagement period.

The recent relaxing of the restrictions from COVID 19 will enable us to now hold face-to-face sessions with the community. The exact details are being developed but is likely to be a combination of electronic, printed, phone and face to face methods.

Project Reference Group

The Project Reference Group, a group of representatives from community, business and transport interests are helping Waka Kotahi and Nelson City Council on the project. The Project Reference Group have collectively developed stakeholder values in September 2019.

More recently on the 10 June 2020 the Project Reference Group gave us feedback on the proposed public engagement messages and questions and also weighted the criteria¹ that are most and least important to them for use in assessing the packages. The discussions raised through this weighting exercise provided significant insights into how wide the range of 'what is important' to the Project Reference Group.

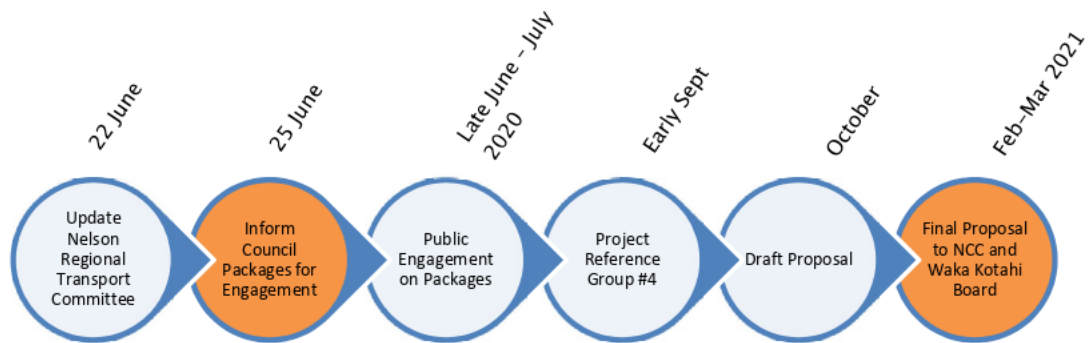
4.2 Programme Update

The current project programme is attached at the end of this update. The completion date has extended out by several months due to a number of factors. These include additional steps by the supplier and project team to ensure the robust development of the packages, additional work incorporating the Future Development Strategy land use changes into the Transport Model, and the delays in the availability of census data.

There is emerging risk that we may not be in a position to confirm the endorsed package to feed into the RLTP development in late 2020. At the very minimum it is envisaged that a placeholder for the next project stage will be included using evidence that has been developed already to enable consideration in the next NLTP, and that optimisation activities may be able to be included even without the confirmed programme if they are consistent across all packages.

The next key milestone for the Council is considering the recommended Packages for engagement with the community on the 25 June 2020 as set out in the graphic below.

¹ Criteria categories – Investment Objectives, Maori and Stakeholder Values, Assessment of Effects and Implementability



The business case completion is scheduled to be brought to Council in February 2021 and the NZTA Board in March 2021.

ATTACHMENT – Nelson Future Access Programme RTC Update

ATTACHMENT 1 – PROGRAMME

		2018			2019												2020												2021		
	Milestones/Key Tasks	Dec	Jan	Feb	Mar	Apr	May	June	Jul	Aug	Sept	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	June	July	Aug	Sept	Oct	Nov	Dec	Jan	Feb	Mar		
General	Stakeholders approve scope of DBC																														
	Procurement complete																														
	Stakeholder and Public Engagement Strategy																														
Discrete activities	Identification of discrete activities to be delivered 18-21																														
DBC	Problems and Benefits workshop																														
	Project Reference Group Step #1 Introduction, Problems, Long List																														
	Transport Modelling																														
	Project Reference Group Step# 2 MCA Criteria and Process, Objectives																														
	Update Strategic Case including finalising evidence base, confirm problems, benefits and investment objectives																														
	Complete network hierarchy (including assessment)																														
	Package development and assessment																														
	Engagement collateral preparation																														
	Project Reference Group Step #3, Package presentation, PRG weights MCA criteria																														
	Public Engagement on Packages																														
	Recommend Package Refinement																														
	Project Reference Group Step #4 Scores community criteria following public engagement																														
	Public Consult on recommended Package																														
	Complete refinement of recommended Package																														
	Council Endorsement of Business Case NZTA Board																														
	Planned																														
	Complete																														
	Hold Point for Council/NZTA Endorsement																														
	Project Reference Group Inputs																														

A2403485

Waka Kotahi: NZ Transport Agency Update

1. Purpose of Report

- 1.1 To provide the Committee with the Waka Kotahi NZ Transport Agency (NZTA) update on various items.

2. Recommendation

That the Regional Transport Committee

- 1. Receives the report Waka Kotahi: NZ Transport Agency Update (R15905) and its attachments (A2402735 and A2402744)***

3. Background

- 3.1 This report provides an update from the NZTA on a variety of issues (refer to Attachments 1 and 2).
- 3.2 The NZTA representatives will be in attendance at the meeting to answer any questions and to provide any update further to their report.

Author: Margaret Parfitt, Manager - Transport and Solid Waste

Attachments

Attachment 1: Nelson RTC NZTA update 22 June 2020 (A2402735) [↓](#)

Attachment 2: Powerpoint Nelson RTC NZTA update 22 June 2020 (A2402744)
[↓](#)



To Nelson Regional Transport Committee

From Jim Harland, Director Regional Relationships South Island
Steve Higgs, Lead Strategic Planner

Date 22 June 2020

Subject Waka Kotahi NZ Transport Agency Update to Nelson Regional Transport Committee

National Land Transport Programme Update

Regional Land Transport Plans

The development of the Regional Land Transport Plans are now well underway with the majority of RTC's considering their Regions problem statements/ Issues. NZTA is continuing to work with the Local Government sector and has provided additional advice on the strategic front end of RLTPS. This advice is linked into the RLTP guidance provided late last year. There is further guidance being drafted on the programme development – for later this year which will include a prioritisation methodology.

Arataki

Arataki has been well traversed with this RTC. The current version was released in March and it is now being updated to include the impacts of CoViD 19. A further version will be available in July.

Investment Decision Making Framework (IDMF)

The Investment Decision-Making Framework (IDMF) guides investment decisions and how activities are developed, prioritised and assessed for funding in the land transport system. We have been consulting over the last 6 months on improvement changes to the IDMF. The final report was released on 10 June and can be found on our website [here](#). We have appreciated the contribution to this review.

The report summarises the outcomes of the IDMF review and details the changes that will come into effect on 1 July 2020. Part of the review has included looking at improvement opportunities across the entire IDMF. The key areas of change are:

- Updated investment principles, policies and guidance
- Benefits framework
- Business case improvements
- Assessment
- Low cost low risk activities
- Guidance on transitioning to the IDMF

A2402735 Nelson RTC June2020 update

We will be putting in place training programmes, workshops, guidance and ongoing support to ensure good knowledge of the IDMF and how it is used. We are still looking for other areas of improvement to make investment decision making easier for the sector and will be working through these as part of our continuous improvement efforts.

Investment Prioritisation Method (IPM)

The draft Investment Prioritisation Method (IPM) is a component of the IDMF. It is updated every three years to assist Waka Kotahi to give effect to the GPS in its decision making. Waka Kotahi has delayed consultation on the IPM in order to take time to better understand the impact of COVID-19 on our programmes of work and investment.

Transport Agency Investment Programme

The formal release of the Transport Agency's investment Programme (TAIP) is now delayed until early September. This is to provide time to evaluate the impacts of CoViD 19 and any other potential impacts such as changes to the GPS. Because of this delay, we are intending to provide early drafts of the TAIP to officers during June and July as its development progresses to ensure we keep you informed of its development. We recognise the importance of adopting a no surprises approach is the best options. Arataki provides an early high-level indication on what you might expect from a State highway programmes.

There will also be investment signals released with the GPS in July and for the Top of the South we are anticipating that there will be a significant focus on safety. In addition, the economic challenges will have an impact on the National Land Transport Fund and the TAIP will need to very clearly signal what is likely to be affordable.

National Transport Planning and Activity

Urban Development Programme

NZTA is developing its tool kit and understanding of urban planning and transport's role in creating good urban spaces. There has been significant learning through the spatial plans in the major urban centres (Auckland, Hamilton, Tauranga, Queenstown and Wellington). More recently we have attracted staff with specialist urban development knowledge.

The Agency is launching Planning Better Places as part of its emerging Urban Development Programme. This aims to set out the NZTA position on urban development and planning, and engage with the sector on our urban goals. It will help to deliver on the Governments policy objectives for good urban development.

The guide will provide a set of useful tactics and interventions to increase collaboration in urban planning with a range of strategies, toolkits and case studies to help deliver best practice urban development. It will be released for sector-wide engagement in July – the future is working collaboratively to create great places to live. The guide will recognise that where the transport system is planned and developed alongside communities, we create places that are safer, better connected and more accessible.

We're still developing the draft but if there is interest we are happy to take enquires or input into the draft.

National Mode Shift Plan

The NZTA has developed a national mode shift plan called Keeping cities moving to provide greater support to mode shift. This plan is focused on increasing the share of travel by public transport, walking and cycling in our cities. It has a critical role to play in improving the wellbeing of New Zealanders by shaping a safer, more accessible and sustainable transport system.

There are 35 interventions for the Transport Agency to deliver which will help:

- shape urban form so that it supports mode shift
- make shared and active modes more attractive through improving service, access and infrastructure quality
- influence travel demand and transport choices to encourage people to change the way they travel.

The Minister of Transport has asked the NZ Transport Agency to work with local government partners in the major urban centres to develop mode shift plans for Auckland, Hamilton, Tauranga, Wellington, Christchurch and Queenstown.

These regional plans will be finalised by July to inform the next regional land transport plans.

The timeframes and approaches for each place-based plan vary and will be customised around the needs and opportunities that are most important for each place, the aim is to have the mode shift plans inform development of the Regional Land Transport Plans.

At this stage 'mode shift' plans are not being developed outside of the six main cities. However, all urban areas should be considering mode shift as part of their efforts to deliver a mix of reliable transport options that help keep people and products moving. Urban areas thrive when people can move around them easily and it helps to improve overall quality of life.

Resilience Programme Business Case

Waka Kotahi has approved a national Programme Business Case on resilience risk. This has identified and assessed from a national perspective both geographical risks and challenges to dealing with them on process/procedural front. The most significant geographical opportunities will be pursued through the NLTP process while Waka Kotahi's Resilience Programme will look at other opportunities on process. The Programme Business Case advocates a wide approach to managing resilience and responses will not always involve major physical works.

A range of business cases informed by the highest rated risks are being submitted to the TAIP. A review of the TAIP will occur to see if any other higher rated risks are being addressed indirectly through other business cases, to ensure that the risk is appropriately recognised in the development of the business case.

The Programme Business Case document, including sections on its methodology and evidence base, and mapping of the evidence base will be available through the Waka Kotahi website.

Innovating Streets programme

In April, Waka Kotahi launched [Innovating Streets for People Fund](#), a programme to help the sector design and deliver tactical urbanism projects targeted at retrofitting streets to create more space for people. The fund offers at least \$7 million in 2020/21 to co-fund projects from councils (with a 90% Funding Assistance Rate). Councils from across the country have shown great interest in the programme. Waka Kotahi is reviewing applications and expects to announce the results from round 1 and the opening of round 2 within the next two weeks. If you have any questions about the fund please email InnovatingStreets@nzta.govt.nz. If you would like to receive regular updates on the Innovating Streets for People Fund, please sign up for the newsletter here: <https://confirmsubscription.com/h/t/6382497D68812D57>

NZTA Activity in Nelson (and Nelson Urban Area)

Nelson Future Access – Project Update

Refer separate report to this Regional Transport Committee for the Nelson Future Access project update.

Richmond Network Operating Framework

A Network Operating Framework is an approach to network planning which road controlling authorities can utilise to consider all road users and the inter-relationship with places, land use, transport networks, and transport infrastructure and services. The framework provides an integrated approach to managing and planning the transport system.

The Richmond Network Operating Framework process has two phases. The first being, based on strategic objectives the development of mode based level of service, and the preparation of network hierarchy maps. This provides the foundation for planning and assessing the transport network. For Richmond this phase is complete.

The second phase assesses the transport network to understand the performance gaps and recommends a prioritised suite of interventions, both operational and improvement to close the performance gaps. For Richmond the transport model is complete that will be used to assess the gaps and the next step which is underway now is to work with Council staff to develop outline interventions both operational and improvement to close the performance gaps.

Richmond Programme Business Case

The Richmond Programme Business Case is a new project.

The Richmond Programme Business Case will add a level of detail to the interventions initially developed in the Network Operating Framework to develop a programme level of solutions and secondly to provide robust evidence of the need to either retain or allow the Hope Bypass designation to lapse. The designation currently has an expiry of 2023.

The completion of the of the Richmond Programme Business Case is necessary now to inform the development of the 2021 NLTP and Tasman 2021-2031 Long Term Plan and RLTP scheduled for development through 2020 and early 2021.

Road to Zero: A New Road Safety Strategy for NZ

In December 2019, the Government launched Road to Zero: NZ's road safety strategy 2020-2030. We know everyone, even great drivers, can make mistakes. We need to stop these mistakes turning into tragedies. Road to Zero strengthens every part of the road system with one priority in mind: peoples' safety. Our initial action plan sets out the fifteen immediate actions we will focus on for 2020-2022 – these can be found here:

<https://www.transport.govt.nz/multi-modal/keystrategiesandplans/road-safety-strategy/>.

Safe Network Programme

The Safe Network Programme (SNP) is a collaborative, prioritised programme of proven safety interventions on high risk routes across New Zealand. The programme uses the Safe System approach focusing on safe roads and roadsides, safe and appropriate speeds and safe rail level crossings. These actions will make roads more forgiving of human error, which will lower trauma rates.

Local Road Safety Programme Co-Design

Safe Network Programme Area Programme Managers and Waka Kotahi regional teams continue to collaborate with Nelson City Council to identify, review and respond to safety opportunities on their networks and develop a road safety programme to target Road to Zero levels of investment in speed and infrastructure for next RLTP and beyond to 2030. The SNP Team have engaged with the Nelson Future Access Project Team. It was agreed the pragmatic approach was to ensure placeholders for a short-term road safety programme that targets the highest risk locations on the local road network be included in the RLTP, however the placeholders be progressed and refined as the emerging short-term programme for the Nelson Future Access project becomes available.

SH6: Hope to Wakefield review

From 11 December to 7 February 2020, Waka Kotahi, NZ Transport Agency asked community and stakeholders for feedback on the speeds on this section of State Highway.

This information is now being carefully considered, before a decision is made about whether to proceed to formal consultation, and what any formal proposal may be. A summary of engagement feedback will be shared before any formal consultation.

We will keep you and the community updated on the progress of this speed review. Further detail about the SH6 Hope to Wakefield speed review is available at:

<https://www.nzta.govt.nz/projects/sh6-hope-to-wakefield/>

SH6: Blenheim – Nelson speed review

We have completed our analysis of the submissions and technical safety data and are in the final stages of completing the necessary documentation to announce the outcome of this speed review.

We are unable to confirm an exact date/timing on when we will be able to provide our decision on this speed review. We need to complete the formal process and then we will be able to provide a public announcement on our decision and timing around when any speed limit changes would come into effect.

We will keep you and the community updated on the progress of this speed review and we hope to be able to announce an outcome within the coming months. Further detail about the SH6 Blenheim to Nelson speed review is available at: <https://www.nzta.govt.nz/projects/sh6-blenheim-to-nelson-speed-consultation/>

Low Cost Low Risk programme

There are four Nelson projects underway under the Low Cost Low Risk allocation, these are:

- (i) SH6 / The Glen intersection – this intersection has been assessed for a change from “Give Way” to “Stop” control, which will be undertaken in June.
- (ii) SH6 Whangamoia hill – Further signage and delineation improvements will be underway over June and July.
- (iii) SH6 Rocks Rd – Widening of the narrow parking spaces beside the fishing platform is to be undertaken in June / July.
- (iv) SH6 Whakatu Drive - additional side barriers are to be installed in June / July beside the southbound lane from the Quarantine Rd roundabout.

12/06/2020



COVID-19 – new ways of working


- Work on capital projects has resumed.
- Each project has a COVID-19 safety plan – aligned with Construction Health and Safety NZ (CHASNZ) standards.
- It will take time for sites and projects to be fully operational.
- Engagement and consultation will continue on a range of projects during the coming weeks.




12/06/2020

Arataki


Arataki was updated in May
- V1.1 is now available
online




Arataki V2 is being
prepared – it will assess the
likely impacts of COVID-19
on the land transport
system and identify post-
COVID opportunities




As part of our assessment,
we have commissioned
work to understand the
likely socio-economic
impacts of COVID-19 on
regions and communities





WAKA KOTAHI
NZ Transport
Agency



New Zealand Government

Investment Decision-Making Framework (IDMF)

- IDMF Final Report is expected to be released early June.
- Consultation on the draft Investment Prioritisation Method has been deferred.
- Economic recovery and stimulation of the economy may need to be considered in the context of prioritisation of the 2021-24 NLTP.





WAKA KOTAHI
NZ Transport
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New Zealand Government

12/06/2020

Regional Land Transport Plans (RLTP)

- We acknowledge the challenges and uncertainty of COVID-19.
- Want to make it easier for you – will be releasing additional RLTP development guidance.
- Working closely with TSIG.
- Our teams are here to help
- Working to complete draft front ends by 30 June 2020.



WAKA KOTAHİ
NZ Transport Agency

New Zealand Government

Transport Agency Investment Proposal (TAIP)

- We have delayed release of the Transport Agency Investment Proposal (TAIP) until August.
- We need time to consider the impact of any economic stimulus package on the TAIP.
- Will keep working with you during next three months as we develop the updated proposal.



WAKA KOTAHİ
NZ Transport Agency

New Zealand Government

12/06/2020



12/06/2020

Urban Development Programme

- Waka Kotahi has recently established the Urban Development Programme
- Currently we are developing the Planning Better Places guide to outline key principles
- The guide will provide useful tools with a range of strategies, toolkit and case studies
- Planning Better Places guide will be released for engagement in July



 WAKA KOTAHİ
NZ Transport Agency

New Zealand Government

Asset Management Data Standard (AMDS)

- We're developing an asset data management tool for the transport sector, in collaboration with (REG).
- The standard will establish a common language to describe land transport assets.
- We expect to begin the phased rollout in July 2021.
- Your input into development of the tool is vital.
- In the next few weeks we'll be talking to councils about AMDS.



 WAKA KOTAHİ
NZ Transport Agency

New Zealand Government

12/06/2020

Accessible Streets Consultation

- Accessible Streets is a package of national rule changes to support a move away from private vehicle use in urban centres to more energy efficient, low-cost and healthier transport options like walking, cycling and public transport.
- A national framework with local adaptations to fit local conditions.
- There are nine proposals in total.

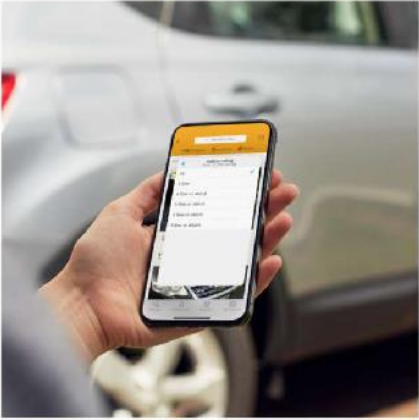



WAKA KOTAHİ
NZ TRANSPORT
AGENCY

New Zealand Government

Trade Me launches safety rating search filter

- Trade Me has launched a new search filter that allows Kiwis to search vehicles for sale by safety rating.
- The filter can be used to find the safest vehicle in their price range.
- The safety ratings on Trade Me are compiled by us and published on the [Rightcar](#) website.



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12/06/2020

