

OPEN MINUTE ITEM ATTACHMENTS

**Ordinary meeting of the
Nelson City Council Regional Transport Committee
and
Tasman District Council Regional Transport Committee**

Friday 9 April 2021

Commencing at Hearing Regional Public Transport Plan - 9.00a.m.

**Council Chamber
Civic House
110 Trafalgar Street, Nelson**

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Item 5.1: Late submissions: Attachment 1

Hearing Schedule - Friday 9 April 2021 - Draft Regional Public Transport Plan 2021-2031

Page No.	Time	Speaker (Submission ID)
218 & 225	9.10am	Bernie Goldsmith - Nelson Residents Association - 26975 (RPTP) and 26974 (RLTP)
127 & 157	9.10am	Portia King - Beca on behalf of Ministry of Education - 26884 (RPTP) and 26881 (RLTP)
254	9.20am	Kate Malcolm - Nelson Tasman Community Transport Trust Board - 27085
163 & 67	9.30am	Barbara and Tim Robson - 26917 (RPTP) and 26916 (RLTP)
70	9.40am	Jane Murray - NMDHB - 26810
192	9.50am	Peter Olorenshaw - Nelsust - 26957
	10.00am	BREAK
35	10.05am	Debs Martin - 26708
146	10.10am	Mike Ward - 26897
RLTP 227	10.15am	Penny Wardle - NZ Walking Access Commission - 27019 - VIA ZOOM
253	10.25am	Sue Sara - Grey Power Nelson - 27053
	10.35am	MORNING TEA
157	11.05am	Karen Wilson & Coryn Owen (and Rodger Curry coming as support) - Blind Citizens NZ Nelson Branch - 26915
110 & 46	11.15am	Nelson Youth Councillors - 26850 (RPTP) and 26851 (RLTP)
	11.25am	BREAK
80	11.30am	Peter Carlton - 26833
210	11.35am	Caren, Stewart, Oliver and Alice Genery - 26965
154 & 211	11.40am	Rachel Boyack - MP for Nelson - 26909 (RPTP) and 26951 (RLTP)
Late Sub	12 noon	Carol-Anne Armitage - St Stephens Community Church - 27062-1L
220	12.10am	Ross Lampert - First Union - 26998
153	12.20am	Richard Sullivan - 26905
258	12.25pm	Brent Maru - Motueka Community Board - TDC - 27090
248	12.35pm	Paul Matheson and/or John Gilbertson - Tahunanui Business & Citizens Assn Inc - 27052
	12.45pm	FINISH

A2605505

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Draft RTP Total Late Submissions

Submission Summary

Draft Regional Public Transport Plan 2021-2031 - Submission #27062

Ms Carol-Anne Armitage
St Stephens Community Church

Tahunanui
Nelson 7011

Speaker? True

Department	Subject	Opinion	Summary
NCC - Infrastructure Services	What feedback do you have on the overall RTP 2021-2031?		Please see attached.
NCC - Infrastructure Services	Have you sent a copy of this submission to Tasman District Council?	No	Forwarded to TDC 30Mar2021

Draft RPTP Total Late Submissions

27062L-1

SUBMISSION TO
PROPOSED NEW BUS SERVICES
TAHUNANUI

This submission is on behalf of:

St Stephens Community Church

[REDACTED]

Nelson

Contact Details:

Carol-Anne Armitage

[REDACTED]

[REDACTED]

I wish to speak to our submission

Carol-Anne Armitage

29 March 2021

Draft RTPP Total Late Submissions

I attended the Public Meeting held last week at Tahunanui School where it was acknowledged that insufficient notice of these proposals was given to the Tahunanui Community and have been given time to discuss this and an extension until Monday 29 March to put in submissions.

The meeting was well attended by residents, business owners and community groups in Tahunanui, including members of St Stephens, who would all be adversely affected by the proposals. The mayor and several councillors were also in attendance.

The church has a connection with the school and we are totally opposed to any proposed changes which would see bus routes redirected from the main residential area surrounding Muritai Street to Tahunanui Drive, or priority bus lanes or clearways on Tahunanui Drive now or in the future.

Our reasons are as follows:

- There are already issues with heavy and other vehicles failing to stop for the pedestrian crossing outside the school on Tahunanui Drive. Adding buses to the mix will make that even more unsafe for pedestrians on this crossing and create frustration for other drivers given the stop/start nature of buses.
- The church runs a number of programmes for mums and babies/toddlers. We also have a Drop in Café and Opp Shop. Increased traffic volumes with buses would make it even more difficult for those coming by foot or car.
- Increased traffic would be a hazard for our many elderly parishioners several who need walkers or use walking sticks.
- Increased traffic and any proposal for the introduction of priority lanes or clearways would adversely affect The Vege Stall which meets an unmet need in the community for fresh fruit and vegetables there being no major shops or supermarkets in the area.
- Those attending were not in favour of buses going via Pascoe Street as it is mostly small, light commercial businesses in that street with no major employers. In fact, it is council's own Nelmac employees who take up a fair amount of parking there. Council should be looking to provide staff parking nearby. It was felt a bus service along this route was not required.
- Likewise the suggestion for a route via Nayland Road as the schools are already well serviced by school buses. More students should be encouraged to bike to school.

We do support the following:

- **The Hybrid Option 2 presented at the meeting maintaining the status quo for buses on Muritai Street with the exceptions as stated above as more acceptable.**
- **Smaller and more frequent bus services during peak hours.**

Draft RPTP Total Late Submissions

Submission Summary

Draft Regional Public Transport Plan 2021-2031 - Submission #27064

Mr J Young

Tahunanui
Nelson 7011

Speaker? False

Department	Subject	Opinion	Summary
NCC - Infrastructure Services	What feedback do you have on the overall RPTP 2021-2031?		Please see attached.

Draft RTP Total Late Submissions

27064L-1

Nelson City Council Public Consultation Submission form

The Nelson City Council wants your opinion.
Please tell us what you think.

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

Office Use Only			
Date Stamp		Submission Number	
File Ref		INITIALS	

Name John YoungDaytime phone [redacted]Address [redacted] Tahunanui Nelson 7011Organisation represented (if applicable) N/ADo you wish to be heard in support of your submission? ☐ YES ☐ NO # of pages

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

Public information

Submissions to Council consultation are public information. Your submission will be included in reports, which are available to the public and the media.

The consultation/proposal my submission relates to:

Proposed New Bus Services - Tahunanui + environs

My submission is:

Support for "Other changes"

Preference for Hybrid Route 2 with 10
over all Tahunanui Drive impact.

Note: As a resident in Rawhiti St, we noticed
immediately the parking impact on our street when the
new cycleway was put into Muritai St.

Loss of parking there meant - impact parking in our street.
We have concerns that any priority lanes in Tahunanui
road will impact Rawhiti St.

Date March 27/03/11 Signature [Signature]

Help with making a submission overleaf...

**Nelson City Council**

te kaunihera o whakatū

March 27/03/11PO Box 645 • Nelson 7040 • 03 546 0200
www.nelsoncitycouncil.co.nz[Signature]

1063272 • July 2012

Draft RPTP Total Late Submissions

Submission Summary

Draft Regional Public Transport Plan 2021-2031 - Submission #27198

Mr Thomas Fry

Richmond 7020

Speaker? False

Department	Subject	Opinion	Summary
NCC - Infrastructure Services	What feedback do you have on the overall RPTP 2021-2031?		I would like an affordable bus service which serves Motueka residents going to Nelson and Nelson Airport in the morning and afternoon. Having one bus that only returns to Nelson at 5PM from Motueka is inconvenient for suitable flight times
NCC - Infrastructure Services	Have you sent a copy of this submission to Tasman District Council?	No	Received from TDC 07Apr2021

Printed: 07/04/2021 09:11

Nelson Resident Association Recommendations

9th April 2021

President Bernadine Goldsmith

Public Transport Plan Submission

We all want the same things for the Public Transport in the Top of the South that includes these four elements:

***EFFICIENT
SAFE*
*COST EFFECTIVE
LOW CARBON EMISSION***

Some recommendations to consider:

APPOINT - Someone that is separate from both councils to ensure that all FOUR elements are met

FUNDING - Look for other sources to fund this project

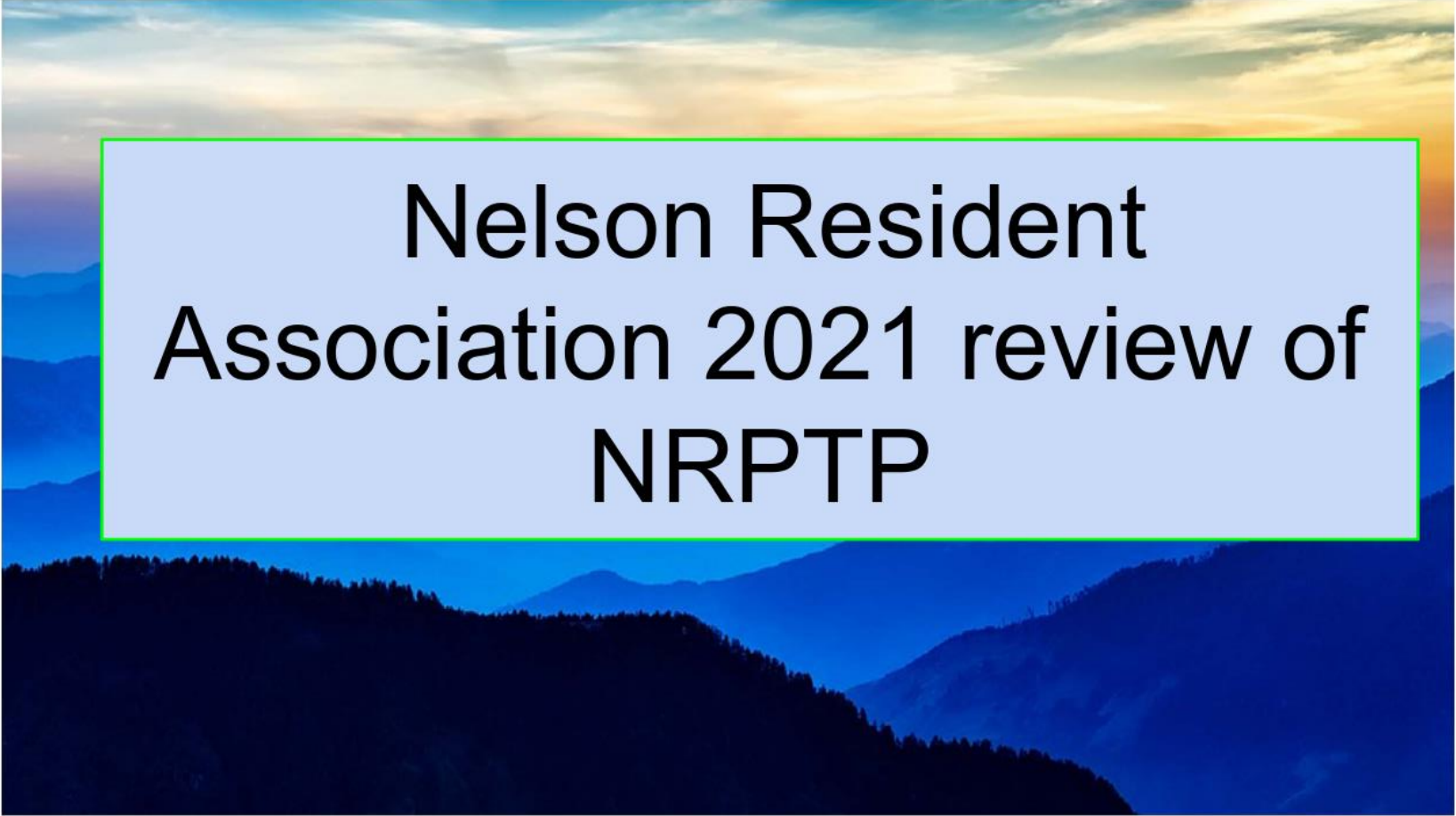
REVIEW - Whether this project is underperforming

Remind yourself that the RATEPAYER is the main source of income in almost all local council projects.

Quote:

Business opportunities are like buses, there's always another one coming

- Richard Branson



Nelson Resident Association 2021 review of NRPTP





Hitching to work.....dismal public transport





Three Elements:
Safety
Efficiency
Low Carbon Emmissions





Who Pays???

We are all on this bus together.....WE all want the same things





Item 4.3: Kate Malcolm - Nelson Tasman Community Transport Trust Board - 27085: Attachment 1

9.20am - Submission 27085 - Kate Malcolm
Nelson Tasman Community Transport Trust Board

Submission to Regional Transport Committee re Public Transport

I'm speaking on behalf of the Nelson Tasman Community Transport Trust board, whose members live in Motueka, Wakefield, Mapua and on the Moutere hills. Looking at it from the Tasman point of view, our considered opinion is that the Public Transport Plan as recently presented is not fit for purpose - the purpose being to motivate and enable commuters and others living in the country districts to switch from car travel to bus travel.

For a number of years in the 1990's I also lived on the Moutere Hills, helping to run a small apple orchard half way between Richmond and Motueka and half way between the coastal highway and the inland highway. There was no bus so we used our bikes as much as possible and limited our car trips into town to once a week.

That orchard, never an economic unit, is now a lifestyle block among the many scattered over the Moutere hills with its lovely rolling countryside where people can create their own personal paradise in the sun. This comes at a cost though, a massive cost that's not visible to the naked eye. Most of those properties need an income from outside the gate, and, as I've read, each 300 metres we travel melts one kg of glacier ice. Ironically the drivers of the offending vehicles love nature and hate the droughts, wildfires and floods they're helping to create.

That's where you can help, by designing a bus service that will tempt all those nature lovers to leave their cars behind and use a bus to get to work, probably driving or biking to the nearest bus stop. Of course there are lots of other potential passengers living in towns along the way who also need a bus, but the lifestylers, who can afford to drive, are the greater challenge and the greater threat, as more and more rural subdivisions spread like a rash over the hills and valleys, and country highways carry nose-to-tail traffic at the rush hours. With your help, the good life can be better.

Please consider separate Town and Country Buses. The needs of country folk are not catered for in the current plan. If going through to Nelson, they are expected to take a bus that will be significantly slower than the route they currently drive, though your own experience shows that people prefer direct rather than meandering routes. Grafting a country bus onto the town bus is a fatal flaw that we believe will wreck the chances of the bus service, as currently proposed, ever taking off in the country districts.

The country buses should overnight in the outlying town where they start and finish their daily run, ie Wakefield and Motueka. They should stop in a few key places to pick up passengers, including on Gladstone Road, before heading into Nelson from Richmond along the Richmond Deviation and Whakatu Drive with no further stops until passengers get off near their workplaces or other destinations Nelson. They should all go via Bishopdale and use Beatson Road in Nelson as a short cut and swing by NMIT if students are aboard. Distinguishing signage would alert people to the fact that these country buses do not go through Stoke. The country buses should start this year, as they are not part of any existing contract.

Possibly a booking system would make the service more efficient. For example if no passengers are booked from say Brightwater the bus would by-pass Brightwater and not waste time and fuel.

Nowadays I live in Nelson in a house chosen partly for its proximity to a bus stop. I use the Nbus often to get to Richmond, which takes 30 minutes. I could get there twice as fast if my bus went via Whakatu Drive. Instead you plan to add another 5 or 10 minutes onto my trip by taking me where I don't want to go.

Please reconsider the plan to make it more likely to do its job; we are just as eager as you to make public transport in country districts a resounding success, however challenging that may be.

A2611275

Submission 27085 – Kate Malcolm
Nelson Tasman Community Transport Trust Board



A2611234

NELSUST

Working for Sustainable Transport Solutions Nelson Region

Nelson Transport Strategy Group Inc. www.nelsust.co.nz

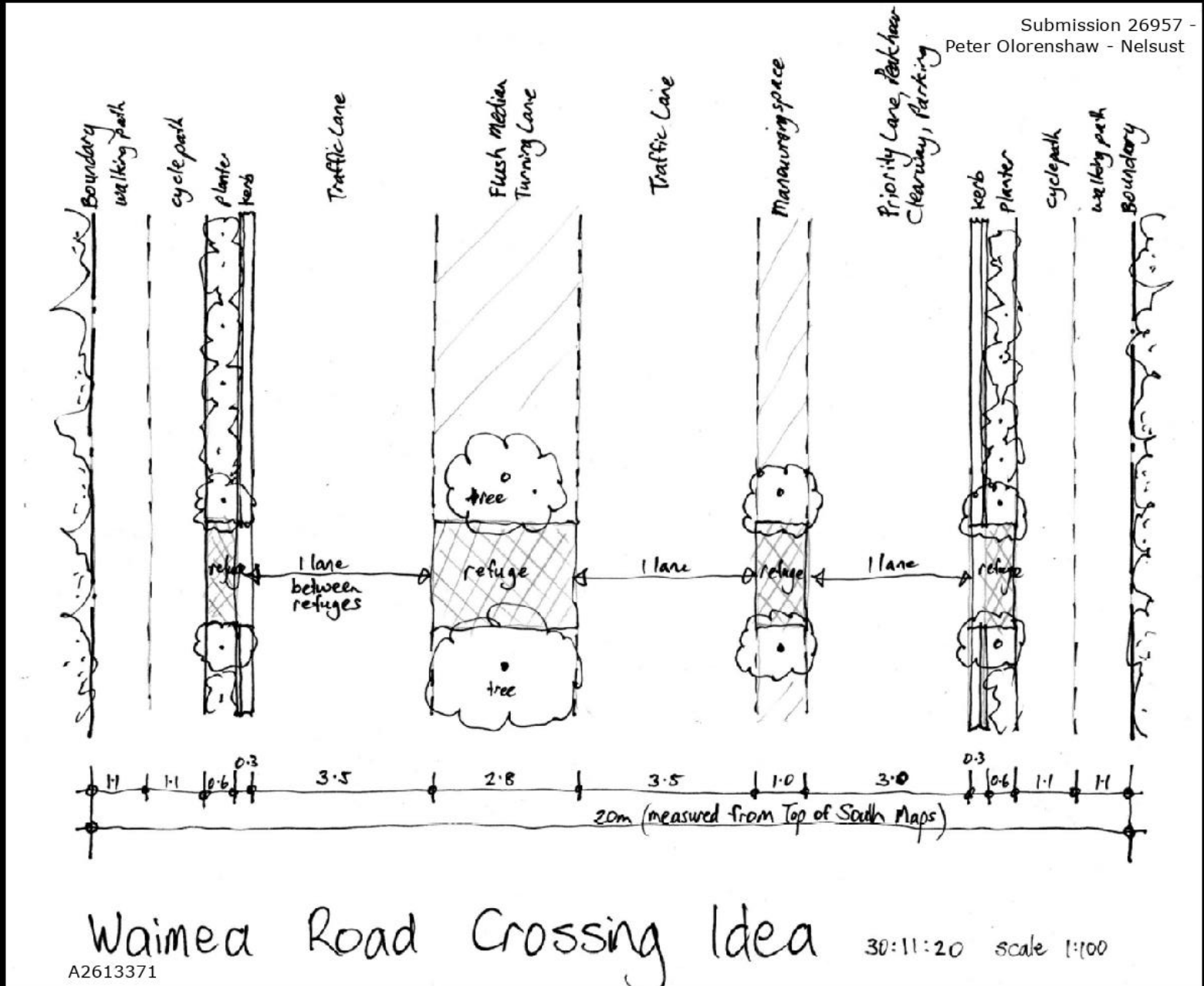












NELSUST

Working for Sustainable Transport Solutions Nelson Region

Nelson Transport Strategy Group Inc. www.nelsust.co.nz



RLTP 2021-2031

Submission Summary

Draft Connecting Te Taihū - Regional Land Transport Plan 2021-2031 - Submission #27019

Penny Wardle
Regional Field Advisor - Te Taihū/Top of the South
New Zealand Walking Access Commission | Ara Hikoī Aotearoa

Nelson

Speaker? True

Department	Subject	Opinion	Summary
NCC - Infrastructure Services	What feedback do you have on the overall Te Taihū Plan?		Please see attached.

RLTP 2021-2031

27019-1



19 March, 2021

Submission on Proposed Te Taihū Regional Land Transport Plan

The New Zealand Walking Access Commission Ara Hiko Aotearoa (the Commission) is the Crown agent responsible for providing leadership on outdoor access issues. Our role is to provide advice on free, certain, enduring and practical access to the outdoors.

We administer a national strategy on outdoor access, including tracks and trails. We map outdoor access, provide information to the public, oversee a code of responsible conduct in the outdoors, help to resolve access issues and negotiate new access.

The Commission has a team in Wellington and a network of regional field advisors. An independent board governs our work. Our governing piece of legislation is the *Walking Access Act 2008*.

Much of our work focuses on active transport. We support the creation, maintenance, enhancement and promotion of walking and cycling access, both for recreation and for commuting to local destinations such as schools, places of work and shops.

Support for the Strategy

The Commission notes that the Proposed Te Taihū Regional Land Transport Plan (RLTP) has been developed by Waka Kotahi, the Marlborough District Council and the Tasman District Council. The Commission supports the approach of inter-regional collaboration and integration of land transport across the Tasman and Marlborough regions and Nelson district. There are strong linkages in walking and biking access across Te Taihū including three Great Rides, Heartland Rides, Te Araroa Trail, and planned Whale Trail from Waitohi/Picton to Kaikōura. Active transport promotes health, minimises carbon emissions and provides “slow” tourism opportunities for visitors from other parts of New Zealand and potentially overseas. The Commission supports the vision of the RLTP - to have a safe and connected region that is livable, accessible, and sustainable (p2)

Recommendations

The Nelson, Tasman and Marlborough District Councils have a substantial network of unformed legal roads. These have significant current and potential future value, playing a central role in RLTP plans to develop a network of connecting trails and access points which allow people to get around the area by bike and foot. It is important that these unformed legal roads be retained.

Recommendation 1: **The Commission recommends that the Te Taihū Regional Land Transport Plan commit to creating an access-friendly unformed legal roads policy.**

New Zealand Walking Access Commission | Ara Hiko Aotearoa

> A: Level 15, Majestic Centre, 100 Willis St, Wellington
PO Box 11181, Manners St, Wellington 6142

> P: (04) 815 8502

> E: contact@walkingaccess.govt.nz
W: www.walkingaccess.govt.nz

RLTP 2021-2031

The Marlborough and Tasman District Councils and Nelson City Councils already ask parties wanting to stop legal roads to first contact the Commission for feedback. Only once that is received, can they apply to the relevant Council. The Commission requests that this practice become policy.

Auckland Transport, Hurunui District Council and Rangitikei District Council and Taupō District Council (the latter following a submission from the Commission) have similar well-formed policies that Te Taihū could draw upon. We recommend using the Commission's Guidelines for the Management of Unformed Legal Roads as a best practice template.

Priorities/focus

Walking and biking has been omitted from shared priorities of the South Island Regional Transport Committee Chairs Group (Foreword, RLTP p3). This is out of step with central government thinking and priorities especially around climate change. The Commission recommends the insertion of:

Increasing and improving the connectiveness and safety of cycling and walking routes across the South Island, within and between settlements. (Recommendation 2)

Walking and biking access has also been omitted as a focus in the RLTP which includes supporting economic and population growth; improving safety; improving travel choice and resilience (P7) The Commission suggests the addition of:

safe provision of active modes of transport (biking, walking, skateboards, scooters, e-bikes etc) within and between regions. (Recommendation 3)

Key transport issues

Key transport issues are identified in the Te Taihū Draft RLTP. The Commission supports bullet points 2 and 3 (p7):

- safety on our roads
- the design of our transport system is constraining access for those wanting to use more sustainable modes

Strategic context (pp11-15)

The Commission recommends opening this section with the following (based on the Taupō District Council Draft Transport Strategy) to broaden context:

Transport is our means of connecting to people and places. It connects us to job opportunities, education, health services, shops and essentials – like groceries and medicine. It connects us to our friends, families and communities.

RLTP 2021-2031

It connects us to social and cultural places – like marae or church. It connects us to and provides recreational experiences and social activities. It connects our goods to our customers, supporting our jobs and livelihoods. (Recommendation 4)

The Commission notes that transport challenges are included solely in the preamble to the report. It is recommended that challenges be added to strategic context including the following relating to active transport:

Challenges

Significant safety challenges will be faced in achieving the targets¹ of increasing walking, biking and other forms of active transport while improving safety given:

- projected 15% population growth over the next 15 years (p11)
- significant residential growth in townships surrounding urban centres, (p12)
- a steady increase in the 65+ age group, which, at 21 percent, is much higher than the New Zealand average of 15 percent (p13)
- a 43% increase in road travel from 2001-2018 at a time when population increased 23% (p16)
- projected 19% growth in freight volumes from 2022 to 2042 with an accompanying 4-5% growth in heavy vehicles, 35% growth in Cook Strait traffic (p20)
- Cyclists as are identified at being at higher risk in Te Taihū than most other regions (p25) (Recommendation 5)

Tangata whenua (p14)

Te Taihū tangata whenua are listed but there is no mention of how they will be included in active transport planning or benefit from results. The Commission recommends that the following be added:

That Te Taihū tangata whenua be consulted on Land Transport policies and encouraged to participate in planning for active modes of transport/cultural trails etc (Recommendation 6)

¹ Refer to amended targets, p6 in this submission

RLTP 2021-2031

Crash History (p17)

We note the significantly higher number of fatal and serious injury crashes involving vulnerable users (partially obscured by the variable graph scales), and suggest that these statistics are not adequately addressed in the Te Taihū Draft RLTP.

Active transport (p23)

The RLTP says:

Te Taihū ... has a significantly higher proportion of commuting cyclists than the New Zealand average, with Nelson having the highest proportion of employees travelling to work by cycle in NZ (6.6% vs 2.2%) reflecting substantial investment in cycling networks over the last 15 years. Many cycle to education (11.1% vs 3.8%). Urban cycle facilities, including on-road and share path facilities, often do not join up to create a cohesive network"

In Tasman and Marlborough, the percentage biking to work (4.4%, 3.6%) is closer to the national average (p23). The proportion biking to education is similar across the regions and significantly above the national average (9.2%, 10.7% vs 3.8%) although still behind Nelson.

The Commission recommends that this information be used to inform objectives, targets and priority investment areas. (Recommendation 7).

Insertion of the following is recommended. (Recommendation 8)

"RTLB investment in doubling active travel in Te Taihū will prioritise Tasman and Marlborough, drawing from learnings in Nelson." (also include this in table 6, p 36)

The RLTP says:

"Urban cycle facilities, including on-road and share path facilities, often do not join up to create a cohesive network"

The Commission recommends insertion of the following:

"RTLB investment in increasing doubling active travel in Te Taihū will prioritise the connecting of cycle on-road and share path facilities, especially urban routes." (Recommendation 9, also include in table 6, p 36)

Table 6 (p23) highlights the lack of cohesive network but is inaccurate.

RLTP 2021-2031

The Commission recommends that this be replaced. (Recommendation 10).

For example, Table 6 does not show the formed cycle route from the northern entrance to Blenheim to Spring Creek or the planned 210km Whale Trail connecting coastal communities from Picton to Kaikōura (although the Whale Trail is included in the table showing regionally significant expenditure from other funding sources, p58).

The omission of the planned Whale Trail is surprising given that over one third of the route is owned by KiwiRail, Waka Kotahi NZTA, NCTIR and the Department of Conservation. The project gained \$18 million from Government's Infrastructure Industry Reference Group and \$2 million from the Marlborough District Council (Marlborough Express 4/12/21) with the Marlborough District Council to contribute \$2 million in 2020-22 and MBIE's Covid-19 Response and Recovery Fund \$18 million. Work is underway with contractors currently sought for vegetation clearance, earthworks etc on the Picton to Seddon section.

Walking (p24)

The Te Araroa Trail (TAT) passes through the Nelson and Marlborough Districts including sections on formed road where multiple walkers are exposed to danger – from Havelock to Kaiuma Bridge, for example. The Link Pathway on the secondary road from Picton to Havelock also has off-road access gaps.

The Commission recommends the following insertion:

Most urban areas have pedestrian footpaths along both sides of a road Rural areas generally do not have any walking facilities and pedestrians have to share the road, often in high speed environments. **Sections of long-distance walking and biking trails are on busy highways and secondary roads.** Intersections, driveways, lack of for vulnerable users." (Recommendation 11)

Amend table 6 (p36) to include the following (Outcomes/Healthy and safe people/ RLTP Priority investment areas): **shifting nationally and regionally significant walking trails off-road.** (Recommendation 12)

Outcomes – residential growth (p27 and p36 Table 6 RLTP priority investment areas)

The Commission supports investment in outcomes including good walking and cycling corridors in high density areas and connectivity. It supports working alongside other key land use strategy documents to achieve these outcomes.

The Commission agrees that lack of connectivity in cycling routes is a problem, e.g people must bike on SH1 through Blenheim to reach the cycle track which starts at the town's

RLTP 2021-2031

northern entrance at the old Grove Bridge, cycle lanes to the western entrance to Blenheim are not continuous.

Outcomes – active transport demand (p29)

The Commission supports investment in outcomes including good walking and cycling corridors in high density

Strategy, vision, targets, objectives and policies (p29)

The Commission supports the following strategic objectives and related policies with the following inserts/deletions. (Recommendation 13):

Objective 1: Mode choice – Communities **are connected with** access to a range of travel choices to meet social, economic, health, **recreational** and cultural needs

Policy 1. Include appropriate facilities for cyclists, pedestrians and mobility device users within the transport network. **Extend and connect walking and cycling routes**

Policy 2. Encourage and support people to choose walking and cycling for an active and healthy lifestyle **by investment in infrastructure to create new walking and cycling routes, connect existing routes, education programmes targeted at encouraging more people to walk and cycle, setting, implementing** and reviewing strategic direction at regular intervals

Objective 2, safety and related policies

Policy 1: Increase safe travel through improvement of transport networks. **Identify roads requiring engineering intervention to reduce cycle/pedestrian serious injuries and deaths²**

Objective 4: Supporting economic **prosperity** through providing better access across the Top of the South's key journey routes (*comment – given necessary response to climate change, growth may become an outdated target*)

Objective 6: environmental outcomes, add:

Policy 4: encourage and support people to choose walking and cycling to reduce road traffic and carbon emissions

² Refer RLTP p45

RLTP 2021-2031

Targets (p29, Table 6, pp 36-37)

The Commission supports the following RLTP target :

- 50% reduction in deaths and serious injuries on roads by 2030

And suggests that a greater emphasis needs to be placed on the reduction of these injuries involving vulnerable users.

Public transport and active travel are different targets requiring different policies. For this reason, the Commission requests that the active travel/public transport target be separated as follows: (Recommendation 14)

- Double the use of active travel mode share by 2030
- Double the use of and public transport mode share by 2030

Vision (table 6, pp 36 and 37:)

The Commission supports the RLTP vision of a safe and connected region that is liveable, accessible and sustainable

Healthy and safe people – the Commission supports this priority investment area but recommends the following insertion (Recommendation 15):

safe and connected cycling and walking routes within and between settlements

Inclusive access – support

Environmental sustainability – the Commission supports this priority investment area but recommends the addition of cycling and walking networks (Recommendation 16)

Programming and funding /significant-other activities (pp53-58, p14, Ten-year forecast table, pp 59-61)

Funding allocated by the Marlborough District Council to walking and cycling improvements from 2021/22-2030/31 (approximately \$6.7 million) is significantly less than from the Tasman District (approximately \$36 million) and Nelson City (approximately \$40 million) Councils. Based on a population of 54,600 for Nelson, 52389 for Tasman and 47,340 for Marlborough, this equates to: Nelson \$732/head, Tasman \$687/head, Marlborough \$141/head (or \$184/head if Whale Trail Council expenditure is added).

Given that percentage of people biking to work in Marlborough is considerably behind Nelson and Tasman and percentages biking to education also lag, the Commission is concerned at this discrepancy. About 4 to 5 times more is spent in Nelson and Tasman than Marlborough. The Commission recommends that:

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More equitable funding be dedicated to walking and cycling improvements across Nelson, Tasman and Marlborough with a considerably increased budget in Marlborough. (Recommendation 17).

The Commission notes that works to improve motorists' safety on roads may increase the level of danger to cyclists and pedestrians. Road barriers, such as those on SH1 between Tua Marina and Picton, are an example.

The Commission recommends that this is taken into account when planning and implementing safety improvements. (Recommendation 18)

Monitoring indicator framework (pp64,65)

Objective – inclusive access, healthy and safe people. Support, but recommends that these support specified targets, e.g. doubling of walking and cycling, 50% reduction in deaths and injuries by 2021. (Recommendation 19)

The Commission would welcome to opportunity to speak to our submission.

Penny Wardle, Regional Field Advisor – Te Taihū/Top of the South Island

New Zealand Walking Access Commission | Ara Hīkoi Aotearoa.



RPTP 2021- 2031

A4A = Accessibility For All

Social Isolation

These two items cover the concern of Grey Power Nelson.

Already the senior residents of Muritai Street face serious issues negotiating their driveways since the little used cycle way was introduced.

No longer can visitors park nearby. Meals on Wheels, Home Help all left searching .

Some are backing onto the street risking hitting a pedestrian as they cannot safely back up their drives with all the concrete islands in the way.

For someone to suggest moving the bus lane from Muritai to Tahunanui Dr beggars belief.

This will further impede the independence of those most affected.

To walk from Muritai, Roto, Green Streets to Tahunanui DR and then be expected to CROSS OVER the main road to catch a bus is stupidity beyond belief.

All well sitting in an office outside of Nelson drawing up these plans.

Since the change to parking restrictions in Muritai St and now planned for Parkers Rd is just going to exacerbate an already severe shortage of parking.

Nelmac staff now use up available spaces in Parkers and Muritai and have now started using up available spaces in Tahunanui Dr.

How about council looking at small work busses for their Council owned contractors ?

The plan given to those at recent Tahunanui meeting shows the plan for Hybrid Route 2 has to be selected.

The implementation of smaller busses running on more frequent time table would hopefully start to solve some issues.

This needs to be started up asap.

Plan for CBD to Airport bus service via Golf Road would certainly pay benefits to the council, if they can gain access into the airport in lieu of a bus shuttle already operating.

Grey Power asks NCC to please start considering the ever growing seniors of Nelson in all consultation of this planned change.

Life is not all about cycle ways.

Placeholder for Attachment 2
Sue Sara - Grey Power Nelson - 27053
A2615758 - Grey Power - additional
information 9Apr2021

Statement of person experiences with bus transport
Coryn Owen, March 2021

I am a Richmond resident. With the challenges of increasing loss of vision I rely on bus transport to enable me to live my life as independently as possible. The introduction of the Richmond loop bus routes has helped with this.

Unfortunately though I have often missed the loop bus, sometimes by less than a minute. This is very frustrating, especially if I have groceries to carry home. However, I recently I had two very unpleasant experiences.

Last month, having been to a medical appointment in Nelson, I once again saw the loop bus pull away as the Nelson bus moved behind it in Richmond. On leaving the bus, I conversationally expressed my frustration and disappointment to the driver, who curtly replied that I shouldn't be travelling in peak hours. There are times though when this is not possible, and missed connections are not always at peak times.

I felt demoralised and severely reprimanded by the tone of the comment.

Only two weeks later just after mid-day I was heading home from a meeting in Stoke. The bus didn't stop across the road from the TDC as it normally did but carried straight on. As soon as I realised this, I pressed the buzzer. I was confused so I asked the driver why she didn't stop.

Instead of an apology, I was told I should take responsibility for myself and always press the buzzer when I wanted to get off. Evidently, I was the only passenger on board, and she hadn't seen me. She was heading to the depot for her lunch break.

A different driver, another reproachful reply. This time I honestly felt like crying. The comment was unfriendly, unfair and I felt totally despondent.

On both occasions I was wearing a badge indicating that I am visually impaired.

Nelson City Council Youth Council

Speaking notes - Regional Transport Committee 9 April 2021

WILL: Kia Ora. My name is Will Irvine from Nayland College, I'm here today with James Ivamy and Isla Kennard from Garin College and Nelson College for Girls, and we're representing the Nelson Youth Council. I trust you've all had the chance to at least briefly read our submission. We have outlined the changes we'd like to see the Councils implement in order to make our transport systems safer and better for young people throughout the region. However, today we'd like to draw your attention to an issue we touched on that we believe needs to be heard in person. Youth are among the biggest users of the NBus system, which we view as an extremely valuable asset to the region. However, as we have mentioned throughout the years, we see vast room for improvement in this system. Sometimes, as adults who use the bus system maybe once a month, it is easy to forget the very real issues that face those who use it everyday - often the most vulnerable in our community. That being said, we have collected real experiences from members of our council that we'd like to read to you now. We think it's important that you hear the real voices and complaints of Nelson Youth. While we are aware that for many on the panel today, this will not be relevant as it does not immediately affect your sections of the plan, we would like to use this opportunity to speak to the issues that concern us. That being said, here are a few of the complaints our members have had.

- **Will:** On several occasions, buses that were empty or half-empty have driven straight past my stop and left me stranded.
- **James:** Bus drivers have been over 5 min ahead of time. This has made me late for multiple important events.
- **Isla** When I first moved to Nelson I didn't know how the bus system worked. I was at the Nelson depot and asked if a bus went through Stoke. The bus driver rudely and aggressively commented "what do you think? Where else would I go?" This definitely made me avoid taking the bus for a long time.
- **Will:** Bus drivers often speed past a spot even if they are early, meaning that people who arrived on time or minutes before their departure miss their bus.
- **James:** I was once 5 minutes early to the bus stop but the bus never came as it sped past early so I had to wait for the next bus and was late to work.
- **Isla:** Bus drivers have snapped and yelled at me and other students for taking too long to put bikes on the front of the bus.

A2616293

- **Will:** The driver was always in a bad mood and whenever I hopped on the bus sometimes she would start driving while i'm still getting to a seat and made me almost fall over a couple times

ISLA: Based on these comments and the discussions we've had with members of the community, we see a need for change in three main areas. Firstly, we would like to implement a rule where bus drivers must stop and wait at a bus stop until the time specified on the bus timetable, regardless of whether there is anyone there or not. We believe that this will be extremely important as it will allow people to feel more confident in using the buses, rather than viewing them as a hit-or-miss event. Secondly, we'd like the two major bus routes to operate on an hourly basis on weekends. Weekend buses are always packed with Nelsonians due to the high demand in this and we believe that the lack of service in this area severely impedes the freedom of movement that youth in other cities get to enjoy. Thirdly, we would like NBus drivers to undergo sensitivity training. We do not believe that traveling to and from places in Nelson should place us at the risk of verbal tirades based on the mood of our bus driver. We feel that this area is lacking in the NBus system, and we would like to see it improve. James will now elaborate on the reasons as to why we would like to see these systems changed.

JAMES: Nelson is going to grow significantly over the next 10 year and we need to cater and support that growth and with a constantly rising population; traffic congestion will become significantly more problematic and therefore Nelson roads will become forever more reliant on the increased use of public transport for a multitude of reasons: the most important being; a significant increase in carbon emissions, chains of traffic reaching larger distances thereby blocking road exits. But a full bus could hold the same amount of people as 7 cars (give or take), and it would take up half the length of road as 7 cars, potentially being the difference between blocked exits on a roundabout and a safe, environmentally friendly trip home. But people won't use these buses if they have had a bad experience before or perhaps they see the Nelson public transport system as unreliable because of that one time the bus didn't arrive on the time specified by the timetables available at bus stops or on the Nelson Bus Website however the opposite may also be true, every day buses leave minutes earlier than the times specified by the sources above, leaving people before work and sports games. This is an important issue and council needs to address it if people are to use public transport, specifically buses, more in the future. Thank you to the panel for granting the youth council the opportunity to speak to this submission, it is an important issue for both youth, and the future of Nelson alike.

WILL: We'd like to thank the panel for their time and we are now open to any questions.

Speaking Notes: Caren Genery, 9/4/21, re: Bus service to Todds Valley/ North Nelson.

Kia ora tatou, ko Caren ahau, I'm Caren, speaking on behalf of my family, kids Alice (5) and Oliver (9) and partner Stewart.

Thank you for the opportunity to speak today. We appreciate your time and all that you do. As residents of Todds Valley and North Nelson, my family and I especially wish to thank you for the role you played supporting Waka Kotahi/NZTA's reduction of the speed limit on our main road to 80km/h - it's made a huge difference to our sense of safety, so thank you.

Today I'm here to talk about buses...

- As a family, like many others in our area, we are really keen to do as much as we can to reduce our carbon footprint and help our environment.
- For transport, we really want to have the opportunity to take the bus to town instead of driving all the time. And we'd like to take our bikes with us so we can get around in town and beyond.

We ask you, our Council, to please consider extending the current Atawhai bus service another 1.9km to Todds Valley. Using buses with those great bike racks, and keeping fares viable (so it remains a cheaper option than a car).

Now I know that one of the first things we all wonder, is - would there be enough demand to justify this bus service and the costs? I wondered this too - so I'll share what I know from my quick look so far...

1. Todds Valley has a community that's larger than it seems from a glance up the valley. There are **currently about 150 households** - i.e. about 333 people. It's grown steadily in the 7 years we've been there and is still growing.
 - That's quite a few people to add to the pool of possible customers for the existing buses. No-one likes seeing empty buses, so let's maximise the benefit of running them.
 - [A further 85 Households in the Glen/ Glenduan, i.e. about 189 people]
2. It turns out my family is not alone in this idea: from asking a few neighbours and flagging the idea very briefly this week on just 2 local Facebook groups, I received **positive responses from about 60 different respondents - with a big resounding YES**, all very supportive of a bus service in North Nelson.

These responses were from throughout North Nelson (including Todds Valley, Glenduan, Hira). From FB groups North Nelsoners and Cycleway Collective.

Of course this was not an in depth survey - there are no doubt more specific details that you would want to know: e.g. how frequently people would use the bus, which days, which times of day, etc.

Asking the community these questions however would be an easy next step. I would be happy to help with this if you wish.

2. In the context of Nelson City Council's stated **climate emergency** and the excellent responses that you're planning and taking already, a bus service to include households within 10-15 minutes drive of the city is a sensible action to help reduce our carbon footprint. Let's get more people on buses and bikes and out of cars.
2. In addition, a bus service would **support the connectedness and independence** of the older folk in the valley, as well as the growing number of teenagers.

My conclusion is, that with the support indicated so far, in the context of the City's genuine desire to get more people on bikes and buses, *the idea of a bus service extended to include Todds Valley (and maybe the Glen?)* **is definitely at least worth a closer look.** And I hope that you will feel the same.

We're really keen to hear what else you would want to know, in order to progress this idea. And as I have said earlier - we are happy to help with obtaining more information from the community if that would be useful.

Thanks once again for your time.

RLTP 2021-2031

Submission Summary

Draft Connecting Te Taihū - Regional Land Transport Plan 2021-2031 - Submission #26951

Rachel Boyack
MP for Nelson


Parliament Buildings
Wellington 6160

Speaker? True

Department	Subject	Opinion	Summary
NCC - Infrastructure Services	What feedback do you have on the overall Te Taihū Plan?		Please see attached.

RLTP 2021-2031

26951-1



Wednesday 17 March 2021

Nelson City Council
submissions@ncc.govt.nz

Tasman District Council
info@tasman.govt.nz

Submission on Te Taihu Regional Land Transport Plan 2021-31
Thank you for the opportunity to submit on the Draft Regional Land Transport Plan (RLTP) for Te Taihu. I endorse the vision of the RLTP "to have a safe and connected region that is liveable, accessible and sustainable." My specific feedback as one of the local MPs for Te Taihu follows.

Public Transport
I am a strong supporter of improved public transport and have made a separate submission on the Draft Regional Public Transport Plan.


Active Transport
I note that Councils have identified gaps in current walking and cycling networks and I encourage Councils to continue investing in high-quality and accessible walking and cycling infrastructure to encourage active transport and modal shift. I support the outcome noted on Page 29 of the Draft Plan that "the network will have primary routes that are high quality, direct and separated from motor vehicles."

I am supportive of the Strategic Projects identified for Nelson and Tasman within the Draft Plan, and wish to see the following projects prioritised by Councils and Waka Kotahi:


1. Prioritisation of the short/mid-term activities identified within the Nelson Future Access Project.
2. Continued work to unlock the potential of the Nelson Waterfront so that it can be developed into a world-class piece of infrastructure.
3. Prioritisation of the Richmond Future Transport Project and the Berryfield/Lower Queen Street Intersection Upgrade, so that this section of the network can be developed to promote public and active transport, and connect safely to the existing transport infrastructure in the Nelson-Tasman region.

I would like to speak to my submission.

Yours faithfully

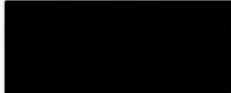



Rachel Boyack
MP for Nelson




Parliament Buildings,
Wellington 6160

Nelson office







Authorised by Rachel Boyack MP,
Parliament Buildings, Wellington

ADDITIONAL NOTES TO SUBMISSION FROM ST STEPHENS COMMUNITY CHURCH:

Many of our elderly parishioners from St Stephens live in Stoke.

Under the proposal it appears the Stoke loop is to be discontinued however it services an area where there is a lot of housing for the elderly.

Under the Whakatu Draft Plan (Residential Growth Areas identified in the Nelson Tasman Future Development Strategy), all of Stoke is earmarked for considerable intensification. Therefore there will be a need to intensify bus services into this wider area not reduce it.

The housing intensification planned for Tahunanui is more to the west of Tahunanui Drive which is the main residential area with Muritai Street the main route for accessing the school, kindergarten, the well-used Community Hub and the bus services into town, Stoke and Richmond without having to negotiate the busy Tahunanui Drive with its heavy logging trucks and other port traffic.

Tahunanui Drive itself has a high proportion of motels, eateries and other businesses and includes the doctor's surgery, Medlab and the pharmacy, plus the tennis and bowling clubs. *(This needs to be taken into consideration when any suggestion to stop on-street parking under other forums as this would mean the death knell for many small businesses that rely on passing trade and for the elderly and young families easy access the doctor's surgery, pharmacy and laboratory).*

Serious safety concerns: Issues with heavy and other vehicles failing to stop for the pedestrian crossing outside the school on Tahunanui Drive. Adding buses to the mix will make that even more unsafe for pedestrians on this crossing and create frustration for other drivers given the stop/start nature of buses. Community programmes are run throughout the week at St Stephens.

Adding buses to an already busy road would be a hazard for our many elderly parishioners several who need walkers, crutches or use walking sticks.

It is highly doubtful that there is a need for a bus service between the Airport and The Wood. When comparing the demographics ratepayer's money would better be spent to service a much wider area of need than transport to the airport. From my observation a high number of people are traveling out of, or arriving into Nelson for business and travel on a very early flight, returning on the last flight either the same day or a few days later. It is doubtful that they would want a long trip on a bus.

A regular bus from the airport to Nelson City might be more useful in the longer term once tourism recommences however, the daily needs of our residents and ratepayers must take priority over tourists.

RECOMMENDATION:

That the status quo be maintained for the bus route through Tahunanui via Muritai

That the route not go via Pascoe Street or Nayland Road but continue along Main Rd, Stoke

That attention be given to the intersection of Pascoe & Tahunanui so buses have priority during afternoon peak heading to Stoke from the city

That park and ride facilities linking to a peak hour express bus service be provided at Richmond and Stoke

Peak hour buses should run every 15 minutes at the height of peak hour and 30 minutes thereafter

**RESIDENTIAL GROWTH AREAS ACROSS NELSON AND TASMAN AS
IDENTIFIED IN THE NELSON TASMAN FUTURE DEVELOPMENT STRATEGY**

