

# CONNECTING TE TAUIHU (TOP OF THE SOUTH)

## REGIONAL LAND TRANSPORT PLAN 2021-31



Land transport plays a critical role in connecting our community by providing access to employment, education, recreation and services, as well as enabling the movement of freight in support of business and industry.

The Regional Land Transport Plan (RLTP) is a critical document for Te Taihū o Te Waka-a-Māui (Te Taihū) or the “Top of the South Island” as it underpins all of the region’s road network and transportation planning, as well as the investment priorities over the next six years on both the state highway and local road networks. From a statutory perspective, the RLTP meets the requirements of the Land Transport Management Act 2003 and contributes to the overall aim of the Act.

A core requirement of the RLTP is that it must be consistent with the strategic priorities and objectives of the Government’s Policy Statement on Land Transport and take into account the National Energy Efficiency and Conservation Strategy.

The vision of this RLTP is to have a safe and connected region that is liveable, accessible and sustainable.

Te Taihū is growing and changing, resulting in increasing transport challenges across the region. A strong, coordinated and integrated approach to developing the 10 year transport vision for the region is required to accommodate the impacts of the anticipated levels of growth, whilst maintaining economic activity levels, safety and mode choice.

Alongside this RLTP has been development of a Te Taihū Intergenerational strategy which outlines a vision, tūpuna pono, to be good ancestors. It has te oranga taihū, the wellbeing of our people and our places over the generations, at its heart. The strategy has eight “intergenerational outcomes” at its core, from te taio (the natural world) and pūtea (economy), to te taihūtanga (top of the south identity) and mātauranga (knowledge). The two bodies of work have many common elements.

This RLTP is a joint plan between Waka Kotahi, Marlborough, Nelson and Tasman to look at issues, objectives and significant projects that will benefit Te Taihū. It also introduces the great work that the South Island Regional Transport Committee Chairs Group is doing to facilitate integrated multi-modal freight and visitor journeys, advocate for funding approaches that work for the South Island context and improve South Island transport resilience.

Te Taihū has significant challenges around population growth, demands of freight, transitioning to more sustainable modes of transport and financial constraints. As such, we have the systems and people in place to deliver on the core transportation requirements to provide a safe and efficient transport system.

This is the first year that KiwiRail is able to draw on the National Land Transport Fund (NLTF) and it is included in the RLTP. This is critical for seeing the transport system as a connected network rather than discrete modes that operate in isolation. This is particularly important for Te Taihū with the Interislander ferries operating out of Picton and the Main North Line being a key freight connection between the North Island and South Island.

This RLTP acknowledges the collaboration that is already happening on planning for the future such as the new Picton Ferry Terminal, the Nelson Future Access Study and the Richmond Transport Programme Business Case.

The change of Government in 2017 resulted in a change in national land transport priorities including a greater focus on public transport, walking and cycling and rail. This change in direction was substantial, with the effects of it being reflected in the transport planning currently underway. In addition to the changes to transport priorities, the Government has introduced other changes with impacts on transport through its urban growth agenda and climate change policies.



And finally, thanks go to all those who have provided input into the development of the RLTP, specifically the community input that has helped refine this plan, our key stakeholders and the South Island Regional Chairs Group.

The Chairs of Te Taihū invite public feedback to this Regional Land Transport Plan. Consultation opens mid February 2021 and closes mid March 2021.



Cr Francis Maher

Cr Brian McGurk

Deputy Mayor Stuart Bryant

Chairman

Chairman

Chairman

Marlborough Regional  
Transport Committee

Nelson Regional Transport  
Committee

Tasman Regional Transport  
Committee

## FOREWORD – SOUTH ISLAND REGIONAL TRANSPORT COMMITTEE CHAIRS GROUP

The South Island Regional Transport Committee Chairs Group recognises that freight and visitor journeys, and concerns about resilience, do not stop at district or regional boundaries. In light of this, the Group has committed to working collaboratively to advance planning work across Te Taihū.

The transport system provides the arteries and veins that bring life to our communities, supports regional prosperity and improves the overall wellbeing of the South Island. The transport system connects our communities, allowing people to travel safely and efficiently across our diverse landscapes, and enables the safe and efficient movement of the freight. It is imperative to ensure the transport network is working as effectively as possible.

The South Island Regional Transport Committee Chairs and Deputy Chairs Group was formed in 2016 for this purpose. The Group seeks to significantly improve transport outcomes for all modes in the South Island through better inter-regional collaboration and integration.

The Group is focused on ensuring the South Island stays at the forefront of central government thinking. The formation of the Group recognises that the South Island advocating with one voice is more effective than seven regions advocating independently on the same matters.

This approach seeks to ensure that the needs and aspirations of our South Island communities are recognised and understood by Central Government. We want to be seen by Central Government as a group of one million people with a common aspiration for our transport system. Notwithstanding, each region in the South Island has unique characteristics, but at the same time will share similar transport priorities and challenges.

These shared priorities form the priorities of this Group and are listed below.

1. Advocacy for transportation in the South Island, including tracking how Central Government investment such as the National Land Transport Fund (NLTF) and the Provincial Growth Fund (PGF) is being allocated across the country.
2. Resilience of the transport network.
3. Freight journeys across the South Island.
4. Tourism journey improvements across the South Island.
5. Enabling funding approach for innovative multi-modal (road, public transport, walking, cycling, rail, air and sea) solutions.
6. Exploration of opportunities for inter-regional public transport.



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Te Taihū o Te Waka-a-Māui (Te Taihū) or the “Top of the South Island”, has seen significant change over the last five years. The population has increased and development of the primary sector is resulting in a greater number of vehicles on our roads than ever before. Community values are starting to shift, which means that the environmental and social effects from more vehicles on the roads is becoming unacceptable. This conflict is realised most acutely in Picton, Blenheim, Nelson, Richmond and Motueka where the values of place and movement on our road networks coincide.

The local climate allows us to produce high quality agricultural products which are sought after nationally and around the world. In addition, secondary processing of many of these products has enabled value to be added. Most of our freight is consumed locally or sent directly overseas, which means Port Nelson and Port Marlborough, and the transport networks connecting them with our communities, are vitally important to our region. The significant growth in products produced in the region means we have more heavy vehicles using the road network, all the way from rural roads in the hinterland to the national roads within the metro areas.

This RLTP recognises that the transport network we have traditionally relied on may not be appropriate for the future. The key transport issues in Te Taihū in the next 10 years are:

- vehicle usage growth and its effects on access
- safety on our roads
- the design of our transport system is constraining access for those wanting to use more sustainable modes
- our communities are susceptible to losing access in more frequent weather events
- vehicle usage is affecting our natural environment.

In recent years, this growth in vehicles on our roads has been recognised by central government agencies, with a number of key planning projects being initiated to help determine how the transport network will cater for this in future. Most of the significant projects are still underway, but core outcomes and key projects have been reflected in this RLTP programme.

The programme over the next 10 years envisages we will start by completing the planning projects already underway with Waka Kotahi and KiwiRail, while also carrying out local work to make sure these large projects are integrated into the local networks and that key access outcomes are met. These planning projects include the Inter-Island Resilient Connection Project in Picton, the Nelson Future Access Study and the Richmond Programme Business Case. Both central and local government are under financial strain due in part to Covid-19. This may have an impact on the delivery timing of some of the projects may be delayed.

The focus of this RLTP will be on supporting economic and population growth; improving safety; improving travel choice and resilience. The Partners to the RLTP recognize they need to continue to work together to achieve these outcomes. Examples of this work include:

- Marlborough will continue to construct the cycling network it started in 2017 and Nelson will improve the cycling network it established more than 10 years ago. Tasman will start work constructing a network of active transport routes following the completion of its Walking and Cycling strategy in 2021.
- Nelson and Tasman will work cooperatively to improve and extend public transport services both within the Nelson/Richmond urban area, but also look further afield out to Wakefield, Motueka and rural areas that make up the wider economic area. Marlborough will build on the bus trials undertaken in 2020 and continue services linking Renwick and Picton with Blenheim.
- Waka Kotahi will work on making improvements to the state highway network on specific projects such as SH6 north of Brightwater, and also work on generic activities including regional speed management planning and installation of median barriers on roads. Marlborough, Nelson and Tasman will develop speed management plans, and make improvements in urban areas for our most vulnerable users.
- Waka Kotahi will continue to work on improving network resilience for communities at risk of losing access in storm events. They will continue to reduce the risk of landslips on Takaka Hill which cuts off



the Golden Bay community. In addition, Waka Kotahi and the Councils are making improvements to roads to reduce the risk of unexpected road closures, as they create significant inconvenience and cost to all users, and may increase public safety risk.

## INTRODUCTION

This Regional Land Transport Plan (RLTP) is the primary document guiding integrated land transport planning and investment within the three unitary councils of Marlborough District Council (MDC), Nelson City Council (NCC) and Tasman District Council (TDC). Each of the councils are required to each create a RLTP as part of their requirements of regional council under the Land Transport Management Act 2008 (LTMA). However, the three councils have created a joint RLTP that recognises the high interdependency and separation from other parts of the South Island collectively known as Te Taihū o Te Waka-a-Māui (Te Taihū) or the “Top of the South Island”.

Figure 1 shows the location and extent of the Councils.

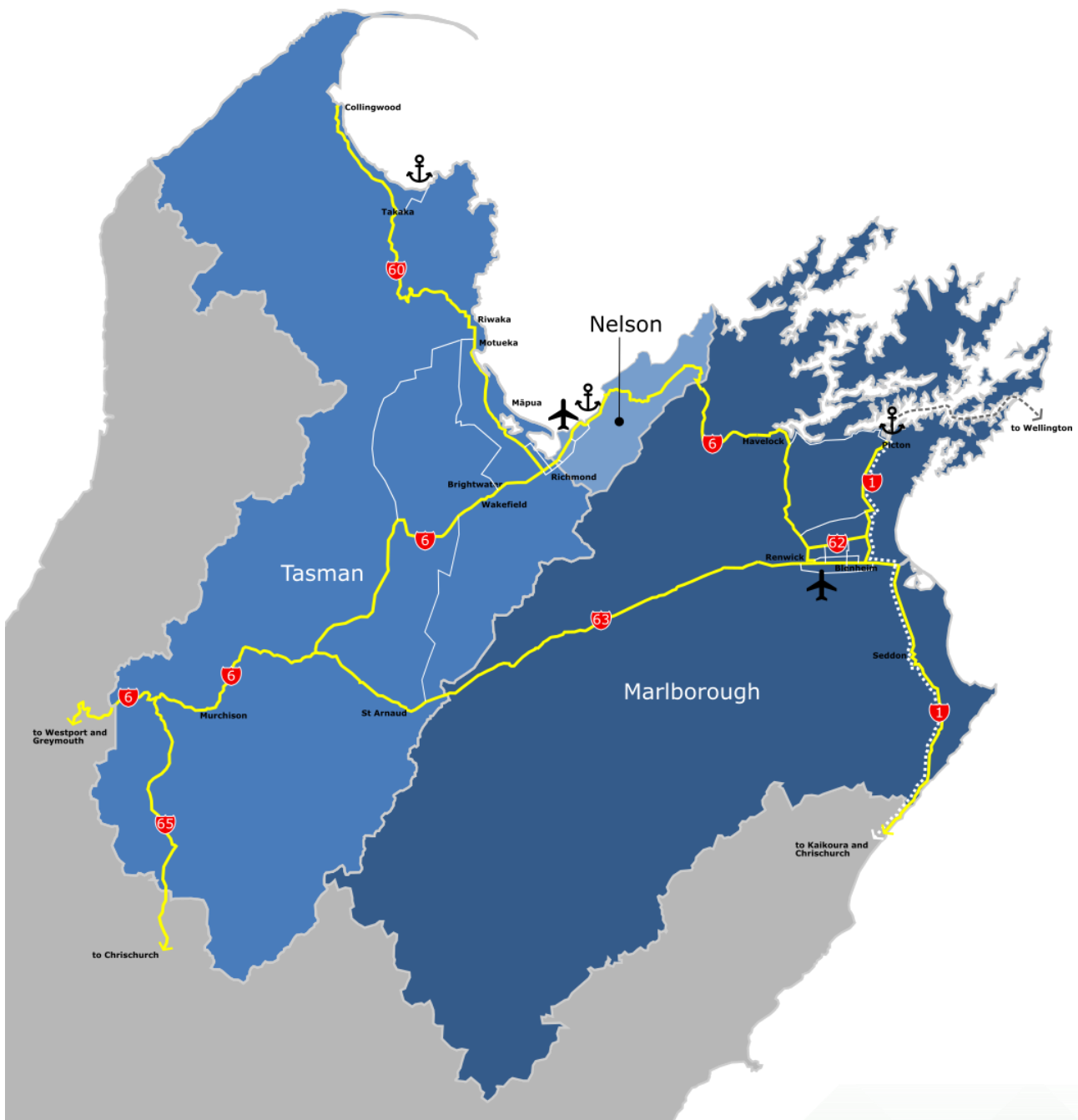


Figure 1: Location and Boundaries of Te Taihū Councils

The relationship of the RLTP with wider transport and land use planning and the funding context is set out in Figure 2.

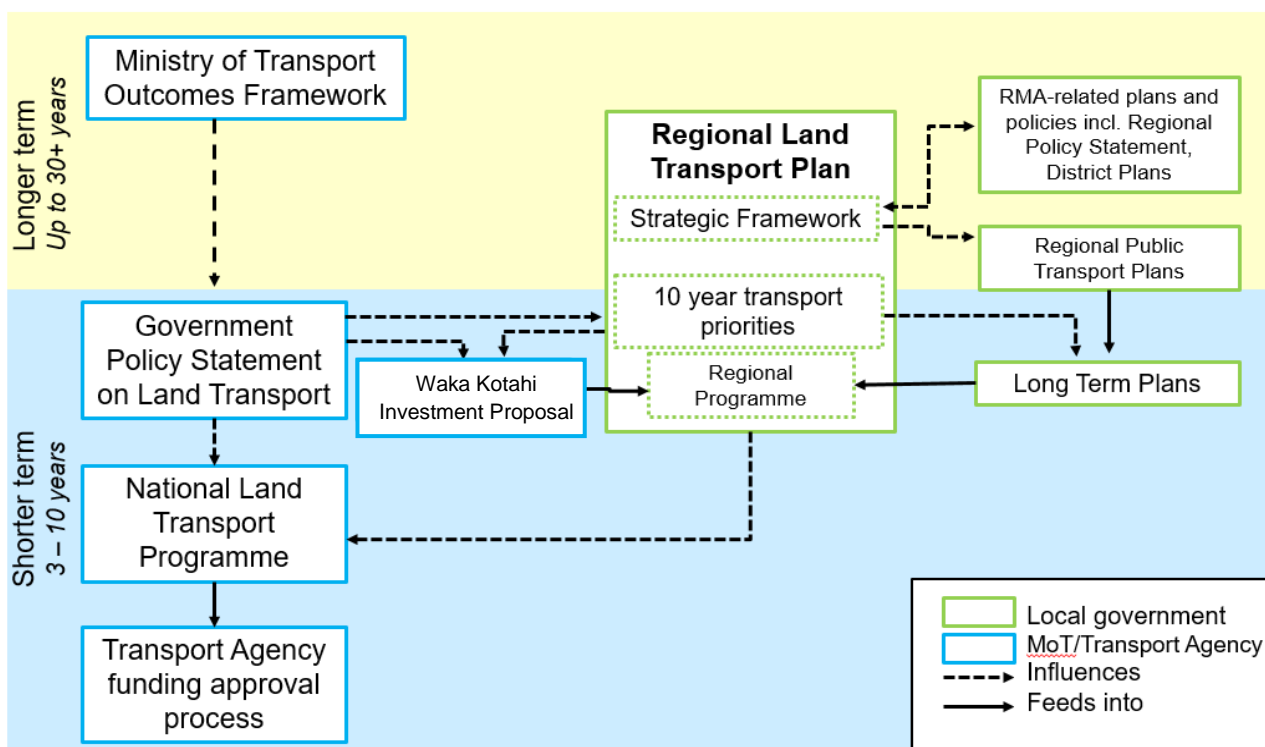


Figure 2: RLTP Planning and Funding Context

This RLTP:

- is owned collectively by the Regional Transport Committee (RTC) comprising Waka Kotahi NZ Transport Agency (Waka Kotahi) and the three Territorial Authorities in Te Taihū (MDC, NCC, TDC), each of which is a unitary authority
- sets the strategic transport direction to guide transport activities in Long Term Plans (LTPs) and identifies the agreed view of regional transport priorities to inform the National Land Transport Programme (NLTP)
- sets the long term vision and strategic direction for the region’s land transport system
- identifies the agreed regional transport priorities for investment in the short to medium term
- presents the activities of approved organisations listed in Appendix A in a single coordinated 3–6 year programme, which is consistent with the Government Policy Statement on Land Transport (GPS), as a bid for funding from the National Land Transport Fund (NLTF)
- addresses issues that cross regional boundaries
- provides the basis for communication of the region’s transport direction and priorities with stakeholders and the general public.



## STRATEGIC CONTEXT

Te Taihū is experiencing strong population and economic growth, and continues to face problems relating to traditional reliance on motor vehicles, such as travel reliability, severance and car-oriented development. The projected population growth of 15 percent over the next 15 years has driven a recent growth strategy that is underpinned by intensification along with some targeted urban expansion. This, coupled with projected economic growth, will place increasing pressure on Te Taihū's transport network to move increasing numbers of people and goods. For transport to play its role in supporting growth, it will require coordinated investment in public transport, safety and active modes to deliver a sustainable transport future. This approach not only provides an integrated response to growth, but also supports mode shift and safety on our transport network, recognising the economic reliance on efficient freight routes and improved network resilience to deliver MDC's NCC's and TDC's response to climate change.

The Councils have developed investment programmes with the goal of creating a sustainable, integrated regional transport network that accommodates growth and freight and:

- provides attractive, economic and viable transport choices for all sectors of the community
- reduces reliance on motor vehicles
- is safe and affordable
- improves resilience on the overall network
- is sustainable and based on reduced carbon emissions.

Without this targeted investment the region will suffer from increasing reliance on single occupancy car trips with increased journey times, increased severance caused by traffic volumes, increasing safety problems, reduced freight efficiency and increased carbon emissions, with all the associated health and wellbeing challenges this brings.

## OUR REGION

### MARLBOROUGH DISTRICT

Marlborough is situated in the north-east corner of the South Island, accessible by ferry, rail, air and road. According to the 2018 census, the resident population of Marlborough District is 47,300. The main population of Marlborough is centred in the town of Blenheim (28,260), followed by Picton (4,500). Picton is the main portal for freight, including forestry, and tourists travelling between the North Island and the South Island. A fifth of Marlborough District's workforce is employed in the primary sector. Over the last decade most of the land formerly dedicated to cropping and stone fruit has been converted into viticulture so that Marlborough is now New Zealand's largest grape growing region, with 70 percent of New Zealand's total wine production. Marlborough's long coastline results in significant aquaculture, with Marlborough having most of New Zealand's mussel farms. Rail runs north/south through Marlborough, generally parallel with SH1. Key freight hubs are located in Picton and Spring Creek, with passenger stations in Picton and Blenheim.

### NELSON CITY

Nelson is bounded by Champion Road to the south, the Bryant hill range to the east and Cape Soucis and Tasman Bay to the northwest. According to the 2018 census, Nelson's resident population is 50,880. Nelson City has Te Taihū's main airport, port, hospital and the main campus of the Nelson Marlborough Institute of Technology. Nelson provides services for the Tasman and Marlborough communities and has particular strengths in marine construction, forestry, aviation and manufacturing. Like Tasman and Marlborough, Nelson has opportunities to add value to primary products and for smaller-scale enterprises to work together to grow and to export. The information communications technology cluster in Nelson has continued to grow and drive change across all industries. Tourism is supported by premier food and beverage establishments, shopping opportunities and a thriving local arts and crafts scene which sees the city and the tourist areas swelling to capacity during the summer months.

## TASMAN DISTRICT

The Tasman District is located in the north west of the South Island. It covers the area from the boundary of Nelson City in the east, the West Coast in the south, the coastline in the north-west and Marlborough to the east. According to the 2018 census, Tasman District has a resident population of 52,400. The main population of the Tasman District is centred in Richmond which is the largest and fastest growing town in the District with 15,300 residents. Motueka is the next largest town with 8,000 residents. Tasman District is known for the natural beauty of its landscape. Fifty-eight percent of the Tasman District is national park – with the Nelson Lakes, Kahurangi and Abel Tasman National Parks. There are a range of other forests and reserves in the area, including the Mount Richmond State Forest Park and Moturoa (Rabbit Island). Tasman District covers 14,812 square kilometres of mountains, parks, waterways, territorial sea and includes 812km of coastline. Like Marlborough, the primary sector is the main economic driver for Tasman.

## OUR PEOPLE

### DEMOGRAPHICS

The two main urban areas in Te Taihū are Nelson and Blenheim.

Census data provided by Statistics New Zealand shows that the Te Taihū region has grown by 23 percent since 2001, or 1.4 percent per annum. Since 2013 the population has grown by 2.0 percent per annum. The population is growing faster than the Statistics New Zealand population forecasts undertaken in 2013, as can be seen in Figure 3.

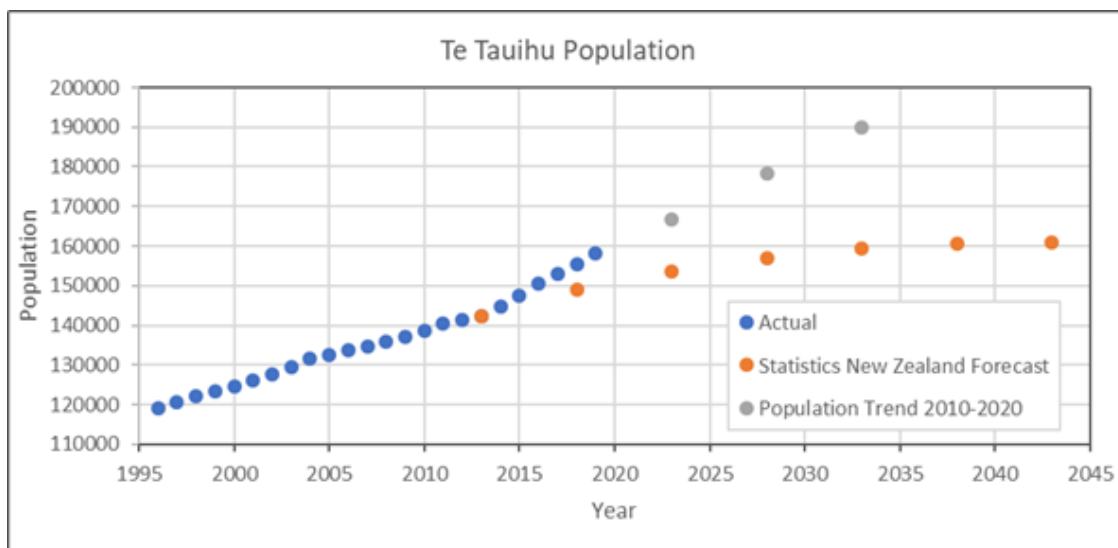


Figure 3: Te Taihū Population – Actual and Forecast

The residential growth is higher around established urban settlements such as Richmond (2.8 percent), Motueka (2.5 percent) and Picton/Waikawa (2.4 percent). Due to high house prices in key urban areas and a desire to live in rural areas, there is also significant residential growth in townships surrounding urban centres, such as Brightwater (3.8 percent), Mapua/Ruby Bay (4.2 percent) and adjoining rural areas such as Moutere Hills (4.3 percent), west Witherlea (3.9 percent) Riverlands (3.0 percent) and Woodbourne (5.3 percent).

Nelson has grown to the south and merged with Richmond within the Tasman District. Residents living in the enlarged Nelson/Richmond urban area are generally unaware of the boundary and view the whole area as one. This is reinforced by the high levels of co-operation between NCC and TDC which includes a single public transport service and a combined Future Development Strategy. Both Tasman and Nelson have developed intensification strategies to encourage brownfields development close to existing centres over new low density greenfield development away from urban centres.

Blenheim is growing to the south and north where there is available greenfield sites for residential growth.

Te Taihū is an increasingly popular place to retire, with a steady increase in the 65+ age group, which, at 21 percent, is much higher than the New Zealand average of 15 percent. This trend comes with a corresponding decrease in the percentages of children and working age population. This emerging demographic trend will influence the communities' transport requirements and consequently the investment programme over coming years. A breakdown of the age distributions is shown in Table 1.

**Table 1: Te Taihū Age Distribution**

Age Range	Actual				Forecast		
	2001	2006	2013	2018	2023	2028	2033
0 - 14 (%)	21.5%	19.5%	19.0%	17.7%	17.3%	16.4%	16.0%
15 – 64 (%)	64.3%	65.6%	62.6%	61.2%	58.2%	55.8%	53.7%
65+(%)	14.1%	14.8%	18.4%	21.0%	24.4%	27.8%	30.4%

The demographics of the region have been slowly changing over time to become more diverse, as can be seen in the ethnic group responses within the Census data in Table 2.

**Table 2: Te Taihū Ethnic Groups**

	2013	2018
European	90.6%	89.1%
Māori	9.4%	10.8%
Pacific peoples	1.7%	2.3%
Asian	3.1%	4.6%
Middle Eastern/Latin American/African	0.5%	0.7%
Other ethnicity	2.3%	1.5%
Not elsewhere included	4.4%	0.0%

## ECONOMIC DRIVERS

### Economic Drivers

The Nelson, Tasman and Marlborough regional economies are interlinked and dependent on each other through horticulture, forestry, seafood, farming, tourism and aviation. Te Taihū includes 3.2 percent of New Zealand's population, and contributes to 2.7 percent of New Zealand's GDP. Several industries in Te Taihū are significant contributors to the New Zealand economy, as shown in Table 3.

**Table 3: Te Taihū Proportion of New Zealand's GDP (2020)**

Industry	Te Taihū 2020 GDP (\$ m)	NZ 2020 GDP (\$ m)	Proportion of NZ 2020 GDP	Change from Proportion of 2010 GDP
Seafood Processing	175.0	496.6	35.2%	+ 0.2%
Fishing & Aquaculture	131.9	483.3	27.3%	+ 4.9%
Beverage & Tobacco Product Manufacture	584.8	2,633.4	22.2%	+ 1.5%



Horticulture & Fruit Growing	210.4	1,484.5	<b>14.2%</b>	+ 0.2%
Wood Product Manufacturing	121.4	1,744.8	<b>7.0%</b>	+ 0.8%
Agriculture Support Services & Hunting	157.5	2,301.7	<b>6.8%</b>	- 1.3%
Forestry & Logging	93.7	2,016.2	<b>4.6%</b>	- 0.3%
Fruit, Cereal & Other Food Product Manufacture	111.6	2,497.6	<b>4.5%</b>	+ 0.6%
Transport Equipment Manufacturing	71.8	1,679.1	<b>4.3%</b>	- 0.2%
Supermarket & Specialised Food Retailing	172.4	4,689.7	<b>3.7%</b>	+ 0.1%
Owner-Occupied Property Operation	830.3	22,973.1	<b>3.6%</b>	+ 0.0%
Poultry, Deer & Other Livestock Farming	15.4	461.7	<b>3.3%</b>	+ 0.6%
Heavy & Civil Engineering Construction	189.7	5,807.7	<b>3.3%</b>	- 0.3%
Accommodation & Food Services	214.6	6,770.6	<b>3.2%</b>	- 0.5%
All other Sectors	5,568.4	267,978.6	<b>2.1%</b>	-
<b>Total</b>	<b>8,648.9</b>	<b>324,018.7</b>	<b>2.7%</b>	

Source: Compiled and computed from Infometrics Regional Data for Marlborough and Nelson-Tasman

Table 3 highlights the importance of Te Taihiti marine industries are to New Zealand, with seafood processing in the region representing over 35% of the national GDP in that sector, and fishing & aquaculture representing over 27% of the national GDP in that sector. Most of the sectors listed show an increase from the share of New Zealand GDP in 2010, with fishing & aquaculture leading the growth with an increase of nearly 5% of the national GDP in that sector.

However, Table 3 is not a good representation of the economic contribution to Te Taihiti directly, with only four of these sectors within the top 15 contributors to Te Taihiti GDP, as shown in Table 4.

**Table 4: Contribution to Te Taihiti GDP (2020) – Top 15 Sectors**

Industry	Te Taihiti 2020 GDP (\$ m)	NZ 2020 GDP (\$ m)	Proportion of Te Taihiti 2020 GDP	Proportion of NZ 2020 GDP
Owner-Occupied Property Operation	830.3	22,973.1	<b>9.6%</b>	3.6%
Unallocated	676	25,317.5	<b>7.8%</b>	2.7%
Beverage & Tobacco Product Manufacture	584.8	2,633.4	<b>6.8%</b>	22.2%

Health Care & Social Assistance	528.3	19,180.7	<b>6.1%</b>	2.8%
Property Operators & Real Estate Services	500	17,392.5	<b>5.8%</b>	2.9%
Professional, Scientific & Tech Services	487.3	27,785.7	<b>5.6%</b>	1.8%
Other Store & Non Store Retailing	282.6	8,948.0	<b>3.3%</b>	3.2%
Construction Services	278.8	10,751.2	<b>3.2%</b>	2.6%
Wholesale Trade	255.9	16,293.4	<b>3.0%</b>	1.6%
Education & Training	227.9	12,042.7	<b>2.6%</b>	1.9%
Electricity & Gas Supply	224.5	7,223.7	<b>2.6%</b>	3.1%
Central Gov Admin, Defence & Safety	215.3	12,795.1	<b>2.5%</b>	1.7%
Accommodation & Food Services	214.6	6,770.6	<b>2.5%</b>	3.2%
Horticulture & Fruit Growing	210.4	1,484.5	<b>2.4%</b>	14.2%
Administrative & Support Services	193.6	6,846.4	<b>2.2%</b>	2.8%

Source: Compiled and computed from Infometrics Regional Data for Marlborough and Nelson-Tasman

Table 4 highlights the importance of owner-occupied property operations with nearly 10% of Te Taihiti GDP, and also small businesses which are likely included within the 'Unallocated' category. Large industries with over 5% contribution to the Te Taihiti GDP include Beverage & Tobacco Product Manufacture, Health Care & Social Assistance, Property Operators & Real Estate Services, and Professional, Scientific & Tech Services. These top six categories generate 41.7% of Te Taihiti GDP.

Commodities produced and manufactured within the region tends to either stay in the region or be exported via one of the regions ports, with 83 percent of freight travelling within Te Taihiti staying in Te Taihiti. As such, having good transport within the region and to the ports is vital to maintaining an efficient economy.

Other domestic freight within New Zealand is reliant on our regions transport network, particularly road, rail and sea. All commodities transported between the North Island and the rest of the South Island traverses through the region, mainly on SH1 and rail, including Weld Pass, where heavy commercial vehicles make up 17 percent of the traffic flow, and requires realignment. The South Island Freight Study identified that 5.5 million tonnes of freight travelled between the two islands in 2017.

## TANGATA WHENUA

Te Taihiti o Te Waka-a-Māui is the prow of the demigod Māui's canoe – the top of the South Island. Many different iwi (tribes) are tangata whenua of these fertile, mineral-rich lands. It is anticipated and expected that engagement between iwi, Waka Kotahi, and RTC's will be pursued as a collaborative partnership as significant projects in this RLTP are further developed.

Details of the nine iwi of Te Taihiti are provided below:

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## NGĀTI APA KI TE RĀ TŌ

Ngāti Apa first settled in the Marlborough Sounds region around Golden Bay and western Tasman Bay. Whanganui Inlet on the west coast, a tidal inlet ringed with flowering rātā, is at the centre of their area. Their rohe (tribal lands) include the areas around Golden Bay, Takaka, Tasman Bay, Motueka, Nelson and Saint Arnaud, including Taitapu and Kawatiri river catchments and Lakes Rotoiti, Rotoroa and the Tophouse

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## NGĀTI KOATA

Ngāti Koata originates from the waka of Tainui that left Hawaiki and arrived in Aotearoa c.1400. Tainui was captained by Hoturoa and was finally hauled ashore to rest between the two pillar stones of Puna and Hani in Kāwhia. (located behind the Maketu Marae).

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## NGĀTI KUIA

Ngāti Kuaia first settled in the Pelorus area and then spread out across the Marlborough Sounds, Nelson and Tasman districts to Taitapu on the West Coast, and as far south as the Nelson lakes.

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## NGĀTI RĀRUA

Ngāti Rārua are descendants of the Polynesian explorers who arrived in Aotearoa aboard the waka (canoe) Tainui. Ngāti Koata whakapapa back to Koata who lived near Kāwhia in the 17th century. She had two sons, Kāwharu and Te Wehi (founder of Ngāti Te Wehi). Te Totara pa on the south shore of Kāwhia was shared with Ngāti Toa in the early 19th century. Following the musket wars, many of the iwi moved south to Kapiti Island and then Te Tau Ihu in the mid 1820s.

Since the arrival in Te Tau Ihu, Ngāti Rārua have maintained continuous ahi kā in Golden Bay, various locations in the Abel Tasman National Park, Marahau, Kaiteriteri, Riwaka, Motueka, Nelson, and Wairau

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## NGĀTI TAMA KI TE TAU IHU

Ngāti Tama came to Te Tau Ihu o te Waka a Maui (the northern South Island) in the late 1820s and established pā and kainga at several localities in Te Tau Ihu including Te Tai Tapu, Golden Bay, and Wakapuaka.

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## NGĀTI TOA RANGATIRA

The Ngāti Toarangatira people, originally from Kāwhia, have survived changing fortunes. Led by the famous warrior chief Te Rauparaha, they walked south in search of a safer and more prosperous life. After facing hardships along the way, they became a rich and powerful tribe on both sides of Cook Strait (Te Moana-a-Raukawa)

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## RANGITĀNE O WAIRAU

The name Wairau describes the rohe (tribal area) of Rangitāne, and is derived from the phrase 'ngā wai-rau o Ruatere' (the hundred waters of Ruatere), meaning the confluence of streams, rivers, wetlands, lakes and estuaries across the present-day Marlborough region.

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## TE ĀTIAWA O TE WAKA-A-MĀUI

Te Ātiawa o Te Waka-a-Māui are the people of Te tiawa descent who whakapapa to Te Tau Ihu o Te Waka-a-Māui (the top of the South Island).

They originated from the Taranaki region, but by the 1830s were firmly based throughout the top of the South Island. By 1840 – when Te Ātiawa o Te Waka-a-Māui signed Te Tiriti o Waitangi at Tōtaranui (Queen Charlotte Sound) - they were a dynamic and robust society with their own lands and cultural customs that regulated their life both on land and at sea.

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## NGĀI TAHU



Ngāti Kurī and Ngāi Tūhaitara migrated to Te Waipounamu. Maru Kaitātea established Ngāti Kurī at Kaikōura. Tūāhuriri's son, Tūrākautahi, placed Ngāi Tūhaitara at Kaiapoi Pā. With Kaikōura and Kaiapoi Pā established, and through intermarriage, warfare and political alliances, Ngāi Tahu interests amalgamated with Ngāti Māmoē and Waitaha iwi and Ngāi Tahu iwi established manawhenua or pre-eminence in the South Island. Sub-tribes or hapū became established around distinct areas, and have become the Papatipu Rūnanga that modern day Ngāi Tahu use to exercise tribal democracy.

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## TE RŪNANGA O KAIKŌURA

Te Rūnanga o Kaikōura is one of 18 Papatipu Rūnanga as identified under Te Rūnanga o Ngāi Tahu Act. Te Rūnanga o Kaikōura is the tribal council for the hapu of Ngāti Kuri. All those that can whakapapa to Kuri can affiliate to the Rūnanga. Te Rūnanga o Kaikōura boundary is from Te Parinuiowhiti (White Cliffs South of Blenheim) to the Hurunui River and South West of the Main Divide

ROAD NETWORK

Te Taihū includes the Marlborough, Nelson and Tasman Councils along with their transport investment partner, Waka Kotahi. They work together to collectively maintain and deliver a land transport system that enables economic growth, accessibility and resilience to all road users. A tabular summary of the road classifications making up our road network is shown below.

Table 3: Regional Transportation Summary

Road Type	Marlborough (km)		Nelson (km)		Tasman (km)		Total (km)
	SH	Local	SH	Local	SH	Local	
National	89	-	-	-	-	-	89
Regional	86	-	61	7	34	-	188
Arterial	-	15	-	11	134	13	173
Primary Collector	-	85	-	51	130	107	373
Secondary Collector	84	310	-	51	33	497	975
Access	-	549	-	111	-	570	1,230
Low Volume	-	581	-	41	-	512	1,134
Total	259	1,540	61	272	331	1,699	4,162

A third of the roads in the region are unsealed.

Nearly two thirds of the roads within the region are classified as Access or Low Volume, yet the majority of vehicle kilometres travelled is on our Regional and Collector roads. This can be seen in Figure 3.

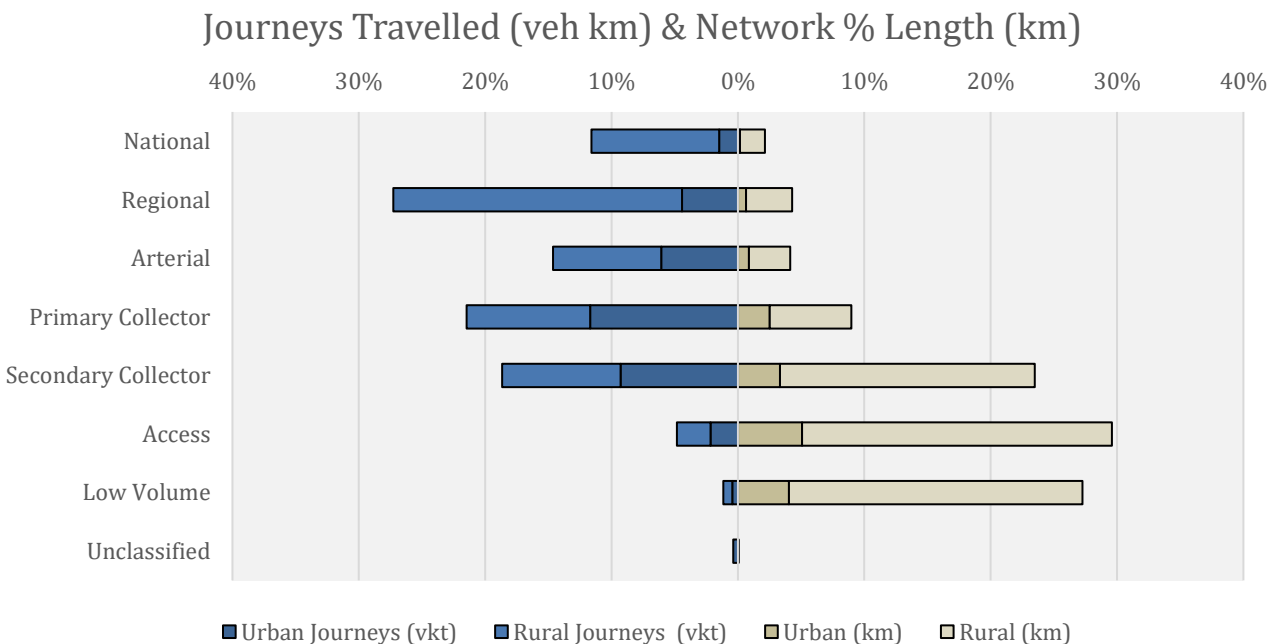


Figure 3: Network Length and Journeys Travelled in Te Taihū

Figure 4 shows that the vehicle kilometres travelled within Te Taihū has increased from 1.19 million kilometres travelled in 2001 to 1.70 million kilometres travelled in 2018, an increase of 43 percent. During the same time population has increased by 23 percent, showing that the average person is travelling more.

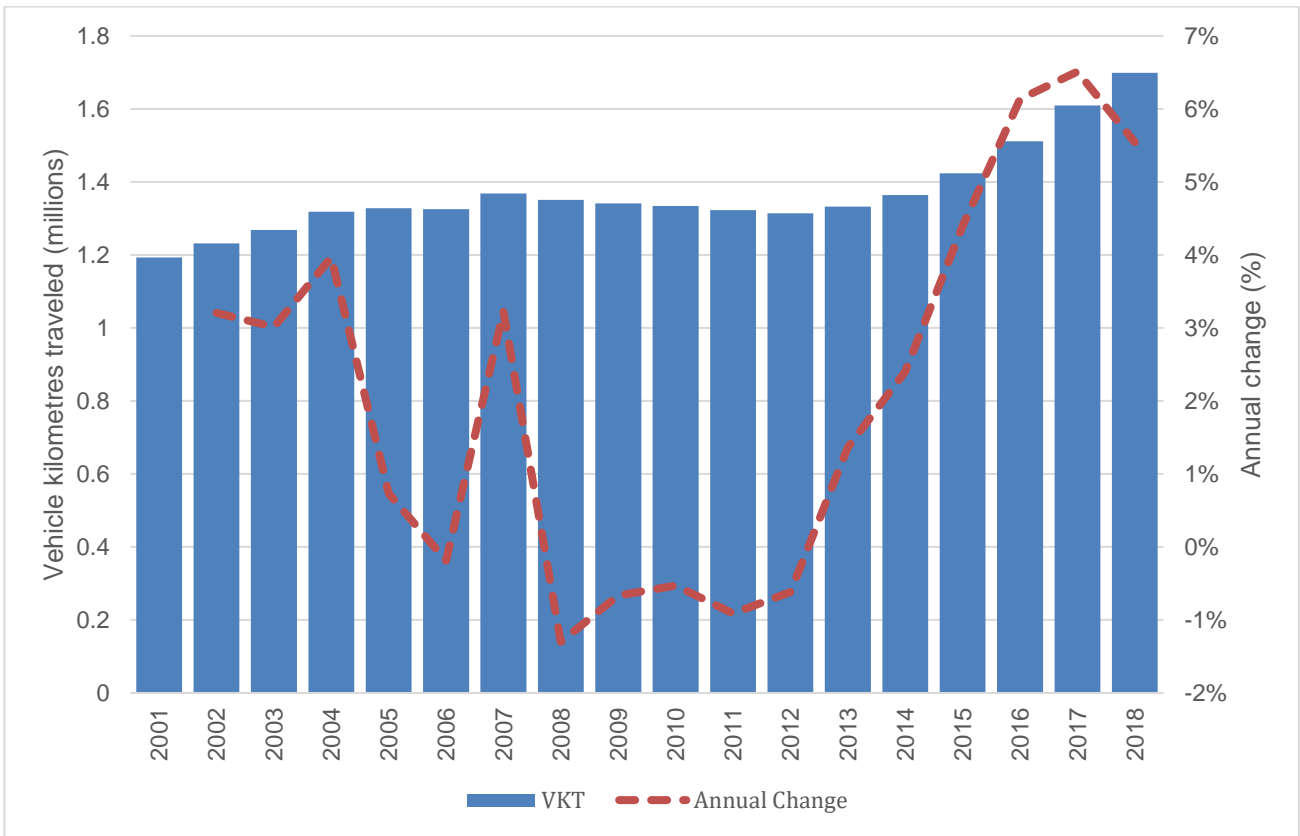
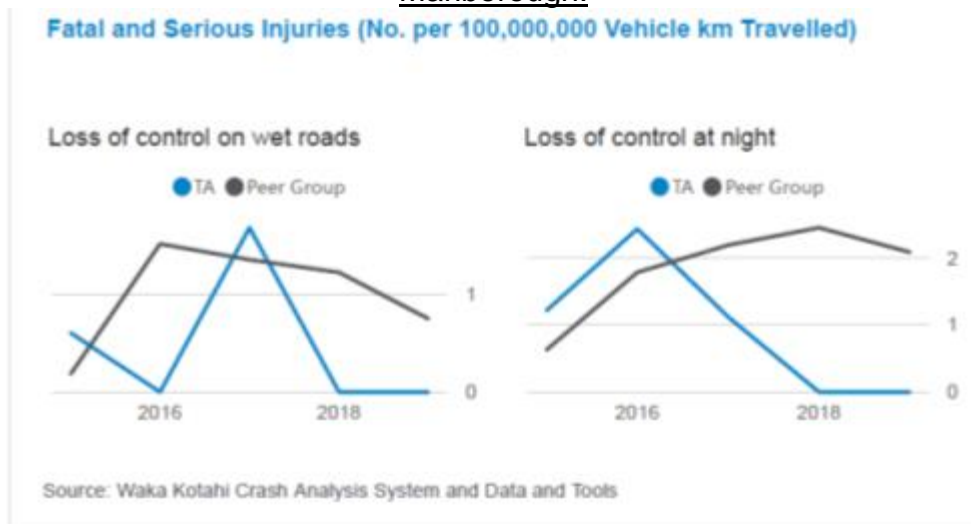


Figure 4: Vehicle Kilometers Travelled in Te Taihupo

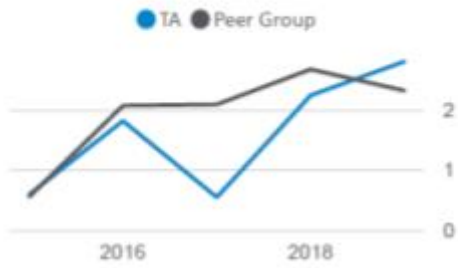
## CRASH HISTORY

Figure 5 shows the number of fatal and serious injury crashes on local roads for the Territorial Authority (TA) compared to Peer Group .

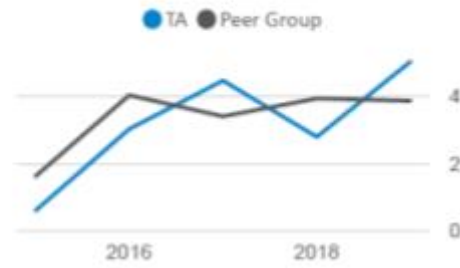
### Marlborough:



At intersections



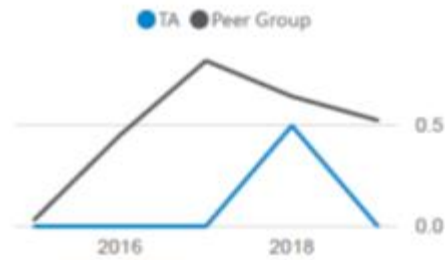
Involving vulnerable users



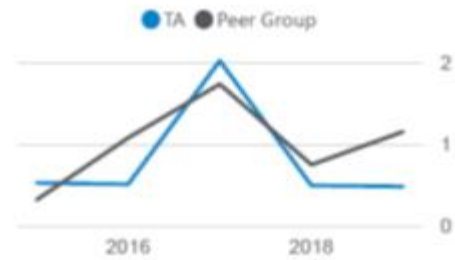
Nelson:

Fatal and Serious Injuries (No. per 100,000,000 Vehicle km Travelled)

Loss of control on wet roads

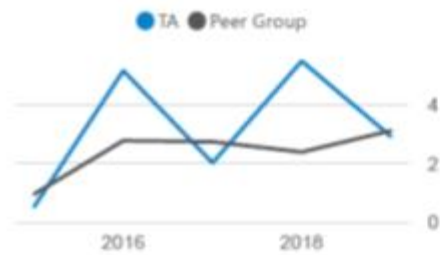


Loss of control at night

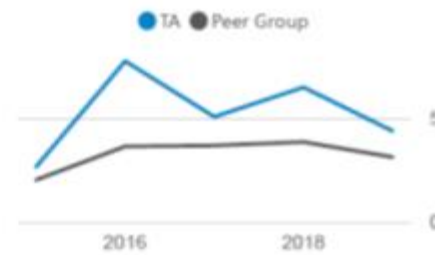


Source: Waka Kotahi Crash Analysis System and Data and Tools

At intersections



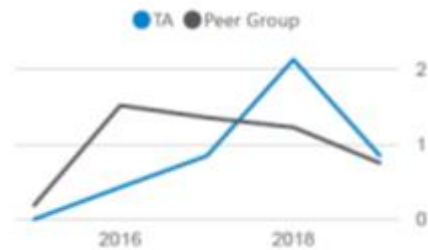
Involving vulnerable users



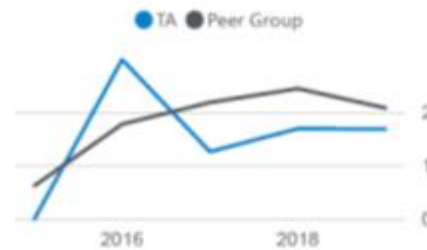
Tasman:

Fatal and Serious Injuries (No. per 100,000,000 Vehicle km Travelled)

Loss of control on wet roads



Loss of control at night



Source: Waka Kotahi Crash Analysis System and Data and Tools

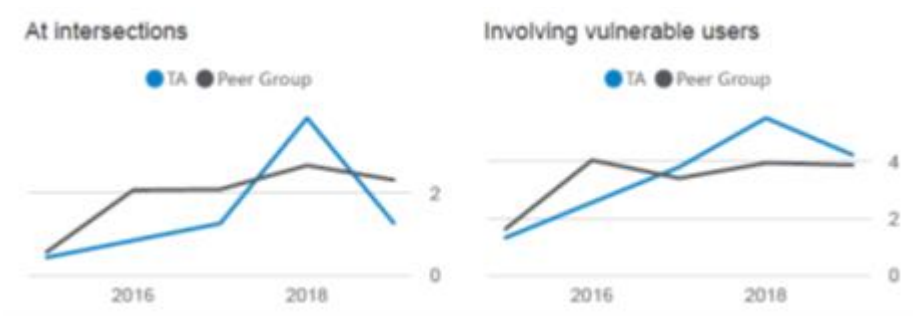


Figure 5: Local Road Fatal and Serious Injury Crashes

Figure 6 is a heat map which provides a spatial indication of where fatal and serious injury crashes have occurred between 2010 and 2020. It can be seen that many of the crashes are on state highways.

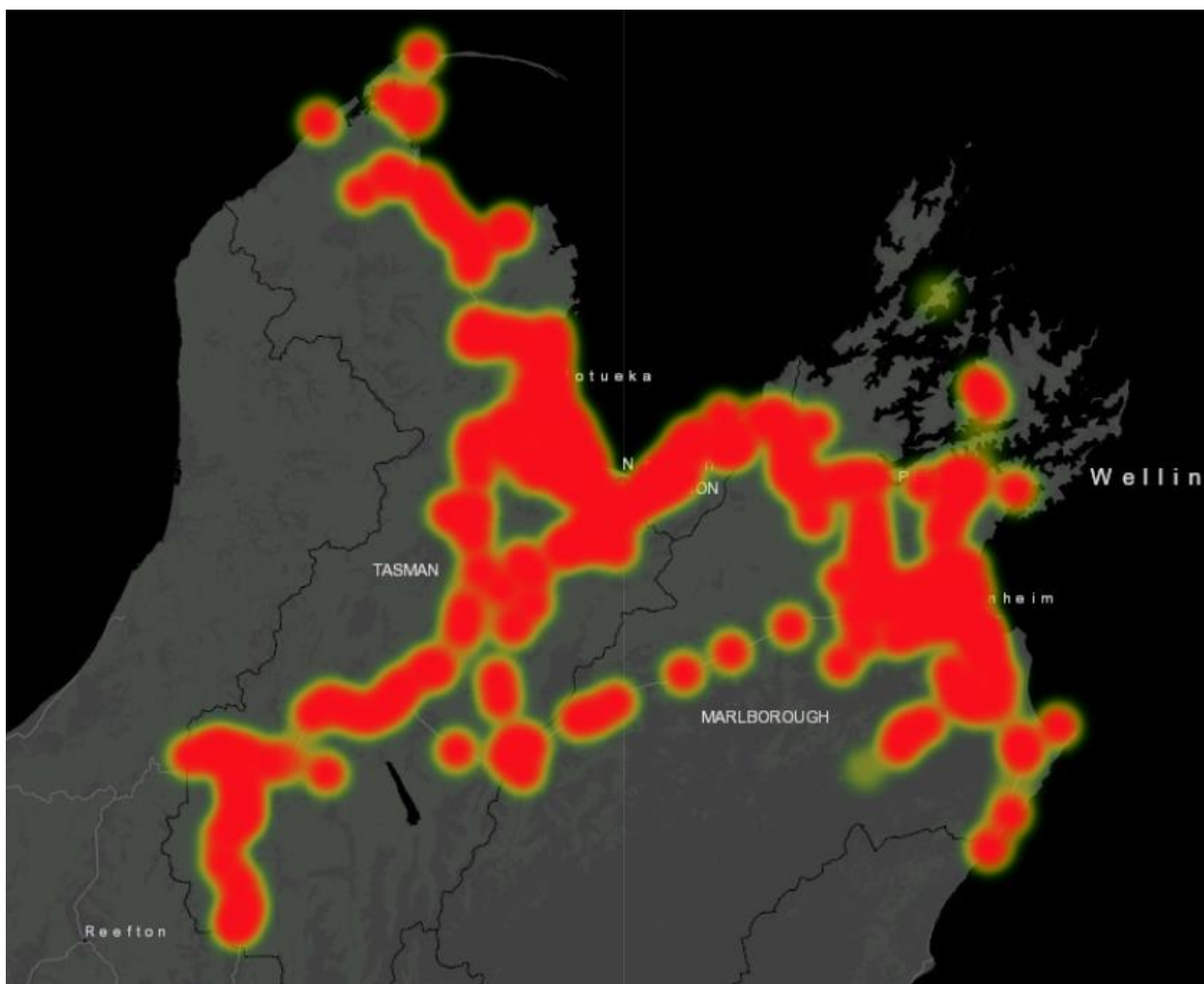


Figure 6: Te Taihu Fatal and Serious Injury Crash Heatmap

## FREIGHT ROUTES

The majority of freight moved around Te Taihu is by road. There have been significant improvements in the moving of freight by rail in recent years, but this tends to favour bulk commodities and those running long distances and improvement has not impacted on Nelson or Tasman regions due to a lack of rail network. Much of the commodities generated locally tends to have a destination or origin at Port Nelson, Port Marlborough or Nelson Airport, predominantly using the state highway network.



SH1 from Picton south is a nationally significant freight route. SH6, SH60, SH63 and SH65 have regional significance as the connection for the majority of major townships in Te Taihū. Local roads support the state highways as feeders. Some routes such as Main Road Stoke, the Moutere Highway and Motueka Valley Highway also serve as significant freight routes due to their proximity to major freight destinations, or by creating a direct route.

Forestry makes up the greatest portion of commodity carried on our road networks (by weight). Logging trucks utilise low order unsealed roads during harvest, meaning that all three Councils work proactively with the forestry industry to target maintenance on specific roads to coincide with harvest.

Freight volumes are expected to grow from 11.8 million tonnes in 2022 to 14.0 million tonnes in 2042, a 19 percent increase. The growth in freight movements is predicted to retain similar proportions.

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## RAIL NETWORK

The Main North Line runs between Picton and Christchurch. This carries freight services between the Interislander terminal and Christchurch and the Coastal Pacific passenger train. KiwiRail operate a freight hub at Springcreek where rail freight for the Te Taihū is transferred from trains to trucks.

In 2019, 560,000 lane metres of freight equating to around \$14b was transported on the Main North Line.

The passenger train operates daily between the last Friday of September and the last Sunday of April. The train is timetabled to connect with Interislander ferry sailings. The Marlborough Flyer, a heritage steam train, operates tourist trips when cruise ships are in port between Picton and Blenheim.

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## SEA

Te Taihū has a long standing relationship with the sea. Te Taihū has historically relied on the sea to provide easy transport for goods and people in and out of the region. Consequently there is a number of historic ports and wharves around the region that used to support his activity. As road transport created better and more direct routes, many of the smaller wharves have fallen into disuse. Key ports that continue to support the export in Te Taihū are at Nelson central and Picton. Secondary ports which provide local industry or recreational facilities include Tarakohe, Motueka, Mapua, Havelock and Waikawa. All port have good road connections, with Picton also having the Main North Line rail connection.

Most port facilities are predicting continued growth with a number of projects to support this capacity. These projects include:

- An extension at Waikawa North West marina to add 251 new berths
- Improvements at Tarakohe to provide additional commercial and recreational facilities to meet current demand
- Upgrade of the main Wharf at Nelson as well the purchase of a new tug and crane
- New ferry berths at Picton to enable higher capacity ferries

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## PORT NELSON

Port Nelson occupies a sheltered corner of New Zealand, secured by a productive hinterland, topographical isolation and the absence of a rail link. It owns a portfolio of properties within the Port area, with ongoing demand for industrial development. The Port is heavily focussed on export of the regions primary production, with key trades being wine, fish, fruit and forestry. Reflecting limited import demand, most import containers are empty. While its key trades are international export. Nelson records a high level of transshipments.

Port Nelson is the biggest fishing port in Australasia and supplies all the fuel for Te Taihū. Forestry is also important to the port whether it be raw logs or value-added timber products. Wine exports have grown significantly in the last five years particularly via the road linkage to Marlborough which supports the new Quay Connect logistics facility at Port Nelson.

Port Nelson hours of land transport freight receipt/dispatch of are outlined below;

- Container receival operations (truck movements) are mostly limited to 7am to 5:30pm hours weekdays; these opening hours are extended during fruit export season;
- Logs are received 4am- midnight during week days – these come from both north and south on SH6.
- MDF from Nelson Pine is received from 5am Monday – 4:30pm Friday and every hour in between.
- Other cargoes, such as fertiliser will occasionally require truck movements around the clock (from the port to Lower Queen St).

The hours of land transport freight receipt/dispatch operation coincide with the greatest traffic volumes and there is a limited ability to shift truck movements to low periods of traffic at night time. Access to the port for freight carriers is important and congestion and unplanned closures has decreased the reliability of travel time.

The growth of throughput at Port Nelson is evidenced by a growth in the proportion of heavy vehicles on SH6 Rocks Rd, from 5.8 percent in 2010 to 10.5 percent in 2019.

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## PORT MARLBOROUGH

Port Marlborough, located in Picton, is an important part of the town's identity and generates significant employment and economic activity. The port services Interislander and Bluebridge ferries, processes high volumes of bulk commodity (mainly logs) and hosts visiting cruise ships. Port Marlborough is the second largest marina operator in the country with a capacity for some 1,400 vessels.

Port Marlborough remains New Zealand's most diverse Port company, spanning property, interisland ferries, general wharves, a deep water bulk terminal, marinas and aquaculture. Notably, Port Marlborough does not have a container terminal. The Port's primary trade is log exports.

Five million tonnes of freight with an estimated value of \$20 billion crosses Cook Strait annually. More freight goes from north to south than south to north, reflecting the importance of the Cook Strait ferries to the South Island economy. The Cook Strait freight task is forecast to grow by 35% over the next 20 years.

The growth of throughput at Port Marlborough is evidenced by a growth in the proportion of heavy vehicles on SH1 from 4.6 percent in 2010 to 6.5 percent in 2019.

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## MARLBOROUGH SOUNDS

A number of properties within the Marlborough Sounds do not have road access and land owners use boats and barging to access the area and to transport goods. MDC is encouraging the use of barging to get logs to market instead of using low volume and very fragile roads.

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## PUBLIC TRANSPORT

Public transport (PT) within the region consists of the NBus operation in Nelson and Richmond and the Blenheim Bus Service in Blenheim. School buses services, Total Mobility and health mobility services are also provided. The Regional Public Transport Plans (RPTP's) provide greater detail on the services and funding.

The NBus service was established in 2012 and has been developed regularly since then. NBus is made up of eight routes. Routes 1 and 2 (between Richmond and Nelson CBD) cater for 86 percent of all NBus patronage. The shorter distance routes centred around Nelson CBD (3–7) cater for 13 percent of the patronage, with the Nelson Stoke Loop and Nelson-Richmond Late-Late Bus making up the remainder.

The Blenheim Bus Service operates twin loops to the north and south of the main town centre, on hourly intervals during week days. Bus trials were currently being undertaken for commuter routes in Blenheim as well as services between Picton and Blenheim and, Renwick and Blenheim. In November 2020, the Blenheim East Commuter trial service was cancelled due to low patronage. The other trials will continue until at least June 2021.

Intercity runs long distance commercial public transport services around New Zealand, including Te Taihū. Prior to COVID-19, Atomic Shuttles also had a South Island network which connected Blenheim to Picton, Nelson, Kaikoura and Christchurch. It is unknown if, or when, these services will resume. However, it is expected that service may return when demand increases, possibly in conjunction with the resumption of international tourism to New Zealand.

Patronage numbers on public transport services provided in Te Taihū have generally plateaued or declined. This could be due to a decline in the real price of petrol over recent years and relatively high fare levels and farebox cost recovery compared to other regions.

In August 2020, NCC and TDC made improvements to the NBus service. It is still too early to know what long term impact these changes will have, but they represent the start of a range of service and network improvements aimed at providing customers with a better level of service.

Achieving a significant increase in the mode share of public transport is likely to be a fundamental requirement in order to reduce the reliance on single occupancy vehicles in our main urban areas, provide sustainable modes to meet emissions targets and to accommodate the travel demands of sustained economic and population growth. This RLTP and the associated RPTP are focused on achieving a continual increase in public transport patronage to provide an integrated approach to accommodating travel demand.

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## ACTIVE TRANSPORT

The main urban areas of Te Taihū are all ideal locations to cycle or jog/walk as a primary form of transportation, with significant proportions of residents living within feasible walking and cycling distances of key destinations including shopping centres, employment nodes, schools and recreation areas.

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### CYCLING

Te Taihū already has a significantly higher proportion of cyclists than the New Zealand average, with Nelson having the highest proportion of employees travelling to work by cycle in the country, reflecting substantial investment in cycling networks over the last 15 years.

**Table 4: Proportion of Commuters Cycling**

	<b>Nelson</b>	<b>Tasman</b>	<b>Marlborough</b>	<b>New Zealand</b>
Percentage Cycle to Work	6.6%	4.4%	3.6%	2.2%
Percentage Cycle to Education	11.1%	9.2%	10.7%	3.8%

Past investment programmes have built key routes in parts of Te Taihū which forms the base structure of an integrated network to provide for and encourage an even greater proportion of the population to cycle as their main mode of transportation. Urban cycle facilities, including on-road and share path facilities, often do not join up to create a cohesive network and require cyclists to use roads with no facilities to complete journeys. Rural cycling facilities tend to be aimed at recreational cycle users, but can also double as commuter routes.

Figure 6 shows the current cycleway network across Te Taihū which includes Waka Kotahi planned routes.

Legend

Cycle routes with sealed surface

- Road
- Shared Path
- Mixed

Cycle routes with unsealed surface

- - Road
- - Shared Path
- - Mixed
- - Track

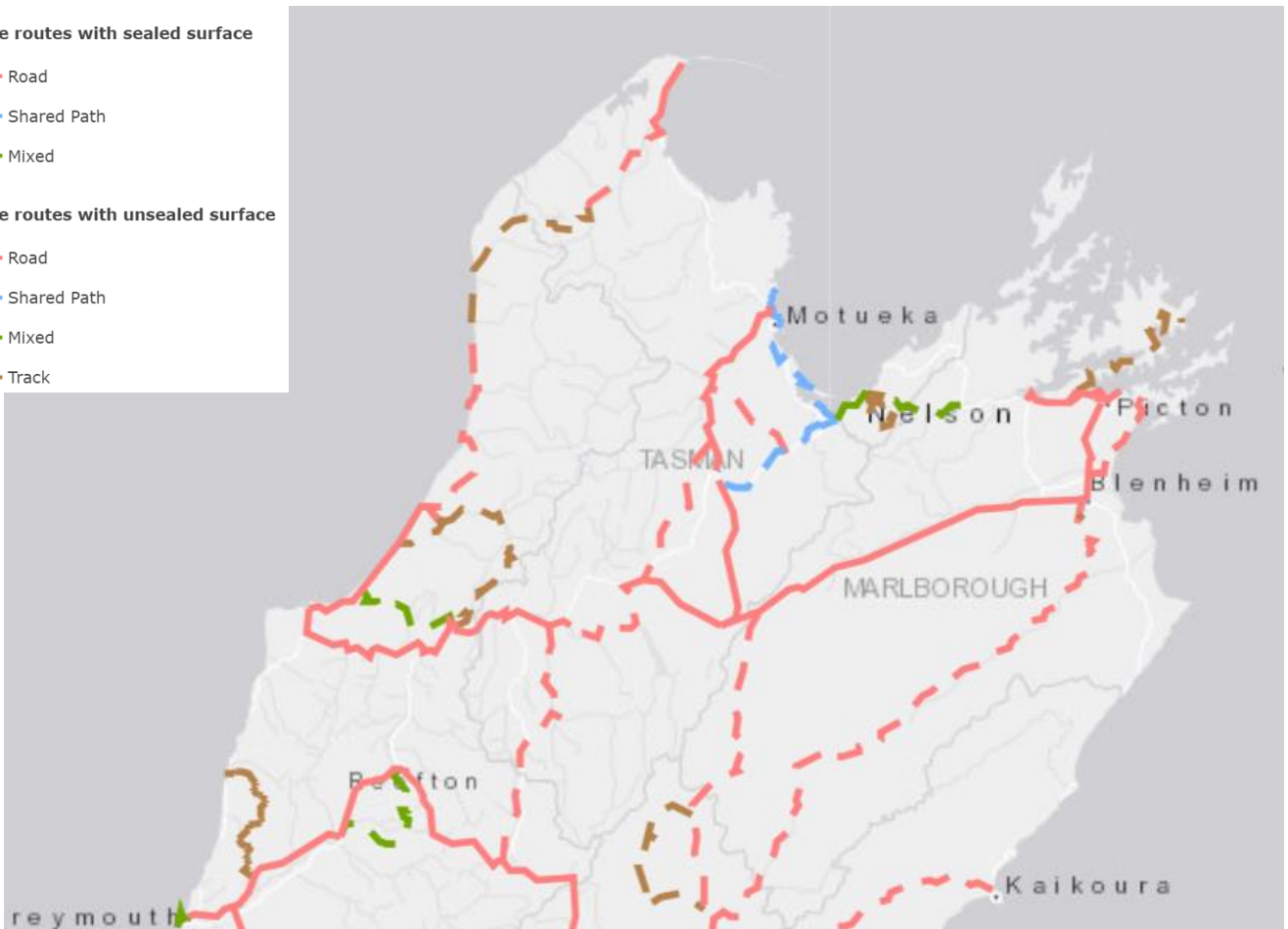


Figure 6: The planned cycleway network across Te Taihū

Figure 7 shows a closer view of the existing current cycleway in Nelson and Blenheim.

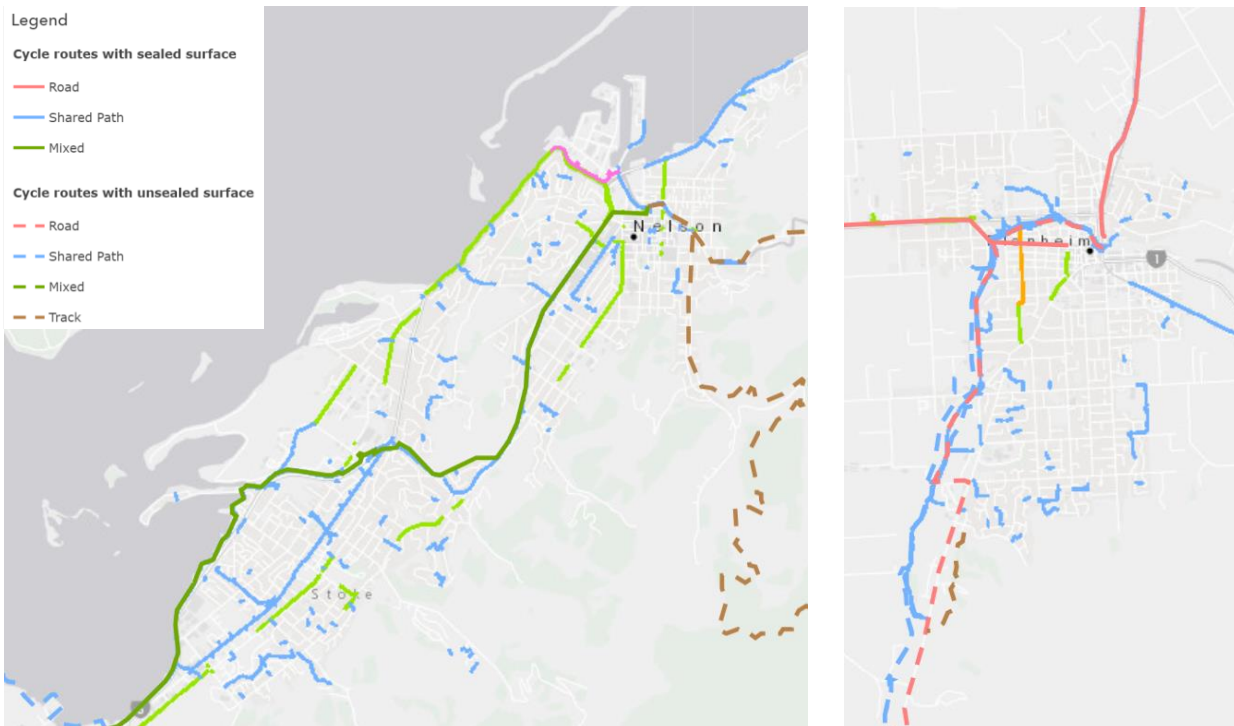


Figure 7: Cycle Network in Nelson and Blenheim

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## WALKING

Most urban areas have pedestrian footpaths along both sides of a road. Footpaths in central business districts tend to be of a higher standard than in residential areas. Rural areas generally do not have any walking facilities and pedestrians have to share the road, often in high speed environments. Intersections and driveways can make walking challenging for vulnerable users.

**Table 5: Proportion of Commuters Walking or Jogging**

	<b>Nelson</b>	<b>Tasman</b>	<b>Marlborough</b>	<b>New Zealand</b>
Percentage Walk/Jog to Work	7.7%	6.3%	7.3%	5.9%
Percentage Walk/Jog to Education	26.5%	20.2%	17.1%	21.7%

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## AVIATION

Aviation makes a considerable contribution to the Te Taihū's economy, with Nelson Airport being the fourth busiest airport in New Zealand and the busiest regional airport in the country. A review of demand at Nelson airport reveals passenger cumulative annual growth rate running at a rate of 4.6% (2000-2029) and for the last 10 years 6.14% (2009-2019) The 2040 Nelson Airport Masterplan forecasts passenger volumes to grow to 1.5 million by 2040 as a central scenario, with potential for up to 1.8 million passenger movements by 2040 in a high case scenario.

Marlborough Airport Limited has a license to operate an airfield owned by the New Zealand Defence Force.

Nelson airport and Marlborough Airport are both served by SH6 and the adjoining local road network, which are identified as key journey routes. Marlborough has also established itself as a centre for vintage aircraft restoration, with activity centred around the Omaka Aerodrome.

Motueka also has an airport with a flight school and popular tourist activities.

The aviation industry supports the economic wellbeing of the region, and the transport routes to/from these airports are important connections.



### RESIDENTIAL GROWTH

Te Taihū's satellite towns are growing faster than the developed urban settlements. Residents of these areas however are reliant on the urban towns for employment, shopping and education. This results in increased travel on our roads to transport people to their destinations, with traffic volumes increasing faster than population growth.

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#### FUTURE SCENARIO - NELSON/TASMAN

The Nelson-Tasman Future Development Strategy (FDS) supports intensification of current urban settlements, especially Nelson, Stoke, Richmond and Motueka. However, this is unlikely to provide sufficient housing capacity or housing choices. Therefore, some greenfield development will also be needed, while minimising the use of high quality rural land wherever possible.

FDS shows that there will be a shortfall of up to 12,000 houses in the combined Nelson Tasman area by 2048. Of the extra houses at least 8,000 will be within the combined urban, predominately through intensification and up to 6,000 will be within the Tasman District outside of the Nelson urban area, predominately through greenfield development.

At least 60 percent of future housing growth in the Nelson urban area will be accommodated by intensification. This may involve two- or three-storey townhouses and terraced housing. Apartments are also provided for in and around Nelson City Centre. This level of intensification is a change from past patterns of growth. Intensification will be concentrated around Nelson City Centre, Nelson South, Tahunanui, Stoke and Richmond. Depending on further investigations into how to adapt to sea level rise, capacity for around 1,300 additional houses is possible in the Nelson City area. Mixed use development is also possible in the intensification areas in the Nelson Urban Area. Some expansion of the Nelson urban area could be provided for in Kaka Valley, Saxton and Richmond South areas. Irrespective of the areas indicated above, Nelson has limited land supply, which mean the majority of greenfields development will be taken up in Richmond or beyond.

A mix of intensification and expansion is also provided for in and around Wakefield. Brightwater, and Motueka. New housing areas in Mapua. Tapawera. Murchison. Takaka and Collingwood are also identified. A range of new rural residential areas are identified in Tasman.

How and where the Nelson urban areas grow will have an impact on the transport network.

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#### FUTURE SCENARIO - MARLBOROUGH

The Growing Marlborough Strategy plans for growth in the population to 54,000 residents by 2031. Of this growth. 74 percent will be centred in Blenheim which will be catered for mostly by expansion to the north-west but also some infill and intensification.

Picton and Waikawa growth (390 new residents) will be catered for through intensification and infill only.

All other townships are expecting less than 150 new residents. This growth will predominantly be catered for through already zoned land.

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## OUTCOMES

Increasing population will place increased pressure on the networks to move freight and people. A significant proportion of private vehicle trips are in single occupancy vehicles and if current trends continue there will not be enough capacity in the network to retain the current levels of service. This will result in increased congestion and reduce travel reliability, as well as increased community severance and decreased perceptions of safety for pedestrians and cyclists. It will also impact further on the ability for freight to get to where it needs to go and meet time pressures. This RLTP is therefore signalling a greater focus on providing improved choices for people to use the transport network, lessening the reliance on single occupancy vehicles.

The higher density intensification planned for Blenheim, Nelson, Stoke, Richmond and Motueka will require consideration to how the transport spaces are used. This will provide an opportunity to plan future land use activity centres around appropriate transport networks. As an example, this may necessitate additional plantings and street furniture to enable these activities and to improve safety. Parking in these streets may come under pressure if there is less parking on private land. High density areas will need to support good walking and cycling corridors and have good public transport services and connectivity to offset the anticipated reduction in car use. This in turn should reduce pressure on the transport network, enabling it to perform its key task of moving freight and people.

Towns that are catering for growth through expansion, or from growth of a neighbouring town, will need to cater for increased traffic movements on primary vehicle routes. This is likely to cause poor community outcomes for these urban areas as these routes approach 10,000 vehicles per day and create severance. This will be difficult for the urban centres of Richmond and Nelson which will feel the impact of this growth on the key SH6 corridor. As this route already has a poor level of service during peak hours, commuting growth should be catered for using public transport and/or cycling.

The investment in these outcomes can be achieved through the RLTP, but only if it works alongside other key land use strategy documents such as the district plans, regional policy statements, development strategies and other local policies. The FDS will be reviewed in 2022 and this provides an opportunity to ensure land use and transport improves mode choice in areas where people will live, work and play in the future.

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## FREIGHT DEMANDS

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### CURRENT

The primary industries in Te Taihū make up a significant proportion of the region's gross domestic product closely followed by secondary processing of the products made in the region. Heavy commercial vehicle use has grown around 4 to 5 percent per year, which is faster than population growth.

Since the introduction of High Productivity Motor Vehicles (HPMV), Tasman and Marlborough have observed accelerated deterioration of the sealed pavements of local roads. Selected freight routes in Nelson are also showing signs of increased deterioration and being investigated.

Significant volumes of freight pass through Marlborough using nationally significant ferry, road and rail freight routes through Picton towards Kaikoura. The 2016 Kaikoura earthquake resulted in SH1 and the Main North Line being subject to significant closures. These closures have required an alternative road freight route south along SH63, SH6 and SH65. These routes were under-prepared for these increases in traffic volumes and urgent remedial works were required to provide a minimum level of service. It is recognised that the SH1 corridor may still be vulnerable and the alternative route may be required at short notice.

Weld Pass is approximately 10km south of Blenheim and is a length of around 4.5km and is a vital link between Picton and Christchurch. The 2018 RLTP included it as a safety project due to the high crash rate and to improve the network performance, particularly for freight. The project is presently on hold, however it is considered that without these improvements, the freight route between the North Island and Christchurch is compromised.

Other than the Main North Line through Marlborough, Te Taihū has negligible rail infrastructure to support the economic growth, especially around the key Port Nelson exporting hub.

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## FUTURE SCENARIO

There are several indicators to show that freight volumes on roads will continue to increase at a similar rate into the future. This will see heavy commercial vehicles being a greater proportion of overall traffic volumes on roads, combined with the desired reduction in the use of private motor vehicles around urban areas (see residential growth section above).

KiwiRail is committed to replacing the three current interislander ferries that are reaching the end of their life with two new ferries that will cater for current and future volumes. Using two ferries with greater capacity will mean that freight will pass through the network in bigger volumes but less often. It is likely that freight and other vehicles will dissipate and disperse by the time they reach Blenheim, but the traffic will cause significant severance to Picton for longer periods of time. MDC, Waka Kotahi and KiwiRail are working together to ensure the local road and state highway will continue to function by accommodating the larger trains,

Tasman District will complete the Waimea Community Dam in 2022. The dam will supply water to the Waimea area to ensure water security in the driest months. Whilst the intention of the dam is for water security, the water holding capacity provides for further commercial growth. TDC has already received enquiries from commercial operators wanting to establish new operations in the area. An economic assessment of the dam estimates that the total positive impact of the dam in terms of GDP would be \$742 million total.

Several other primary industry projects are being investigated and will contribute the additional freight volumes to the network. One key project is the Port Taranaki redevelopment, which involves upgrading this facility to cater for the expected growth in offshore aquaculture in Golden Bay. Production is tipped to climb from 8,000 tonnes annually to around 41,000 tonnes annually. Much of this will be transported on road by SH60.

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## OUTCOMES

The majority of freight will likely continue to be transported by road especially on SH6 and SH 60. There will be an increase of heavy commercial vehicles on the road networks, creating severance and safety issues where the routes pass through urban areas. Access across these routes will need to be modified to ensure that pedestrians and cyclists are not cut off from social and economic opportunities. This will require a greater separation of through routes from general transport within each urban centre. A greater proportion of freight transitioning through Marlborough will move to using the rail network with an ability for more freight leaving Te Taihū to other parts on New Zealand to use the Spring Creek rail depot. This will mean changes to trucked freight volumes through Blenheim.

The risk of road closure will also need to be addressed, as the occurrence of a route outage will have a higher cost due to greater freight movements. Communities most at risk are in Golden Bay with only a single route and communities relying on roads around the alpine fault. Additional investment in maintenance, operations and renewals will need to be undertaken to ensure roads are fit for purpose and economically managed through their life cycle.

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## ACTIVE TRANSPORT DEMAND

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### CURRENT

While communities in Te Taihū largely rely on private vehicles to make trips, Te Taihū has a high proportion of people walking and cycling for transport. Nelson and Blenheim have good walking and cycling networks which predominantly use Council-owned reserve land. The respective Councils have all identified gaps in these networks which will provide better and safer connectivity.

In recent years, the Te Taihū have made substantial investments in recreational cycling with the establishment of the Queen Charlotte Track, Link Pathway, Wine Trail, Coppermine Trail and Tasman's Great Taste Trail. Use of these trails has been increasing patronage over the years since they were built. Surveys of users indicate that a majority of users are from Te Taihū, but there is increasing growth in users from other parts of New Zealand. These trails, whilst built for recreation and tourism purposes, do give some connectivity for people to use cycling as a mode of transport.

Despite the focus on cycling, walking is the main form of active transport use, largely due to the existing footpath network in our urban areas. Walking also forms part of all transport journeys.

All of the Councils have walking and cycling strategies which identify a strategic network. Marlborough last updated its strategy in 2018, and Nelson and Tasman will update their strategies in 2021.

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## FUTURE SCENARIO

All three Councils have a strategy to increase the uptake of walking and cycling. Whilst each Council has slightly different targets, most share a goal of doubling the number of people walking and cycling within the next 10 years. The Nelson Future Access Project has signalled that a short-term package of cycling infrastructure combined with other travel demand measures will be recommended irrespective of what long term package is decided on. The Richmond NOF has identified key walking and cycling priority corridors. The 2020 Nelson Annual Plan made the creation of a more sustainable transport culture, including mode shift, a key focus area for investment.

The impact of the COVID 19 pandemic has given communities an opportunity to discover what life would be like with reduced motor vehicles on the roads and opportunities to experience walking and cycling in relative safety. The number of people walking and cycling under Covid-19 alert levels 3 and 4 was significant, with cycling counters indicating that more people took the opportunity than at any other time in recent history. Additionally, people purchased new bicycles and e-bikes to the point where the supply from manufacturers couldn't keep up with demand. The number of people continuing to walk and cycle has increased since the lockdown and based on the Great Rides counters is on average around 20 percent more than the same time in previous years.

A survey undertaken in May 2020 in Nelson and Tasman asked the community about the unexpected benefits of lockdown:

- 67 percent of respondents strongly agreed that safer walking and cycling was an unexpected benefit of the lockdown
- 66 percent of respondents thought that having the ability to safely walk and cycle around their neighbourhood was extremely important
- 45 percent of the respondents felt that having the ability to drive 50km/h in their neighbourhood was not important at all.

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## OUTCOMES

In order for active transport rates to double within the next 10 years, additional cycle infrastructure and supporting travel demand measures such as parking and speed control will be needed. In the context of Te Taihū it means the network will have primary routes that are high quality, direct and separated from motor vehicles. Secondary routes will be shared environments through residential streets with low speed limits. Town centres will cater for more pedestrians. Bus stops will be better connected to footpaths. There will be more options to carry cycles on buses or store your cycle at a secure facility.

Walking as a form of transport will be encouraged for trips that are less than 1km. Cycle networks will be designed so that trips between 5km and 15 km will be just as convenient or better by cycling than by driving a car.

Urban areas will be connected together using the existing recreational paths and creating new shared paths that follow roads or through esplanades that follow waterways.

There will be some compromises on the current priority vehicles currently get in our transport system. On some routes pedestrian and cyclists will get right of way and on others, speeds will be dropped to reduce the risk to pedestrians and cyclists. Parking policies will be revised to ensure that vehicles are paying for the space they occupy.

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## FINANCIAL CONSTRAINTS

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### CURRENT

Councils are always under pressure to ensure central and local policies are being met, while keeping rates affordable. Examples include, providing infrastructure for growth, meeting new water standards, complying with safety regulations and meeting environmental standards.

The National Land Transport Fund (NLTF) which provides 100 percent funding for eligible Waka Kotahi programmes and 51 percent for eligible council programmes also has significant financial pressure. A high proportion of the funding from the NLTF is already committed for the next three years. The Government Policy Statement has signalled four investment priorities in safety, climate change, improving freight connections and improving travel choice. In addition, the Government has signalled its commitments to Auckland and Wellington transport programmes, road safety and rail improvements. The focus of the commitments, with the exception of safety and improvements at Port Marlborough, would indicate little additional investment for improvements in Te Taihū's transport networks.

The cost to undertake normal road maintenance operations and renewals, has increased over the past three years. The additional cost is made up of a number of different components such as:

- The increase in changes in direction around temporary traffic management
- The requirement to use safer and more environmentally friendly water thinned emulsion bitumen rather than kerosene cut back bitumen
- General cost increases in labour and materials
- The cost to undertake additional data collection to meet REG requirements.

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### FUTURE SCENARIO

The Councils will still be catching up on projects which were deferred to meet legislatively required priorities in a timely fashion. Additionally, Councils will have new legislative requirements to meet climate change targets, with additional investment requirements in infrastructure that support greenhouse gas reductions.

Despite the limited availability of NLTF discretionary funding over the next three years, funding will continue to increase in the long term. However, Waka Kotahi will also continue to be paying for loans taken out in 2020 and ongoing payments to Public Private Partnerships.

The long-term prognosis of these two transportation funding sources means that there will continue to be pressure on the transport activities. There may be some cost efficiencies by Waka Kotahi working with the contracting industry to reduce the cost to undertake work, but it should be generally expected that costs to maintain road assets will increase.

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### OUTCOMES

Councils and Waka Kotahi will be looking for cost effective ways of providing transport solutions. This may mean that a higher emphasis is put on active modes in urban areas as a more cost effective method of transporting people. It is likely that Councils will need to maximise benefits from the current levels of investment. The focus will be on urban networks that provide good value in terms of vehicle trips per road length. Heavy haulage users of low order roads may be asked to contribute to the costs of maintaining these roads.



## STRATEGIC PLANNING

The region will continue to experience population and economic growth and this will continue to have an impact on the transport network. Long term, the Councils and Waka Kotahi will focus on how best to optimise the urban network and protect key freight corridors. The next three years of this RLTP will experience constrained funding and we will be focusing on maintaining the current network and strengthening planning around optimising the network to manage additional population growth and achieve a sustainable transport outcome.

Planning for the transport network must be undertaken in conjunction with land use planning. The work below identifies the significant planning to develop a forward programme. The next three years represents an opportunity to integrate the transport planning and growth planning work to focus on supporting mode shift plan especially for the Nelson Urban Area. It will be important for the Councils to continue to plan the Nelson network together and with Waka Kotahi.

MDC and Waka Kotahi will work together to develop a network plan for Blenheim.

The regional outcomes in this section will be supported through the strategic framework and programme.

Regionally, there are five strategic work streams that are under preparation or have been completed to guide future investment programmes. These are discussed below.

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## MARLBOROUGH

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### SH1 – WELD PASS

SH1 is a Nationally route and key freight and journey corridor linking Picton to Christchurch. The progression of improvements to Weld Pass continues to be high priority for the Marlborough District Council. The Weld Pass realignment would improve road user safety and decrease maintenance costs. However, because the focus of the Government Policy Statement on commitments and pressure on the transport funding budgets, Waka Kotahi have signalled it will be unlikely this project can be funded and this has not been included in their programme. The Road to Zero programme has included safety work in this corridor which will help to address some of the issues. The Council will continue to work with Waka Kotahi to progress Weld Pass as opportunities arise.

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### GROWING MARLBOROUGH – A STRATEGY FOR THE FUTURE

‘Growing Marlborough’ gives MDC and the community a platform to guide sustainable and integrated strategic investment decisions based on the response to sustained growth. The planned initiatives recognise that the pressure of growth will require new or redirected investment in transport and other infrastructure, and that conventional solutions based around a ‘business as usual’ mindset will not meet the needs of the wider Marlborough community into the future. There are a number of workstreams where strategic actions are required to achieve the identified desired outcomes. The transport workstream in the Strategy has informed the direction of MDC investment through this RLTP but is comprehensively integrated with all the other initiatives. The Strategy provides a set of actions to achieve a future-proofed transport network:

- minimising the severance effects of state highways and main arterials
- raising awareness of the presence of townships on state highways and main arterials
- proposing more pedestrian and cycle friendly alternatives to the main routes
- promoting a higher degree of connectivity and accessibility in the new growth areas
- extending and enhancing the recreational movement network.

Related goals in ‘Growing Marlborough’ are:

- ecological sustainability
- residential growth
- land to cater for local employment growth

- identification of a range of options for the provision of new employment land to meet short term and long term demands
- stronger town centres
- strong communities
- public open space.

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## IREX-INTER-ISLAND RESILIENT CONNECTION PROJECT

KiwiRail is introducing two new, larger, rail-enabled Cook Strait ferries to replace the three existing ferries as part of its Inter-Island Resilience Connection project (iReX) to meet future demands for inter-island freight and passenger travel. These changes will result in longer trains of up to 900m in length, and an overall increase in capacity for freight (rail and road) and passengers. The assembly of longer trains will result in the rail marshalling yard being extended over the Dublin Street rail crossing requiring the mitigation of an overbridge. The longer trains will also impact the level crossing on SH1 as the trains will take 6.5 minutes to clear. This will occur four times a day, reducing east-west access through Picton. Additionally, the amount of rail and vehicular traffic being discharged at any one time, especially at peak times, will increase with the higher capacity of the new ferries.

MDC is working with Waka Kotahi and KiwiRail to consider options for minimising the impact of the rail network improvements on the local roads and the state highway.

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## NELSON AND TASMAN

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### NELSON FUTURE ACCESS PROJECT

The Nelson Future Access Project (NFAP) is led by Waka Kotahi, working with NCC and local iwi. NFAS will help plan a transport system that works for Nelson by identifying an investment programme that supports the community's aspirations for a thriving CBD, a people-focussed waterfront and a healthy environment. The strategic direction in this RLTP fully supports NFAP which aims to confirm the best way to provide a long-term (30 year) safe, accessible and resilient transport system that supports continued economic growth and meets the diverse needs of our community. It's important to keep Nelson moving as it grows, to reduce CO<sub>2</sub> emissions and to address the threat to infrastructure from sea-level rise.

The study area of NFAP extends approximately 4km south of the Nelson City Centre. However, there are people living further out who will be affected by this project's outcomes, and this larger area extends beyond Richmond to the south and west, and up to Atawhai in the north.

At the time of writing this RLTP the final long-term option of the NFAP has not been identified. However, the study has identified a range of short/mid-term activities targeted at making best use of existing infrastructure, improving safety and increasing the attractiveness of public transport, walking and cycling. Subject to funding availability, the NFAS recommends these short/mid-term improvements be made by 2028. The key shorter-term activities are:

- Core cycling and pedestrian improvements to support land-use intensification, connect routes, and encourage more people to walk and cycle, which is better for their health and the environment (lower carbon) and takes advantage of the emerging trends such as e-bikes.
- Public transport improvements including ticketing and service improvements.
- Local area traffic calming measures to make our streets safer and our neighbourhoods more liveable.
- Intersection upgrades to support better vehicle movement, including giving more priority to buses.
- Speed management on parts of the network to make our neighbourhoods vibrant places to live and safer for people who are walking and cycling.
- Revising parking and public transport fares to encourage walking, cycling and using the bus.
- Marketing and promotion of different ways to travel to work and school.

The RLTP includes some placeholder funding for these short to mid-term measures which are fully aligned to the strategic direction of this RLTP, together with the Richmond Business Case and the Nelson Network Operating Hierarchy.

NCC is mindful that these short term measures will deliver benefits across the transport system, including the state highway network. As the NFAP progresses through 2021 there will be more clarity around the scope of long term improvements. NCC will continue to engage with Waka Kotahi about the extent to which these short term measures are deferring significant investment required in the region's state highway network. These discussions will include consideration of the current financial assistance rates set by Waka Kotahi for Nelson City, and the need to review these rates to better reflect the value of any deferment benefit as subsidised by Nelson ratepayers.

The NFA Business Case (including the Rocks Road walking and cycling facility) is still under preparation by Waka Kotahi and no decisions on specific activities have been made. Completion of the NFA business case by Waka Kotahi will require careful consideration of the environmental factors relating to working within the coastal marine area in this corridor, as well as all the feedback we have received from residents, transport system users and other stakeholders and partners. An agreed package of activities will need to be included in the final business case, and the business case approved by Nelson City Council and endorsed by Waka Kotahi, before Waka Kotahi can consider funding. As the NFA business case is not expected to be completed before the RLTP is finalised, specific activities and funding are not included in this RLTP. Once the business case has been endorsed, the RLTP can be amended to include the relevant activities.

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## RICHMOND PROGRAMME BUSINESS CASE

Waka Kotahi and TDC started working on a Richmond Transport Programme business case in 2019 due to the need for Tasman to make changes to its network in response to the rapid growth in the Richmond West development area. Despite residential growth being the catalyst, other key drivers for the business case are:

- impacts of a growing population and associated access concerns
- Richmond's urban transformation
- changing freight demands and connections to Port Nelson
- connections to nearby areas such as Wakefield. Brightwater. Mapua and Motueka
- TDC's goal to increase the use of alternative transport modes, including active transport modes
- Waka Kotahi's 'Hope Bypass' designation lapse in 2023
- access onto SH60 from Richmond West.

The study includes all of Richmond up to the boundary with Nelson City Council and includes the 'Three roundabouts' in the north to Wairoa River, to the South, and Waimea River to the West. This project has a wider area of influence that extends to all of Nelson, south to Wakefield and West to Motueka. The Project is separate from the Nelson Future Access Study, but it is recognised that these projects need to be 'joined-up' in their responses.

Once completed, the partners will need to determine the next steps to progress with the planning. Both Tasman District Council and Waka Kotahi have made provision for further investigation over the next three years.

This project was preceded by the Richmond NOF which sought to identify gaps in the network and recommend both an improvement plan and an operating plan. The Richmond NOF specified which modes have priority on different routes. It indicated that the North-South route of Salisbury Road and Wensley Road should be discouraged as an alternative to SH6 for vehicle use and encouraged for walking, cycling and public transport. However, another North-South route. SH60 (Gladstone Road), would be encouraged for freight and vehicles and discouraged for cycling. This means these North-South routes will have devices to respectively discourage and encourage vehicle usage, whilst East-West connections and their intersections will be improved to allow traffic to filter onto SH60. A number of routes will also be changed to reflect a greater place function than what was previously recognised, such as Queen Street which passes through the middle of the shopping precinct.

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## NELSON NETWORK OPERATING FRAMEWORK

The Nelson NOF details the relationship between the vision, objectives and targets transport hierarchy for each transport mode. This has allowed the NFAP to consider how it joins in the wider Nelson City transport network. It also recognises the boundary at Champion Rd and integrates across the boundary with the Richmond transport network and investment priorities.

It provides input into the two major projects the NFAP and the Richmond Transport Programme business case, to develop a 10 year vision for transport in the Nelson region, and this is the foundation of this RLTP programme.

At the time of writing there is still work to be done to achieve this with active transport strategies, speed management plans and intensification action plans being developed and finalised by both TDC and NCC in 2021. These form the basis for the programme tables in this RLTP.

NCC will be continuing to progress programme planning beyond 2024 as the outcome of the NFAP becomes evident. This will then be integrated in the projects and interventions required to achieve the 10 year vision of a sustainable transport framework.

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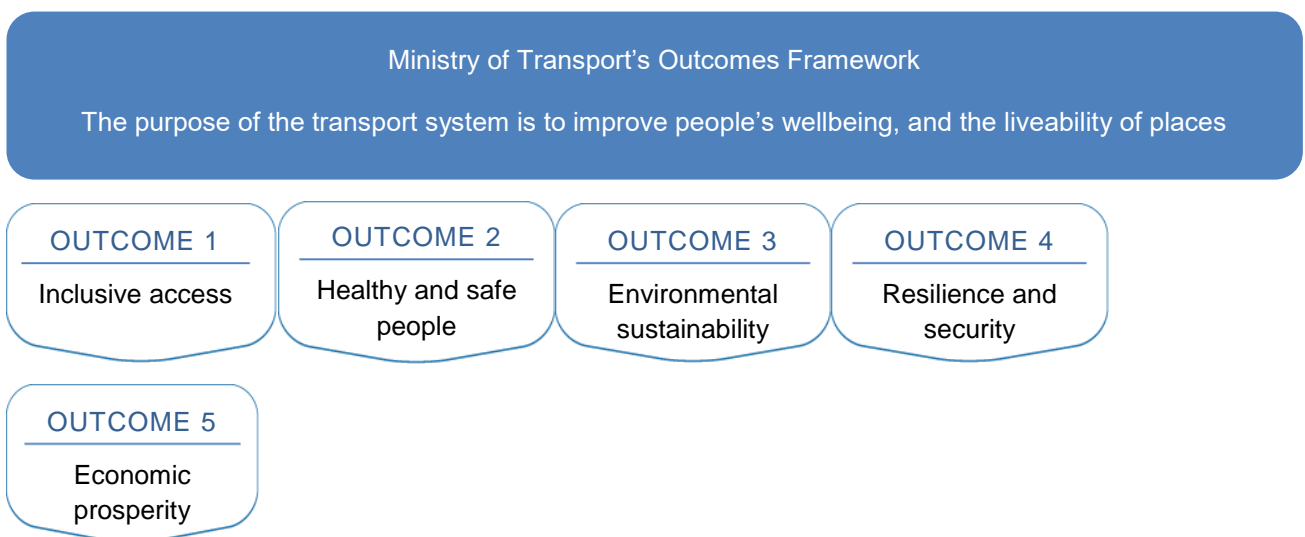
## SUMMARY OF STRATEGIC PLANNING FOR NELSON URBAN AREA

There is significant planning work underway in the Nelson Urban Area lead between the three Road Controlling Authorities. It will be important that future transport planning is integrated across the Nelson Urban Area between the three agencies. The review of the Future Development Strategy in the next year provides an opportunity to look at how we can improve mode choice alongside future decisions on where people will live work and play in the future.

## STRATEGIC FRAMEWORK

The following section identifies the policy framework that this RLTP sits within. The Ministry of Transport has identified five long term outcomes for the Transport sector which are shown below sets out the long term direction for the transport sector. The three Regional Transport Committees have considered these outcomes alongside transport pressures likely to be experienced by Te Taihū, which is outlined earlier.

However not everything can be achieved over the next three years and the Government Policy Statement will influence short term investment. This RLTP clarifies the connections between the long term strategic outcomes and how the transport programme will achieve those outcomes.



The Land Transport Management Act 2003 seeks an effective, efficient, and safe land transport system.

## TE TAUIHU STRATEGIC OBJECTIVES:

### MODE CHOICE

Communities have access to a range of travel choices to meet their social, economic, health and cultural needs

### SAFETY

Communities have access to a safe transport system

### NETWORK MANAGEMENT

A sustainable transport system that is integrated with well planned development, enabling the efficient and reliable movement of people and goods

### ECONOMIC PROSPERITY

Supporting economic growth through providing better access across the Top of the South's key journey routes

### RESILIENCE

Communities have access to a resilient transport system

### ENVIRONMENTAL OUTCOMES

Reduced negative impact on the environment from transport activities

The strategic objectives are aligned the Ministry of Transport's outcomes and also take into account of the regional challenges facing Te Taihū. The focus of this RLTP will look to improve accessibility to a range of travel options in the urban area, improve travel safety and support the local economy. The Table 6 below shows the relationship between the vision, objectives and targets and provides a line of sight between the objectives and the transport programme.

## HEADLINE TARGETS

The headline targets are outcomes we expect to achieve from this RLTP over its 10 year horizon. They are linked to the transport objectives that support growth management, safety and the economy. There is also a focus on ensuring that transport plays its part in reducing the environmental impact. We will monitor progress towards the outcomes using the key performance indicators.

### MODE SHIFT

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

### SAFETY

Target to align with Road to Zero (40% reduction in deaths and serious injuries on our roads by 2030)

### SUSTAINABLE NETWORK MANAGEMENT

The network condition & function is better in 2030 than in 2020

### RESILIENCE

Reduced number of hours that sections are closed due to unplanned disruptions.

### CARBON EMISSIONS

Target to align with Zero Carbon 2050 (47% reduction in transport generated carbon emissions by 2035)

**Table 6: Relationship between the vision, objectives and targets**

<b>RLTP</b> Vision have a safe and connected region that is liveable, accessible and sustainable					
<b>MoT Outcomes Alignment (Long Term)</b>		<b>Government Policy Priority Alignment (Short to Medium Term)</b>			
<b>MoT Outcomes</b>	<b>RLTP Objectives</b>	<b>RLTP Headline targets</b>	<b>RLTP 10-year transport priorities</b>	<b>RLTP Priority investment areas</b>	<b>RLTP Other priority implementation areas</b>
Outcomes are the result of change. Desired outcomes are the manifestation of the future state that is envisioned in the plan.	Objectives represent what we want to accomplish. More specific than outcomes but not as specific as policies and targets	Specific level of performance sought in relation to an objective – in particular to a measure over a ten-year period.	Identify a strategic response to each problem statement and frame these as 10-year transport priorities	RLTP Investment area	Other policy or planning activities
Healthy and safe people	Communities have access to a safe transport system	Target to align with Road to Zero (50% reduction in deaths and serious injuries on our roads by 2030)	User behaviour and roads are no longer fit for purpose and cause death and serious injuries. (25%)	<ul style="list-style-type: none"> <li>Speed management areas</li> <li>Cycle safety</li> <li>Intersection safety</li> <li>Road safety programmes</li> </ul>	<ul style="list-style-type: none"> <li>Road Policing</li> </ul>
Inclusive access	Communities have access to a range of travel choices to meet their social economic health and cultural needs	Double the use of active travel and public transport mode share by 2030	<p>Mode Choice: Current transport form and design constrains access for healthy, safe and sustainable transport choices (30%)</p> <p>The transport network is unable to cope with the demands of sustained population and economic growth and is constraining access to social and economic opportunities. (30%)</p>	<ul style="list-style-type: none"> <li>Public Transportation – RPTP</li> <li>Cycling Networks</li> <li>Nelson Future Access Programme</li> <li>Richmond Growth Programme Business Case</li> <li>Car parking policies</li> <li>Marlborough bus trials</li> <li>Marlborough Cycling Strategy</li> <li>Nelson Active Transport Strategy</li> <li>Tasman Walking and Cycling Strategy</li> </ul>	<ul style="list-style-type: none"> <li>Future Development Strategy updates</li> <li>Intensification action plans</li> <li>Reviewing land use in district and environmental plans</li> <li>Travel Demand Management</li> </ul>
Environmental sustainability	Reduced negative impact on the environment from transport activities	Target to align with Zero Carbon 2050 (30% reduction in transport-generated carbon emissions by 2030)	Environmental Impact: Vehicle use is contributing to atmospheric and terrestrial pollution (10%)	<ul style="list-style-type: none"> <li>Public Transportation – RPTP</li> <li>Cycling Networks</li> <li>Nelson Future Access Programme</li> <li>Richmond Programme Business Case</li> </ul>	<ul style="list-style-type: none"> <li>Improving stormwater treatment</li> <li>Greenways (and planting vegetation ...)</li> <li>Catchment Management Planning</li> </ul>
Resilience and security	Communities have access to a resilient transport system	Reduced number of hours that sections are closed due to unplanned disruptions	Resilience: The susceptibility of our network leads to loss of access for the community. (15%)	<ul style="list-style-type: none"> <li>Richmond Growth Programme Business Case</li> <li>Nelson Future Access Programme</li> <li>Takaka Hill Resilience Project</li> <li>Picton ferry precinct</li> <li>Alternative SH1 Route Improvements</li> </ul>	<ul style="list-style-type: none"> <li>Sea level rise response</li> <li>Coastal hazards study</li> <li>Flood modelling</li> </ul>
	A sustainable transport system that is integrated with well planned	The network condition and function is better in 2030 than 2020		<ul style="list-style-type: none"> <li>Improved monitoring</li> <li>Increased renewal activities</li> </ul>	<ul style="list-style-type: none"> <li>Improved asset management systems</li> </ul>



<b>RLTP</b>					
Vision have a safe and connected region that is liveable, accessible and sustainable					
<b>MoT Outcomes Alignment (Long Term)</b>		<b>Government Policy Priority Alignment (Short to Medium Term)</b>			
<b>MoT Outcomes</b>	<b>RLTP Objectives</b>	<b>RLTP Headline targets</b>	<b>RLTP 10-year transport priorities</b>	<b>RLTP Priority investment areas</b>	<b>RLTP Other priority implementation areas</b>
Outcomes are the result of change. Desired outcomes are the manifestation of the future state that is envisioned in the plan.	Objectives represent what we want to accomplish. More specific than outcomes but not as specific as policies and targets	Specific level of performance sought in relation to an objective – in particular to a measure over a ten-year period.	Identify a strategic response to each problem statement and frame these as 10-year transport priorities	RLTP Investment area	Other policy or planning activities
	development, enabling the efficient and reliable movement of people and goods				
Economic prosperity	Supporting economic growth through promoting better access across Te Taihū's key journey routes.		The transport network is unable to cope with the demands of sustained population and economic growth and is constraining access to social and economic opportunities. (30%)	<ul style="list-style-type: none"> <li>Public Transportation – RPTP</li> <li>Nelson Future Access Programme</li> <li>Richmond Growth Programme Business Case</li> <li>Car parking policies</li> </ul>	<ul style="list-style-type: none"> <li>Future Development Strategy updates</li> <li>Intensification action plans</li> <li>Reviewing land use in district and environmental plans</li> </ul>

## OBJECTIVES AND POLICIES

### OBJECTIVE 1: MODE CHOICE

Communities have access to a range of travel choices to meet their social, economic, health and cultural needs.

#### POLICIES FOR OBJECTIVE 1

Investment in infrastructure and education programmes targeted at providing and promoting transport choice (walk, cycle, bus, ride share, rail, sea freight).

P1: Include appropriate facilities for cyclists, pedestrians and mobility device users within the transport network.

P2: Encourage and support people to choose walking and cycling for an active and healthy lifestyle by setting and reviewing strategic direction at regular intervals.

P3: Encourage transport choice by improving access to services provided by railway, bus, taxi, water taxi, inter-island ferry and air travel, and ensure these services are timely, convenient, affordable, connected and sustainable.

P4: Ensure information about the transport mode choices is readily available and is shared effectively using a range of communication methods.

### OBJECTIVE 2: SAFETY

Communities have access to a safe transport system.

#### POLICIES FOR OBJECTIVE 2

Investment in safety infrastructure and education programmes for locals and visitors targeted at reducing death and serious injury crashes.

P1: Increase safe travel through improvement of transport networks.

P2: Safety interventions targeted to reducing death and serious injury crashes.

P3: Create speed management plans.

### OBJECTIVE 3: NETWORK MANAGEMENT

A sustainable transport system that is integrated with well-planned development, enabling the efficient and reliable movement of people and goods.

#### POLICIES FOR OBJECTIVE 3

Prioritised investment to ensure that the road network does not degrade over the next 10 years.

P1: Maintain network operation by timely maintenance and renewal interventions.

### OBJECTIVE 4: ECONOMIC PROSPERITY

Supporting economic growth through providing better access across the Te Taihu's key journey routes.

#### POLICIES FOR OBJECTIVE 4

Target strategic investment in projects on high productivity motor vehicle freight network.

P1: Maintain and operate an effective and efficient freight network.

P2: A transport system that provides quality transport options.

## OBJECTIVE 5: RESILIENCE

Communities have access to a resilient transport system.

### POLICIES FOR OBJECTIVE 5

Target investment in regional route reliability and resilience improvements.

P1: Enable network to recover quickly from unplanned disruptions and natural hazard events by ensuring robust emergency planning.

P2: Identify alternative transport options for isolated communities.

P3: Consider transport network resilience as part of Council maintenance, renewal and improvement activities.

## OBJECTIVE 6: ENVIRONMENTAL OUTCOMES

An environmentally sustainable transport system that is integrated with well planned development, enabling the efficient and reliable movement of people and goods to, from, and throughout the region.

### POLICIES FOR OBJECTIVE 6

Target investment in projects that reduce the transport impact on the environment.

P1: Increased use of sustainable options for transporting people and freight.

P2: Understand and monitor transport pollution to air and water and develop programmes to address the adverse effects.

P3: Support land use changes that reduce the need to travel.

## TEN YEAR TRANSPORT PRIORITIES

### INVESTMENT LOGIC MAPPING (ILM)

The LTMA requires “statements” of transport priorities for the region for the 10 year financial years from the start of the RLTP.

An Investment Logic Map (ILM) identifies the key regional problems and their relative weighting together with benefits for the region for resolving these problems. The success in achieving the benefits will be measured through the key performance indicators linked to the transport programme

An ILM has been prepared in consultation with Regional Transport Committee members. The map below identifies the five key priority problems and the relationship between the problems and benefits.

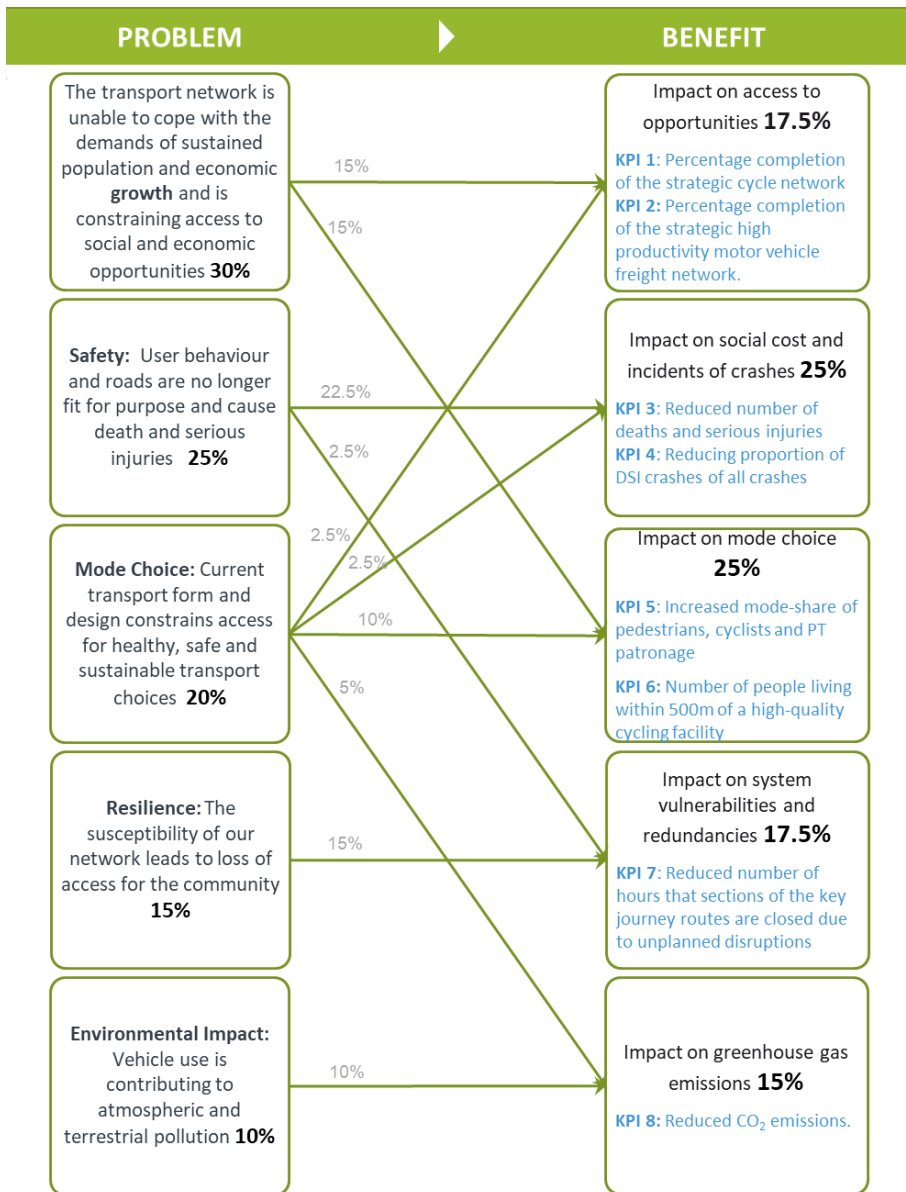
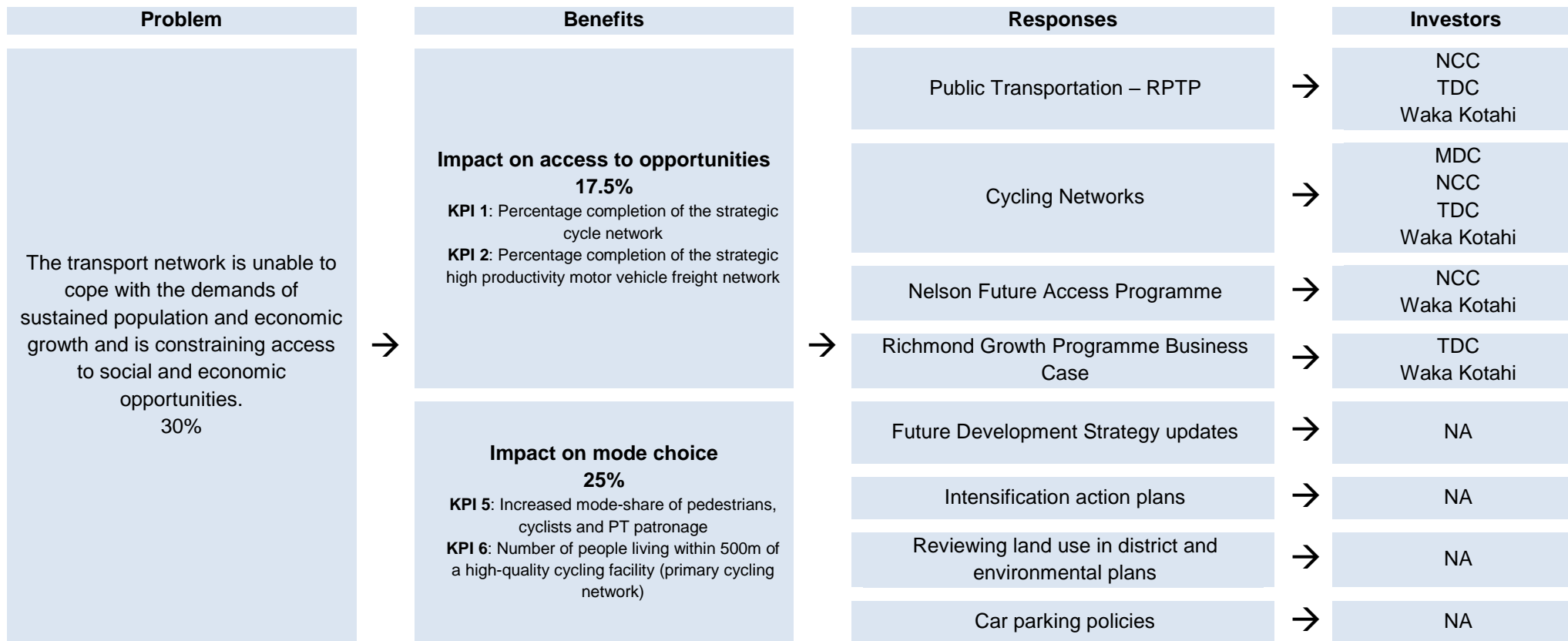


Figure 8: Investment Logic Map

There are inter-relationships between these problem and benefits, for example growth and mode choice can have similar problematic themes. Similarly, the benefits of mode choice and social cost/ incidents of crashes are both deemed equal, with secondary benefits in other areas.

TRANSPORT PRIORITY 1: GROWTH



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## SUMMARY OF EVIDENCE

### **Population growth from Statistics New Zealand Census 2018 population changes:**

<https://www.stats.govt.nz/information-releases/2018-census-population-and-dwelling-counts#text-1>

### **Vehicle growth on roads**

<https://maphub.nzta.govt.nz/public/?appid=31305d4c1c794c1188a87da0d3e85d04>

### **Commercial vehicle growth on roads**

<https://www.portnelson.co.nz/assets/Uploads/27308-Annual-Report-2020-WEB-REDUCED-FILE-SIZE-2-compressed.pdf>

<https://www.portmarlborough.co.nz/getattachment/About-us/PMNZ-Publications/Port-Marlborough-2020-Annual-Report.pdf>

Tasman District Council Activity Management Plan [\(Link to be provided\)](#)

### **The transport system is struggling with increased volumes**

Nelson Future Access Study <https://www.nzta.govt.nz/projects/nelson-future-access-project>

Richmond Programme Business Case [\(Link to be provided\)](#)

Picton Port Changes [\(Link to be provided\)](#)

### **Vehicles are limiting access**

Nelson Future Access Study <https://www.nzta.govt.nz/projects/nelson-future-access-project>

Richmond Programme Business Case [\(Link to be provided\)](#)

<https://www.nzta.govt.nz/assets/projects/sh60-motueka-investigation/SH60-motueka-investigation-detailed-business-case-draft-for-public-engagement-june-2017.pdf>

Wakefield SH60 Safety Audit [\(Link to be provided\)](#)

Picton Port Changes [\(Link to be provided\)](#)

Blenheim Bypass Study [\(Link to be provided\)](#)

Picton Port Changes [\(Link to be provided\)](#)

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## THE CASE FOR INVESTMENT

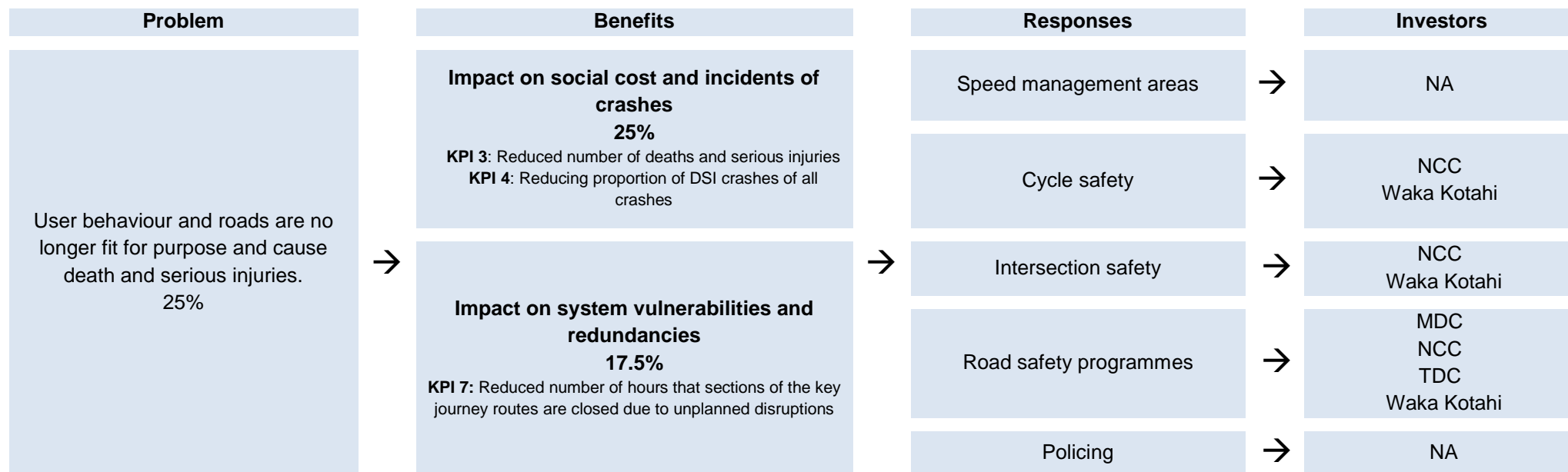
The evidence shows that the population in Te Taihū has grown at a faster rate than what was previously estimated by Statistics New Zealand. Additionally, there has been significant commercial growth which is evidenced by greater numbers of heavy commercial vehicles on the roads (growing at a faster rate than population growth) and greater freight volumes leaving Port Nelson and Port Marlborough. There is strong evidence that the traffic volumes on key routes that pass through urban areas create severance and safety risks, especially for vulnerable users. The evidence shows that these issues can be found in most towns, and they are most acute in key urban areas with high volumes (AADT +20,000 vehicles per day) with limited opportunities to use alternative routes, such as SH6 in Richmond and SH6 in Nelson.



FIT WITH STRATEGIC CONTEXT

Ministry of Transport Outcomes Framework					The Government Policy Statement on Land Transport (GPS)				This RLTP Strategic Objectives					This RLTP Headline Targets				
Healthy and safe people	Environmental Sustainability	Resilience and Security	Economic Prosperity	Inclusive Access	Safety	Better Travel Options	Climate Change	Improving Freight Connections	Better Mode Choice	Safety	Sustainable	Resilient	Economic Prosperity	Resilience	Carbon Emissions	Mode Shift	Safety	Sustainable
		✓	✓			✓		✓				✓	✓	✓				

## TRANSPORT PRIORITY 2: SAFETY



### SUMMARY OF EVIDENCE

#### User behaviour

Nelson/Tasman Road Safety Action Plan ([Link to be provided](#))

Marlborough Road Safety Action Plan ([Link to be provided](#))

#### Roads that are not fit for purpose

<https://www.nzta.govt.nz/assets/resources/communities-at-risk-register/docs/communities-at-risk-register-2019.pdf>

<https://www.megamaps.abley.com/maps/>

#### Deaths and serious injuries on roads

<https://www.nzta.govt.nz/assets/resources/communities-at-risk-register/docs/communities-at-risk-register-2019.pdf>

<https://roadsafetyrisk.co.nz/maps/heat-maps#Top%20of%20the%20South>

Nelson/Tasman Road Safety Action Plan ([Link to be provided](#))

Marlborough Road Safety Action Plan ([Link to be provided](#))

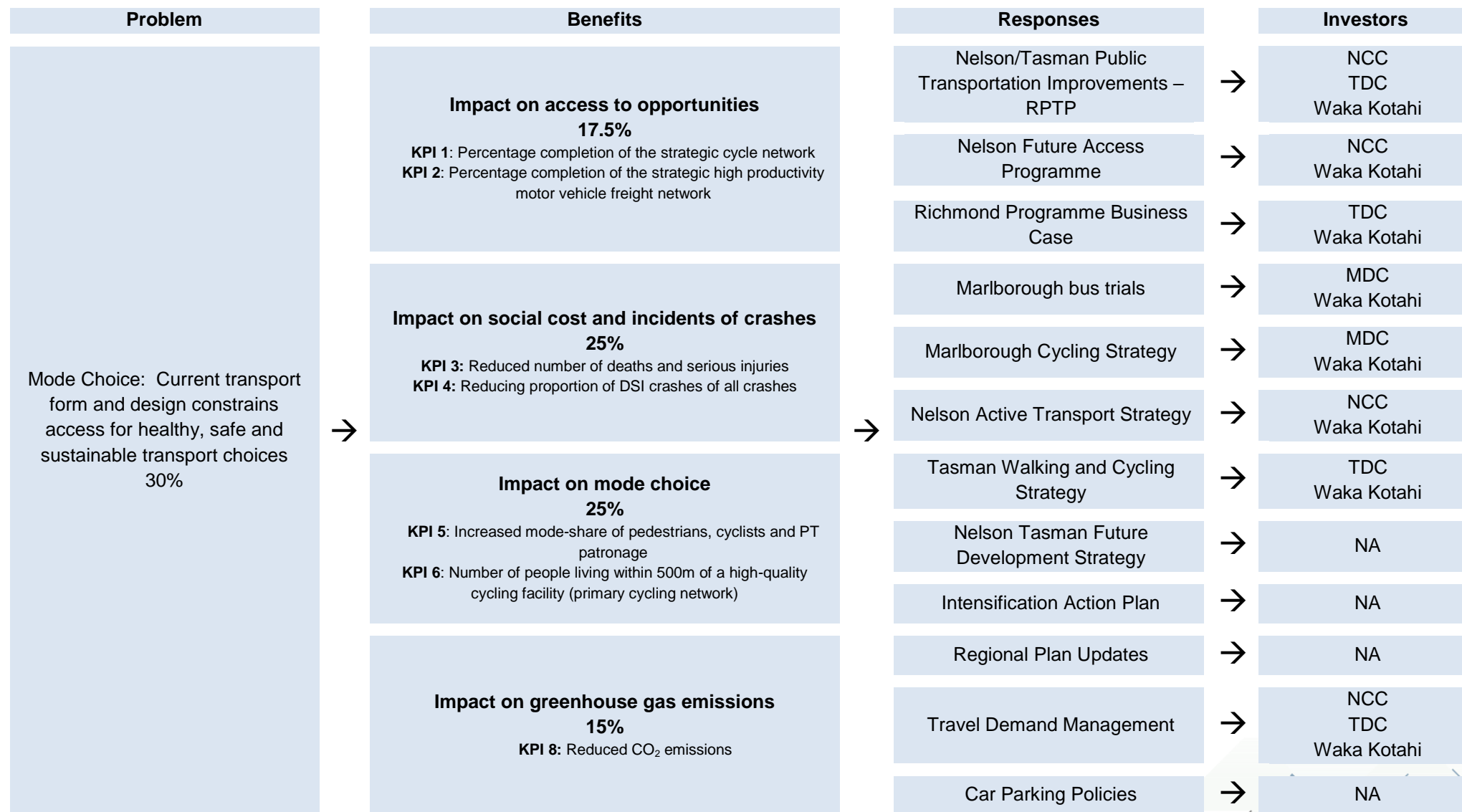
## THE CASE FOR INVESTMENT

The evidence shows rural roads (with their higher speeds) continue to have the most accidents that result in death or serious injury whilst in the urban areas the greatest concern is accidents involving cyclists and intersections. The communities at risk register also identifies cyclists as generally being at higher risk in Te Taihupo than most other regions in New Zealand. Specific roads have been identified as 'requiring a difficult conversation' and some sort of engineering intervention. This indicates that the roads need some change and are not suitable for how they are currently being used.

## FIT WITH STRATEGIC CONTEXT

Ministry of Transport Outcomes Framework					The Government Policy Statement on Land Transport (GPS)				This RLTP Strategic Objectives				This RLTP Headline Targets					
Healthy and safe people	Environmental Sustainability	Resilience and Security	Economic Prosperity	Inclusive Access	Safety	Better Travel Options	Climate Change	Improving Freight Connections	Better Mode Choice	Safety	Sustainable	Resilient	Economic Prosperity	Resilience	Carbon Emissions	Mode Shift	Safety	Sustainable
✓		✓		✓	✓					✓			✓	✓	✓			✓

TRANSPORT PRIORITY 3: MODE CHOICE



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## SUMMARY OF EVIDENCE

### **Current alternative mode network**

Cycle facilities for Te Taihū <https://maphub.nzta.govt.nz/portal/home/webmap/viewer.html?webmap=1e2d93219df7405fbff11c7cd3294311>

### **Constraining access**

Nelson Future Access Study <https://www.nzta.govt.nz/projects/nelson-future-access-project>

Richmond Programme Business Case – Strategic Case (Provide Link – not yet available )

Nelson/Tasman Active Transport Survey

Nelson/Tasman Public Transport Survey

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## THE CASE FOR INVESTMENT

The evidence shows that each of the three Councils has varying degrees of alternative transport mode networks. Nelson has a good public transport service which covers a good proportion of the Nelson Urban Area, but none of the routes are frequent (travelling at 15 minute intervals or less). The cycle network relies principally on the shared path along the Railway Reserve. There are some good connections to this route in the Stoke area, but there are some significant gaps in the network at Tahunanui. Nelson South and Nelson CBD. In addition, the heavy traffic roads of Rocks Road. Tahunanui Drive. Waimea Road and Rutherford Street create barriers for those wishing to cross.

Marlborough has a bus loop service that runs around Blenheim with a frequency of around 90 minutes on week days. The service covers most of Blenheim's urban area, with separate services to Picton and Renwick on selected week days providing a service targeted at SuperGold Card users. Marlborough also has a cycling strategy with a future network. The network is under construction, with several important sections of the network complete, but there are still some key gaps.

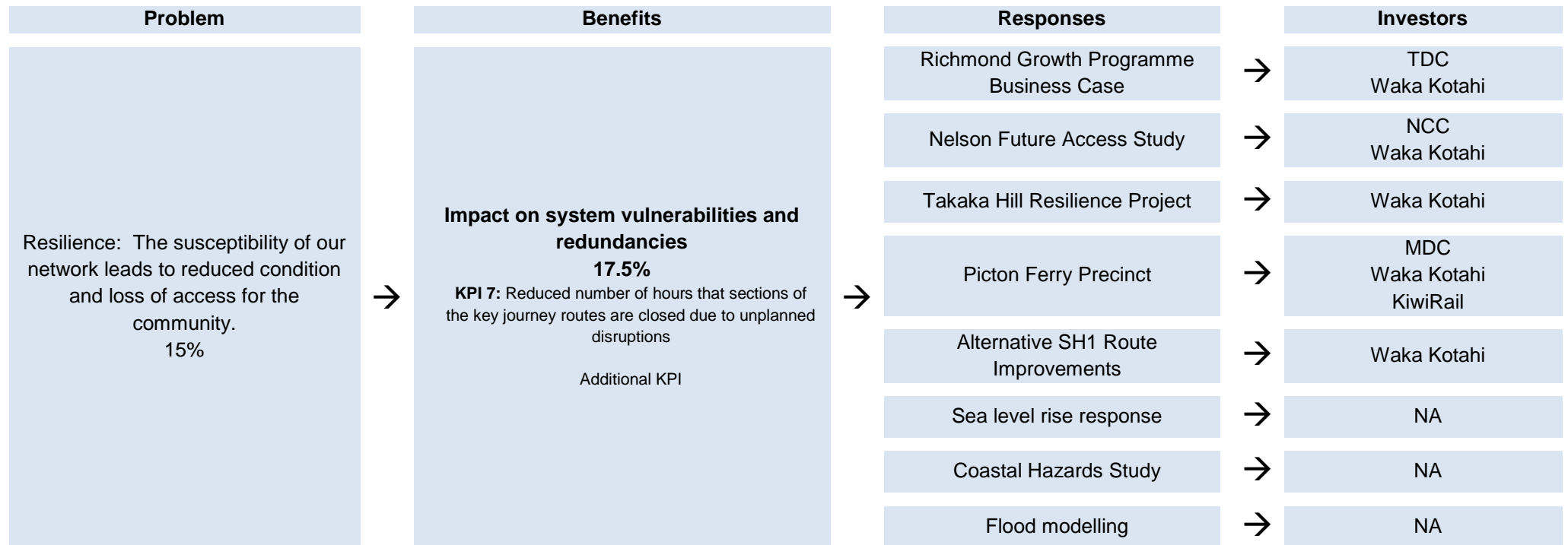
Tasman shares bus services with Nelson in Richmond. All other areas have some low level of public transport service through volunteer or community services. Tasman has the beginnings of a cycling network based around the existing Great Taste Trail shared path that links many of the towns in the Tasman Bay area. However, there is no cycle network that links key destinations within the townships themselves.

FIT WITH STRATEGIC CONTEXT

Ministry of Transport Outcomes Framework					The Government Policy Statement on Land Transport (GPS)				This RLTP Strategic Objectives					This RLTP Headline Targets				
Healthy and safe people	Environmental Sustainability	Resilience and Security	Economic Prosperity	Inclusive Access	Safety	Better Travel Options	Climate Change	Improving Freight Connections	Better Mode Choice	Safety	Sustainable	Resilient	Economic Prosperity	Resilience	Carbon Emissions	Mode Shift	Safety	Sustainable
✓	✓	✓	✓	✓	✓	✓	✓		✓	✓	✓	✓	✓	✓	✓	✓	✓	✓



## TRANSPORT PRIORITY 4: RESILIENCE



### SUMMARY OF EVIDENCE

#### Official state highway detour routes

<https://detours.myworksites.co.nz/>

#### State highway resilience

<https://nzta.maps.arcgis.com/apps/MapSeries/index.html?appid=5a6163ead34e4fdab638e4a0d6282bd2>

#### Sealed road condition

Tasman AMP

## THE CASE FOR INVESTMENT

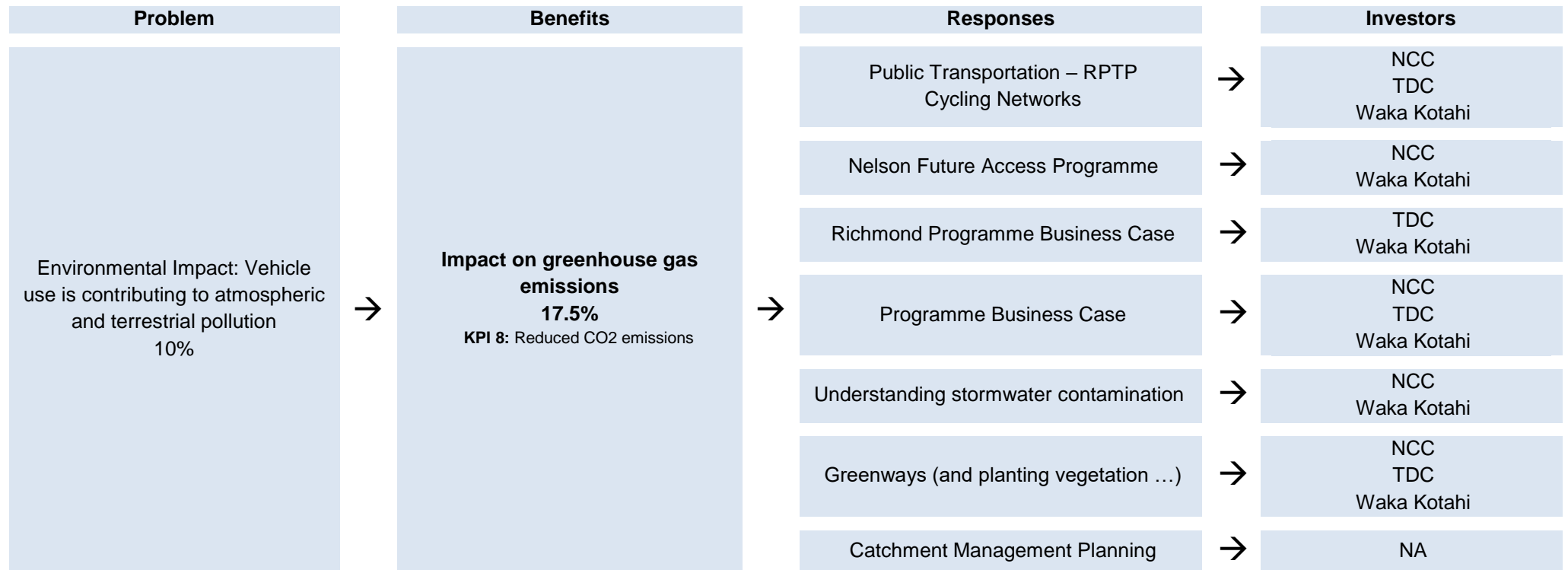
The evidence shows there are several sections of our state highway network that are susceptible to earthquake and storm risks, with Waka Kotahi categorising them as having a severe, extreme or catastrophic disruption in an earthquake. These areas include the Whangamoia Saddle (SH6), the waterfront in Nelson City and Richmond (SH6), the Coastal Highway along the Moutere Inlet (SH60) and Takaka Hill (SH60). Most of these routes have an official detour, other than Takaka Hill where people are reliant on that road as their only land transport connection. The sections of SH6 along the Richmond and Nelson waterfront have alternative routes. However, given the volume of vehicles they are carrying, use of alternative routes creates significant delay and disruption.

Add extra section about road condition.

## FIT WITH STRATEGIC CONTEXT

Ministry of Transport Outcomes Framework					The Government Policy Statement on Land Transport (GPS)				This RLTP Strategic Objectives					This RLTP Headline Targets				
Healthy and safe people	Environmental Sustainability	Resilience and Security	Economic Prosperity	Inclusive Access	Safety	Better Travel Options	Climate Change	Improving Freight Connections	Better Mode Choice	Safety	Sustainable	Resilient	Economic Prosperity	Resilience	Carbon Emissions	Mode Shift	Safety	Sustainable
✓	✓	✓	✓			✓			✓		✓	✓	✓	✓				✓

## TRANSPORT PRIORITY 5: ENVIRONMENTAL IMPACT



### SUMMARY OF EVIDENCE:

Number of Vehicles in Te Taihū

Te Taihū fleet composition - <https://www.transport.govt.nz/statistics-and-insights/fleet-statistics/sheet/vehicle-fleet>

### THE CASE FOR INVESTMENT:

The evidence shows that the vehicle fleet in Te Taihū is getting larger and travelling more kilometres on our roads. It is difficult to isolate the contribution vehicular traffic has on air quality and water quality from other sources of pollution. However, we do know that vehicles have an impact, which is getting worse with an increasing

number of vehicles on the roads. The environmental effect is worse where there are higher concentrations of vehicles, particularly if vehicles are slowing down, speeding up or idling at rest.

FIT WITH STRATEGIC CONTEXT

Ministry of Transport Outcomes Framework					The Government Policy Statement on Land Transport (GPS)				This RLTP Strategic Objectives					This RLTP Headline Targets				
Healthy and safe people	Environmental Sustainability	Resilience and Security	Economic Prosperity	Inclusive Access	Safety	Better Travel Options	Climate Change	Improving Freight Connections	Better Mode Choice	Safety	Sustainable	Resilient	Economic Prosperity	Resilience	Carbon Emissions	Mode Shift	Safety	Sustainable
✓	✓					✓	✓		✓		✓				✓	✓		✓

## PROGRAMMING AND FUNDING

### COMMITTED ACTIVITIES

Activity	Phase	Description	Duration	Cost	Status update
<b>Waka Kotahi</b>					
Richmond Transport Programme Business Case	Programme Business Case	Identification of a programme in response to the increases of traffic growth through and around Richmond.	January 2021 to August 2021	\$300,000	
SH60 Takaka Hill repairs	Implementation	Work to repair damage from Cyclone Gita on State Highway 60, Tākaka Hill between Riwaka and Tākaka.			Two lanes open by mid-2021, with project completion by end of 2021.
High Street, Motueka	Implementation	Government's COVID-19 Response and Recovery Fund to deliver safety upgrades to Motueka High Street, SH60.		\$6,800,000	
SH6/62 Intersection safety improvements				\$3,300,000 plus \$600,000 in the 2021-2021 FY	Finish the site works in April 2021, defects liability continue into 2021/22 FY.
Nelson Future Access Project	Detailed Business Case	Multi-modal transport changes that supports a thriving CBD; a world-class waterfront; and a safe, accessible and resilient transport system.		Cost in 2021/22 year \$337,600	Business Case scheduled for completion in last quarter of 2021 – Note DBC funded from Accelerated Regional State Highways Package
Berryfield Drive, Borck Creek Crossing	Implantation	Create a crossing over Borck Creek to provide access in Richmond West	January 2021 to December 2021	\$1,950,000	To be completed by the end of 2021

## SIGNIFICANT ACTIVITIES

The improvement projects are the highest cost projects for Te Taihupo for the next 3 years and represent the highest priority for this region. The prioritisation methodology reflects the degree to which each of the projects will achieve the strategic objectives.

Activity	A/C	A/O	Description	Cost 21/22	Cost 22/23	Cost 23/24	Cost 24/25	Cost 25/26	Cost 26/27	Total cost (10 years)	Funding source	Rank	Outcome
Interisland Resilient Connection Project (IREX)	Local Roads Improvements	MDC	Construction of an overbridge to support the upgrade of the Interislander ferries.	\$6,500,000	\$8,000,000	\$7,000,000	-	-	-	\$21,500,000	49% MDC 51% Waka Kotahi	1	Resilience
	Road improvements	Waka Kotahi	Upgrade two roundabouts to couple with traffic flows.	\$2,160,000	\$3,000,000	\$4,000,000	3,500,000	-	-	\$12,660,000	100% Waka Kotahi		
Richmond Future Transport Project	Local Roads Improvements/ Road improvements	TDC	Changes to the transport network in Richmond to achieve the outcomes of the Richmond Programme Business Case.	\$3,781,000	\$1,050,000	\$960,000	\$710,000	\$770,000	\$1,047,000	\$31,014,280	Local Roads 49% TDC 51% Waka Kotahi	2	Growth
	Road Improvements	Waka Kotahi	Changes to the State Highway in Richmond to achieve the outcomes of the Richmond Programme Business Case.	\$250,000	\$2,000,000	\$2,000,000	\$2,000,000	-	-	\$6,250,000	State Highways 100% Waka Kotahi	2	Growth
Nelson Future Access Project	Local Roads Improvements	NCC	Multi-modal transport changes that supports a thriving CBD; a world-class waterfront; and a safe, accessible and resilient transport system.	\$320,000	\$133,000	\$190,000	\$1,445,000	2,367,000	6,854,000	20,994,000	49% NCC 51% Waka Kotahi	2	Growth
	Road improvements	Waka Kotahi	Crossing changes in Tahunanui Drive.	-	\$250,000	\$1,500,000	\$250,000	\$200,000	\$250,000	\$2,450,000	100% Waka Kotahi		
Nelson/Tasman Public Transport Improvements	Public Transport	NCC/TDC	Improvements to the routes, frequency and fares to increase the patronage of the service	\$1,396,000	\$1,404,000	\$4,945,000	\$4,799,000	\$4,535,000	\$4,732,000	\$42,076,000	49% NCC/TDC 51% Waka Kotahi	4	Mode Choice
SH1 Inland Alternative Route Maruia to Renwick	Road to Zero	Waka Kotahi	Ensure speeds are safe and appropriate	-	\$1,280,400	\$1,552,100	-	-	-	\$2,832,500	100% Waka Kotahi	5	Safety



SH60 Richmond to Motueka	Road to Zero	Waka Kotahi	Packaged safety interventions	-	-	-	-	-	\$18,675,094	\$59,010,000	100% Waka Kotahi	6	Safety
Berryfield/ Lower Queen Intersection Upgrade	Local Roads Improvements	TDC	Upgrade the intersection at McShane Road and Lower Queen Street to cater for residential and commercial growth in Richmond West	-	\$2,854,170	-	-	-	-	\$2,854,170	49% TDC 51% Waka Kotahi	7	Growth
Washington Valley Road	Local Roads Improvements	NCC	Vehicle traffic use will be reduced in favour of public transport and active modes, like walking and cycling.	\$500,000	\$500,000	\$1,000,000	\$2,000,000	\$1,000,000	-	\$5,000,000	49% NCC 51% Waka Kotahi	8	Mode Choice
Victory-Waimea Road active mode route	Local Roads Improvements	NCC	Vehicle traffic use will be reduced in favour of public transport and active modes, like walking and cycling.	\$30,000	\$500,000	\$500,000	\$1,000,000	\$2,200,000	-	\$4,230,000	49% NCC 51% Waka Kotahi	8	Mode Choice
SH6 Nelson to Blenheim	Road to Zero	Waka Kotahi	Ensure speeds are safe and appropriate	\$2,200,000	-	-	-	-	-	\$2,200,000	100% Waka Kotahi	10	Safety
SH6 Richmond to Wakefield	Road to Zero	Waka Kotahi	Packaged safety interventions	-	-	-	-	-	\$9,500,400	\$16,380,000	100% Waka Kotahi	11	Safety
SH6 Blenheim to Nelson [Additional Scope]	Road to Zero	Waka Kotahi	Packaged safety interventions	\$800,000	\$2,100,000	\$2,100,000	-	-	-	\$5,000,000	100% Waka Kotahi	13	Safety
SH1 Blenheim to Seddon	Road to Zero	Waka Kotahi	Safety Management	-	-	-	\$480,000	\$2,520,000	-	\$3,000,000	100% Waka Kotahi	14	Safety

## LINKING TRANSPORT OBJECTIVES AND SIGNIFICANT ACTIVITIES

This is how it aligns with the GPS priorities and the RLTP objectives

Activity	RLTP Objectives					Key Transport Priority				
	Better Mode Choice	Safety	Sustainable	Resilient	Economic Prosperity	Growth	Safety	Mode Choice	Resilience	Environmental Impact
Interisland Resilient Connection Project (iREX)	✓✓	✓✓	✓	✓✓✓	✓✓✓	✓✓✓	✓✓	✓✓✓	✓✓✓	✓
Richmond Future Transport Project	✓✓✓	✓✓	✓	✓✓	✓✓	✓✓✓	✓✓	✓✓✓	✓✓	✓✓
Nelson/Tasman Public Transport Improvements	✓✓✓	✓✓✓	✓✓✓	✓	✓✓✓	✓✓✓	✓✓✓	✓✓✓	✓	✓✓✓
Nelson Future Access (Local Roads)	✓✓✓	✓✓	✓✓		✓✓✓	✓✓✓	✓✓	✓✓✓	✓	✓✓
SH1 Inland Alternative Route Waipara to Renwick		✓✓✓		✓✓✓	✓		✓✓✓		✓✓✓	
SH60 Richmond to Motueka		✓✓✓					✓✓✓			
Berryfield/Lower Queen Intersection Upgrade	✓✓	✓✓		✓	✓✓✓	✓✓✓	✓✓	✓✓	✓	✓
Washington Valley Road	✓✓✓	✓✓✓	✓✓✓	✓		✓✓	✓✓✓	✓✓✓		✓✓
Victory- Waimea Road active mode route	✓✓✓	✓✓✓	✓✓✓	✓		✓✓	✓✓✓	✓✓✓		✓✓
SH6 Nelson to Blenheim		✓✓✓			✓		✓✓✓			
SH6 Richmond to Wakefield		✓✓✓			✓		✓✓✓			
SH6 Blenheim to Nelson [Additional Scope]		✓✓✓			✓		✓✓✓			

\$7349893

## OTHER PROPOSED ACTIVITIES

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### STATE HIGHWAY ACTIVITIES

The low cost low risk programme includes minor projects that will improve network safety, resilience and cycling infrastructure. Safety improvements programme include Improvements to signage, safety barriers, speed management and intersections. There is provision for minor upgrades to current cycleway networks on the state highway to improve shoulder widths, marking and targeted education/ promotion.

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### ROAD SAFETY IMPROVEMENTS NEW CYCLING NETWORKS

The low cost low risk programme includes minor projects that will improve local network safety, walking and cycling infrastructure

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### STORMWATER QUALITY IMPROVEMENTS

The low cost low risk programme includes trialling sump filters, and working with Utilities team to inform a future business case for a future significant project to address storm water quality from road/carpark run off.

## REGIONALLY SIGNIFICANT EXPENDITURE FROM OTHER FUNDING SOURCES

Activity	Approved Organisation	Description	Start year	End year	Total cost	Funding source
High Street. Motueka	Waka Kotahi	Government's COVID-19 Response and Recovery Fund to deliver safety upgrades to Motueka High Street, SH60.	2020	2022	\$6,800,000	Covid-19 Response and Recovery Fund
Whale Trail	MDC	160km cycle trail from Picton to Kaikoura	2020	2023	\$20,000,000	\$18,000,000 MBIE \$2,000,000 MDC
Lower Queen Street Bridge Capacity Upgrade	TDC	Increasing the span of the existing bridge over Borck Creek to match the new width of the creek bed.	2023	2027	\$7,000,000	TDC
Borck Creek SH60 Bridge Capacity upgrade	TDC	The existing culvert needs to be replaced with a bridge spanning the increased width of Borck Creek.	2021	2024	\$6,900,000	TDC
Reed/Andrews Drain: SH6 Culvert and Network Tasman drain upgrade	TDC	Upgrade the Reed/Andrews drain and replace the existing culvert under SH6 with a bridge to match the increased flow capacity of the drain.	2023	2026	\$3,700,000	TDC

## TEN YEAR FORECAST

### TASMAN DISTRICT COUNCIL (UNITARY COUNCIL)

	2021/22	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	2030/31
<b>Subsidised Activities - Expenditure (by GPS Activity Class)</b>										
Road to Zero	\$566,742	\$656,885	\$674,544	\$690,144	\$706,992	\$725,026	\$445,883	\$457,888	\$470,268	\$482,497
Public Transport Services	\$495,132	\$532,666	\$1,456,107	\$1,459,433	\$1,445,902	\$1,930,886	\$1,960,634	\$1,992,330	\$2,014,542	\$2,037,109
Public Transport Infrastructure	\$24,705	\$183,328	\$26,106	\$26,710	\$27,362	\$202,345	\$1,499,966	\$29,567	\$30,366	\$31,156
Walking and Cycling Improvements	\$1,483,350	\$2,051,186	\$2,170,648	\$1,663,977	\$1,949,893	\$4,019,593	\$9,634,764	\$6,222,545	\$6,717,031	\$4,037,368
Local Road Improvements	\$492,062	\$3,137,046	\$205,390	\$99,540	\$101,970	\$856,320	\$107,298	\$842,318	\$4,859,851	\$6,774,634
Local Road Maintenance	\$12,834,272	\$13,511,952	\$14,417,920	\$15,935,027	\$16,931,779	\$17,807,512	\$18,608,334	\$19,098,590	\$19,552,067	\$20,274,438
Investment Management	\$567,169	\$765,752	\$791,354	\$592,418	\$731,918	\$546,093	\$625,210	\$940,773	\$734,393	\$691,029
<b>Total expenditure</b>	<b>\$16,463,433</b>	<b>\$20,838,814</b>	<b>\$19,742,069</b>	<b>\$20,467,249</b>	<b>\$21,895,815</b>	<b>\$26,087,775</b>	<b>\$32,882,090</b>	<b>\$29,584,012</b>	<b>\$34,378,518</b>	<b>\$34,328,231</b>
<b>Subsidised Activities - Revenue</b>										
Approved Organisation Revenue	\$8,368,051	\$10,523,305	\$9,939,919	\$9,976,926	\$10,631,240	\$12,685,654	\$16,012,329	\$14,441,574	\$16,789,406	\$16,763,308
NLTF Revenue	\$8,047,260	\$10,268,570	\$9,699,572	\$10,438,297	\$11,166,866	\$13,304,765	\$16,769,866	\$15,087,846	\$17,533,044	\$17,507,398
Other Revenue	\$48,122	\$46,940	\$102,578	\$52,026	\$97,710	\$97,356	\$99,894	\$54,592	\$56,067	\$57,526
<b>Total revenue</b>	<b>\$16,463,433</b>	<b>\$20,838,814</b>	<b>\$19,742,069</b>	<b>\$20,467,249</b>	<b>\$21,895,815</b>	<b>\$26,087,775</b>	<b>\$32,882,090</b>	<b>\$29,584,012</b>	<b>\$34,378,518</b>	<b>\$34,328,231</b>
<b>Unsubsidised Activities - Expenditure</b>										
Unsubsidised Operational Expenditure	\$764,098	\$833,169	\$856,874	\$879,316	\$903,051	\$882,245	\$902,615	\$934,791	\$966,758	\$984,279
Unsubsidised Capital Expenditure	\$1,966,286	\$382,052	\$499,883	\$422,631	\$365,309	\$389,615	\$814,280	\$394,746	\$717,757	\$593,802
<b>Total expenditure</b>	<b>\$2,730,384</b>	<b>\$1,215,221</b>	<b>\$1,356,757</b>	<b>\$1,301,948</b>	<b>\$1,268,360</b>	<b>\$1,271,860</b>	<b>\$1,716,894</b>	<b>\$1,329,537</b>	<b>\$1,684,515</b>	<b>\$1,578,081</b>
<b>Unsubsidised Activities - Revenue</b>										
Local Authority Revenue	\$1,905,410	\$1,178,903	\$1,319,462	\$1,263,791	\$1,229,271	\$1,231,774	\$1,675,763	\$1,287,299	\$1,641,135	\$1,533,573
Other Revenue	\$824,974	\$36,318	\$37,295	\$38,157	\$39,089	\$40,086	\$41,131	\$42,238	\$43,380	\$44,508
<b>Total revenue</b>	<b>\$2,730,384</b>	<b>\$1,215,221</b>	<b>\$1,356,757</b>	<b>\$1,301,948</b>	<b>\$1,268,360</b>	<b>\$1,271,860</b>	<b>\$1,716,894</b>	<b>\$1,329,537</b>	<b>\$1,684,515</b>	<b>\$1,578,081</b>

DEPARTMENT OF CONSERVATION (TASMAN DISTRICT)

	2021/22	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	2030/31
<b>Subsidised Activities - Expenditure (by GPS Activity Class)</b>										
Local Road Improvements			\$100,000	\$34,000	\$34,680	\$35,374	\$36,081	\$36,803	\$37,539	\$38,290
Local Road Maintenance	229,640	229,640	229,640	229,640	229,640	229,640	229,640	229,640	229,640	229,640
<b>Total expenditure</b>	229,640	229,640	329,640	208,996	212,671	220,696	214,257	226,485	215,858	219,682
<b>Subsidised Activities - Revenue</b>										
NLTF Revenue	\$117,116	\$117,116	\$117,116	\$117,116	\$117,116	\$117,116	\$117,116	\$117,116	\$117,116	\$117,116
<b>Total revenue</b>	\$117,116	\$117,116	\$117,116	\$117,116	\$117,116	\$117,116	\$117,116	\$117,116	\$117,116	\$117,116
<b>Unsubsidised Activities - Expenditure</b>										
Unsubsidised Operational Expenditure	\$8,333	\$8,333	\$8,333	\$8,333	\$8,333	\$8,333	\$8,333	\$8,333	\$8,333	\$8,333
<b>Total expenditure</b>	\$8,333	\$8,333	\$8,333	\$8,333	\$8,333	\$8,333	\$8,333	\$8,333	\$8,333	\$8,333



NELSON CITY COUNCIL (UNITARY COUNCIL)

	2021/22	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	2030/31
<b>Subsidised Activities</b>										
<b>Expenditure (by GPS Activity Class)</b>										
Road to Zero	758,858	1,342,585	3,071,926	2,573,610	3,049,391	4,297,241	3,576,071	2,804,656	1,461,004	1,657,270
Public Transport Services	3,239,297	3,356,287	7,112,086	4,654,350	4,819,500	6,876,167	7,005,446	7,216,636	9,260,956	9,521,359
Public Transport Infrastructure	180,500	305,100	453,562	146,375	707,092	611,228	99,830	102,625	664,668	70,175
Walking and Cycling Improvements	2,826,745	5,672,518	3,565,315	6,356,319	6,394,320	6,520,032	3,508,582	1,391,983	1,514,281	5,795,065
Local Road Improvements	473,350	1,634,700	3,389,403	2,098,420	2,205,488	2,574,638	3,626,029	2,699,135	1,961,534	3,026,330
Local Road Maintenance	8,577,703	8,425,031	9,325,774	10,406,056	10,893,526	11,129,537	11,526,417	12,162,108	11,792,944	11,993,174
<b>Total expenditure</b>	<b>\$16,056,453</b>	<b>\$20,736,221</b>	<b>\$26,918,066</b>	<b>\$26,235,131</b>	<b>\$28,069,317</b>	<b>\$32,008,843</b>	<b>\$29,342,376</b>	<b>\$26,377,144</b>	<b>\$26,655,388</b>	<b>\$32,063,373</b>
<b>Revenue for subsidised activities</b>										
Approved Organisation Revenue	7,272,768	9,522,559	12,342,152	12,007,514	12,906,265	14,836,633	13,445,784	11,897,270	11,927,770	13,586,903
NLTF Revenue	7,569,616	9,911,235	12,845,914	12,497,617	13,433,052	15,442,210	13,994,592	12,382,873	12,414,618	14,141,470
Other Revenue	1,214,069	1,302,427	1,730,000	1,730,000	1,730,000	1,730,000	1,902,000	2,097,000	2,313,000	4,335,000
<b>Total revenue</b>	<b>\$ 16,873,056</b>	<b>\$20,736,221</b>	<b>12,342,152</b>	<b>12,007,514</b>	<b>12,906,265</b>	<b>14,836,633</b>	<b>13,445,784</b>	<b>11,897,270</b>	<b>11,927,770</b>	<b>13,586,903</b>
<b>Unsubsidised Activities - Expenditure</b>										
Unsubsidised Operational Expenditure	1,075,747	1,013,819	1,103,791	994,787	1,132,650	999,961	1,097,718	1,077,596	1,170,312	2,358,381
Unsubsidised Capital Expenditure	1,870,440	2,266,000	866,560	1,236,052	1,720,405	1,770,849	2,301,967	3,779,031	1,888,404	3,534,285
<b>Total Expenditure</b>	<b>\$2,946,187</b>	<b>\$3,279,819</b>	<b>\$1,970,350</b>	<b>\$2,230,839</b>	<b>\$2,853,055</b>	<b>\$2,770,809</b>	<b>\$3,399,685</b>	<b>\$4,856,626</b>	<b>\$3,058,715</b>	<b>\$5,892,666</b>
<b>Revenue for Unsubsidised Activities</b>										
Local Authority Revenue	2,946,187	3,279,819	1,970,350	2,230,839	2,853,055	2,770,809	3,399,685	4,856,626	3,058,715	5,892,666
Other revenue	0	0	0	0	0	0	0	0	0	0
<b>Total revenue</b>	<b>2,946,187</b>	<b>3,279,819</b>	<b>1,970,350</b>	<b>2,230,839</b>	<b>2,853,055</b>	<b>2,770,809</b>	<b>3,399,685</b>	<b>4,856,626</b>	<b>3,058,715</b>	<b>5,892,666</b>

MARLBOROUGH DISTRICT COUNCIL (UNITARY COUNCIL)

	2021/22	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	2030/31
<b>Subsidised Activities - Expenditure (by GPS Activity Class)</b>										
Road to Zero	\$420,000	\$200,000	\$140,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000
Public Transport Services	\$611,180	\$587,180	\$587,180	\$606,580	\$582,580	\$582,580	\$606,580	\$582,580	\$582,580	\$606,580
Public Transport Infrastructure	\$11,750	\$12,500	\$13,250	\$14,000	\$14,750	\$15,500	\$16,250	\$17,000	\$17,750	\$18,500
Walking and Cycling Improvements	\$220,000	\$230,000	\$460,000	\$260,000	\$1,560,000	\$190,000	\$1,040,000	\$510,000	\$560,000	\$1,690,000
Local Road Improvements	\$480,000	\$1,480,000	\$1,080,000	\$1,500,000	\$1,500,000	\$1,500,000	\$8,000,000	\$1,500,000	\$1,500,000	\$1,500,000
Local Road Maintenance	\$17,518,173	\$17,518,173	\$17,518,173	\$19,518,173	\$23,018,173	\$23,018,173	\$21,518,173	\$21,518,173	\$21,518,173	\$23,518,173
Investment Management	\$82,000	\$82,000	\$112,000	\$82,000	\$82,000	\$112,000	\$82,000	\$82,000	\$112,000	\$82,000
<b>Total expenditure</b>	<b>\$19,343,103</b>	<b>\$20,109,853</b>	<b>\$19,910,603</b>	<b>\$22,980,753</b>	<b>\$27,757,503</b>	<b>\$26,418,253</b>	<b>\$32,263,003</b>	<b>\$25,209,753</b>	<b>\$25,290,503</b>	<b>\$28,415,253</b>
<b>Revenue for subsidised activities</b>										
Approved Organisation Revenue	\$9738120	\$9,813,828	\$9,756,195	\$11,260,569	\$13,601,176	\$12,944,943	\$15,808,871	\$12,352,779	\$12,392,346	\$13,923,473
NLTF Revenue	\$9,864,982	\$10,256,025	\$10,154,408	\$11,720,184	\$14,156,327	\$13,473,309	\$16,454,132	\$12,856,974	\$12,898,156	\$14,491,779
Other Revenue	\$40,000	\$40,000	0	0	0	0	0	0	0	0
<b>Total revenue</b>	<b>\$9,904,982</b>	<b>\$20,109,853</b>	<b>\$19,910,603</b>	<b>\$22,980,753</b>	<b>\$27,757,503</b>	<b>\$26,418,252</b>	<b>\$32,263,003</b>	<b>\$25,209,753</b>	<b>\$25,290,502</b>	<b>\$28,415,252</b>
<b>Unsubsidised Activities - Expenditure</b>										
Unsubsidised Operational Expenditure	\$1,009,262	\$1,029,262	\$1,009,262	\$1,029,262	\$1,009,262	\$1,029,262	\$1,009,262	\$1,029,262	\$1,009,262	\$1,029,262
Unsubsidised Capital Expenditure	\$1,157,000	\$1,157,000	\$1,096,000	\$996,000	\$996,000	\$996,000	\$996,000	\$996,000	\$996,000	\$996,000
<b>Total Expenditure</b>	<b>\$2,166,262</b>	<b>\$2,186,262</b>	<b>\$2,105,262</b>	<b>\$2,025,262</b>	<b>\$2,005,262</b>	<b>\$2,025,262</b>	<b>\$2,005,262</b>	<b>\$2,025,262</b>	<b>\$2,005,262</b>	<b>\$2,025,262</b>
<b>Revenue for Unsubsidised Activities</b>										
Local Authority Revenue	\$2,166,262	\$2,186,262	\$2,105,262	\$2,025,262	\$2,005,262	\$2,025,262	\$2,005,262	\$2,025,262	\$2,005,262	\$2,025,262
<b>Total revenue</b>	<b>\$2,166,262</b>	<b>\$2,186,262</b>	<b>\$2,105,262</b>	<b>\$2,025,262</b>	<b>\$2,005,262</b>	<b>\$2,025,262</b>	<b>\$2,005,262</b>	<b>\$2,025,262</b>	<b>\$2,005,262</b>	<b>\$2,025,262</b>

DEPARTMENT OF CONSERVATION (MARLBOROUGH DISTRICT)

	2021/22	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	2030/31
<b>Subsidised Activities - Expenditure (by GPS Activity Class)</b>										
Local Road Improvements	-	-	\$100,000	\$34,000	\$34,680	\$35,374	\$36,081	\$36,803	\$37,539	\$38,290
Local Road Maintenance	\$248,233	\$248,233	\$248,233	\$234,595	\$238,656	\$248,144	\$239,540	\$254,259	\$240,400	\$244,591
<b>Total expenditure</b>	<b>\$248,233</b>	<b>\$248,233</b>	<b>\$348,233</b>	<b>\$268,595</b>	<b>\$273,336</b>	<b>\$283,517</b>	<b>\$275,621</b>	<b>\$291,062</b>	<b>\$277,938</b>	<b>\$282,880</b>
<b>Revenue for subsidised activities</b>										
NLTF Revenue	\$126,599	\$126,599	\$177,599	\$136,983	\$139,402	\$144,594	\$140,567	\$148,442	\$141,749	\$144,269
<b>Total revenue</b>	<b>\$126,599</b>	<b>\$126,599</b>	<b>\$177,599</b>	<b>\$136,983</b>	<b>\$139,402</b>	<b>\$144,594</b>	<b>\$140,567</b>	<b>\$148,442</b>	<b>\$141,749</b>	<b>\$144,269</b>
<b>Unsubsidised Activities - Expenditure</b>										
Unsubsidised Operational Expenditure	\$8,333	\$8,333	\$8,333	\$8,333	\$8,333	\$8,333	\$8,333	\$8,333	\$8,333	\$8,333
<b>Total Expenditure</b>	<b>\$8,333</b>	<b>\$8,333</b>	<b>\$8,333</b>	<b>\$8,333</b>	<b>\$8,333</b>	<b>\$8,333</b>	<b>\$8,333</b>	<b>\$8,333</b>	<b>\$8,333</b>	<b>\$8,333</b>

WAKA KOTAHI (STATE HIGHWAYS)

	2021/22	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	2030/31
<b>Subsidised Activities - Expenditure (by GPS Activity Class)</b>										
Road to Zero	\$7,856,479	\$15,214,171	\$12,368,171	\$730,000	\$2,520,000	\$28,470,544	\$28,173,975	\$27,757,172	\$28,931,008	\$24,403,300
Walking and Cycling Improvements	\$847,667	\$847,667	\$847,667	\$847,667	\$847,667	\$847,667	\$847,667	\$847,667	\$847,667	\$847,667
State Highway Improvements	\$2,521,031	\$2,314,190	\$2,365,400	\$1,386,208	\$1,082,432	\$1,104,081	\$1,126,162	\$1,148,686	\$1,171,659	\$1,195,093
State Highway Maintenance	\$31,771,738	\$32,311,858	\$33,874,467	\$34,551,957	\$35,242,996	\$35,947,856	\$36,666,813	\$37,400,149	\$38,148,152	\$38,911,115
<b>Total expenditure</b>	<b>\$42,996,915</b>	<b>\$50,687,886</b>	<b>\$49,455,705</b>	<b>\$37,5158,32</b>	<b>\$39,693,095</b>	<b>\$66,370,148</b>	<b>\$66,814,617</b>	<b>\$67,153,674</b>	<b>\$69,098,486</b>	<b>\$65,357,175</b>

## MONITORING INDICATOR FRAMEWORK

The LTMA states that the plan must include “the measure that will be used to monitor the performance of activities”  
The measure refers to the things we will use to monitor progress toward a particular outcome

There may be more than one measure associated with a particular MOT objective and each measure has an associated indicator and data source.

### OBJECTIVE: INCLUSIVE ACCESS

Measure	Indicator	Desired Trend	Data Sources
1:: Active transport	Mode share of all trips by Walking, & cycling & PT mode share	Increasing	Journey survey/ census
	Number of people living within 500m of a high quality cycling facility	Increasing	GIS
	Cycle and walking counts	Increasing	Count Sites
2: Public Transport Network	Percentage of community living within 500m of a public transport route	Increasing	GIS
3: Public transport	Number of annual boardings	Increasing peak and off peak boardings	Bus ticket data

### OUTCOME: HEALTHY AND SAFE PEOPLE

Measure	Indicator	Desired Trend	Data Sources
1: Deaths and serious injuries	Number of deaths and serious injuries	Decrease	CAS Database
2: Deaths and serious injuries	Death and serious injury crashes as a proportion of all crashes	Decreasing	CAS Database
3: Active transport	Cycle and walk counts	Increasing	Count sites

### OUTCOME: ENVIRONMENTAL SUSTAINABILITY

Measure	Indicator	Desired Trend	Data Sources
1: Air quality	Number of poor air quality exceedances	Decreasing	Environmental monitoring
2: Greenhouse gas emissions	Annual greenhouse gas emissions for transport	Decreasing	MfE greenhouse gas inventory

### OUTCOME: RESILIENCE AND SECURITY

Measure	Indicator	Desired Trend	Data Sources
1: Recovery	Number of journeys impacted due to unplanned road closure	Decreasing	Contractor data
2: Recovery	Number of hours that sections of journey routes are closed due to unplanned disruption	Decreasing	Contractor data

#### OUTCOME: ECONOMIC PROSPERITY

Measure	Indicator	Desired Trend	Data Sources
1: HPMV routes	Percentage completion of HPMV network	Increasing	NLTP Database
2: Travel time	The annual variation of mean time to travel key routes	No more than 20 percent	Travel Time data



## APPENDIX A – APPROVED ORGANISATIONS

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### MARLBOROUGH

Marlborough District Council

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### NELSON

Nelson City Council

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### TASMAN

Tasman District Council

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### CENTRAL GOVERNMENT

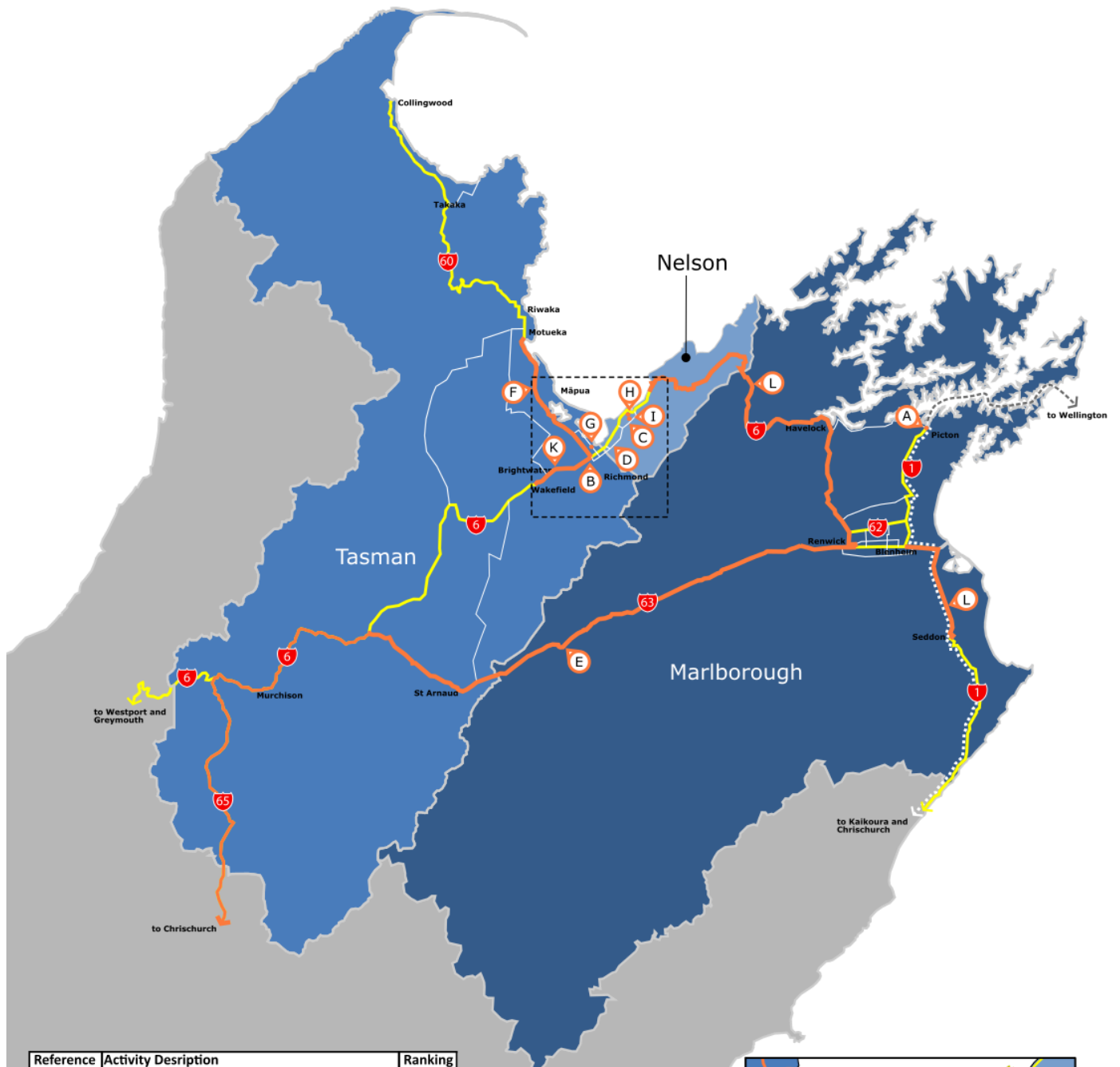
Waka Kotahi NZ Transport Agency

Department of Conservation

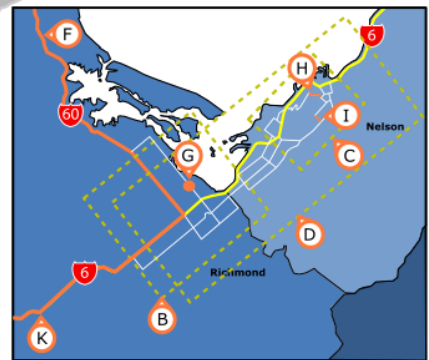
KiwiRail

Kāinga Ora—Homes and Communities

# APPENDIX B – SIGNIFICANT PROJECTS



Reference	Activity Description	Ranking
A	Interisland Resilient Connection Project (iREX)	1
B	Richmond Future Transport Project	2
C	Nelson Future Access Project	2
D	Nelson/Tasman Public Transport Improvements	4
E	SH6/63/65 Waipara to Renwick	5
F	SH60 Richmond to Motueka	6
G	Berryfield/Lower Queen Intersection Upgrade	7
H	Washington Valley Road	8
I	Victory- Waimea Road active mode route	8
J	SH6 Nelson to Blenheim	10
J	SH6 Blenheim to Nelson [Additional Scope]	12
L	SH1 Blenheim to Seddon Safety Improvements	13





Activity Name	iRex-Interisland Resilient Connection Project
<b>Activity Description</b>	KiwiRail are upgrading their fleet and will replace the existing three ferries with two new ferries in 2024. The ferries will be able to carry increased loadings for freight, particularly rail. This will require the reconstruction of both the Wellington and Picton ports. In Picton, the marshalling area will be relocated, changing the pattern and distribution of traffic within the township. Longer trains will be established at the port.
<b>Key Problems/Issues</b>	<ol style="list-style-type: none"> <li>1. Increasing vehicular movements to and from Port Marlborough will negatively impact residents and visitors experience, access and affect port operations</li> <li>2. Longer trains and increasing vehicular movements to and from Port Marlborough negatively impact on safety</li> <li>3. Longer trains require more space to assemble and disperse, severing the community and disrupting local and regional access</li> </ol>
<b>Activity Objectives</b>	<ul style="list-style-type: none"> <li>• Port is enabled to handle current and future passenger and freight volumes</li> <li>• Improved visitor and resident safety and wellbeing</li> <li>• Community, visitor and business access is maintained and enhanced</li> <li>• Improved walking and cycling opportunities</li> <li>• Consistent journey times.</li> </ul>
<b>Activity link to Primary Regional Objective</b>	<ul style="list-style-type: none"> <li>• Mode Choice</li> <li>• Safety</li> <li>• Sustainability</li> <li>• Resilience</li> <li>• Economic Prosperity</li> </ul>
<b>Activity status</b>	<p>The Single Stage Business Case (SSBC) is expected to be completed in mid 2021.</p> <p>The Transport interventions that are proposed within the SSBC will be subject to the 2021-24 NLTP.</p>
<b>Links to detailed information</b>	<p><a href="https://pictonferryprecinct.co.nz/">https://pictonferryprecinct.co.nz/</a></p>



<b>Activity Name</b>	<b>Richmond Future Transport Project</b>
<b>Activity Description</b>	The Richmond Future Transport Project will facilitate the implementation of the outcomes of the Richmond Programme Business Case, with the aims of increasing the efficiency of the movement of freight and people through the Richmond area, while also improving active transport connections and central city amenity and liveability.
<b>Key Problems/Issues</b>	<ol style="list-style-type: none"> <li>1. Increasing traffic volumes as a result of growth creates severance and rat running, leading to reduced place value and increased safety risk.</li> <li>2. Traffic congestion through Richmond causes delays to people and goods reducing travel time reliability and access to economic opportunities and key destinations.</li> <li>3. Reliance on private cars for short journeys as a result of car-oriented development leads to low utilisation of public and active transport modes and conflict between modes</li> </ol>
<b>Activity Objectives</b>	Richmond offers a sustainable and liveable (urban) environment. The transport system within Richmond is optimised for the movement of people and goods, while more closely aligning with government guidelines on sustainability and carbon emissions.
<b>Activity link to Primary Regional Objective</b>	<ul style="list-style-type: none"> <li>• Mode Choice</li> <li>• Safety</li> <li>• Sustainability</li> <li>• Economic Prosperity</li> </ul>
<b>Activity status</b>	The strategic case for the Richmond Future Transport Project has been completed and the Programme Business Case is expected to be completed August 2021. A NOF has also been completed, and projects from the NOF make up part of the programme of works.
<b>Links to detailed information</b>	

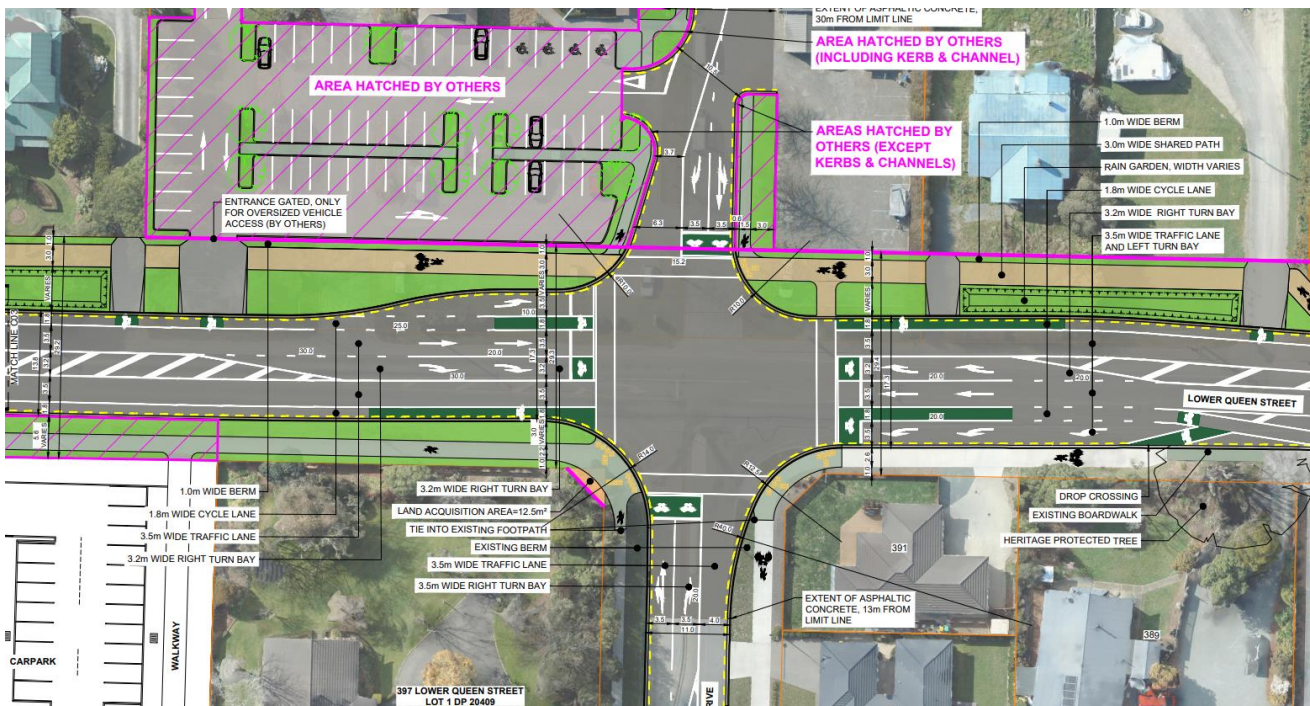




Activity Name	Nelson/Tasman Public Transport Improvements
<b>Activity Description</b>	<p>Following an extensive joint public transport review, Nelson Tasman has been provided direction to develop and improve the regional public transport system. The proposals below are included in the draft Regional Passenger Transport Plan.</p> <p>Step Change 1 July 2023</p> <ul style="list-style-type: none"> <li>• New urban routes 7am and 7pm, 7 days per week</li> <li>• All urban buses run every 30 minutes</li> <li>• Stoke demand responsive service</li> <li>• Weekday regional commuter services from Motueka and Wakefield to Richmond (and onwards to Nelson as express services)</li> <li>• New fare structure based around a single urban zone fare</li> <li>• Low emission buses</li> <li>• Supporting community transport services in Golden Bay and Hira</li> <li>• Morning and evening bus to Motueka and Wakefield</li> <li>• High quality super stops at Richmond, Stoke, Tahunanui, Hospital and Nelson</li> <li>• Bus stop improvements elsewhere</li> <li>• Information improvements</li> <li>• Regional branding of the services</li> </ul> <p>Step Change 2 July 2026</p> <ul style="list-style-type: none"> <li>• Park and ride facility</li> <li>• Weekend regional bus services on regional routes</li> </ul> <p>Step change 3 July 2029</p> <ul style="list-style-type: none"> <li>• Addition buses at peak times</li> </ul>
<b>Key Problems/Issues</b>	<ul style="list-style-type: none"> <li>• The current transport form and design limits access to healthy, safe and sustainable transport choices</li> </ul>
<b>Activity Objectives</b>	<p>Public transport patronage continually grows, providing an integrated approach to accommodating sustainable travel demand.</p>
<b>Activity link to Primary Regional Objective</b>	<ul style="list-style-type: none"> <li>• Mode Choice</li> </ul>
<b>Activity status</b>	<p>The Regional Passenger Transport Plan is open for public feedback.</p>
<b>Links to detailed information</b>	



<b>Activity Name</b>	<b>Berryfield/Lower Queen Street Intersection Upgrade</b>
<b>Activity Description</b>	This upgrade will improve the intersection to allow for projected growth in Richmond West.
<b>Key Problems/Issues</b>	<ol style="list-style-type: none"> <li>1. Increasing traffic volumes created as part of the residential development are experiencing long delays exiting Berryfield Drive resulting in unsafe manoeuvres to enter Lower Queen Street.</li> <li>2. Commercial and industrial development along Lower Queen Street is creating a need to cater for heavy vehicles.</li> <li>3. Lower Queen Street and Berryfield drive are primary routes for active transport and public transport.</li> </ol>
<b>Activity Objectives</b>	<ul style="list-style-type: none"> <li>• A signalised intersection is developed to cater for the traffic growth projections from the Berryfield subdivision and NMIT redevelopment.</li> <li>• Access is provided to the new commercial development adjacent this site.</li> <li>• This intersection is future-proofed to allow for future two lanes heading towards Richmond.</li> <li>• Pedestrians, cyclists and buses are catered for in accordance with the Land Development manual and national best practise.</li> <li>• The landscape gateway into Richmond town centre is enhanced.</li> <li>• Adequate treatment for roadside runoff is provided.</li> </ul>
<b>Activity link to Primary Regional Objective</b>	<ul style="list-style-type: none"> <li>• Mode Choice</li> <li>• Safety</li> <li>• Sustainability</li> <li>• Economic Prosperity</li> </ul>
<b>Activity status</b>	The design of the intersection has been completed and property is currently being purchased.
<b>Links to detailed information</b>	





Activity Name	Nelson Future Access (local roads)
<b>Activity Description</b>	Nelson Future Access (local roads) is a package of projects on local roads including: <ul style="list-style-type: none"> <li>• Kerb buildouts and central pedestrian refuges</li> <li>• speed control measures (humps/chicanes)</li> <li>• Interventions to prevent through traffic (cul-de-sac/ one way traffic channelization)</li> <li>• Widening of shared pathways</li> <li>• Improved lighting for footpaths and shared paths</li> <li>• Signalised crossing points</li> <li>• Intersection improvement through installing traffic signals</li> <li>• Bus prioritisation at traffic signals</li> <li>• Advertising and behaviour change campaigns</li> </ul>
<b>Key Problems/Issues</b>	<ol style="list-style-type: none"> <li>1. The inability of Nelson’s transport network to support the increasing movement of people and freight between Stoke and Nelson city centre is constraining the economic growth and social wellbeing of the region</li> <li>2. Conflicting uses and inappropriate use of the network severs neighbourhoods reducing their safety and amenity</li> <li>3. The susceptibility of the arterial network to natural events of increasing severity and a greater number increases the risk of significant economic shock to Nelson and the wider region</li> </ol>
<b>Activity Objectives</b>	<ul style="list-style-type: none"> <li>• A multi-modal transport system that supports community aspirations for a thriving CBD is developed.</li> <li>• Nelson has a world-class waterfront.</li> <li>• A safe, accessible and resilient transport system that will meet the diverse needs of customers and communities is created.</li> </ul>
<b>Activity link to Primary Regional Objective</b>	<ul style="list-style-type: none"> <li>• Mode Choice</li> <li>• Network Management</li> </ul>
<b>Activity status</b>	<p>The outcome of the NFAP has not yet identified a preferred option and this funding package is a placeholder but includes a programme of work that is independent of the long term options. Projects identified to date include safety improvements, lowered speeds to reduce the attractiveness for through and rat-run traffic, improved public transport, and enhanced attractiveness of walking and cycling as a transport.</p> <p>Waka Kotahi continue work to identify the preferred long term package.</p>
<b>Links to detailed information</b>	<p><a href="https://www.nzta.govt.nz/projects/nelson-future-access-project/">https://www.nzta.govt.nz/projects/nelson-future-access-project/</a></p>



Activity Name	<b>Washington Valley Active Transport route</b>
<b>Activity Description</b>	<p>Washington Road is within the NZTA Nelson Future Access Study (FAS) project area, and is identified as an area where vehicle traffic use could be reduced in favour of public transport and active modes.</p> <p>Sewer, stormwater, and water utility upgrades are being installed in Washington Road in 2021-24 and will result in removal and reinstatement of footpaths, kerbs and parking lanes between Hastings Street and Britannia Heights. Road upgrade is proposed now to capitalise on the opportunity to rearrange the road space allocation, accelerate mode shift to active modes and deliver safety improvements and improve active transport facilities for the area.</p> <p>Washington Road is close Nelson City Centre and is identified as a residential intensification area.</p> <p>Washington Road is identified within the NZTA Safety Pipeline because of a poor safety record. Speed management within 10 years is the recommended intervention.</p>
<b>Key Problems/Issues</b>	<ol style="list-style-type: none"> <li>1. The current transport form and design constrains access to healthy, safe and sustainable transport choice</li> </ol>
<b>Activity Objectives</b>	<p>Substantial sections of Washington Road are rearranged in a fresh layout to provide accelerated delivery of low carbon transport options, supporting urban intensification in a residential area within 1.5km to the Nelson City Centre</p>
<b>Activity link to Primary Regional Objective</b>	<ul style="list-style-type: none"> <li>• Mode Choice</li> </ul>
<b>Activity status</b>	<p>A placeholder amount of funding is proposed for this project pending further consultation and design.</p> <p>Year 1 will see the completion of the Detailed business case (\$200K) and route selection/design/consultation.</p> <p>The next phases are subject to the 2121-31 NLTP.</p> <p>Year 2- 4 will address the lower end of Washington Valley from Hastings St to Wolf Street (\$750K)</p> <p>Year 3 /4 will address the upper end of the valley. Route selection and design is not yet determined (placeholder of \$1.5 M).</p>





<b>Activity Name</b>	<b>Victory – Waimea Road Active Transport route</b>
<b>Activity Description</b>	<p>The area between the existing Railway Reserve in Nelson South and Waimea Road is within the NZTA Nelson Future Access Study (FAS) project area, and is identified as an area where vehicle traffic use could be reduced in favour of public transport and active modes.</p> <p>Waimea Road is the location of the Nelson Marlborough District Health Board (NMDHB) primary hospital, which has a large workforce and high visitor numbers who are currently not well catered for if they chose to come to hospital via active transport. To the east of Waimea Road are two of Nelsons main secondary schools, Nelson College and Nelson College for Girls, whose catchment includes Nelson south and west, as well as Hampden Street School. To the west of Waimea Rd is Nelson Intermediate School and Victory School. The routes to these sites (and between them) from the Railway Reserve and the Vanguard Street shared path at Victory Square, is not well defined, and existing road space allocation does not support active modes. NMDHB site development may present access coordination opportunities.</p>
<b>Key Problems/ Issues</b>	The current transport form and design constrains access to healthy, safe and sustainable transport choice.
<b>Activity Objectives</b>	The East - West connection improvements from Waimea Road to the Railway Reserve and Victory area have facilitated the delivery of low carbon transport options to support urban intensification in a residential area within 1.5km to the Nelson City Centre.
<b>Activity link to Primary Regional Objective</b>	<ul style="list-style-type: none"> <li>• Mode Choice</li> </ul>
<b>Activity status</b>	<p>A placeholder amount of funding is proposed for this project, pending further consultation and design, and possible land purchase.</p> <p>Year 1 will see the development of the Detailed Business Case. The next phases--pre implementation (design and consultation) and implementation (construction)--are subject to the 2121-31 NLTP.</p>
<b>Links to detailed information</b>	

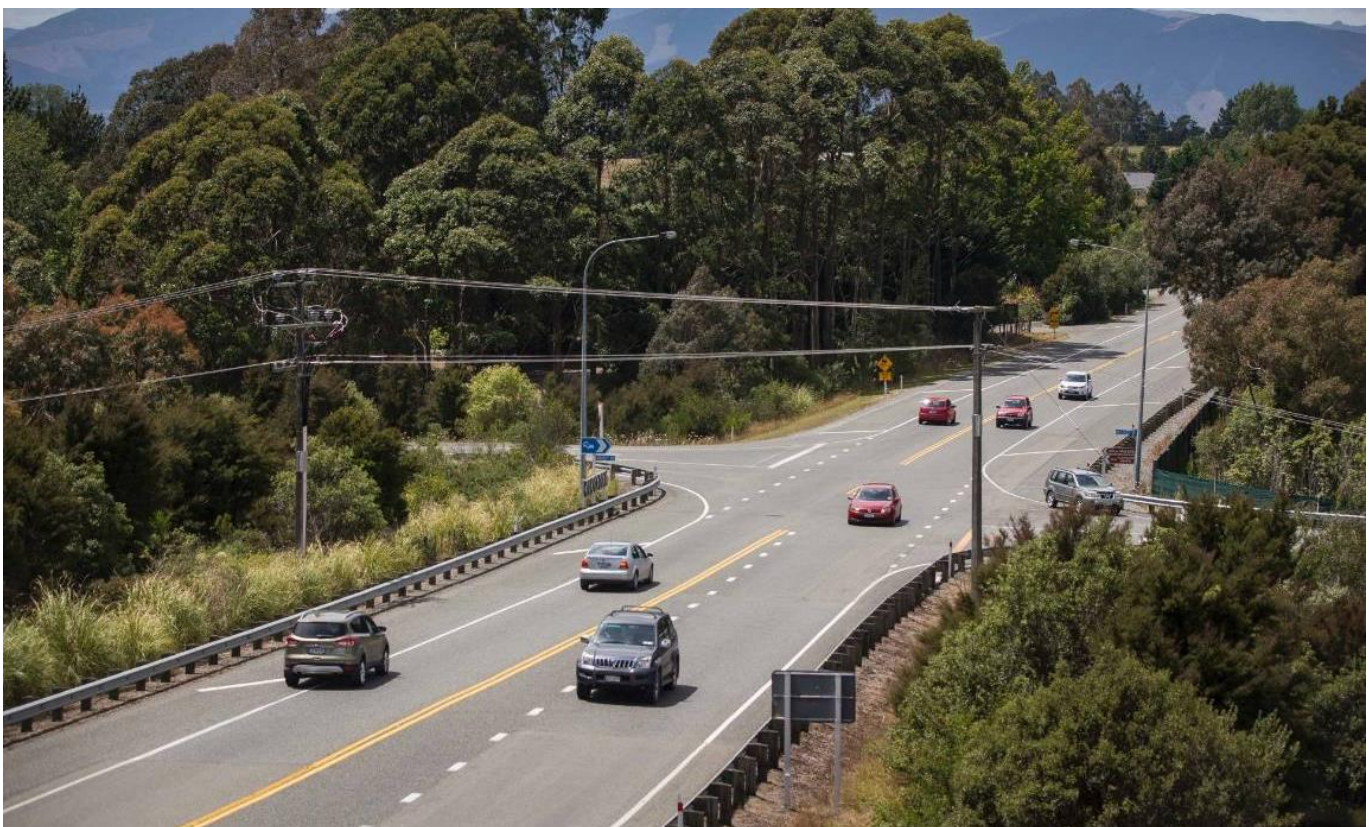


<b>Activity Name</b>	<b>Maruia to Renwick (Marlborough – Tasman Section of Waipara to Renwick)</b>
<b>Activity Description</b>	<p>This stretch of road is part of the Inland Alternative Route from Blenheim through to Waipara, comprising of SH6, SH65 and SH7 This is part of a broader corridor called the 'alternative route' between Renwick and Waipara. This route has been split to cover the three regions it traverses: Marlborough/ Tasman ,West Coast and Canterbury. The anticipated project costs have been apportioned according to route length through each region.</p> <p>A review is required of the alternate route to confirm whether sections of lower speed limit remain at 80 km/h or reverted back to 100km/h. This project is in response to Waka Kotahi commitment to the transport industry to review speed limits and ensure appropriate speed management on state highways. The current DSI per annum is 8.7.</p>
<b>Key Problems/ Issues</b>	<ol style="list-style-type: none"> <li>1. The appropriate speed for this route is unclear.</li> <li>2. Any deaths and serious injuries means Road to Zero goals have not been reached.</li> <li>3. Current DSI per annum is 8.7.</li> </ol>
<b>Activity Objectives</b>	<ul style="list-style-type: none"> <li>• A review of the posted speed limits on this route is completed.</li> <li>• There is a measurable reduction in deaths and serious injuries on this stretch of state highway.</li> </ul>
<b>Activity link to Regional Objective</b>	<ul style="list-style-type: none"> <li>• Safety</li> </ul>
<b>Activity status</b>	<p>This programme reflects the Government's priority to reduce deaths and serious injuries, introducing clear targets to reduce road trauma. The overall target is a 40% reduction in deaths and serious injuries (DSI) by 2030 when compared to 2018 levels. A strategic case has been endorsed by the Waka Kotahi Board.</p> <p>Further work by staff have reviewed the earlier list and provided a much more comprehensive programme based on targeting the highest needs along state highway corridors.</p>
<b>Links to detailed information</b>	<p><a href="https://www.nzta.govt.nz/safety/nz-road-safety-strategy/safe-network-programme/">https://www.nzta.govt.nz/safety/nz-road-safety-strategy/safe-network-programme/</a></p>





<b>Activity Name</b>	<b>SH60 Richmond to Motueka</b>
<b>Activity Description</b>	<p>This activity is a package of safety improvement activities on SH60 between Richmond and Motueka to address safety problems. This programme reflects the Government's priority to reduce deaths and serious injuries, introducing clear targets to reduce road trauma.</p> <p>Potential infrastructure improvements at the Richmond-Mapua end include corridor treatments including median barrier, shoulder widening and roadside barrier at high risk locations, as well as intersection improvements including rural roundabouts.</p> <p>Potential infrastructure improvements at the Motueka end of the corridor include wide centreline, shoulder widening and roadside barrier at high risk locations.</p> <p>A Speed Management review planned for the whole corridor in conjunction with the review and planning of the infrastructure improvements noted above.</p> <p>Current DSI per annum is 1.79.</p>
<b>Key Problems/ Issues</b>	<ol style="list-style-type: none"> <li>1. This corridor is a high volume state highway (&gt;6,000 vpd AADT), with Medium-High Collective Risk at the Richmond to Mapua end, and Medium Collective Risk at the Motueka end.</li> <li>2. Current DSI per annum is 1.79</li> </ol>
<b>Activity Objectives</b>	<ul style="list-style-type: none"> <li>• Deaths and serious injuries on this stretch of the state highway network are reduced</li> <li>• There is a 40% reduction in deaths and serious injuries (DSI) by 2030 when compared to 2018 levels.</li> </ul>
<b>Activity link to Regional Objective</b>	<ul style="list-style-type: none"> <li>• Safety</li> </ul>
<b>Activity status</b>	<p>A strategic case for this project has been endorsed by the Waka Kotahi Board. Further work by staff have reviewed the earlier list and provided a much more comprehensive programme based on targeting the highest needs along state highway corridors.</p>
<b>Links to detailed information</b>	<p><a href="https://www.nzta.govt.nz/safety/nz-road-safety-strategy/safe-network-programme/">https://www.nzta.govt.nz/safety/nz-road-safety-strategy/safe-network-programme/</a></p>



<b>Activity Name</b>	<b>SH6 Nelson to Blenheim (Speed Management)</b>
<b>Activity Description</b>	A speed review has been completed on SH6 Nelson to Blenheim, and the resulting recommendations are now being implemented through this activity programme. The project seeks to deliver safety treatments such as speed management, delineation improvements, and threshold/channelization treatments to reinforce the safe and appropriate speed of the state highway. Current DSI per annum is 1.04
<b>Key Problems/ Issues</b>	<ol style="list-style-type: none"> <li>1. Any deaths and serious injuries means that the Road to Zero goals have not been reached.</li> <li>2. Current DSI per annum is 1.04.</li> </ol>
<b>Activity Objectives</b>	There is a measurable reduction in deaths and serious injuries on this stretch of the state highway network.
<b>Activity link to Regional Objective</b>	Communities have access to a safe transport system
<b>Activity status</b>	This programme reflects the Governments priority to reduce deaths and serious injuries, introducing clear targets to reduce road trauma. The overall target is a 40% reduction in deaths and serious injuries (DSI) by 2030 when compared to 2018 levels. A strategic case has been endorsed by the Waka Kotahi Board. Further work by staff have reviewed the earlier list and provided a much more comprehensive programme based on targeting the highest needs along state highway corridors.
<b>Links to detailed information</b>	<a href="https://www.nzta.govt.nz/safety/nz-road-safety-strategy/safe-network-programme/">https://www.nzta.govt.nz/safety/nz-road-safety-strategy/safe-network-programme/</a>





<b>Activity Name</b>	<b>SH6 Richmond to Wakefield</b>
<b>Activity Description</b>	<p>This activity is a package of safety improvement activities on SH6 between Richmond and Wakefield to address safety problems. This programme reflects the Government's priority to reduce deaths and serious injuries, introducing clear targets to reduce road trauma.</p> <p>Potential infrastructure improvements include corridor treatments, including wide centreline, shoulder widening and roadside barrier at high risk locations, as well as intersection improvements including rural roundabouts.</p> <p>A Speed Management review has been completed for the whole corridor. Potential speed changes are to be reviewed in conjunction with any planned infrastructure changes noted above.</p> <p>The current DSI per annum is 0.91.</p>
<b>Key Problems Issues</b>	<ol style="list-style-type: none"> <li>1. This corridor is a high volume state highway (&gt;6,000 vpd AADT), with Medium-High Collective Risk at the Richmond to Brightwater.</li> <li>2. The current DSI per annum is 0.91, which exceeds Road to Zero goals.</li> </ol>
<b>Activity Objectives</b>	<ul style="list-style-type: none"> <li>• There is a reduction in deaths and serious injuries on this section of urban state highway.</li> <li>• The overall target is a 40% reduction in deaths and serious injuries (DSI) by 2030 when compared to 2018 levels.</li> </ul>
<b>Activity link to Regional Objective</b>	<ul style="list-style-type: none"> <li>• Safety</li> </ul>
<b>Activity status</b>	<p>A strategic case for this project has been endorsed by the Waka Kotahi Board. Further work by staff have reviewed the earlier list and provided a much more comprehensive programme based on targeting the highest needs along state highway corridors.</p>
<b>Links to detailed information</b>	<p><a href="https://www.nzta.govt.nz/safety/nz-road-safety-strategy/safe-network-programme/">https://www.nzta.govt.nz/safety/nz-road-safety-strategy/safe-network-programme/</a></p>





Activity Name	SH6 Blenheim to Nelson – Additional Scope (Package 1)
<b>Activity Description</b>	<p>This activity is provision for additional scope within the existing (committed) project <i>SH6 Blenheim to Nelson – Blenheim to Woodbourne</i>. Initial scope was design and implement a rural roundabout at the intersection of SH6 and SH62. It includes:</p> <ul style="list-style-type: none"> <li>• Additional provision for safety improvements at the SH6-St Leonards Rd intersection.</li> <li>• Potential improvements could include a rural roundabout treatment; median barrier improvements.</li> </ul> <p>This programme reflects the Governments priority to reduce deaths and serious injuries, introducing clear targets to reduce road trauma. DSI =0.32</p>
<b>Key Problems/ Issues</b>	<ol style="list-style-type: none"> <li>1. The SH6-St Leonard’s Rd intersection is identified as a high risk intersection with an AADT on SH6 at this intersection of approximately 7,500 veh/day, with the AADT on SH62 estimated at 3,700 veh/day.</li> <li>2. There may be a need for further applications to be identified and prepared for additional work on the corridor.</li> </ol>
<b>Activity Objectives</b>	<ul style="list-style-type: none"> <li>• There is a reduction in deaths and serious injuries on this section of the state highway network.</li> <li>• The overall target is a 40% reduction in deaths and serious injuries (DSI) by 2030 when compared to 2018 levels.</li> </ul>
<b>Activity link to Regional Objective</b>	<ul style="list-style-type: none"> <li>• Safety</li> </ul>
<b>Activity status</b>	<p>A strategic case for this project has been endorsed by the Waka Kotahi Board. Further work by staff have reviewed the earlier list and provided a much more comprehensive programme based on targeting the highest needs along state highway corridors.</p>
<b>Links to detailed information</b>	<p><a href="https://www.nzta.govt.nz/safety/nz-road-safety-strategy/safe-network-programme/">https://www.nzta.govt.nz/safety/nz-road-safety-strategy/safe-network-programme/</a></p>





## APPENDIX C – STRATEGIC DOCUMENTS

Document & Website Reference	Relevant Points	How it affects this RLTP?
<b>Land Transport Management Act (LTMA) 2003</b>  <a href="http://www.legislation.govt.nz/act/public/2003/0118/latest/DLM226230.html">http://www.legislation.govt.nz/act/public/2003/0118/latest/DLM226230.html</a>	<p>The purpose of the LTMA is to contribute to an effective, efficient, and safe land transport system in the public interest.</p> <p>Establishes legislation for planning, funding and regulation of land transport system.</p>	<p>Creates the system within which land transport must operate in New Zealand. (It established Waka Kotahi, the requirement for a Government Policy Statement of Land Transport, and more).</p>
<b>Intergenerational Wellbeing</b>  <a href="https://auditnz.parliament.nz/good-practice/information-updates/2019/wellbeing-approach">https://auditnz.parliament.nz/good-practice/information-updates/2019/wellbeing-approach</a>	<p>The future wellbeing capitals are:</p> <ul style="list-style-type: none"> <li>• Natural Capital</li> <li>• Social Capital</li> <li>• Human Capital</li> <li>• Financial / Physical Capital</li> </ul> <p>The Minister of Finance has agreed the following four principles of a wellbeing approach for agency performance reporting:</p> <ul style="list-style-type: none"> <li>• Taking a long-term and inter-generational approach</li> <li>• Collectively working towards shared outcomes</li> <li>• Multi-dimensional thinking about both positive and negative impacts</li> <li>• Recognising and building on existing tools</li> </ul>	<p>Transport is an important element of the Physical Capital, and is also classified as a Lifeline Utility by the Civil Defence Emergency Management Act 2002.</p> <p>The Treasury's Living Standards Framework (LSF) aims to maximise intergenerational wellbeing by putting sustainable, or intergenerational, wellbeing at the core of policy development and evaluation.</p>
<b>Ministry of Transport Outcomes Framework</b>  <a href="https://www.transport.govt.nz/multi-modal/keystrategiesandplans/transport-outcomes-framework/">https://www.transport.govt.nz/multi-modal/keystrategiesandplans/transport-outcomes-framework/</a>	<p>The purpose of the transport system is to improve people's wellbeing and the liveability of places. Transport contributes to five key outcomes:</p> <ul style="list-style-type: none"> <li>• Healthy and safe people</li> <li>• Environmental Sustainability</li> <li>• Resilience and Security</li> <li>• Economic Prosperity</li> <li>• Inclusive Access</li> </ul> <p>Government's guiding principle is 'mode neutrality'</p>	<p>This framework makes it clear what government is aiming to achieve through the transport system.</p> <p>It informs prioritisation.</p>
<b>The Government Policy Statement on Land Transport (GPS)</b>  <a href="https://www.transport.govt.nz/assets/Uploads/Our-Work/Documents/draft-government-policy-statement-land-transport-2021.pdf">https://www.transport.govt.nz/assets/Uploads/Our-Work/Documents/draft-government-policy-statement-land-transport-2021.pdf</a>	<p>The Draft 2021/22 – 2030/31 GPS outlines four clear priorities:</p> <ul style="list-style-type: none"> <li>• Safety</li> <li>• Better Travel Options</li> <li>• Climate Change</li> <li>• Improving Freight Connections</li> </ul>	<p>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.</p> <p>The GPS provides direction and guidance to those who are planning, assessing, and making decisions on investment of over \$4 billion a year from the National Land Transport Fund (NLTF). It also provides signals for a further \$1 billion co-investment each year by local government.</p>

Document & Website Reference	Relevant Points	How it affects this RLTP?
<p><b>Arataki 2021-2031</b></p> <p><a href="https://www.nzta.govt.nz/assets/planning-and-investment/arataki/docs/key-drivers-step-changes-levers-interventions-august-2020.pdf">https://www.nzta.govt.nz/assets/planning-and-investment/arataki/docs/key-drivers-step-changes-levers-interventions-august-2020.pdf</a></p>	<p>Arataki represents Waka Kotahi'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.</p> <p>This has been updated to include the potential impacts of CoVid 19.</p> <p>The projected outcomes of Arataki include:</p> <ul style="list-style-type: none"> <li>• A system view</li> <li>• A shared evidence base</li> <li>• A place-based focus</li> <li>• Clarity of roles</li> <li>• Sector capability and focus</li> </ul>	<p>Desired changes include:</p> <ul style="list-style-type: none"> <li>• Shared evidence and insights as a basis for engagement with partners</li> <li>• A clear view of where we will target investment for the best national outcomes</li> <li>• Targeted and staged investment and other levers to deliver shared outcomes</li> <li>• A long-term approach to deliver government objectives and ensure the land transport system meets future needs</li> <li>• A place-based approach that ensures integrated land-use and transport planning</li> </ul>
<p><b>One Network Road Classification (ONRC)</b></p> <p><a href="https://www.nzta.govt.nz/assets/Road-Efficiency-Group/docs/ONRCPMsgeneralguide.pdf">https://www.nzta.govt.nz/assets/Road-Efficiency-Group/docs/ONRCPMsgeneralguide.pdf</a></p>	<p>The ONRC was developed by Road Efficiency Group (REG), a partnership between Local Government New Zealand (LGNZ) and Waka Kotahi as a joint initiative in 2013. It divides New Zealand's roads into six categories based on how busy they are, whether they connect to important destinations, or are the only route available.</p>	<p>Each Council has an effective understanding of their respective transport networks under ONRC.</p> <p>While ONRC reflects current travel demand and how communities are interconnected, the Road Efficiency Group (REG) partnership is evolving the ONRC classifications to an updated system to be known as the One Network Framework (ONF).</p>
<p><b>One Network Framework (ONF)</b></p> <p><a href="https://www.nzta.govt.nz/assets/Road-Efficiency-Group/docs/ONF-draft-movement-and-place-classification-high-level-concepts.pdf">https://www.nzta.govt.nz/assets/Road-Efficiency-Group/docs/ONF-draft-movement-and-place-classification-high-level-concepts.pdf</a></p>	<p>The ONF aims to:</p> <ul style="list-style-type: none"> <li>• Create a framework that caters for active or public transport modes and 'off road' routes which make it useful as a land transport planning tool in urban and rural environments.</li> <li>• Shift the emphasis to the overall movement of people and goods, by any mode, rather than only considering the volume of vehicles a route can support (the Movement function).</li> <li>• Consider the role transport corridors play in providing social spaces for people to interact and enjoy and the interplay with travel across and along a transport corridor (the Place function).</li> <li>• Consider the aspirational use of the corridor in the medium to long term so that planning can be put in place to achieve that aspiration.</li> </ul>	<p>Movement and Place are key elements of the ONF. Both the Richmond Network Operating Framework and the Nelson Future Access Programme (NFAP) already have adopted a hierarchy approach.</p> <p>The application of this new framework will provide a more detailed perspective of New Zealand transport network, providing a better connection between people and places,</p>

Document & Website Reference	Relevant Points	How it affects this RLTP?
<p><b>NZ Rail Plan</b></p> <p><a href="https://transport.cwp.govt.nz/assets/Import/Uploads/Rail/The-Draft-NZ-Rail-Plan-December-19.pdf">https://transport.cwp.govt.nz/assets/Import/Uploads/Rail/The-Draft-NZ-Rail-Plan-December-19.pdf</a></p>	<p>The Government's strategic priorities are in two parts:</p> <ul style="list-style-type: none"> <li>• Establishing a new long-term planning and funding framework under the Land Transport Management Act</li> <li>• Investment priorities for a reliable and resilient rail network <ul style="list-style-type: none"> <li>- Investing in the national rail network to maintain freight rail, and provide a platform for future investments for growth</li> <li>- Investing in metropolitan rail to support growth in our largest cities.</li> </ul> </li> </ul>	<p>The Waitohi/Picton terminal precinct redevelopment project is a major investment in improving the inter-island rail connection.</p>
<p><b>Active Travel Plans</b></p> <p><a href="https://www.marlborough.govt.nz/repository/libraries/id:1w1mps0ir17q9sgxanf9/hierarchy/Documents/Recreation/Marlborough_Walking_and_Cycling_Strategy.pdf">https://www.marlborough.govt.nz/repository/libraries/id:1w1mps0ir17q9sgxanf9/hierarchy/Documents/Recreation/Marlborough_Walking_and_Cycling_Strategy.pdf</a></p> <p><a href="http://www.nelson.govt.nz/assets/Our-council/Downloads/Plans-strategies-policies/Revised-Out-About-Policy-Update-Oct-2018-Appendix-added.pdf">http://www.nelson.govt.nz/assets/Our-council/Downloads/Plans-strategies-policies/Revised-Out-About-Policy-Update-Oct-2018-Appendix-added.pdf</a></p> <p><a href="https://www.tasman.govt.nz/my-region/recreation/walking-and-cycling/">https://www.tasman.govt.nz/my-region/recreation/walking-and-cycling/</a></p>	<p>There is ongoing work to further develop, refine, improve, fund, construct, operate and maintain active travel alternatives within the region.</p>	<p>Active travel and public transport are significant priorities for the region.</p>
<p><b>Nelson Tasman Future Development Strategy</b></p> <p><a href="https://www.tasman.govt.nz/my-council/key-documents/more/future-development-strategy/">https://www.tasman.govt.nz/my-council/key-documents/more/future-development-strategy/</a></p>	<ul style="list-style-type: none"> <li>• The FDS is a high-level plan that sets out the general direction for growth that will help to promote the long term social, economic and environmental wellbeing of the Nelson Tasman region.</li> <li>• The FDS identifies the choices and trade-offs that have to be made, as well as the benefits that will flow from well managed development.</li> </ul>	<p>The FDS identifies areas that will generate future traffic demand and growth.</p>
<p><b>Road to Zero</b> (New Zealand's Road Safety Strategy 2020-2030)</p> <p><a href="https://www.transport.govt.nz/assets/Import/Uploads/Our-Work/Documents/Road-to-Zero-strategy_final.pdf">https://www.transport.govt.nz/assets/Import/Uploads/Our-Work/Documents/Road-to-Zero-strategy_final.pdf</a></p>	<p>As a step towards achieving the vision, there is a target of a 40 percent reduction in deaths and serious injuries by 2030.</p>	<p>Road Safety is a significant priority for the region.</p>
<p><b>Climate Change Response (Zero Carbon 2050) Amendment Act 2019</b></p> <p><a href="http://www.legislation.govt.nz/act/public/2019/0061/latest/LMS183736.html">http://www.legislation.govt.nz/act/public/2019/0061/latest/LMS183736.html</a></p>	<p>The Act provides a framework by which New Zealand can develop and implement climate change policies that contribute to the global effort under the Paris Agreement to limit the global average temperature increase to 1.5° Celsius above pre-industrial levels and allows New Zealand to prepare for, and adapt to, the effects of climate change:</p>	<p>Given transportation makes up 40% on carbon emissions, significant reductions in transport related emissions. The Climate Change Commission Report, gives recommendations on significant increases in public transport and active modes. These recommendations are likely to be adopted as policy by the government.</p>

Document & Website Reference	Relevant Points	How it affects this RLTP?
<b>National Policy Statement on Urban Development</b>	The NPS-UD car parking policies have the effect of removing minimum car parking rates from the district plans of tier 1, 2 and 3 territorial authorities. The purpose of this direction is to enable more housing and commercial developments, particularly in higher density areas where people do not necessarily need to own or use a car to access jobs, services, or amenities.	Nelson, Tasman and Marlborough are either tier 2 or tier 3 territorial authorities. This means that they will have to remove minimum car parking requirements for their district plans. This will mean that Councils will have to improve management of Council off-street parking and on-street parking.
<b>Waka Kotahi Sustainability Action Plan</b> <b>Toitū Te Taiao</b>	<p>The plan emphasizes Waka Kotahi's vision for a low carbon, safe and healthy land transport system.</p> <p>The Plan sets out the commitment of Waka Kotahi to environmental sustainability and public health in the land transport sector. It describes how Waka Kotahi will use the levers within our control and influence to deliver on our Vision.</p>	Toitū Te Taiao, the new sustainability action plan, supports Arataki by setting out the actions Waka Kotahi will take to tackle climate change and create a sustainable land transport system.



## APPENDIX D – SIGNIFICANCE POLICY

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

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

- i. at the request of an approved organisation or Waka Kotahi, or
- ii. on the RTC's own motion.

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

The Significance Policy is defined below.

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

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

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

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



## APPENDIX E – LEGISLATIVE CONTEXT

### The Land Transport Management Act 2003

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

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

The Act requires three key documents to be developed:

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

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

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

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

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

The intention is that the RLTP should:

- be outcome focused;
- be optimised across the 'whole-of-transport' system;

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

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

### Alternative Objectives and National Energy Efficiency and Conservation Strategy

#### Alternative Objectives

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

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

#### National Energy Efficiency and Conservation Strategy

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

## APPENDIX G – RELATIONSHIP WITH POLICE ACTIVITIES

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

Road policing activities are funded through the Road Safety Partnership programme as part of the NLTP. The Road Safety Partnership programme is prepared in accordance with the LTMA and sets out:

- The activities Police will deliver
- Levels of funding for those activities
- Performance measures to monitor activities

Waka Kotahi invest around \$375 million every year. The road policing investment case is the document that outlines the desired outcomes and strategic investment priorities for road policing, consistent with Road to Zero.

Road to Zero, New Zealand's Road Safety Strategy 2020–2030 was adopted by the Government in November 2019. Its vision is "A New Zealand where no one is killed or seriously injured in road crashes". As a step towards achieving this vision, the strategy targets a 40 per cent reduction in deaths and serious injuries by 2030. This is to be achieved through action in five focus areas:

1. Infrastructure improvements and speed management
2. Vehicle safety
3. Work-related road travel
4. Road-user choices
5. System management

Police activities make both a direct and indirect contribution to all focus areas, but particularly contribute to infrastructure and speed, and road-user choices, which includes an action to prioritise road policing. Police have identified operational priorities for road safety that directly address those factors known to contribute to the greatest harm – use of restraints, impaired driving (including fatigue), distraction and speed.

The Policing district of Tasman covers the regional boundaries of Tasman, Nelson and Marlborough, therefore development of the priorities should be common to all three regional Councils. Through partnerships with external stakeholders Police ensure they have strong relationships, share information and work towards the common goals of both safer roads and Road to Zero.

The RLTP includes many land transport activities that complement the activities carried out by Police, and contributes to Road to Zero focus areas, particularly infrastructure improvements and speed management. These includes infrastructure improvements to local roads and state highways (such as intersection upgrades and cycleways), road safety education and promotion activities, and behaviour change programmes.

Nelson- Tasman have a shared road safety action plan. Marlborough District Council also as a road safety action plan. These plans are the result of a collaboration between local councils, Police, Waka Kotahi, Nelson Marlborough District Health Board and ACC. The plans record agreed local road safety risks, objectives and targets, actions and monitoring and review processes. The plans are the primary mechanism for coordinating education, infrastructure and enforcement activities at the local level. The 2021 Community Risk Register informs this RLTP that the main safety focus for Te Taihū are areas of safety at intersections, distraction, older drivers, and cyclists.

When preparing a RLTP every Regional Transport Committee:

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

### 2021- 31 RLTP Development

The following steps are proposed in the development of this RLTP:

- a) Jointly the councils' Regional Transport Committees have carried out an assessment of those activities requiring prioritisation.
- b) Following public hearings and deliberations on the submissions, a final RLTP as developed by each Regional Transport Committee will be submitted to the respective council for adoption prior to submission to Waka Kotahi
- c) If any of the councils wish to seek amendments it can submit to Waka Kotahi an unapproved RLTP, along with an explanation it has not approved the RLTP. That council is then required to submit the RLTP to Waka Kotahi by 30 June 2021; and
- d) Waka Kotahi consider the RLTP and issue its National Land Transport Programme by 31 August 2021.
- e) The final version of the RLTP will be completed by 30 June 2021

Consultation on the Draft Te Taihu Regional Transport Plan, the Nelson-Tasman Regional Public Transport Plan. and the Marlborough Regional Public transport plan will take place across February and March .

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

**The Act** means the Land Transport Management Act 2003

Activity -

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

b) includes any combination of activities

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

**Arataki** – Waka Kotahi's Long Term Strategic View, identifies long term pressures and priority issues and opportunities **District** means the district of a territorial authority, i.e. Marlborough. Nelson or Tasman

**Community at Risk Register** – The communities at risk register has been developed by the NZ Transport Agency to identify communities that are over-represented in terms of road safety risk. The register ranks communities by local authority area based on the Safer Journeys areas of concern.

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

**Economic growth** – measured by Gross Domestic Product (GDP)

**FDS** – Nelson – Tasman Future Development strategy

**Fund** means the national land transport fund

**GPS** means the Government Policy Statement on land transport 2020

**Headline targets** –refers to the specific level of performance sought in relation to an outcome or objective. In terms of RLTP's a headline target refers to the number or trend that is aspired to in relation to a particular measure over a ten year period (and generally relative to a baseline)

**HPMV** means high productivity motor vehicle(s)

**ILM** means Investment Logic map

**Inter-regional** means across the three districts of Marlborough. Nelson and Tasman (**Te Taihu** or Top of the South)

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

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

**Measures** mean the things we will use to monitor progress in relation to a particular outcome. There may be more than one measure associated with a particular outcome and each "measure" will have associated indicator(s) and data source.

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

**NLTP** – National Land Transport Programme

**NLTF** – National Land Transport Fund

**Objectives** – Objectives are what we want to accomplish. They are more specific than outcomes but not as specific as policies and targets.

**ONRC** – One Network Road Classification

**Outcomes** – Outcomes are the result of change . Desired outcomes are the manifestation of the future state that is envisioned in the plan.

**Peer Group** Waka Kotahi developed groups for the purpose of comparing road safety performance within territorial authority boundaries. They are:

- Peer group A Major urban areas with some rural areas on the outskirts. (Population > 97,500 and/or rural crashes less than 30 percent)
- Peer group B Major urban areas with some rural areas on the outskirts. (Population 40,000-97,500 and/or rural crashes less than 35 percent)
- Peer group C Large provincial towns and hinterland. (Population 35,000-75,000 and/or rural crashes less than 55 percent)
- Peer group D Provincial towns and hinterland. (Population 20,000-75,000 and/or rural crashes greater than 55 percent)
- Peer group E Small provincial towns, low traffic volumes. (Population less than 20,000 and/or rural crashes greater than 55 percent)

**Policies** - describe how we will deliver upon the strategic objectives

**RLTP** – Regional Land Transport Plan

**RPTP** – Regional Public Transport Plan

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

**RTC** – Regional Transport Committee

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

**SH** means State Highway.

**Smooth Travel Exposure (STE)** - Smooth Travel Exposure measures the proportion (percent) of vehicle kilometres travelled in a year that occurs on 'smooth' sealed roads and indicates the ride quality experienced by motorists. A 'smooth' road is one smoother than a predetermined NAASRA roughness threshold. The thresholds used vary with traffic density and road location. Heavily trafficked roads have a lower (smoother) threshold. High volume urban roads have lower roughness thresholds than low volume rural roads.

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

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

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

- Environment – create solutions that are compatible with the natural environment, reduce emissions and pollution from the transportation system, and reduce the material resources required to support transportation.

**T.A - Territorial Authority**

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

**Transport priorities** The Act requires “statement of transport priorities for the region for the 10 financial years from the start of the regional land transport plan. The transport priorities are worked back as strategic responses from the ILM problem statements.

**Vision.** The vision statement defines where we want to get to in the long term. It is an anchor and helps focus the plan on long term aspiration. The plan should help the region move toward the vision.

**Waka Kotahi** – Waka Kotahi NZ Transport Agency