

# Connecting the Top of the South

## Nelson Regional Land Transport Plan 2015-2021



Marlborough District Council, Nelson City Council and Tasman District Council



# Record of amendment

Amendment number	Description of change	Effective date	Updated by
1	Minor editorial amendments following consultation and a Joint Regional Committee workshop	19 March 2015	Rhys Palmer

# Foreword

Nelson City Council is required by the Land Transport Management Act 2003 (LTMA) to prepare a Regional Land Transport Plan. The LTMA sets out the requirements regarding the Plan's content and the consultation process required in preparing the Plan. The Regional Land Transport Plan will bring a regional focus to the implementation of the Government Policy Statement Strategy and further the aspirations of the Nelson City Council.

Nelson City does not have a rail network and therefore is dependent on a secure, resilient and safe road transport system. This must cater for the new larger high productivity motor vehicles and the resulting maintenance needs for this to be effective.

The plan must be consistent with the Draft Government Policy Statement, The key objectives of the GPS are to provide: Economic Growth and productivity, Road Safety and Value for money.

This reflects that it is not a surprise that transport is a critical element in all aspects of the lives of the inhabitants of Nelson City. This includes improving access and transport links in order to increase opportunities for work, training and leisure/social activities as well as tackling the environmental challenge through promoting opportunities for sustainable travel to help reduce the impact of transport on the local environment. This is achieved by the NBus service, continued development of both walking and cycling opportunities throughout the area. These to work in concert with Tasman District Council cycle facilities.

This RLTP has been developed, in collaboration with our neighbours Marlborough District and Tasman District Councils, stakeholders and the community and has developed a programme of projects for the first six years. This will enable a start to be made to the delivery of the overall plan and begin the move to achieving the objectives of the RLTP and provide a modern, resilient, safe, integrated and sustainable transport system for Nelson City.

It is envisaged that although the strategic framework will be broadly unaltered during the life of the plan, it should be stressed that the plan has some flexibility in order to allow for changes as a consequence of national and global events.

This RLTP has been written with the cooperation and help of our partners. Our thanks go to all individuals and parties who have input into all stages of the development of the plan.

The time, effort, commitment and enthusiasm shown by all parties has resulted in an inclusive Regional Land Transport Plan.

Eric Davy

Chairman

Nelson Regional Transport Committee

# Executive Summary

The main purpose of the Regional Land Transport Plan is to set out the region's land transport objectives, policies, and measures for the next 10 financial years using national funding. In developing this plan the Top of the South aspirations have been aligned with the national outcomes as outlined in the Draft Government's Policy Statement on Land Transport. The final document will be included in the Transport Agency's National Land Transport Programme 2015–18.

The Top of the South councils, in partnership with the New Zealand Transport Agency, have collaborated to develop a joint Regional Land Transport Plan that aims to provide the community with an efficient, safe and resilient road network.

This Regional Land Transport Plan considers the economic drivers for the Top of the South with horticulture, viticulture, forestry, seafood, farming and tourism being the main areas driving our economic growth. All three areas are growing. Nelson City continues to be the largest urban area within the region for employment, the State Highway 1 route through Marlborough District is the highest use freight route in the South Island and Tasman is experiencing significant growth. Further detail on the key transport issues and challenges are presented in Part C.

All three councils recognise that we are highly interdependent on each other for our economic and social welfare. The Top of the South economy is highly dependent on its road network as there is little alternative especially for Nelson and Tasman, so the need for resilience and reliability along key journey routes is of vital importance. The significant projects that are identified consider the key issues and challenges discussed in Part C and are presented in Part E.

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

Nelson has around \$16 million of regional funds that have been allocated but not committed through the previous 2012-15 Regional Land Transport Programme. As this programme is still live, the funding priorities change as the projects are refined. At this point in time:

- i. Several million dollars of investment has already been spent on the Walk Cycle Schools package of works and the full benefit of this comprehensive package will only be realised once all components of the package have been completed. The Rocks Road project is a key link on the network and key component of the package but it is noted that the cost of this project has increased considerably from that stated in the 2012-15 Regional Land Transport Programme. The Council and Transport Agency are currently developing the Rocks Road Project to enable a funding decision to be made.
- ii. The SH6 (Whakatatu Drive) /Quarantine Road intersection upgrade was identified and prioritised for regional funding in the previous 2012-15 Regional Land Transport Programme. The design is complete and its profile now indicates it is likely to be one of the higher priority projects in the 2015 RLTP.
- iii. The SH6 Rai Saddle Second Curve Realignment project was at a lower profile in the 2012-15 Regional Land Transport Programme. It has recently been reassessed leading to a significantly increased profile which means it could potentially be the highest priority project in the 2015 RLTP.

In summary the significant project proposed in Nelson in the 2015-18 period are shown in the table below:

Project	Estimate (\$)
SH6 Rai Saddle Second Curve Realignment	\$7,148,342
SH6 (Whakatu Drive) - Quarantine Road intersection upgrade	\$3,100,000
Walk Cycle Schools Package	
i.    Rocks Road walking and cycling project	\$14,250,000
ii.   Tahunanui cycle network	\$860,000
iii.  Rocks Road – Maitai path (Saltwater Creek bridge only)	\$375,100
Sub Total	\$15,485,100
Total	\$25,733,442

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

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# Glossary of Terms

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

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

Activity -

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

(b) includes any combination of activities

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

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

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

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

**Fund** means the national land transport fund

**GPS** means the Draft Government Policy Statement on land transport 2015/16 – 2024/25

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

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

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

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

**NLTP** – National Land Transport Programme

**NLTF** – National Land Transport Fund

**NZTA** - New Zealand Transport Agency

**ONRC** – One Network Road Classification

**RLTP** – Regional Land Transport Plan

**RPTP** – Regional Public Transport Plan

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

**RTC** – Regional Transport Committee

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

**SH** means State Highway.

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

- Economy – support economic vitality while developing infrastructure in a cost-efficient manner. Costs of infrastructure must be within a community's ability and willingness to pay. User costs, including private costs, need to be within the ability of

people and households to pay for success.

- Social – meet social needs by making transportation accessible, safe and secure; including provision of mobility choices for all people (including people with economic disadvantages); and develop infrastructure that is an asset to communities.
- Environment – create solutions that are compatible with the natural environment, reduce emissions and pollution from the transportation system, and reduce the material resources required to support transportation.

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

# Part A – Introduction and Purpose

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

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

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

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



Puka Puka Weld Pass SH1, Marlborough

# Part B – Government Policy Statement & the RLTP

## Relationships between Land Transport Documents

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

The Transport Agency's 'Statement of Intent' gives effect to the Government's direction for transport. The Transport Agency therefore invests and operates with a 'whole of system' approach, with their immediate priority being the development and finalising of the 2015 to 2018 NLTP.

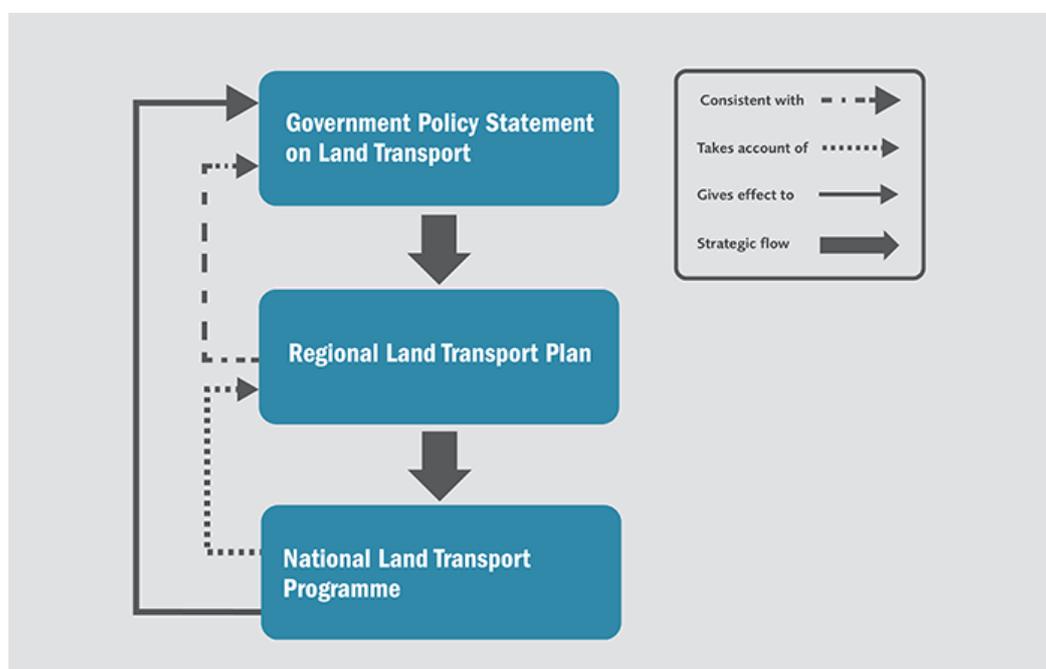


Figure 1 – Statutory Relationship between the RLTP, the NLTP and the GPS.

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

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

The Government released an 'Engagement Draft' of its GPS (the Draft GPS 2015) on 15 June 2014 which include:

- national objectives for land transport;
- the results the Government wishes to achieve from allocation of the Fund;

- the Government's land transport investment strategy in a framework that will guide investment over the next 10 years; and
- the Government's policy on borrowing for the purpose of managing the NLTP.

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

The Final GPS 2015 was released in December 2014 and continued the direction of the Draft GPS which largely continues the three key priorities from the 2012 GPS. These, along with the proposed long term results from these priorities, are shown in **Table 1**.

Table 1: Results sought from land transport investment

GPS 2015 Priority	Associated long term results
Economic growth and productivity	<p>Support economic growth and productivity through provision of better access to markets, employment and business areas</p> <p>Support economic growth of regional New Zealand through provision of better access to markets</p> <p>Enable access to social and economic opportunities, particularly for people with limited access to a private vehicle</p> <p>Improved network resilience and reliability at the most critical points</p>
Road safety	<p>Reduction in deaths and serious injuries at reasonable cost</p> <p>Increased safe cycling through extension of the cycle networks</p>
Value for money	<p>Delivery of the right infrastructure and services to the right level at the best cost</p> <p>Improved returns from road maintenance</p> <p>Improved returns from public transport</p> <p>On-road enforcement of the road user charges regime at reasonable cost</p> <p>Understand the costs associated with environmental mitigation</p>

## The National Land Transport Programme

The NLTP for 2015 to 2018 contains all of the land transport activities, such as public transport services, road construction, maintenance and policing, that the Transport Agency anticipates funding over the next three years. The NLTP is a planning and investment partnership between the Transport Agency and local authorities which will deliver transport solutions that will help communities across New Zealand thrive. The NLTP will be published on 1 July 2015.

## Regional Land Transport Plan

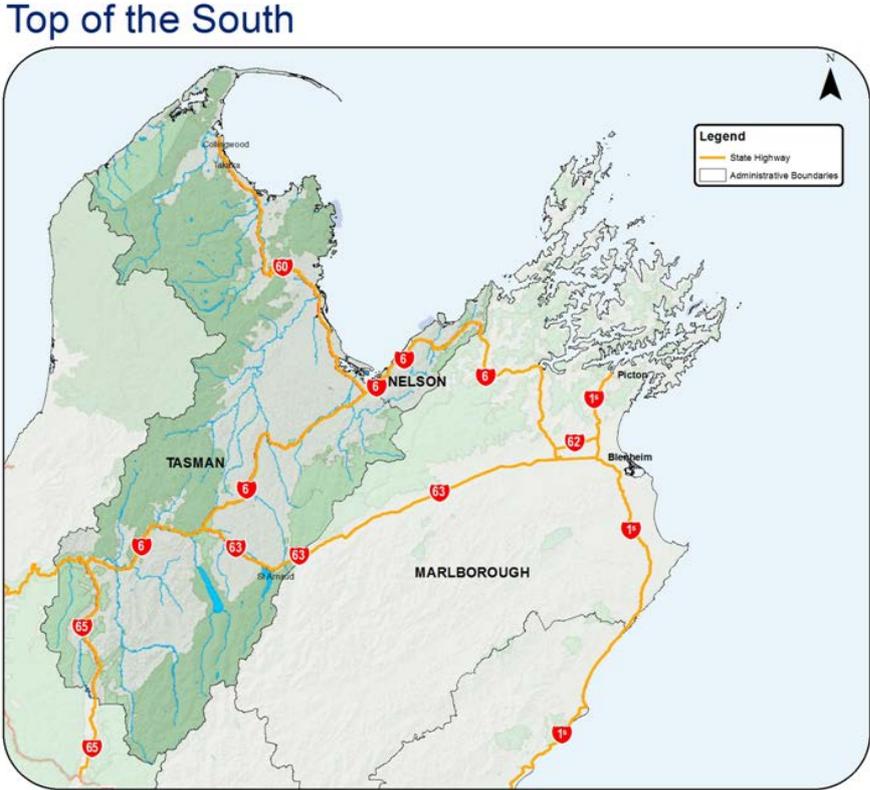
Section 13 of the Act requires every regional council, through its Regional Transport Committee, to prepare a RLTP every six financial years. The RLTP provides the strategic context and direction for each region's transport network. The Final RLTP is submitted to the Transport Agency by 30 April 2015 once it is approved by the council. The Top of the

South Councils have agreed to work together and provide a coordinated RLTP. Once published on 1 July 2015, the Final RLTP 2015 to 2021 will be available for the public to view on each council's website and in each council's respective service centres.

# Part C – Top of the South Setting

## Introduction

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



Map 1. Top of the South

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

## Marlborough

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

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

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

A fifth of Marlborough District's workforce is employed in the primary sector. However, over the last decade the Marlborough District has successfully converted most of the land formerly dedicated to cropping and stone fruit orchards into viticulture so that it is now New Zealand's largest grape growing region, producing 77% of New Zealand's total wine production.

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

## **Nelson**

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

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

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

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

Nelson is well known for its thriving local arts and crafts scene. Each year the city hosts many events popular with locals and tourists alike.

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

## **Tasman**

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

At the time of the March 2013 census Tasman District had a total normally resident population of 47,157. The main population of the Tasman District is centred in Richmond which is the largest and fastest growing town in the District with an estimated 14,036 residents. Motueka is the next largest town, with an estimated 6,590 residents in 2011.

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

kilometres of mountains, parks, waterways, territorial sea and includes 812km of coastline.

The national parks, forests and reserves offer:

- Beautiful sandy beaches and coastal areas,
- Mountain ranges,
- Scenic alpine lakes,
- Rugged rivers, and
- Environmental protection and enhancement.

The District is famous for its wonderful lifestyle and the outdoor adventure and tourism activities, particularly in the national parks and rivers, in Motueka, Golden Bay and around the Murchison area.

The District enjoys a pleasant sunny climate year round, which makes it ideal to enjoy the wonderful lifestyle and natural areas available to residents and visitors. Its unique micro climate ensures in excess of 2,450 hours of sunshine annually. Average maximum temperatures in summer are between 21°C and 22°C. Night minimums are between 12°C and 13°C.

Arts and culture are prominent in the area. The District is home to a number of artists and crafts people, and has an arts and crafts trail.



Trail riding in Tasman

### **Economic Drivers**

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

The Top of the South contributes around three percent of New Zealand's gross domestic product (GDP). The Top of the South has the highest reliance on primary industry in New Zealand. The Tasman and Marlborough districts are highly export focused and rely on factories and manufacturing in both Nelson and Tasman for export. The exports are predominantly distributed via Port Nelson, Port Marlborough, Nelson Airport and Marlborough Airport.

Regional economies are affected by common national trends, and while there are differences, there are also dense economic connections between regions. Because regions can have complementary and competing specialisations, what happens in one region can

affect another.

Analysis by the New Zealand Institute of Economic Research (2014) shows there are three broad types of regional economies:

- two distinctively urban economies: Auckland and Wellington that have complex economies and very high human capital;
- three distinctively resource-based economies: Taranaki, Upper South Island and Southland, with concentrated exposures to natural commodities and international commodity prices; and
- remaining regions that are driven by common national factors.

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

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

Three other significant export sectors contributing to the regional economy are engineering, information communications technology and aviation.

Annual growth in Nelson-Tasman regional GDP per capita in 2013 was 4.2% compared with the national average of 2%. In Marlborough, annual growth was 0.8% in 2012, but it had been significantly higher (3.2%) in the ten years previously.

Nelson City and Tasman District have one of the highest export road freight levels in New Zealand per capita. Approximately 30% of Nelson-Tasman's GDP is generated from bulk commodity production. Road transport is the only means of getting export products to the port or airport as there is no regional rail network.

### **Horticulture and viticulture**

Over the past 20 years, horticulture exports have grown from \$200 million to \$2.23 billion. It is now New Zealand's sixth largest export industry. Historically, horticulture and viticulture has been one of the Top of the South's key sectors. In 2012, horticulture alone contributed to more than 12% of the regional GDP in Nelson-Tasman. It provided over 10% of the region's employment. In Marlborough, this figure was 2.6%. New Zealand's largest grape producing region is Tasman-Marlborough. In 2013, there were 145 wineries in Marlborough and 55 in Tasman out of a total 692 in New Zealand (29%). The movement of horticultural products and grapes contributes to 15% of Tasman's economy and 14% of Marlborough's. Produce is predominantly transported around the Top of the South by road.



Neudorf Vineyard, Tasman

The main horticulture clusters include pipfruit, kiwifruit, berryfruit, wine growing and craft beer (hops). Regional issues that the horticulture and viticulture industries face include an efficient route to Port Nelson. In 2013, over 288,000 tonnes of fruit were exported from Port Nelson. Transporting that amount of fruit to both packhouses, coolstores and to the Port requires an efficient and reliable road network. Seasonality of the industry is a major factor with respect to the road network. Peak horticultural freight movements around the Top of the South occur in the autumn. It is especially important at this time of the year that the network is at its most efficient and resilient.

## Forestry

As at 1 April 2013 there were a total of 170,171 hectares in Nelson, Tasman and Marlborough (9% of New Zealand's forest plantations).

The Top of the South region is home to a mature but innovative forestry cluster that contributed 11% (\$430 million) to the region's GDP in 2012. In the past ten years, forestry has steadily increased its GDP contribution, as a result of increased technology, consolidation and other productivity improvements.

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

With the introduction of 50 MAX and the High Productivity Motor Vehicle (HPMV) scheme, trucks are allowed to carry heavier weights on selected routes. This has resulted in fewer trips to the ports to carry logs and processed wood products. The Top of the South Councils are working with the forestry industry to increase the number of approved routes for log trucks.

Export logs and wood products are transported by road to the closest port. Annually, up to three million tonnes are exported from Port Nelson and one million tonnes from Port Marlborough. The forestry industry is heavily reliant on the road network and the need for a network across the Top of the South that is resilient, reliable and efficient.



Logging truck

## Seafood

Seafood is a significant contributor to the New Zealand economy. China, Australia and the USA remain the top three countries to which New Zealand seafood is exported. The Top of the South's contribution to the seafood industry is significant. In 2012, it contributed \$293 million or 7.6% of the region's GDP. The seafood cluster includes commercial offshore fishing, aquaculture, processing and supporting sectors such as marine engineering, boat building and seafood scientific research.

Port Nelson is Australasia's largest deep fishing port and the region is New Zealand's leading location for seafood activity, with 24.9% of the national seafood employment and 29.9% of the national seafood GDP.

Sealord and Talley's Group Ltd are both based in the region. Sealord are based at Port Nelson, while Talley's are based at Port Motueka, Tasman, however, its 4,500 tonne cold-store facility is based at Port Nelson.



Talley's, Port Motueka

In 2012, the Nelson-Tasman region had 93 fishing associated businesses and 10 seafood processing business units. Mussel farming is an increasing business opportunity for the

region that will provide employment, capital investment and increased regional GDP.

Salmon farming is becoming increasingly significant for Marlborough as farms are predominantly located in the Marlborough Sounds. New Zealand King Salmon produces 70% of New Zealand's salmon, of which 50% is exported. New Zealand and Canada are the only locations where king salmon are farmed in the world and as a result New Zealand King Salmon produces 55% of the world's farmed king salmon. There are four purpose-built processing facilities in Nelson.

Additionally, Nelson is home to the Cawthron Institute and the Cawthron Aquaculture Park, a world-class research institute and New Zealand's largest mussel and oyster hatchery.

As with other primary produce, a resilient, reliable and efficient road network is important to the future of seafood and its economic significance to the Top of the South in terms of GDP and employment.

### **Pastoral Farming**

The pastoral farming cluster includes sheep, beef, dairy, pig, deer and others such as beekeeping. It also includes processing, manufacturing and services, such as wool harvesting, road transport, farm equipment sales and servicing. All these services rely on the road network. In 2012, the farming cluster business contributed \$146 million (4%) to Nelson-Tasman's GDP. In Marlborough, the farming cluster business contributed approximately \$268 million (19%) of their GDP.

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



Dairy farming in Tasman

Alliance (meat producer and exporter co-operative) has a meat plant in Nelson that takes sheep from the Top of the South down to Amberley in Canterbury, and from the North Island when required. The main export markets are the UK and China. The road network is crucial to this operation. Having a road network, (especially SH6 with its links to the key pastoral farming areas in Tasman and Marlborough, and the two ports) that is efficient and reliable is important to the Top of the South's regional economy.

## Tourism

Tourism in the region has developed from the spectacular natural environment that we need to protect. Tourism activities in the Top of the South are diverse. Seasonality is an issue, with a summer peak of tourists that are typically 'self-drive'. There are increasing numbers of visitors in recent times during the winter.

Tourism is a major growth industry in the Top of the South for all three councils. Tasman provides access to three national parks and Marlborough is home of the Sounds with Picton acting as a gateway to the South Island for travellers arriving (or departing) by ferry. St Arnaud and the Rainbow skifield are on the boundary between Tasman and Marlborough.

The region is fast becoming known for its cycleways and mountain biking. The further development of Tasman's Great Taste Trail and the Queen Charlotte Cycling Track in Marlborough will enhance the Top of the South's reputation as a premier cycling destination. Nelson and, to a lesser extent, Marlborough Airport provide a vital gateway to the Top of the South as does Picton ferry and the State Highway links to Canterbury and the West Coast.



Tasman's Great Taste Trail

The key journey routes that are mentioned in the Transport Network section are very important as they are a direct route to the areas that are significant to tourism. The adverse weather event in December 2011, showed how reliant the region is on these key journey routes for tourism. For example, the road to Totoranui suffered many slips in December 2011 which closed road access into the Abel Tasman National Park from Golden Bay. The road as a special purpose road is of great economic significance to the Nelson-Tasman region and its reliability and resilience is important to tourism and the economic growth of the region.



Kaiteriteri

## Aviation

The Top of the South is home to Air Nelson, HNZ Global and the Defence facility at Marlborough Airport. Aviation makes a considerable contribution to the Top of the South's economy, with a combined contribution to the Top of the South's GDP of \$98 million in 2012.

Nelson Airport is the fourth busiest airport in New Zealand and the busiest regional airport in the country, in terms of scheduled flights.



Nelson Airport

The aviation industry supports the five key export drivers including tourism, recreational and business travel. Both airports are served by SH6 and the adjoining local road network which are identified as key journey routes.

Marlborough is also home of the Aviation Heritage Centre, attracting national and international visitors.

## Transport Network

### Key Journey Routes

There are approximately 900 trucks per day travelling on SH1 through Spring Creek in Marlborough. Spring Creek is the rail head for Nelson-Tasman and operates as a freight hub. Access to Port Nelson and the Nelson airport are from SH6. Approximately 650 trucks access the Port Nelson each day, which can increase by 50% during the peak log harvest.

Of these 650 trucks, over half are log related, including logs from Marlborough Forests. These trucks travel along what are known as key journey routes.



Port Nelson

Throughout the Top of the South region there are a number of key journey routes. These are at various levels of the One Network Road Classification (ONRC) such as a regional route, an arterial route or an access route. However, they all remain important for the economic growth and benefit of the region and for that purpose they are described as a key journey routes.

The key journey routes may be related to freight, commuter traffic, and tourism or as a lifeline route. Many of our key journey routes have multiple functions, such as Waimea Road in Nelson. Waimea Road is a key commuter route into the city centre, a lifeline route as it serves as an access point to the hospital and is a back up route to SH6 Rocks Road in the event of an emergency.

The main key journey routes in the Top of the South are:

- SH1 Picton to Christchurch
- SH6/SH62 Blenheim to Nelson
- SH6 Nelson to Richmond
- SH6 Richmond to Canterbury/West Coast
- SH6/SH60 Richmond to Golden Bay.

The main key journey routes provide access to the respective Top of the South centres and also to Port Nelson, Port Marlborough and Nelson and Blenheim airports. With the greatest reliance on the primary industries of any region in the country, the ports are extremely important to the economic development of the region as they provide the ability for primary production to be exported. As detailed in the previous paragraphs, the freight tonnage exported from the two ports is considerable.

## Resilience

Resilience is the ability of the network to withstand or recover quickly after a disruption such as a storm, crash or emergency.

On these occasions there may be a need for an available alternative route. This issue can be measured by the number of journeys impacted by an unplanned event or the number of journeys not made by an unplanned event as there is no viable alternative.

It is the desire of the Top of the South councils to have a resilient network. For Marlborough and Tasman in particular, the majority of the network is rural. The need for a robust current route or a viable alternative is imperative. For Nelson, increasing the resilience of the network also includes maximising the existing network by encouraging the community to shift to more sustainable ways of moving through the city, be that by bus, walking or cycling.

SH6 is an important route through Nelson for both Marlborough and Tasman. It provides the link to and from Marlborough and is Nelson and Tasman's link to the south to the West Coast and Christchurch. If something happened to this network due to an unplanned event, the majority of the region is isolated in terms of land transport.

Marlborough does have a rail network but it is in the same corridor as SH1. In reality, in the event of an emergency, the rail network is more likely to fail before the road network.

Attention is already being paid to SH1 Opawa River Bridge and SH1 Wairau River Bridge through the Government's Future Investment Fund. However, Weld Pass, which has a significant amount of freight crossing over it on a daily basis travelling between Picton and Christchurch, has significant issues which need addressing in terms of resilience.

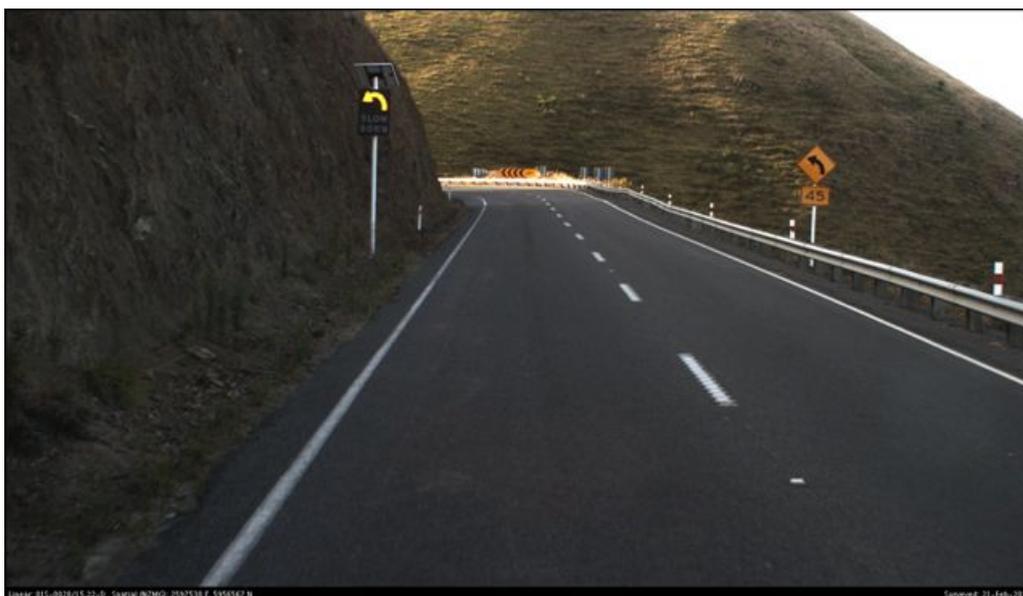
The Top of the South has experienced significant adverse events over the last three years. Tasman, Nelson and Marlborough have suffered from at least two storm events which have disrupted the network and affected the movement of primary produce around the region. In Golden Bay, SH60's Bird Hill collapsed in the storm event of December 2011. Beyond that point, a considerable area is taken up with dairy farming. SH60 is the only route in and out of this area and the impact of the road collapse on the region was considerable. If SH60 on Takaka Hill was to experience an unplanned event, Golden Bay would effectively be cut off, as this is the only land transport route in and out of the area. Similarly, Easter 2014 SH60 was flooded and there was no access to Golden Bay past Upper Takaka.

Rocks Road (SH6), in Nelson, also suffered from numerous slips during the December 2011 storm event. The road remained closed for almost a week. The road then remained single lane in places for an even longer period of time. Rocks Road is the primary route to Port Nelson from the south. There was a high level of disruption and reduced efficiency on the alternative routes. December 2012, both SH6 and the alternative route, Main Road Stoke, were both closed due to a chemical leak at the Alliance freezing works. This closure cut off all road connections between Nelson and Tasman.

The Seddon earthquake of 2013 has been a reminder that the Top of the South is

vulnerable to a major seismic event. Seismic capability will continue to be reviewed along key journey routes.

Forestry, horticulture, seafood and pastoral farming are the four most significant primary industries in the Top of the South. The products from these industries (mentioned in the section on economic drivers) are transported out of the region through Nelson airport, Port Nelson or Port Marlborough. With this high reliance on primary production and a lower reliance on business and social services compared to the New Zealand average, the Top of the South's road network needs to be resilient during unplanned events whether it is Takaka Hill, Motueka Bridge, Rocks Road, the Whangamoa, Hope Saddle or Weld Pass.



Weld Pass SH1 South

## Reliability

Reliability relates to the consistency of travel times that road users can expect on a journey.

The Top of the South Councils and NZ Transport Agency wish to minimise disruptions to customers through controlling planned activities that have more than a minor effect on required flow capacity to off peak and low flow periods on key journey routes. Customers can expect to be well informed through our usual communication systems of expected delays so that they are able to make informed decisions regarding their journey and the time they allow for that journey.

The Top of the South region's key journey routes are important for the movement of freight as well as commuters in the urban areas, so a consistent journey in terms of time and amenity is important. This is especially so when considering the economic growth of the region and the forecast growth in freight of 2% per annum every year for the next 30 years.

A large number of overseas and domestic 'self-driver' tourists travel to and through the Top of the South, so the need for a consistent and readable journey that is comparable with other tourist routes around New Zealand is important. Currently the Wellington Transport Operations Centre, which covers the travel information 24/7 for the majority of the South Island provides real time customer travel information for all highway routes.

Many of the projects listed in **Table 4** in the RLTP acknowledge the increasing likelihood of our key journey routes becoming less reliable. This would be detrimental to the economic stability and growth of the Top of the South. In particular, the activities requiring key

journey routes to and from Port Nelson and Port Marlborough identify that they need to be reliable if the region is to continue growing economically, noting in particular our reliance on primary industries and on the road network.

### **Value for Money and Future Accessibility**

One of the Government's objectives for the land transport system is to have a network that addresses current and future demands. This is especially important to the Top of the South Rooding Organisations.

Our aim is to have a transportation network that is managed so that changes to normal travel time patterns are communicated effectively. The Top of the South Rooding Organisations also aim to have a transportation network that is maintained cost effectively and at an optimum level. Maintenance is planned to provide proactive intervention procedures for regular events such as snowfall, ice and heavy rain. The vulnerable areas will have already been identified by the Top of the South councils. It is expected that our road corridors provide an environment that is clean, comfortable, convenient and secure for all road users. It is also expected that we will manage the impact of activities and demand on our network across the Top of the South.

There are a number of areas within the Top of the South's network where efficiency is reduced by unplanned events and/or congestion at peak travel times during the day or the year e.g. harvesting time in the pipfruit industry or summer tourism peaks. This affects the movement of freight and people around the region and getting primary produce to our ports and airports.

Over the last decade, Nelson has proactively worked towards implementing travel demand policies centring on walking, cycling and the provision of public transport. These factors are very much in the forefront of their transportation asset management plan. Marlborough and Tasman both support these policies as well as supporting the wish to have an efficient route through to Nelson and to its port. Forestry production in particular is increasing and sawmills are expecting to double production in the next four to five years. These products will be transported out of the region through the two ports.

The rapid growth of viticulture in the Marlborough District has seen in excess of 75% of New Zealand's grape production located here. Effects on the land transport system from this growth includes an increase in road freight, an increase in the amount of slow and oversized farm vehicles on the road and a change in settlement patterns with vineyard workers seeking accommodation close to the vineyards. Additionally, Tasman District Council is due to commence consultation on the proposed Waimea Community Dam, which has the potential to see intensified land use and primary production on the Waimea Plains, as well as enabling further population growth in the Richmond area.

The 50 MAX vehicles have recently been introduced to allow more freight to be carried on fewer trucks on the local road network. 50 MAX High Productivity Motor Vehicles (HPMV) are trucks that are slightly longer and heavier than the standard 44 tonne vehicles. The modified design means that these trucks can carry more, but they perform on the road in the same way as a standard 44 tonne truck. The introduction of 50 MAX will allow more flexibility for freight operators and greater efficiencies for their fleets, which in turn will ultimately benefit the end user as there should be a reduced cost in the final product. The 50 MAX vehicles have an improved safety record and should not increase wear and tear on the road network and should benefit operational costs for each council. The aim for the Top of the South is to continue increasing the number of routes that are compatible.



Queen Street/Gladstone Road Intersection, Tasman District

The bulk of population growth is likely to be concentrated in and around Nelson and Richmond. Richmond is experiencing employment growth due to a significant number of new retail and commercial activities. Nelson Airport, Stoke and Port Nelson will also remain high growth employment areas. Further diversity in the economy is expected and growth in the tourism sector in particular is expected to be strong. As mentioned, Nelson City and Richmond's roading networks are closely interlinked given their proximity to one another. Over time this growth will balance the tidal traffic flow that currently occurs at peak times between Nelson and Richmond.

Demographically, the Top of the South, like many other regions of New Zealand is experiencing an ageing population. Projections by Statistics New Zealand (2013 base) reported that the population of the combined Marlborough-Nelson-Tasman region is projected to grow (under the medium variant assumptions), from approximately 142,200 in 2013 to 156,600 by 2043 (10 per cent). However, the growth will be most uneven by age, with declines projected in the 0-14, 15-39, and 40-64 years age groups, while the number of people aged 65 years and above will double in the next thirty years, both numerically and as a percentage of the population (from 18 per cent in 2013 to 35 per cent in 2043).

The impacts of this will be considerable on transport planning for the Top of the South and how travel demand policies will have to adapt. For example, Nelson City Council and Tasman District Council is investigating the extension of the current NBus routes to give greater coverage in Stoke and from Nelson into Richmond to cater for the extra demand for public transport for those who are transport disadvantaged including the elderly. With the high increase in employment in the Richmond area, there will be a greater need for alternative transport options for those commuting to work. In Marlborough, the Blenheim Bus almost solely caters for the over 65's.

The Top of the South councils have recognised in their choice of projects the need to address this issue and start meeting future transport demands. The projects identified further on in the RLTP also feed into the GPS objective of *providing a land transport system that provides appropriate transport choices*. This objective will allow communities to have access to a range of travel choices to meet their social, economic, health and cultural needs.

## Road Safety

Road safety is a well documented issue that all areas of New Zealand face. We read and hear of fatal crashes and serious accidents in the media on a daily basis. Within all the Top

of the South council's Transportation Activity/Asset Management Plans, a key Level of Service is the aim to have a downward trend in the number of serious and fatal crashes on the transport network.

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



Motorcycle training, Blenheim

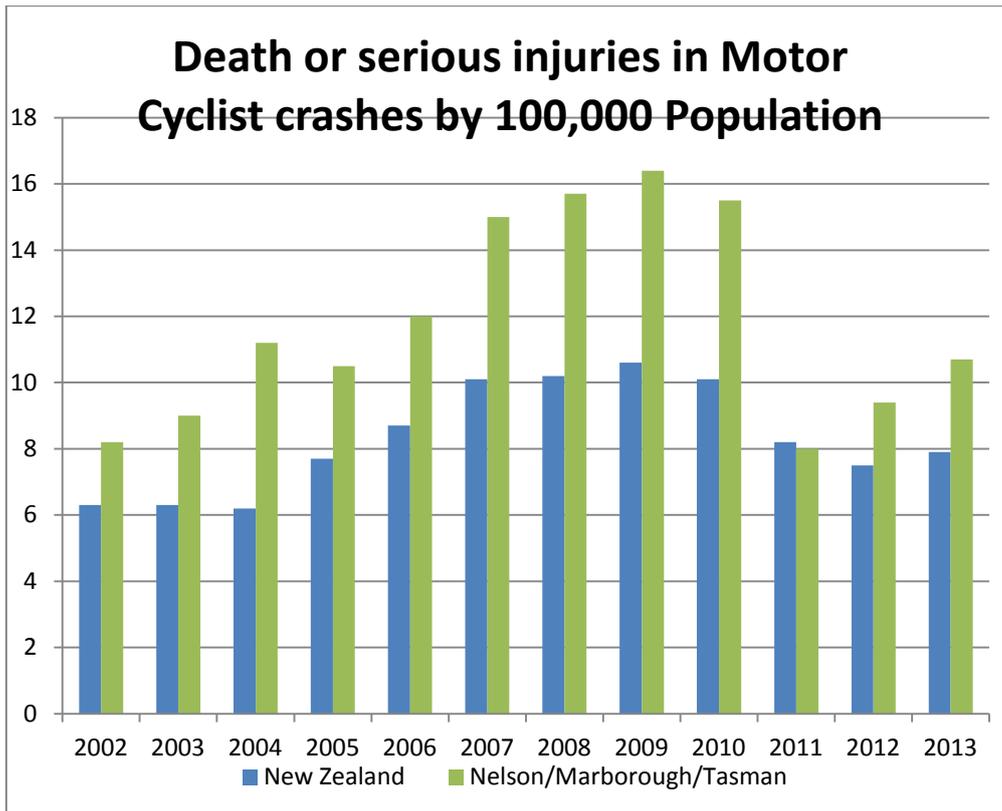
Through the Top of the South's Road Safety Action Plans (RSAP), the councils are aware of their road safety issues. The issues we face centres on motorcycle crashes and loss of control on rural roads.

A number of the crashes we have are motorcyclists from out of the area or riders who have returned to motorcycling at a later age. A considerable amount of work has taken place in the region through the RSAP to address the issue with motorcycle crashes. Since 2002, the Top of the South has had a higher serious injury or death rate caused by a motorcycle crash than the rest of New Zealand as shown in **Graph 1**. Although, the data for this issue is displaying a downward trend our figures are still higher than the national average.

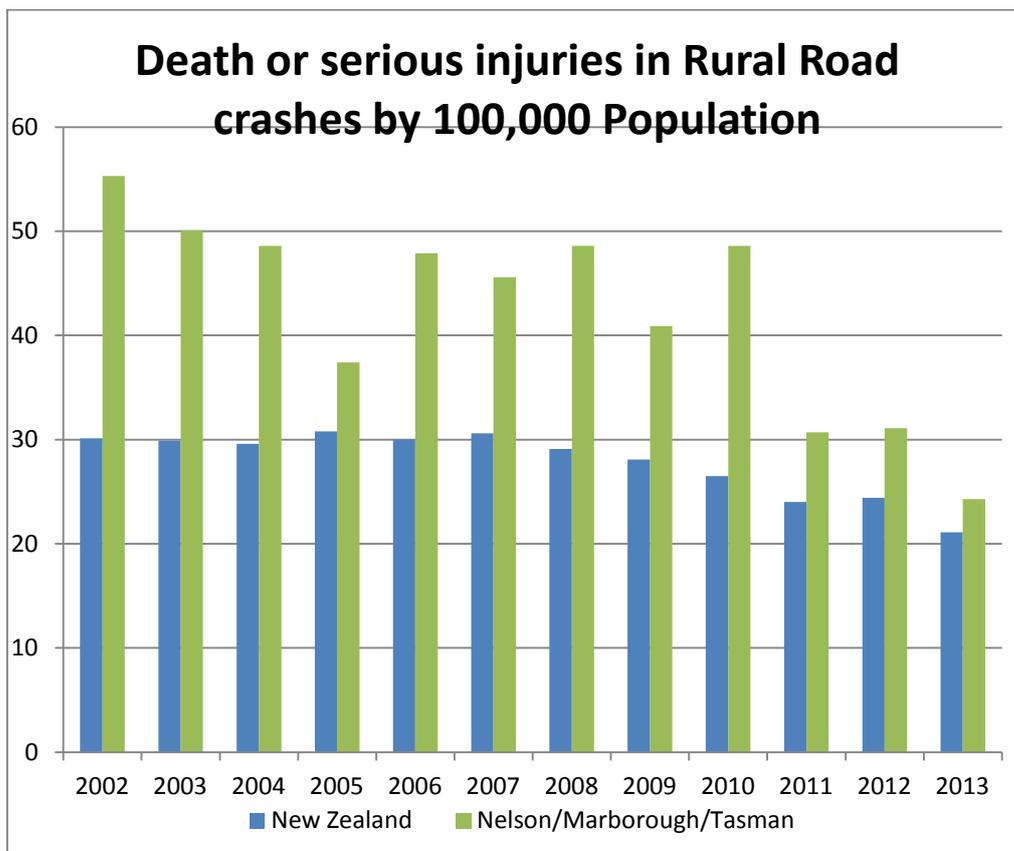
The other key area of concern for the Top of the South is our crash statistic for rural roads as shown in **Graph 2**, where again we are above the national average for New Zealand.

A contributor to these rural road crashes is tourism users due to their unfamiliarity with rural New Zealand road conditions. With a large number of rural roads over the Top of the South that lead to remote tourist destinations, such as the Kahurangi National Park, Tootanui and the Marlborough Sounds, road user safety guidance becomes vitality important. With increasing numbers of overseas 'self-drive' visitors, their ability to 'read the road' effectively is important.

At a higher level, these crashes have an impact on our road network's resilience and reliability as journeys are disrupted and there may be a need for a viable alternative route. By investing in projects and activities aiming to increase the efficiency, resilience and reliability of our network, a major beneficiary will be road safety and a continued reduction in the number of deaths and serious injuries.



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



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

# Part D – Agreed Top of the South Objectives

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

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

**Table 2 – Significant activities not funded by the NLTF**

Duration	Activity	Organisation Responsible	Region
2015-18	SH1 Opawa River bridge replacement	NZTA	Marlborough
2015-18	SH1 Wairau River bridge replacement	NZTA	Marlborough
2015-18	Southern Arterial Investigation Project	NZTA	Nelson

## Objectives, Policies and Measures

This RLTP sets out the Top of the South region's land transport objectives, policies, and measures of success to 2025 that are consistent with the Draft GPS. The Draft GPS objectives, along with the agreed regional objectives, policies and measures of success are presented in **Table 3**.

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

GPS Objectives	Regional Objectives	Policy/Direction	Measures of success for our communities
<p>A land transport system that addresses current and future demand</p>	<p>1) A sustainable transport system that is integrated with well planned development, enabling the efficient and reliable movement of people and goods to, from and throughout the region</p> <p>2) Supporting economic growth through providing better access across the Top of the South’s key journey routes</p>	<p>Target investment in regional route improvements to key journey routes</p> <p>Consider Top of the South options to collaborate and improve road operations and maintenance delivery mechanisms</p> <p>Target investment in projects that reduce travel times and vehicle operating costs on key journey routes</p> <p>Develop and apply ONRC transition plans and programmes to close the Customer Level of Service gaps</p>	<p>Travel times between SH 6/60 and Port Nelson, and on SH1 between Picton and the Marlborough boundary are consistent</p> <p>Reduction in the distance per capita travelled in single occupancy vehicles</p> <p>ONRC is fully established by 2018</p> <p>Routes available to HPMV increase over time</p>
<p>A land transport system that is reliable and resilient</p>	<p>3) Communities have access to a resilient transport system</p> <p>4) Communities have access to a reliable transport system</p>	<p>Reduce the risk of disruption on lifeline routes</p> <p>Improve network resilience along key journey routes</p> <p>Improve network reliability along key journey routes</p>	<p>Reduction in the number of hours that sections of the key journey routes are closed due to unplanned disruptions</p> <p>Travel time variability on our key journeys does not increase</p>

## Part E – Top of the South Significant Activities

Regional Transport Committees are required to prioritise all 'significant' activities included in the RLTP over the first six financial years. A significant activity is a project over \$5 million. Projects that are under \$5 million but are considered by the Regional Transport Committees to be regionally significant may also be included e.g. SH6 Rai Saddle Section C Curve Realignment. These projects have been agreed to be important for meeting economic growth for the Top of the South.

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

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

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

**Table 4 – Agreed Top of the South Significant Activities**

Indicative Ranking	Duration	Description	Organisation Responsible	Phase	Region	Contributes to Regional Objectives (refer Table 2 and Appendix 3 of monitoring performance measures)	Performance Monitoring Measure	Cost	Profile (based on 2012 GPS)
1	2015-18	SH1 Weld Pass realignment	NZTA	Design, Investigation, Planning and Construction	Marlborough	1, 2, 4	Crashes, resilience, travel time		HMM-3
2	2015-18	SH6 Rai Saddle Second Curve Realignment	NZTA	Planning and Construction	Nelson	1, 4	Crashes	\$7,148,342	MHH - 2
3	2015-18	SH6 (Whakatu Drive) - Quarantine Road intersection upgrade	NZTA	Construction	Nelson	1, 2, 4	Travel time	\$3,100,000	MMH - 4

Indicative Ranking	Duration	Description	Organisation Responsible	Phase	Region	Contributes to Regional Objectives (refer Table 2 and Appendix 3 of monitoring performance measures)	Performance Monitoring Measure	Cost	Profile (based on 2012 GPS)
4	2015-18	<u>Walk Cycle Schools Package</u>							MMM - 6
		Rocks Road walking and cycling project	Nelson City Council	Design and construction	Nelson/NZTA	1,3	Cycle and pedestrian growth, cycle crashes	\$14,250,000	
		Tahunanui cycle network	Nelson City Council	Design and construction	Nelson	1,3	Cycle and pedestrian growth, cycle crashes	\$860,000	
		Rocks Road – Maitai path (Saltwater Creek bridge only)	Nelson City Council	Design and construction	Nelson	1,3	Cycle and pedestrian growth, cycle crashes	\$375,100	

Indicative Ranking	Duration	Description	Organisation Responsible	Phase	Region	Contributes to Regional Objectives (refer Table 2 and Appendix 3 of monitoring performance measures)	Performance Monitoring Measure	Cost	Profile (based on 2012 GPS)
5	2018-21	SH6 Aniseed Valley to Saxton Corridor Strategic Business Case	NZTA	Investigate, design and planning	Tasman/Nelson	1,2,4	Travel time		
6	2018-21	SH6 Whangamoā South realignment Stage 1 (include Teal River bridge realignment and lower bends)	NZTA	Design and construction	Nelson	1, 2, 3,4	Crashes, travel time, resilience		
7	2018-21	SH 6 Rai Saddle Section C Curve Realignment	NZTA	Investigate, design and construction	Marlborough	1, 4	Crashes		
8	2018-21	SH6 Whangamoā South realignment Stage 2	NZTA	Design and construction	Nelson	1,2,3,4	Crashes, travel time, resilience		

Indicative Ranking	Duration	Description	Organisation Responsible	Phase	Region	Contributes to Regional Objectives (refer Table 2 and Appendix 3 of monitoring performance measures)	Performance Monitoring Measure	Cost	Profile (based on 2012 GPS)
9	2018-21	SH6 Hope Saddle realignment	NZTA	Investigate, design, planning and construction	Tasman	1,4	Crashes, travel time, resilience		
10	2018-21	SH60 Motueka River bridge widening	NZTA	Investigate, design and construct	Tasman	1,2,3,4	Travel time, resilience, safety		
11	2015-18	Efficient freight and commuter route from Annesbrook to Haven e.g. Southern Arterial Investigations or existing route capacity improvements	NZTA/ Nelson City Council	Business Case	Nelson/ Tasman	1,2,4	Travel time, resilience		

# Part F –Nelson City Council’s Regional Land Transport Plan

## Introduction

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

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

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

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

The Nelson road network is predominantly urban. It comprises approximately 220km of local urban roads (all sealed) and 45km of local rural roads (29km sealed). The State Highway network within Nelson City comprises SH6 and is 55km in length. This highway runs from the top of the Rai Saddle over the Whangamoas and through the built up areas of Nelson via Atawhai, the Haven and Tahunanui, then along Whakatu Drive to the Tasman Nelson boundary near Champion Road.

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

## Key Issues for Nelson City

### Congestion & Trip Time Reliability

Population growth and the associated demands for accessibility, personal mobility and freight movement could place sections of the transport network under increasing strain. In urban areas, congestion leads to increased travel times, reduced trip reliability and increased costs for users.

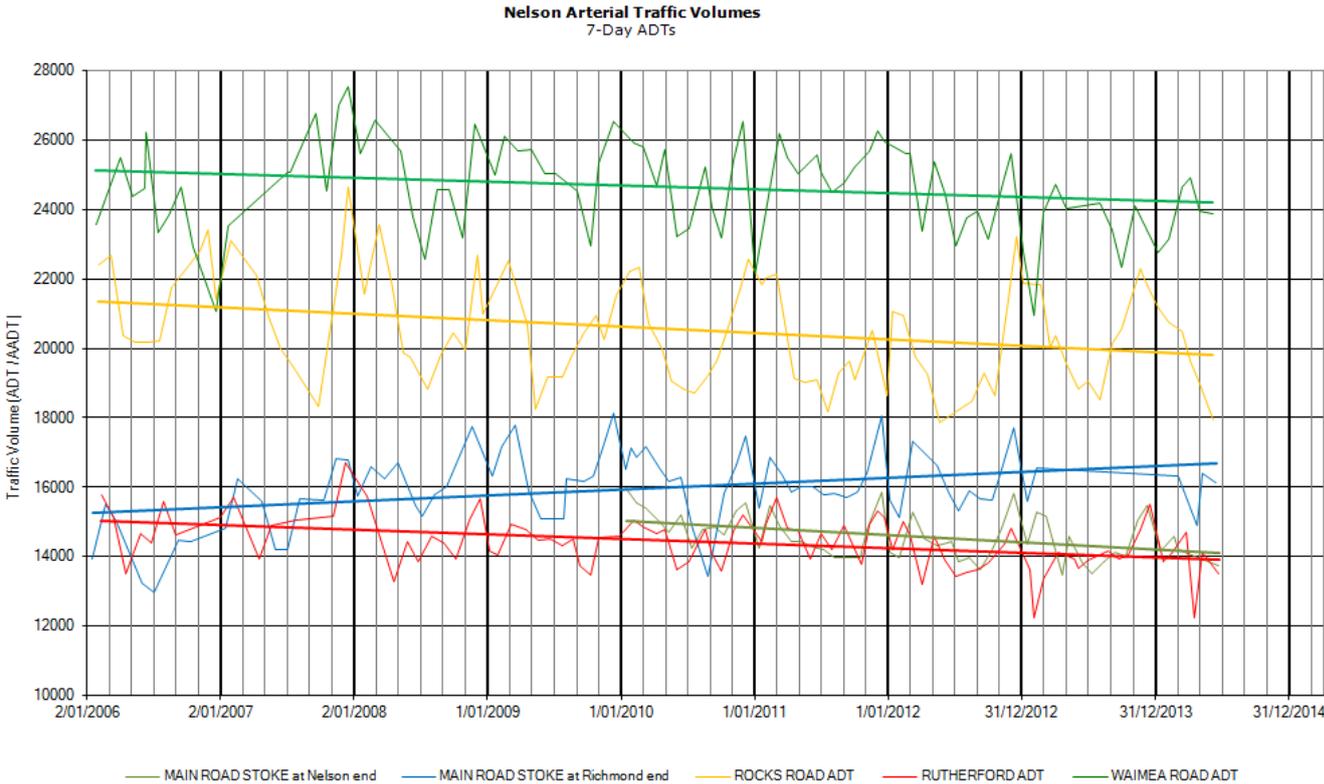
The Arterial Traffic Study (which was developed in agreement with NZ Transport Agency in 2010) found that there is not a significant congestion problem in Nelson, nor is one forecast to develop over the modelled time period of the study, the next 25 years. Following the

Arterial traffic study recommendations Nelson City Council decided to retain protection of the Southern Arterial Corridor.

Ongoing traffic monitoring of the arterial routes shows that the traffic volumes are flat to declining as shown in figure 3 below for the arterial routes of Waimea Road, Rocks Road, and Rutherford Street which is in line with national and global trends and further reinforces the arterial traffic study findings. The decline is likely to be a result of many influences such as:

- technology developments reducing need to travel (e.g. working from home)
- an increase in walking, cycling and bus patronage
- increases in car occupancy rates
- reduction in teen drivers
- ageing population travelling less and outside of peak times
- increased cost of fuel.
- global financial crisis

The blue line of Main Road Stoke however is increasing which reflects the population growth that is occurring in Stoke with increasing employment south of Stoke in Whakatū and Richmond.



**Fig 3 – Nelson Arterial traffic volumes**

The National Freight Demand Study 2014 predicts growth in freight movements from 18.6 million tonnes in 2012 to 28.04 million tonnes in 2042 for the Nelson/Marlborough/Tasman region. This corresponds to an average annual growth rate of around 2%. Port Nelson is predicting a flat trend in the tonnage imported and exported from Port Nelson in the next five years.

## **Maintenance, Operations and Renewals Increase**

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

Street lighting also has a backlog of aged fittings. Of greatest priority is the replacement of the inefficient and polluting mercury vapour lights on the network with LED fittings.

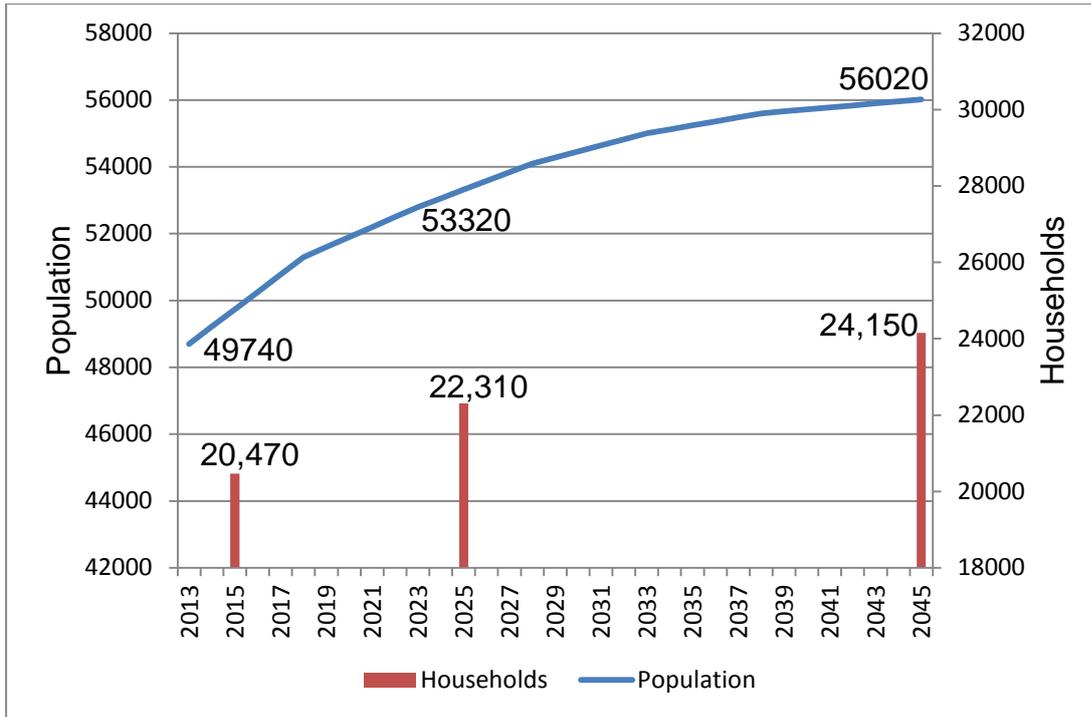
## **Population Growth and Aging**

Nelson's population is expected to grow by 3,600 residents over the next ten years, to 53,320 residents in 2025, as shown in Figure 4 below. Population growth is expected to slow down over time. Continuing the present trend, half of Nelson's population growth over the next ten years is driven by an increase in Stoke's population.

Other population effects are:

- An ageing population with an increasing median age and an increasing proportion of older people
- The number of children keeps increasing until around 2018 and then starts to gradually decrease.
- Smaller households with an increase in one-person households

The population growth trend is shown in figure 4 over the page. Census 2013 data indicates that generally the region's population is ageing, over half of Nelson's population growth was in Stoke and the local demographic profile includes a "gap" in the 15 to 40 year cohorts (such trends are found nationwide with the gap being typical of provincial cities). This is likely to contribute to more off-peak journeys and slightly reduced traffic growth over time, due to the travel patterns of the growing number of older people and an increasing demand for services for the over 65 years age group, i.e. improved total mobility services and footpaths and shared paths designed for the sight impaired and those who use mobility scooters.



**Figure 4 Nelson Projected Population 2013-2045**

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

## Climate Change

Climate change projections generally anticipate increasing erosion, inundation and damage associated with increasing storm intensity and rising sea levels. The Ministry for the Environment recommends that councils plan for a sea level rise of between 0.5 metres to 0.8 metres between 1990 and 2090. In recent years the frequency and severity of damaging storm events has increased in Nelson. This has resulted in emergency reinstatement costs of approximately \$1.5M per year on average over the last three years. While it is difficult to predict when and where the next storm event will occur there is a need to allow emergency works funds when developing the transportation budgets, combined with a focus on ensuring our critical structures such as bridges, retaining walls and roadside drainage, are well maintained and our lifeline routes are given priority.



Council has taken a “sustainable” approach to its transport network since the development of the 2009 Regional Land Transport Strategy which was further reinforced by the Nelson 2060 strategy which was adopted in June 2013. Those documents support maintaining and optimising our existing transport infrastructure, increasing walking, cycling and passenger transport travel choices, and places a reduced emphasis on providing for uneconomic levels of service upgrades. These actions were taken for a variety of reasons including reducing the city’s impact on climate change. This direction aligns with the 2015 GPS objectives ‘providing appropriate transport choices’, ‘appropriately mitigates the effects of land transport on the environment’ and ‘addresses current and future demand’.

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

### Lack of connected arterial cycle network

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

## Objectives Policies and Measures

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

The issues described in this section have been categorised by the five objective areas representing Government transport policy. Details of the indicators to measure the success can be found in Appendix 3.

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

GPS Objectives	Nelson Objectives	Policy/Direction	Measures of success for our communities
A land transport system that addresses current and future demand	1) A sustainable transport system that is integrated with well planned development, enabling the efficient and reliable movement of people and goods to, from and throughout the region 2) Supporting economic growth through providing better access across the Top of the South's key journey routes.	Target investment in regional route improvements to key journey routes Consider Top of the South options to collaborate and improve road operations and maintenance delivery mechanisms Target investment in projects that reduce travel times and vehicle operating costs on key journey routes Develop and apply ONRC transition plans and programmes to close the Customer Level of Service gaps	Travel time variability on SH6 and Waimea Road are consistent  Reduction in the distance per capita travelled in single occupancy vehicles  ONRC is fully embedded by 2018  Routes available to HMPV increase over time
A land transport system that is reliable and resilient	3) Communities have access to a resilient transport system. 4) Communities have access to a reliable transport system.	Reduce the risk of disruption on lifeline routes Improve network resilience along key journey routes Improve network reliability along key journey routes	Reduction in the number of hours that key journey routes are closed due to unplanned disruptions Travel time variability on SH6 and Waimea Road are consistent
A land transport system that provides appropriate transport choices	N1) Communities have access to a range of travel choices to meet their social, economic, health and cultural needs N2) Enable access to social and economic opportunities by	Extend walking and cycling networks and improve urban routes for cyclists where this can be achieved at reasonable cost Maintain and grow public transport patronage by reconfigured and extended networks and improved ticketing methods	Increase in total trips travelled by walking, cycling, and public transport at peak times  Increase in total trips travelled by walking, cycling, and public transport

GPS Objectives	Nelson Objectives	Policy/Direction	Measures of success for our communities
	investing in public transport		
A land transport system that appropriately mitigates the effects of land transport on the environment.	N3)The transport system supports national strategies for energy efficiency and climate change, and protects natural systems and community values	Invest in local environmental mitigation measures with investment targeted on the most adverse cases Invest in methods to reduce fuel related vehicle operating costs Invest in travel demand management measures and infrastructure that enables more efficient trips	Reduction in the distance per capita travelled in single occupancy vehicles in Nelson Increase in total trips travelled by walking, cycling, and public transport at peak times Increase in total trips travelled by walking, cycling, and public transport
A land transport system that is a safe system, increasingly free of deaths and serious injury	N4) Deaths and serious injuries on the Nelson network are reduced at reasonable cost	Adopt a 'Safe System Approach' to road transport Ensure road safety audits are undertaken on new roads or improvements to roads Safety budgets targeted to improvements that deliver road safety improvements with a focus on reducing deaths and serious injuries. Increase safe cycling through improvement of cycle networks	Reducing trend in deaths and serious injuries on the transport network A flat or declining number of cycle crashes on the network A declining number of pedestrian crashes on the network

## **The 2015/16 to 2024/25 Programme**

This section details the activities programmed for the period 2015/16 to 2017/18. It also outlines those projects that are scheduled for the following seven years.

### **Projects requiring prioritisation**

Regional Transport Committees are required to prioritise activities, or combinations of activities that approved organisations submit in their respective land transport programmes (the exceptions being local road maintenance, local road renewals, local road minor capital works and existing passenger transport services). Consequently this section sets out a prioritised list of the following activities for the first three financial years:

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

### **Assessment and prioritisation process**

The Government's regional funding which started in 2005 is coming to an end. Approximately \$15 million of this fund is currently committed but unspent. It is required to be committed by June 2015 and spent by 2018. Any high priority projects that can be brought forward will be funded first.

Refer to Appendix 4 for details of the prioritisation framework.

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

Duration	Activity	Organisation Responsible	Contributes to Objectives	Performance Monitoring Measure	Total Cost	NLTF Share	Assessment Framework	Priority
2015-18	SH Minor Improvements	NZTA	1,2,3,4,N4	Various	\$900,000	\$900,000	HMH - 2	1
2015-18	Public Transport Integrated Ticketing (WC531)	Nelson City Council	1,4,N1,N2,N3	Bus Patronage Growth	\$129,200	\$61,662	HHM - 2	2
2016-19	Rocks Rd to Maitai Path (Extension of Rocks Road shared path to Maitai path)	NZTA/Nelson City Council	1, N1,N3, N4	Cycle growth and cycle crashes	\$1,800,000	\$914,400	MMM - 6	3
2017-20	HPMV Upgrades - 50MAX Maitai Valley Road	Nelson City Council	1,3,4,N3	50 Max HPMV Route availability	\$450,000	\$226,500	MLH - 7	4
2015-18	Enhanced Network Resilience Nelson	NZTA	1,3,4	Unplanned closures			HLL - 8	5
2015-18	SH6 (Whakatu Drive) north-bound capacity improvements	NZTA	1,2,4	Travel Time	\$2,500,000	\$2,500,000	MLM - 8	6
2018-21	SH6 Cable Bay Road Intersection	NZTA	1,N4	Crashes			MLM - 8	7
2018-21	Weigh Facility Nelson	NZTA	4	Crashes	\$3,740,000	\$3,740,000	HML - 5	9
2018-21	Stoke Bus Interchange (WC531)	Nelson City Council	1,3,N1,N2,N3	Bus Patronage Growth	\$320,000	\$166,400	MMM - 6	10

Duration	Activity	Organisation Responsible	Contributes to Objectives	Performance Monitoring Measure	Total Cost	NLTF Share	Assessment Framework	Priority
2015-24	Quarantine/Nayland intersection upgrades	Nelson City Council	1,2,4,N3,N4	Travel time	\$2,750,000	\$1,430,000	MMM - 6	11
2021-24	Waimea Rd/Van Diemen Jct improvements	Nelson City Council	1,4,N4	Travel time delay	\$1,350,000	\$702,000	MLL - 10	12
2021-24	Parkers Road/SH6 intersection improvements	NZTA	1,2,4,N2	Travel time delay	\$1,200,000	\$1,200,000		13

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

		(\$,000)										
Activity Class / Work Category	Contributes to Objectives – Refer Table X & Y	15/16	16/17	17/18	18/19	19/20	20/21	21/22	22/23	23/24	24/25	Total
<b>NELSON CITY COUNCIL</b>												
<b>Operations and Maintenance</b>												
Network and Asset Management 151	2	581.0	595.2	610.4	626.8	644.5	663.6	684.3	706.5	730.5	756.5	6,599.4
Cyclepath Mtce 124	2 & N2	57.0	62.3	68.0	74.3	81.7	88.9	97.3	106.6	116.8	128.2	881.1
Sealed Pavement Mtce 111	2	500.0	514.8	530.5	547.4	565.6	585.2	606.3	629.1	653.5	679.9	5,812.3
Unsealed Pavement Mtce 112	2	45.0	46.3	47.7	49.3	50.9	52.7	54.6	56.6	58.8	61.2	523.1
Routine Drainage Mtce 113	2	135.9	140.0	144.2	148.8	153.8	159.1	164.9	171.0	177.7	184.9	1,580.3
Structures Mtce 114	2	170.0	175.0	180.4	186.1	192.3	199.0	206.2	213.9	222.2	231.2	1,976.2
Environmental Mtce 121	2 & N3	463.0	475.8	489.3	504.0	519.7	536.7	555.0	574.8	596.0	618.9	5333.3
Traffic Services Maintenance 122	2	908.9	930.9	954.5	979.8	1007.3	1037.0	1069.0	1103.5	1140.7	1180.9	10312.5
Operational Traffic Mgmt 123	2	73.3	75.0	76.8	78.8	81.0	83.3	85.8	88.4	91.3	94.5	828.2
Regional Land Tspt Programme	2	15.0	20.5	57.7	16.1	22.1	62.5	17.5	24.1	68.5	19.3	323.4
Road Safety Promotion 432	2	90.0	92.1	94.4	96.8	99.4	102.2	105.3	108.6	112.1	116.0	1,016.9
<b>Total Maintenance and Operations</b>		<b>3039.1</b>	<b>3127.9</b>	<b>3253.9</b>	<b>3308.2</b>	<b>3418.3</b>	<b>3570.2</b>	<b>3646.2</b>	<b>3783.1</b>	<b>3968.1</b>	<b>4071.5</b>	<b>35,186.7</b>
Activity Mgmt Planning Programme	1	10.0	30.6	31.2	10.6	32.5	33.2	11.3	34.8	35.6	12.2	242.0
Studies & Strategies	1	20.0	20.4	20.8	21.2	21.7	22.1	22.7	23.2	23.8	24.4	220.2
Transportation model update	1	0	0	0	161.0	0	0	0	0	0	0	161.0
<b>Total Strategies and Studies</b>		<b>6108.2</b>	<b>6306.8</b>	<b>6559.8</b>	<b>6809.2</b>	<b>6890.8</b>	<b>7195.7</b>	<b>7326.4</b>	<b>7624.2</b>	<b>7995.6</b>	<b>8179.6</b>	<b>70,996.6</b>
<b>Renewals</b>												
Sealed Road Resurfacing 212	2	1330.0	1364.7	1400.7	1513.8	1556.2	1602.3	1298.1	1340.5	1387.2	1176.6	13970.2
Unsealed Road Metalling 211	2	58.0	59.5	61.1	62.7	64.5	66.4	68.4	70.7	73.1	75.8	660.3

		(,000)										
Activity Class / Work Category	Contributes to Objectives – Refer Table X & Y	15/16	16/17	17/18	18/19	19/20	20/21	21/22	22/23	23/24	24/25	Total
Drainage Renewals 213	2	100.0	103.2	106.6	110.1	113.9	117.9	122.3	127.1	132.3	138.0	1,171.3
Traffic Services Renewals 222	2	405.0	436.6	385.4	288.1	296.7	306.1	316.2	327.1	339.1	352.2	3,452.6
Sealed Road Pavement Rehabilitation 214	2	352.0	120.1	389.1	841.0	358.7	369.3	380.8	393.3	407.0	421.9	4,033.1
Structures Component Replacement 215	2	450.8	377.3	334.3	270.3	277.9	286.1	295.0	304.7	315.3	326.8	3,238.5
<b>Total Renewals</b>		<b>2695.8</b>	<b>2461.4</b>	<b>2677.2</b>	<b>3086</b>	<b>2667.9</b>	<b>2748.1</b>	<b>2480.8</b>	<b>2563.4</b>	<b>2654</b>	<b>2491.3</b>	<b>26,526</b>
<b>Minor Capital Works</b>												
Minor Improvements 341	2	650.0	667.0	684.6	702.9	722.5	743.9	767.1	792.1	819.7	849.8	7,399.5
<b>Public Transport Operations &amp; Maintenance</b>												
Bus Services - 511 Subsidised	N2	455.3	466.0	477.4	469.9	482.6	496.4	511.2	527.2	544.4	563.1	4993.4
PT facilities O & M - 514	N2	20.0	20.5	21.0	86.0	88.4	90.9	93.6	96.5	99.7	103.1	719.6
Supergold Card Operators	N2	147.5	159.3	172.3	186.4	201.8	218.6	237.0	257.3	279.3	303.4	2,162.8
PT info supply & O & M 524	N2	45.0	46.1	47.2	48.4	49.7	51.1	52.6	54.3	56.1	58.0	508.4
Total mobility services (WC 517)	N2	192.3	207.9	225.1	244.0	264.9	288.0	313.7	342.1	373.6	408.7	2860.4
Wheelchair hoist use (WC521)	N2	65.5	71.1	77.2	83.9	91.3	99.6	108.7	118.8	130.1	142.6	988.7
Passenger Transport service review	N2	0.0	0.0	0.0	0.0	54.2	0.0	0.0	0.0	0.0	60.9	115.1
<b>Total Public Transport Operations</b>		<b>925.6</b>	<b>970.9</b>	<b>1020.2</b>	<b>1118.6</b>	<b>1232.9</b>	<b>1244.6</b>	<b>1316.8</b>	<b>1396.2</b>	<b>1483.2</b>	<b>1639.8</b>	<b>12,348.4</b>
<b>Public Transport Capital</b>												
PT Minor Improvements	N2	207.0	212.4	218.0	223.9	230.1	236.9	244.3	252.3	261.1	270.7	2356.8
Wheel chair replacement (519)	N2	40.0	0.0	20.8	0.0	0.0	66.4	0.0	0.0	0.0	0.0	127.2
<b>Total Public Transport Operations</b>		<b>247</b>	<b>212.4</b>	<b>238.8</b>	<b>223.9</b>	<b>230.1</b>	<b>303.3</b>	<b>244.3</b>	<b>252.3</b>	<b>261.1</b>	<b>270.7</b>	<b>2484</b>

		(,000)										
Activity Class / Work Category	Contributes to Objectives – Refer Table X & Y	15/16	16/17	17/18	18/19	19/20	20/21	21/22	22/23	23/24	24/25	Total
<b>NELSON HIGHWAYS AND NETWORK OPERATIONS</b>												
<b>Maintenance</b>												
Sealed Pavement Maintenance		470.6	482.74	594.83	1,883.4	1,870.0	1,871.9	1,915.7	2,097.4	2,149.4	2,202.0	19,074
Unsealed Pavement Maintenance		0.0	0.0	0.0								
Routine Drainage Maintenance		52.31	64.18	78.01								
Structures Maintenance		97.97	100.34	104.0								
Environmental Maintenance		274.39	274.82	294.1								
Traffic Services Maintenance		210.46	194.36	263.22								
Operational Traffic Management		21.57	11.39	22.49								
Cycle Path Maintenance		6.16	5.42	6.01								
Level Crossing Warning Devices		0.0	0.0	0.0								
Network and Asset Management		423.38	455.8	418.73								
Property		52.3	58.77	48.29								
<b>Total Maintenance</b>		<b>1,609</b>	<b>1,647</b>	<b>1,829</b>	<b>1,883.4</b>	<b>1,870.0</b>	<b>1,871.9</b>	<b>1,915.7</b>	<b>2,097.4</b>	<b>2,149.4</b>	<b>2,202.0</b>	<b>19,074</b>
<b>Renewals</b>												
Unsealed Road Metalling		0.0	0.0	0.0	409.4	406.4	407.1	416.6	456.1	467.4	478.9	4,672
Sealed Road Resurfacing		266.85	422.53	121.57								
Drainage Renewals		37.86	43.39	48.71								
Pavement Rehabilitation		0.0	144.64	0.0								
Structures Component Replacements		177.17	142.83	128.5								
Environmental Renewals		0.0	0.0	49.95								
Traffic Services Renewals		30.82	18.98	48.71								
Associated Improvements		0.0	0.0	0.0								
Capital Improvement		0.0	0.0	0.0								

		(,000)										
Activity Class / Work Category	Contributes to Objectives – Refer Table X & Y	15/16	16/17	17/18	18/19	19/20	20/21	21/22	22/23	23/24	24/25	Total
Opportunities												
<b>Total Renewals</b>		<b>513</b>	<b>722</b>	<b>397</b>	<b>409</b>	<b>406</b>	<b>407</b>	<b>417</b>	<b>456</b>	<b>467</b>	<b>478</b>	<b>4,672</b>

**Table 8 - Activities already approved**

Duration	Activity	Organisation Responsible	Contributes to Objectives	Performance Monitoring Measure	Total Cost	Proposed funding	NLTF Share	Assessment Framework
2015-18	Walk cycle Schools Package - Integrated Activities	Nelson City Council	1,4,N1,N2,N3	Cycle growth and cycle crashes	\$150,000	R	\$70,500	MLM – 8
2015-18	Gentle Annie Shoulder Widening for cycling	NZTA	N1,N4	Cycle growth and cycle crashes	\$900,000		\$900,000	HML - 5

# Part G – Nelson Regional Public Transport Plan

## The Nelson Regional Public Transport Plan in Brief

Currently, Nelson City Council (Council) provides, by way of a subsidised contract, bus services in Nelson, and between Nelson and Richmond. Council also subsidises the Total Mobility scheme for people with disabilities.

In the 2013/14 financial year, 396,000 public transport trips were made on the Council subsidised bus service. A further 32,500 trips are made on the Council subsidised Total Mobility scheme.

The bus service costs about \$550,000 to provide. This is the cost after deducting passenger fares, and is met by way of subsidies provided by the NZ Transport Agency and Council with a \$10,000 contribution from Tasman District Council (TDC) for the late late bus service.

The annual cost in subsidy of the Total Mobility is about \$326,000 (met by New Zealand Transport Agency, Nelson City Council (Council) and Tasman District Council).

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

Council is preparing this RPTP because recent changes to the Land Transport Management Act (LTMA) requires a new RPTP, covering the new matters introduced in that legislation, to be in place by 30 June 2015. This RPTP replaces the previous RPTP adopted in November 2011.

The focus of this RPTP is to build on the substantial improvements to the city bus services which were introduced in mid-2012. These changes particularly increased services on the routes between Nelson and Richmond. A review of the new services was undertaken in 2013, and found that overall the service was performing very well, although improvements were still possible. Further bus service improvements were introduced in June 2014 as a result of that review.

The plans for the future are:

### City bus service

Council intends to continue to provide a bus service that is integrated with the walk and cycle links in the city, and, where funding permits, to improve the service. Council is currently considering a new route in Stoke, operating on a "figure 8" basis, and linking with the current services running along Main Road Stoke.

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

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

### Total Mobility

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

Council intends to continue support for the Total Mobility scheme, and continue to improve the scheme to ensure it meets the needs of its users. Improvements may include adding new

services providers (to provide greater choice for users), and replacing old wheelchair hoists in the vans.

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

### What we have done in the last few years

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

- New routes and timetables for the Richmond routes have been introduced, with a substantial increase in service levels. The main driver for these improvements was to reduce the congestion on the roads
- Council has increased its commitment to the bus service through a substantial increase in subsidies
- A new contract, based on the improved service, has been tendered and awarded, and the new service commenced in mid-2012. Further service improvements were introduced in 2014 which provided extra weekend services and removed some poorly performing early morning services
- New bus shelters have been installed
- Cycle racks installed on all buses

Council has increased our support of the Total Mobility scheme for people with disabilities, have increased funding to the scheme, and made administrative improvements to the scheme as required by NZ Transport Agency. These administrative changes are aimed at making the scheme more efficient and better for its users.

### What we are planning for the future

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

What	When
Investigating new bus route to Stoke/Saxtons	2015
Investigating recommendations from 2013 bus review	2015
Investigate fare reductions to increase patronage and lower the fare recovery ratio	2015
Improving the operation and administration of the Total Mobility scheme	On-going
Improving infrastructure, such as the provision of timetable information and shelters at bus-stops	On-going
Closer liaison and collaboration with our bus contractor aimed at improving the bus service and increasing patronage	On-going
Promotion of the bus service through social media	On-going
Reviewing the central city and Richmond bus terminals	2015
Investigating improvements to city buses (such as air-conditioning)	2015-18
Investigating the introduction of real-time information systems for city services	2015-18
Investigating improvements to the ticketing system, through participation in the national regional ticketing system project <sup>1</sup>	2015-18
Investigating options to change the livery of the buses	2015-18

<sup>1</sup> This will be an smartcard based system, and is being developed by NZ Transport Agency in association with the smaller regional councils

## Related NCC transport documents

Other NCC documents relevant to public transport in Nelson include:

- The Council Long Term Plan, Transport Asset Management Plan and the Annual Plan
- The Council Public Transport Procurement Strategy<sup>2</sup>

## Introduction

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

This RPTP updates the 2011 RPTP to ensure it meets the requirements of the 2013 changes to the LTMA (which governs the administration of public transport in New Zealand). The 2013 changes to the LTMA included the introduction of a new operating model for public transport in New Zealand, with regional public transport plans being the cornerstone of the new operating model.

New matters that must now be addressed by the RPTP include:

- How Council will work with bus operators to ensure services meet the needs of the passengers
- How the bus services Council intends to provide will be arranged into "units"<sup>3</sup>
- How bus fares will be reviewed and set.

## Purpose of the RPTP

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

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

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

This RPTP is in two parts:

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

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<sup>2</sup> This document is required by NZ Transport Agency and sets out the Council approach to be taken to procuring public transport services. A Procurement Strategy will be prepared prior to the next bus tender round which is 2018 at the earliest

<sup>3</sup> See later in this Plan for a discussion on units

## Public transport

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

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

## Tasman district

While the focus of this RPTP is on Nelson, this RPTP does cover that part of Tasman covered by:

- the Richmond bus service; and
- the Total Mobility service.

## Funding

Currently in Nelson passenger fares cover approximately 62% of the costs of providing the service. The balance of the costs are met through subsidies (as happens with public transport everywhere else in NZ).

The subsidy is usually provided in NZ in approximately equal proportions by the local council and the New Zealand Transport Agency (NZ Transport Agency). However in Nelson, because NZ Transport Agency would not increase its funding to cover the extra costs of the new services introduced in 2012, NZ Transport Agency funding covers only 29% of the \$550,000 costs, with Council funding the remaining 71%.

Tasman District Council currently contributes \$10,000 for the late late bus only, despite the bus service operating in its area (Richmond).

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

The NZ Transport Agency funding comes with a number of rules and requirements. One of these requirements is that passengers should contribute at least 50% of the costs of providing services<sup>4</sup> (and thus subsidies should be no more than 50% of the costs). In Nelson, bus passengers currently contribute about 62% and thus Nelson is well above the NZ Transport Agency guideline.

NZ Transport Agency also set the rules around tendering and contracting for bus services.

NZ Transport Agency funding is limited, and any extra funding from it (such as may be required to restore the NZ Transport Agency funding to its usual level, or to introduce additional services in Nelson) will only be provided if any funding application is supported by a business case prepared in accordance with NZ Transport Agency guidelines. Council is currently preparing a business case to restore NZ Transport Agency funding to the usual funding assistance rate, and to seek funding for the proposed new “figure of 8” bus service in Stoke.

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

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<sup>4</sup> NZ Transport Agency does recognise that smaller towns which have predominantly social services may have a lower passenger contribution than 50%

## **New public transport operating model**

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

This RTP addresses the new requirements, although because the current bus contract runs for several more years, many of these new requirements cannot be introduced until a new contract is in place. However Council will look to introduce the new principles and requirements where possible.

## Section G1 - Services intended to be provided, and associated policies

### Services Council intends to provide

#### Nelson City bus service

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

The current contract for this service runs until 2018 but contains provisions for an extension of a further four years should certain performance criteria be met.

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

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

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

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

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

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

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

Between 1 July 2013 and 30 June 2014 approximately 396,000 passenger trips were made on the city bus service. The annual total net cost (i.e. after passenger revenue is taken into accounted) of the current service for those 12 months was \$535,000.

\$380,000 of that was paid by NCC with the NZ Transport Agency contributing the balance of \$155,000.

The new services are being closely monitored by Council, in conjunction with the contractor, to ensure that the services continue to meet the needs of the community. Council recognises that, given the substantial nature of the 2012 changes, some subsequent minor adjustments to the routes and/or timetables were needed to ensure the needs of the passengers are met and costs minimised. The June 2014 changes reflected that need. Any minor adjustments will continue to be made as necessary and, in accordance with the RPTP Significance Policy, may be made without any formal or publicly notified amendment to this RPTP.

The review of the service undertaken in 2013 concluded that while the new service introduced in 2012 was doing very well, there were still areas for improvement. The review made a number of recommendations (short-term and long-term) for improvements to the services. Some of the short-term recommendations were introduced in June 2014. Many of the long-

term recommendations that are included in the RPTP (see below for details) arise from that review. A summary of the recommendations from the review is set out in **Section G4**.

The current contract to provide the bus services was let prior to the changes to the LTMA and the introduction of the new public transport operating model. The new operating model introduced by the 2013 amendment to the LTMA will have little impact on the current contracting arrangements (because the current contract was let in 2012), but any future contracts will have to be consistent with the new operating model. The new contracts will be known as “partnering contracts” and will be “gross” contracts (with an allowance for an incentive payment to the contractor), rather than the current “net”<sup>5</sup> contract arrangement.

### **Total Mobility scheme**

While most of the buses in Nelson are designed to be as user friendly as possible, and are wheelchair accessible, there are some users (particularly those with various disabilities) that are either unable to use the buses or can only use them at some times during the day.

Council therefore provides administration support and funding for the Total Mobility Scheme in Nelson and Tasman. This scheme provides transport assistance to people with disabilities through the provision of half-priced taxi fares (up to maximum subsidy per trip of \$10 per one-way trip). Total Mobility operates in Nelson, Richmond and Motueka, and about 1,400 people use the scheme.

Approximately 32,500 trips are made annually through the scheme in Nelson and Tasman.

The annual subsidy cost of this service is approximately \$326,000. NZ Transport Agency meets 66% (\$215,000) of this cost<sup>6</sup>; Council meets its share of the costs incurred in Nelson (24%; \$80,000), and Tasman District Council meets the costs incurred in Tasman district (10%; \$32,000).

The average subsidy per trip is about \$10.

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

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

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

### **Future improvements**

Council is keen to continue to improve the public transport services in Nelson. It has a number of proposals it intends to investigate, including the remaining recommendations from the 2013 review of the bus service.

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<sup>5</sup> A gross contract is where the operator is paid the full cost (and the passenger revenue is retained by the Council); a net contract is where the operator is paid the difference between the gross price and an estimate of passenger revenue

<sup>6</sup> The NZ Transport Agency subsidy rate is 60%, but it also provides an additional \$10 payment for each wheelchair trip. This has the effect of increasing the overall NZ Transport Agency subsidy rate

Possible improvements that will be investigated include:

- A new intra Stoke figure-of-8 route to link places of employment/commercial areas with residential areas and with the existing commuter bus services to improve the public transport accessibility of Stoke as a whole
- Potential to increase capacity between Stoke and Nelson CBD
- A new bus passenger smartcard and electronic ticketing system (through Council participation in the NZ Transport Agency led national ticketing project)
- Review and stream-line the fare system, including introducing possible fare reductions, monthly tickets, and selling ten-trip tickets on the buses
- Improved infrastructure, such as shelters and providing service information at bus-stops
- Introducing an on-line real-time information system
- Use of social media to promote services
- Improvements to the administration and management of the Total Mobility scheme.

Funding for any improvements will be sought from NZ Transport Agency. NZ Transport Agency requires that any proposals for new services will have to be justified using the new NZ Transport Agency Business Case Approach<sup>7</sup>. The business case is required to assess the costs and benefits of the proposed new service, and how the service fits within current NZ Transport Agency funding criteria. Additional NZ Transport Agency funding cannot however be guaranteed (as was seen with the 2012 improvements, which were funded entirely by Council).

## Units

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

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

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

This RPTP, therefore, proposes that the single unit/single contract system will continue for the Nelson bus service. The unit will be procured, once the current contract expires, by tender based on the new LTMA public transport operating model, and following the approach outlined in the Nelson City Council *Public Transport Procurement Strategy*. The *Public Transport Procurement Strategy* will be developed prior to the next tender round.

The current contract for the city bus service runs until 2018, but contains provision for an extension until 2022. Minor changes to the contract are permitted without the need for re-tendering, and thus the next tender is not expected until 2021 (assuming the current contract runs the full term). Thus the new contract is likely to commence at the end of January 2022.

Council intends to provide financial assistance to this unit/contract.

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<sup>7</sup> A suggested business case approach has been developed by NZ Transport Agency, and is contained in the NZ Transport Agency online Planning and Investment Knowledge Base

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

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

### **Value for money**

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

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

The Nelson bus service has always had a high fare-box recovery. The current level of 62%<sup>8</sup> is one of the highest fare-box recovery levels in NZ. This indicates the Nelson bus service provides excellent value for money.

Council has set a fare-box recovery rate target of at least 50%.

This is below the current recovery rate, but aligns with the NZTA target level. Council does not intend to actively reduce its current fare-box recovery rate. However Council recognises that having a target which is lower than the current rate allows, for example, future service improvements to be introduced (these traditionally take some time to become established and as such may initially have low fare-box recovery) and for perhaps the postponement of future fare increases which might otherwise have been necessary to maintain fare-box recovery levels above the target.

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

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

### **Working with contractors**

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

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

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<sup>8</sup> The level achieved over the 2013/14 financial year was actually 75%, but this has reduced as a result of the service changes introduced in June 2014, and the current estimate is 62%

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

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

## Fares

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

Council intends that the current fares for the Nelson bus service will be maintained at current levels initially, but as is required by NZ Transport Agency, fare levels will be reviewed annually and the fare structure will be reviewed every six years. The reviews will include Total Mobility fares, and any rules that apply to Total Mobility fares.

The review of fare levels will take into account matters such as inflation (particularly relating to the cost of providing the bus service), fare-box recovery, Council and NZ Transport Agency funding levels and policies, and user’s ability to pay.

The six-yearly review of fare structures will consider issues such as how the fare should be calculated (possibilities include distance related fares, a flat fare regardless of distance travelled, time based fares etc.). Fares in Nelson are currently based on distance travelled, with four fare zones. The potential introduction of a circular route around Stoke may require a review of the current fare-zone structure.

The contractor’s views will be sought as part of any fare review. This is particularly important given the nature of the current bus contract (as indicated above, the current contract is what is known as a “net” contract – this is where the contractor is paid a fixed amount<sup>10</sup> each year, with the contractor retaining all passenger revenue (and thus any gains or losses from changes in passenger numbers)). If fares are increased by Council, the contract provides for the contract price to be reduced<sup>11</sup> by any increase in revenue received by the contractor.

## Integration with other transport modes

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

Thus buses should have bike-racks, bus-stops should be conveniently situated and easily accessible, and car-parking facilities should be near to some stops (particularly in Richmond)

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<sup>9</sup> This development process is on-going

<sup>10</sup> But subject to an inflation adjustment

<sup>11</sup> Using the NZ Transport Agency formula

to encourage car users to use a bus for the last leg of their journey. Car parking availability and charges should also consider the impact on bus use.

## Objectives and Policies

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

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

Specific Council policies relating to its services are as follow:

- Services provided
  - Provide and fund bus services which:
    - Are aimed at reducing target traffic congestion; and/or
    - Are aimed primarily at those without other transport options
  - Regularly assess the needs of the community with regard to its public transport needs
  - Work with its bus contractors to improve its services and increase patronage levels
- New services
  - Will be provided where there is demonstrable demand, and where local and NZ Transport Agency funding is available
  - A new Stoke route is likely to be the first to be considered
- Funding
  - Council will fund its share of the services set out in this RPTP
    - Council will seek appropriate funding contributions from NZ Transport Agency;
    - Council will talk with Tasman District Council to secure funding for the bus services.
  - Council will continue to lobby NZ Transport Agency to restore the standard NZ Transport Agency funding levels
  - Council will seek funding from NZ Transport Agency for any service improvements
- Contractors
  - For all new contracts:
    - Prepare a business plan in conjunction with each contractor setting out the actions, aimed at improving the service, that will be taken during the next year of the contract
    - Review the business plan annually
    - Regularly meet with the contractors to discuss progress with achieving the actions set out in the business plan, and progress generally with the services, and ways to increase passenger numbers
  - Meet regularly with existing contractors to discuss contractual matters, including how the service might be improved and patronage increased
  - Generally involve the contractor in decisions relating to the service, while at the same time recognising that it is Council that is the primary decision maker regarding the service

- Contract format
  - The tendering of the bus contracts will follow the process set out in the Nelson City Council Procurement Strategy and NZ Transport Agency Procurement Manual
  - Subject to the Procurement Strategy and Procurement Manual, contract length will generally be nine years
  - Contracts will require operators to tender on the annual gross price of providing the service and Council will retain passenger revenue
  - There will be one contract per unit, and thus currently there will be one contract
  - All new contracts will contain a financial incentive mechanism aimed at encouraging the contractor to increase patronage
  - Tenders will reflect the policies in this RPTP and the Nelson City Council Procurement Strategy
  - Tenders will be evaluated on price and quality. Quality features will include relevant experience, track record, relevant management and technical skills, methodology and vehicle quality
- Vehicles and drivers
  - Require modern low floor buses on the Richmond routes
  - Require suitable buses on the city routes, and will look to provide buses with easier access (including wheelchair access) in future contracts
  - Comply with the vehicle standards as set out in NZ Transport Agency's Requirements for Urban Buses
  - Require bike racks on the buses used on the Richmond and Stoke routes
  - Require electronic ticket systems on all buses
  - Require GPS tracking on buses to assist with real time tracking for customers and monitoring by Council
  - Council will include in any new public transport contract, a suitable driver standard with which all bus drivers must comply
  - Require branding as specified by Council
- Fare system
  - Electronic ticketing on all buses that records all trips and issues tickets as appropriate, is required on all buses
  - For the Nelson services:
    - Child fares will be available
      - i) Children are defined as those aged 5-15 inclusive, or enrolled at school while wearing a school uniform or on presentation of a school ID card
      - ii) The child fare will be approximately two-thirds<sup>12</sup> of the adult fare
      - iii) Children under 5's travel free
    - A tertiary students/Community Service Card holder fare will be available to those aged 18 and under or enrolled in a Nelson or Tasman tertiary institution on presentation of an ID card, and Community Services Card holders on presentation of their card
      - i) The discount will be approximately 20%

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<sup>12</sup> The exact discount will be influenced by the necessary rounding

- The SuperGold Card scheme providing free off-peak travel<sup>13</sup> is available to those with a SuperGold Card (generally those over 65 years of age)
  - 10-trip tickets will be available for adult, children and student/Community Services Card holders. The 10-trip ticket will be priced at eight times the cash fare
  - 30-trip tickets will be available, and will be priced at 21 times the adult cash fare
  - Day passes will be available
  - Fares will be set on a four zone structure
  - For the late bus, a separate fare structure will apply (currently a flat fare)
- 10-trip tickets can be purchased from the drivers or designated outlets; 30-trip tickets must be purchased from designated outlets (currently the bus company, Council and TDC council offices, and Nelson, Stoke and Richmond libraries)
- Fare levels will be reviewed annually, which may result in the above fares and ticket availability changing
  - The contractor will be involved in these discussion
  - In setting fares, the primary considerations will be the level of inflation as it relates to the costs of providing the service, affordability, NZ Transport Agency and Nelson City Council funding levels and policies, and the Council *Fare-box Recovery Policy*<sup>14</sup>
- Fare structures will be reviewed every six years. The last review was in 2012, and thus next review is due before 2018
- SuperGold Card
  - Bus contractors will be required to participate in the SuperGold Card scheme as it relates to public transport
- Council will continue to administer the SuperGold Card scheme subsidies.
- Monitoring
  - Monitor services based on NZ Transport Agency requirements
  - Collect monthly patronage data
  - Contracts will provide for reliability data to be collected by the contractor and made available to Council
  - Contracts will require vehicles on the city bus service to have a GPS monitoring system to assist in measuring service reliability
  - In conjunction with the contractor, regularly review the city routes and timetables to ensure they continue to meet the needs of the community
  - Undertake an annual survey of passengers as required by NZ Transport Agency.
- Infrastructure
  - Look to improve the central city bus stop through the provision of shelter, seats and timetable information
  - Conveniently located bus-stops
  - Look to improve bus-stop facilities including providing shelters and easy access to the stops for those in wheelchairs

<sup>13</sup> For travel between 9am and 3.00pm weekdays, and on Saturdays, Sundays and public holidays

<sup>14</sup> This policy is re-produced in Attachment 2

- Integration with other transport modes
  - Encourage further integration between the buses and walking and cycling through promotion
  - Require bike racks on the buses used on the Richmond and Stoke routes
  - Consider buses when addressing car-parking availability and charging
  - Ensure bus-stops are conveniently located and easily accessible
- Promotion and advertising
  - Through information being available at key bus stops and on the Council and TDC website
  - Through the production of a freely available printed timetable
  - Through local newspapers (including community newsletters) and radio
  - On-bus advertising
  - Buses will provide for the internal display of Council and public transport promotional material
- Total Mobility
  - Continue to administer and support the region-wide Total Mobility scheme
  - Continue to improve the administration and management of the scheme, and to meet any NZ Transport Agency requirements
  - All taxi companies in the scheme are required to have contracts with Council
  - Facilitate the provision of wheelchair hoist vehicles where demand warrants it and funding permits
  - Admittance to become a service provider is at the discretion of Council and is not restricted to taxi companies. Each application will be considered on its merits, but generally the requirements are that drivers be appropriately licensed and trained, the service availability hours are at least 7am to 7pm, and the fare structure is clear, similar to other providers and has been approved by Council. The provision of a wheelchair service is desirable but not mandatory
  - Review fares and the rules applying to the fares as part of the fare level and fare structure reviews.

## Section G2 - Background and Context

### Legislative requirements

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

- Contribute to the purposes of the LTMA<sup>15</sup>
- Have been prepared in accordance with NZ Transport Agency guidelines
- Be consistent with any regional land transport plan
- Apply the principles specified in the Act, namely:
  - Councils and operators should work in partnership to deliver services and infrastructure necessary to meet the needs of passengers
  - The provision of services should be coordinated with the aim of achieving the levels of integration, reliability, frequency, and coverage necessary to encourage passenger growth
  - Competitors should have access to public transport markets to increase confidence that services are priced efficiently
  - Incentives should exist to reduce reliance on public subsidies to cover the cost of providing public transport services
  - The planning and procurement of public transport services should be transparent
- Take into account:
  - Any national energy efficiency and conservation strategy
  - Any relevant district plan
  - The public transport funding likely to be available
  - The need to obtain the best value for money, having regard to the desirability of encouraging a competitive and efficient market for public transport services
  - The views of public transport operators

Council has complied with all the above requirements when preparing this RPTP.

### Regional land transport strategy and programme

Section 156(2) of the LTMA requires that a RPTP prepared prior to 30 June 2015 must take the public transport components of the relevant *regional land transport strategy* into account and must not be inconsistent with the relevant *regional land transport programme*<sup>17</sup>.

This RPTP complies with those requirements.

### Assistance of the transport disadvantaged

The RPTP is required to describe how it will assist the *transport disadvantaged*<sup>18</sup>. This RPTP assists the transport disadvantaged through supporting routes and timetables designed to take passengers from where they live to places they want to go at a reasonable fare.

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<sup>15</sup> The purpose of the LTMA is to contribute to an effective, efficient, and safe land transport system in the public interest

<sup>17</sup> The current Nelson *Regional Land Transport Strategy* and *Regional Land Transport Programme* continue in existence until 30 June 2015 at which time they will be replaced by this *Regional Land Transport Plan*.

<sup>18</sup> The Land Transport Management Act describes transport disadvantaged as those people whom the Council has reasonable grounds to believe are the least able to travel to basic community activities and services (for example, work, education, health care, welfare, and shopping)

## Fare-box Recovery Policy

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

Council policy is that in the long-term passenger fares should cover at least 50% of the costs of providing the bus service, and its fare-box policy is based on that. In 2013/14 passenger fares covered about 75% of the costs of providing the services, although the new services introduced in June 2014 have reduced that to about 62% (although only a few months data is available).

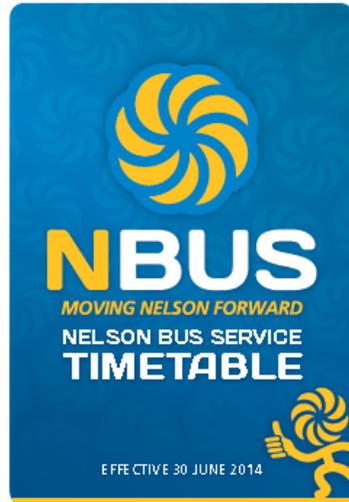
The full Council fare-box recovery policy is shown in **Section G5**.

## Significance Policy

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

The Council significance policy in relation to this RPTP is set out in **Section G6**. Essentially the policy states that small changes, and changes that have already been the subject of consultation, can be treated as "not significant" and thus need not be the subject of extensive consultation. More significant changes may require the preparation of a new Regional Public Transport Plan (and associated consultation).

# Section G3 – Services to be Provided



## WHEELCHAIR & PUSHCHAIR ACCESS

Buses on the route between Nelson and Richmond are wheelchair and pushchair accessible (except when vehicles are being serviced). Please signal the driver that you require assistance and the ramp will be lowered.

## BIKES ON BUSES

You can bring your bike on all bus routes for free by using the bike racks (subject to available space).

## SUPERGOLD CARDS

Supergold Card holders can travel free on off-peak NBUS services. This is between 9am and 3pm and after 6.30pm on weekdays, and on all weekend services.

## GENERAL TICKET INFORMATION

- Transfer tickets between routes are available. Ask the driver for more information
- Day passes can be purchased for \$10
- Children aged under 5 travel free
- A child fare applies to anyone either aged between 5 and 15 or enrolled in secondary school while in school uniform or showing school ID
- The Student / Community Services Card holder fare applies to those either aged 18 and under or enrolled in a Nelson or Tasman tertiary institution on presentation of an ID card, and Community Services Card holders on presentation of their card.



### ROUTE 1: NELSON > BISHOPDALE > STOKE > RICHMOND Monday to Friday

Nelson - Bishopdale - Stoke - Richmond

	AM	AM	AM	AM	AM	AM	AM	AM	PM	AM	AM	AM	PM	PM	PM									
Depart Nelson Bridge St	7:00	7:30	8:00	8:30	9:00	10:00	11:00	12:00	1:00	2:00	3:00	3:30	4:00	4:30	5:00	5:30	6:00	7:00	*8.00	9.15	10.45	12.45	2.15	3.45
Hospital	7:05	7:35	8:05	8:35	9:05	10:05	11:05	12:05	1:05	2:05	3:05	3:40	4:08	4:38	5:08	5:38	6:05	7:05	*8.05	9.20	10.50	12.50	2.20	3.50
Bishopdale - Eaton Rd Roundabout	7:10	7:40	8:10	8:40	9:10	10:10	11:10	12:10	1:10	2:10	3:10	3:47	4:13	4:43	5:13	5:43	6:10	7:10	*8.10	9.25	10.55	12.55	2.25	3.55
Stoke Tennis Courts	7:15	7:47	8:17	8:47	9:17	10:17	11:17	12:17	1:15	2:17	3:17	3:55	4:20	4:50	5:20	5:50	6:17	7:17	*8.17	9.32	11.02	1.02	2.32	4.02
Arrive Richmond Sundial Square	7:25	7:59	8:29	8:59	9:29	10:29	11:29	12:29	1:25	2:29	3:29	4:07	4:32	5:02	5:32	6:02	6:29	7:29	*8.30	9.45	11.15	1.15	2.45	4.15

Richmond - Stoke - Bishopdale - Nelson

	AM	AM	AM	AM	AM	AM	AM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	AM	AM	PM	PM	PM	PM
Depart Richmond Sundial Square	7:00	7:30	8:00	8:30	9:00	10:00	11:00	12:00	1:00	2:00	3:00	3:30	4:00	4:30	5:00	5:30	6:00	7:00	*8.35	10.00	12.00	1.30	3.00	4.30
Stoke Countdown	7:12	7:42	8:15	8:42	9:12	10:12	11:12	12:12	1:12	2:12	3:12	3:42	4:12	4:42	5:12	5:42	6:12	7:12	*8.45	10.10	12.10	1.40	3.10	4.40
Bishopdale - Eaton Rd Roundabout	7:17	7:47	8:23	8:47	9:17	10:17	11:17	12:17	1:17	2:17	3:17	3:47	4:17	4:47	5:17	5:47	6:17	7:17	*8.55	10.20	12.20	1.50	3.20	4.50
Hospital	7:22	7:54	8:30	8:54	9:24	10:24	11:24	12:24	1:22	2:22	3:24	3:54	4:24	4:54	5:24	5:54	6:24	7:24	*9.00	10.25	12.25	1.55	3.25	4.55
Arrive Nelson Bridge St	7:27	7:59	8:37	8:59	9:29	10:29	11:29	12:29	1:27	2:27	3:29	3:59	4:29	4:59	5:29	5:59	6:29	7:29	*9.05	10.30	12.30	2.00	3.30	5.00

### Saturday/Sunday

NB\*Indicates service only operates on Saturdays

### ROUTE 2: NELSON > TAHUNANUI > STOKE > RICHMOND Monday to Friday

Nelson - Tahunanui - Stoke - Richmond

	AM	AM	AM	AM	AM	AM	AM	AM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	AM	AM	PM	PM	PM	PM
Depart Nelson Bridge St	6:45	7:15	7:45	8:15	8:45	9:30	10:30	11:30	12:30	1:30	2:30	3:15	3:45	4:15	4:45	5:15	5:45	6:30	*8.35	10.00	12.00	1.30	3.00	4.30
Tahunanui Tahunanui Beach	6:53	7:23	7:53	8:23	8:53	9:38	10:38	11:38	12:38	1:38	2:38	3:23	3:53	4:23	4:53	5:23	5:53	6:38	*8.45	10.10	12.10	1.40	3.10	4.40
Annesbrook Quarantine Rd	6:58	7:28	8:00	8:30	9:00	9:45	10:45	11:45	12:43	1:43	2:43	3:30	4:00	4:30	5:00	5:30	6:00	6:43	*8.52	10.17	12.17	1.47	3.17	4.47
Stoke Tennis Courts	7:03	7:33	8:08	8:38	9:08	9:53	10:53	11:53	12:48	1:48	2:53	3:38	4:08	4:38	5:08	5:38	6:08	6:48	*8.57	10.22	12.22	1.52	3.22	4.52
Arrive Richmond Sundial Square	7:13	7:43	8:18	8:48	9:18	10:03	11:03	12:03	12:58	1:58	3:03	3:48	4:18	4:48	5:18	5:48	6:18	6:58	*9.10	10.35	12.35	2.05	3.35	5.05

Richmond - Stoke - Tahunanui - Nelson

	AM	AM	AM	AM	AM	AM	AM	AM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	AM	AM	AM	PM	PM	PM
Depart Richmond Sundial Square	6:45	7:15	7:45	8:15	8:45	9:30	10:30	11:30	12:30	1:30	2:30	3:15	3:45	4:15	4:45	5:15	5:45	6:30	*8.00	9.15	10.45	12.45	2.15	3.45
Stoke Countdown	6:55	7:25	7:57	8:27	8:57	9:42	10:42	11:42	12:40	1:40	2:42	3:27	3:57	4:27	4:57	5:27	5:57	6:40	*8.10	9.25	10.55	12.55	2.25	3.55
Annesbrook Annesbrook Shops	7:00	7:30	8:05	8:35	9:05	9:50	10:50	11:50	12:45	1:45	2:50	3:35	4:05	4:35	5:05	5:35	6:05	6:45	*8.15	9.30	11.00	1.00	2.30	4.00
Tahunanui Tahunanui Beach	7:05	7:35	8:12	8:42	9:12	9:57	10:57	11:57	12:50	1:50	2:57	3:42	4:12	4:42	5:12	5:42	6:12	6:50	*8.22	9.37	11.07	1.07	2.37	4.07
Arrive Nelson Bridge St	7:13	7:43	8:20	8:50	9:20	10:05	11:05	12:05	12:58	1:58	3:05	3:50	4:20	4:50	5:20	5:50	6:20	6:58	*8.30	9.50	11.20	1.20	2.50	4.20

### Saturday/Sunday

NB\*Indicates service only operates on Saturdays



No service operates on Public Holidays. Times in bold are the best connections with the local routes.

### THE LATE LATE BUS EVERY FRIDAY AND SATURDAY NIGHT

This late night service runs on Friday and Saturday nights only from 10pm to 3am. It's a loop service travelling out to Richmond via Tahunanui and returning to Nelson via Bishopdale. See the website [www.NBUS.co.nz](http://www.NBUS.co.nz) or collect a timetable from the driver, the SBL or Council offices for more information. The Late Late Bus does not have bike racks and is not wheelchair accessible.

### SAVE WITH MULTI-TRIP TICKETS

Save up to 30% with 10 & 30 trip NBus tickets. Available at SBL, libraries and Council offices.

### FARES AND ZONES

ZONES	1	2	3	4
Child cash	\$1.50	\$2.00	\$2.50	\$3.00
Student/CS card cash	\$2.00	\$2.50	\$3.00	\$3.50
Adult cash	\$2.50	\$3.00	\$3.50	\$4.00
Child 10 trip	\$13.50	\$18.00	\$22.50	\$27.00
Student/CS card 10 trip	\$18.00	\$22.50	\$27.00	\$31.50
Adult 10 trip	\$20.00	\$24.00	\$28.00	\$32.00
30 trip (available to all)	\$52.50	\$63.00	\$73.50	\$84.00
Late Late Bus (1st fare)	\$4.00	\$4.00	\$4.00	\$4.00

For more info go to [www.NBUS.co.nz](http://www.NBUS.co.nz)

Get your NBus mobile app here:  
[www.NBUS.co.nz](http://www.NBUS.co.nz)



No service operates on Public Holidays. Times in bold are the best connections with the Richmond via Tahunanui route.

### ROUTE 3: NELSON > THE WOOD > ATAWHAI

#### Monday to Friday

#### Saturday

Nelson - The Wood - Atawhai - The Wood - Nelson

		AM	AM	AM	AM	AM	PM	AM	AM	AM	PM	PM	PM							
Depart	Nelson Wakatu Square	7:10	7:40	8:10	9:00	11:00	1:00	2:45	3:15	4:00	4:30	5:00	5:30	6:00	9:30	10:15	11:00	12:15	1:00	1:45
	Atawhai Dr Founders Heritage Park	7:14	7:44	8:14	9:04	11:04	1:04	2:49	3:19	4:04	4:34	5:04	5:34	6:04	9:34	10:19	11:04	12:19	1:04	1:49
	Atawhai Dr Opp Brooklands Road	7:16	7:46	8:16	9:06	11:06	1:06	2:51	3:21	4:06	4:36	5:06	5:36	6:06	9:36	10:21	11:06	12:21	1:06	1:51
	Clifton Place Clifton Terrace School	7:21	7:51	8:21	9:11	11:11	1:11	2:56	3:26	4:11	4:41	5:11	5:41	6:11	9:41	10:26	11:11	12:26	1:11	1:56
	Atawhai Cres Atawhai Four Square	7:28	7:58	8:28	9:18	11:18	1:18	3:03	3:33	4:18	4:48	5:18	5:48	6:18	9:48	10:33	11:18	12:33	1:18	2:03
	Atawhai Dr Brooklands Road	7:31	8:01	8:31	9:21	11:21	1:21	3:06	3:36	4:21	4:51	5:21	5:51	6:21	9:51	10:36	11:21	12:36	1:21	2:06
	Atawhai Dr Opp Founders Heritage Park	7:33	8:03	8:33	9:23	11:23	1:23	3:08	3:38	4:23	4:53	5:23	5:53	6:23	9:53	10:38	11:23	12:38	1:23	2:08
Arrive	Nelson Wakatu Square	7:37	8:07	8:37	9:27	11:27	1:27	3:12	3:42	4:27	4:57	5:27	5:57	6:27	9:57	10:42	11:27	12:42	1:27	2:12

### ROUTE 4: NELSON > NMIT > THE BROOK

#### Monday to Friday

#### Saturday

Nelson - NMIT - The Brook - NMIT - Nelson

		AM	AM	AM	AM	AM	PM	AM	AM	AM	PM	PM	PM							
Depart	Nelson Wakatu Square	7:10	7:40	8:10	9:00	11:00	1:00	2:45	3:15	4:00	4:30	5:00	5:30	6:00	9:30	10:15	11:00	12:15	1:00	1:45
	Nile St NMIT	7:14	7:44	8:14	9:04	11:04	1:04	2:49	3:19	4:04	4:34	5:04	5:34	6:04	9:34	10:19	11:04	12:19	1:04	1:49
	Brook St Opp Shops	7:16	7:46	8:16	9:06	11:06	1:06	2:51	3:21	4:06	4:36	5:06	5:36	6:06	9:36	10:21	11:06	12:21	1:06	1:51
	Brook St Motor Camp	7:21	7:51	8:21	9:11	11:11	1:11	2:56	3:26	4:11	4:41	5:11	5:41	6:11	9:41	10:26	11:11	12:26	1:11	1:56
	Brook St Shops	7:26	7:56	8:26	9:16	11:16	1:16	3:01	3:31	4:16	4:46	5:16	5:46	6:16	9:46	10:31	11:16	12:31	1:16	2:01
	Nile St Central School/NMIT	7:28	7:58	8:28	9:18	11:18	1:18	3:03	3:33	4:18	4:48	5:18	5:48	6:18	9:50	10:35	11:20	12:35	1:20	2:05
Arrive	Nelson Wakatu Square	7:34	8:04	8:34	9:24	11:24	1:24	3:09	3:39	4:24	4:54	5:24	5:54	6:24	9:54	10:39	11:24	12:39	1:24	2:09

### ROUTE 5: NELSON > VICTORY > HOSPITAL

#### Monday to Friday

#### Saturday

Nelson - Victory - Hospital - Nelson

		AM	AM	AM	AM	AM	PM	AM	AM	AM	PM	PM	PM							
Depart	Nelson Wakatu Square	7:10	7:40	8:10	9:00	11:00	1:00	2:45	3:15	4:00	4:30	5:00	5:30	6:00	9:30	10:15	11:00	12:15	1:00	1:45
	5t Vincent St Countdown	7:12	7:42	8:12	9:02	11:02	1:02	2:47	3:17	4:02	4:32	5:02	5:32	6:02	9:32	10:17	11:02	12:17	1:02	1:47
	5t Vincent St Victory Square	7:15	7:45	8:15	9:05	11:05	1:05	2:50	3:20	4:05	4:35	5:05	5:35	6:05	9:35	10:20	11:05	12:20	1:05	1:50
	Abraham Hgts Montreal Rd Cr	7:20	7:50	8:20	9:10	11:10	1:10	2:55	3:25	4:10	4:40	5:10	5:40	6:10	9:40	10:25	11:10	12:25	1:10	1:55
	Ermano St No 5	7:23	7:53	8:23	9:13	11:13	1:13	2:58	3:28	4:13	4:43	5:13	5:43	6:13	9:43	10:28	11:13	12:28	1:13	1:58
	5t Vincent St Totara St	7:25	7:55	8:25	9:15	11:15	1:15	3:00	3:30	4:15	4:45	5:15	5:45	6:15	9:45	10:30	11:15	12:30	1:15	2:00
	Kawhai St South No 207	****	****	****	9:20	11:20	1:20	****	****	****	****	****	****	****	9:50	10:35	11:20	12:35	1:20	2:05
	Nelson Hospital Hospital Carpark	7:29	7:59	8:29	9:25	11:25	1:25	3:04	3:34	4:19	4:49	5:19	5:49	6:19	9:55	10:40	11:25	12:40	1:25	2:10
	Vanguard St Victory Square	7:31	8:01	8:31	9:27	11:27	1:27	3:06	3:36	4:21	4:51	5:21	5:51	6:21	9:57	10:42	11:27	12:42	1:27	2:12
	5t Vincent St Countdown Carpark	7:34	8:04	8:34	9:30	11:30	1:30	3:09	3:39	4:24	4:54	5:24	5:54	6:24	10:00	10:45	11:30	12:45	1:30	2:15
Arrive	Nelson Wakatu Square	7:37	8:07	8:37	9:33	11:33	1:33	3:12	3:42	4:27	4:57	5:27	5:57	6:27	10:03	10:48	11:33	12:48	1:33	2:18

**ROUTE 6: NELSON > WASHINGTON VALLEY > TAHUNANUI** Monday to Friday

No service at peak times. No weekend service.

Nelson - Washington Valley - Tahunanui - Washington Valley - Nelson

Depart		AM	AM	PM
Nelson Wakatu Square		9:30	11:30	1:30
St Vincent St Countdown		9:32	11:32	1:32
Princes Drive Opp Lookout		9:37	11:37	1:37
Bisley Ave Tahunanui Drive		9:40	11:40	1:40
Tahunanui Dr Tosswill Road		9:44	11:44	1:44
Stansell Ave Paddy's Knob		9:48	11:48	1:48
Princes Drive Lookout		9:50	11:50	1:50
Quebec Rd Mantohi St		9:52	11:52	1:52
Arrive	Nelson Wakatu Square	9:58	11:58	1:58

**LEGEND**

- Route 1 - Nelson > Bishopdale > Stoke > Richmond
- Route 2 - Nelson > Tahunanui > Stoke > Richmond
- Route 3 - Nelson > The Wood > Atawhai
- Route 4 - Nelson > NMIT > The Brook
- Route 5 - Nelson > Victory > Hospital
- Route 5 - Nelson > Victory > Hospital - Off Peak Only
- Route 6 - Nelson > Washington Valley > Tahunanui - Off Peak Only

NBUS Terminus 
 i-SITE 
 Hospital 
 Brook Valley Holiday Park

0 0.5 1 1.5 km **1** Fare Zone

[www.NBUS.co.nz](http://www.NBUS.co.nz)

**HAIL AND RIDE**

All the local Routes 3 to 6 use the "Hail and Ride" system. That means you don't have to wait at a formal bus stop. You can wave down the bus **anywhere along the route where it is safe and legal** for the bus to stop. Please make yourself visible to the bus driver.

Nelson City Council  
te kaunihera o whakatū



## Section G4 - Recommendations from 2013 Bus Review

### Short-term changes

#### Richmond routes

1. Improve the coverage of Richmond by starting the route slightly further west than at present, in Wensley St (*low cost*)
2. Increase the weekend services by adding two extra services to route 2 each Saturday and Sunday, and having a similar timetable for route 1 (*low cost, funded by SBL and from savings from cuts to the city routes*)
3. Increase the service frequency to every 10 minutes at peak times and every 20 minutes at off-peak times (*medium cost*)
4. Initiate discussions with SBL and schools about providing sufficient capacity at school times to cater primarily for Nayland College and Nelson College (*low cost or funded by SBL*)

#### Atawhai

1. Delete the two early morning trips, and the last two evening trips, and start the timetable at 7.30am, then run at 8am, 9am 11am etc. with 5.30pm being the last trip (but subject to option 6 below) (*medium savings*)
2. Investigate changing the timetables for the four city routes to try and provide the services with one less bus

#### The Brook

1. Delete the two early morning trips, and the last two evening trips, and start the timetable at 7.30am, then run at 8am, 9am 11am etc. with 5.30pm being the last trip (but subject to option 8 below) (*medium savings*)
2. Investigate changing the timetables for the four city routes to try and provide the services with one less bus

#### Victory

1. Delete the two early morning trips, and the last two evening trips, and start the timetable at 7.30am, then run at 8am, 9am 11am etc. with 5.30pm being the last trip (but subject to option 10 below) (*medium savings*)
2. Investigate changing the timetables for the four city routes to try and provide the services with one less bus

#### Washington Valley

1. No changes suggested, but investigate the possibility of introducing a demand responsive service.

#### The Late Late Bus

2. No changes suggested, but review timetable in light of changes to licensing hours.

#### Fares and Ticketing

1. Simplify the fare system by giving tertiary students and Community Services Card holders the same discount as children (*medium cost*)
2. Encourage more use of multi-trip tickets, including selling thirty-trip tickets on the bus (*low cost*)
3. Consider introducing monthly tickets and term passes (*low cost*)

4. No longer issue a paper ticket/receipt when passengers use a ten-trip ticket (*no cost*)
5. Make Atawhai a two-zone trip (*no cost*)
6. Investigate a free travel for NMIT students (*no cost*)

### **Funding**

1. Seek funding from Tasman District Council for its share of the service
2. Ensure SBL contribute to any improvements (given the current contract arrangement and high fare-box recovery)
3. Seek funding from NZ Transport Agency to restore the standard funding arrangement

### **Vehicles and infrastructure**

1. Set up Council/SBL/driver group to discuss, agree on and decide priority for, minor route and infrastructure improvements
2. Gradually introduce the changes from 22 above (medium cost)
3. Improve stops by adding concrete pads to ensure easy access to buses and remove the need to lower buses which takes time (medium cost; can be introduced gradually)

### **Advertising and promotion**

1. Targeted advertising (such as at NMIT students, SuperGold Card holders) (low cost).

### **Medium term changes**

1. Run route 2 via Nayland Rd rather than Main Rd. (Could be done as part of the immediate changes, but may take some time to agree and implement; low cost)
2. Make one or some of the services "express" (low cost, and dependent on introducing the increased frequencies)
3. Run route 1 via Beatson St (*medium cost*)
4. Extend timetables to provide earlier and later services (*high cost, low priority,*)
5. Introduce simple bus priority measures and better ticketing (*medium cost*)
6. Consider smartcard options (*medium cost*)
7. Reduce fare zones (*low cost*)
8. Change zones so that they go through bus stops or rural areas (*low cost*)
9. Introduce low-floor buses for city routes (*high cost*)

## Section G5 – Fare-box Recovery Policy

### In brief

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

The national<sup>19</sup> fare-box recovery rate is currently about 46%. NZ Transport Agency has a target rate of at least 50%, which it aims to achieve in the medium term.

The fare-box recovery ratio for Nelson bus services is currently about 62%. Council has set a target of achieving at least 50%.

### Background

#### NZ Transport Agency requirements

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

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

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

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

#### Services included

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

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

In accordance with the NZ Transport Agency policy, Council has measured fare-box recovery of the service as a whole rather than measuring individual routes or trips. Individual services, routes or trips, particularly those that might be regarded as “social” services, are not necessarily expected to achieve the target set out in this policy.

#### How the targets were chosen

Council has chosen the 50% target fare-box recovery level based on the current recovery level and the NZ Transport Agency targets.

A higher target was not considered appropriate given that 50% is higher than the NZ average and the NZ Transport Agency target. Council also recognises that as it introduces further service improvements, it is unlikely to maintain its current high recovery level.

A lower target was also not considered appropriate – Council believes that it is appropriate that passengers pay a reasonable share of the costs, and Nelson traditionally has always had a high passenger contribution. Council considers that a 50% target is a suitable balance between the contributions of ratepayers/taxpayers and passengers.

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<sup>19</sup> An aggregated figure for all NZ

## **Method of calculation**

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

## **Strategies to maintain the target**

While the current fare-box recovery level meets the current target, in the event that it should fall below the target, some form of intervention will be needed to achieve a 50% share from users. Intervention strategies are set out below.

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

### **Strategy 1: Increase patronage**

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

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

### **Strategy 2: Improve operating efficiencies**

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

The Council, in association with the transport provider, is constantly monitoring the costs and revenues of services, and investigating how to improve efficiency. Services with poor fare-box recovery will be identified, and efforts made to improve the performance of those services. Changes may include better coordination and integration of services, which may for example be achieved through small timetable changes and/or route optimisation.

### **Strategy 3: Reduce poor performing services**

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

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

### **Strategy 4: Review of fare products and fare levels**

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

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

## **How the policy will be applied**

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

## **Implementation date**

This policy will apply immediately.

## **Fare level review**

An annual fare level review will be undertaken, in conjunction with the contractor, at the conclusion of each financial year. This review will take into consideration the fare-box

recovery levels but may also include any other factors considered to be relevant. The review will also address the level of discounts and concessions within the existing fare structure.

### **Fare structure review**

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

A review of the fare structure was undertaken when the new service was introduced in 2012. The next review of the fare structure is therefore not planned before 2018.

### **Policy review**

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

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

### **Policy contribution**

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

## Section G6 – Regional Public Transport Plan Significance Policy

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

### Application

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

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

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

### General determination of significance

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

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

### Significant and non-significant matters

Matters that will always be considered 'significant' are:

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

Matters that will usually be considered 'significant' are:

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

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

- Minor editorial and typographical amendments to this RPTP
- Minor changes to fare levels in accordance with current policy and funding levels

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

- A matter that has already been consulted on, including the addition, removal or amendment of any matter or service
- Minor changes to the description of services following a review of that service e.g. changes to the frequency, route or hours of a service which result in the same, or better, level of service
- Changes to the description of services or grouping of services as a result of an area wide service review, provided that there is no significant increase in cost
- Minor changes of routes and/or timetables to existing services
- The introduction, alteration or deletion of trial services
- The introduction of a new unit provided the contractors of existing units are not affected.

### **Targeted consultation on non-significant variations**

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

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

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

#### ***b. Addition of new services***

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

#### ***c. Other non-significant variations***

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

# Appendices

## Appendix 1 - Legislative Context

The Land Transport Management Act 2003

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

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

The Act requires three key documents to be developed:

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

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

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

Section 14 of the Act requires the Regional Transport Committee to be satisfied that the 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 (BCA) principles;
- list all the planned transport activities for a ten year period, not just projects, with clear linkages between all activities and agreed outcomes, e.g. relationship between investing in different modes and activities funded outside the Fund;
- consider the infrastructure implications and/or public transport service improvements that are needed to support growth areas;

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

## Appendix 2 - Significance Policy

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

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

- i) at the request of an approved organisation or the Transport Agency, or
- ii) on the regional transport committee's own motion.

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

## Appendix 3 – Monitoring and Performance Measures

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

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

**Table 8 - Regional Monitoring Indicators and Targets**

Regional Objectives	Indicator	Target
1) A sustainable transport system that is integrated with well planned development, enabling the efficient and reliable movement of people and goods to, from and throughout the region  2) Supporting economic growth through providing better access across the Top of the South's key journey routes.	Travel Time variability between SH6/60 Intersection and Port Nelson during the Peak Hour  Picton and the Marlborough Kaikoura boarder between 8am and 5pm	Downward trend from 2015 baseline
	ONRC	ONRC is fully embedded by 2018
	HPMV routes	Increasing HPMV route availability over time
3) Communities have access to a resilient transport system.  4) Communities have access to a reliable transport system.	Reduction in the number of hours that sections of the key journey routes <sup>20</sup> are closed due to unplanned disruptions	Downward trend from 2015 baseline

<sup>20</sup> SH1 Picton to Kaikoura, SH6/SH62 Blenheim to Nelson , SH6 Nelson to Richmond, SH6 Richmond to Murchison, SH6/SH60 Richmond to Golden Bay via Motueka and the Abel Tasman.

## Table 9 - Nelson Monitoring Indicators and Targets

Nelson Objectives	Indicator	Target
<p>1) A sustainable transport system that is integrated with well planned development, enabling the efficient and reliable movement of people and goods to, from and throughout the region</p> <p>2) Supporting economic growth through providing better access across the Top of the South's key journey routes.</p>	<p>Travel Time variability between SH 6 between Richmond and Port</p> <p>Waimea Road between Annesbrook Road and Selwyn Place</p>	Downward trend from 2015 baseline
	ONRC	ONRC is fully established by 2018
	Routes available to HMPV increase over time	Maitai Valley is available to 50 MAX vehicles by 2021
<p>3) Communities have access to a resilient transport system.</p> <p>4) Communities have access to a reliable transport system.</p>	Reduction in the number of hours that sections of SH6 and the Waimea Road and Main Road Stoke Arterial network are closed due to unplanned disruptions	Downward trend from 2015 baseline
<p>N1) Communities have access to a range of travel choices to meet their social, economic, health and cultural needs</p> <p>N2) Enable access to social and economic opportunities by investing in public transport</p>	Journey to work mode (census data and residents survey)	Increase in share of weekday journeys to work trips undertaken by walking, cycling and public transport to at least 25% by 2018
	Walking and cycle counts	An average annual increase greater than 2% between 2015 and 2018
	Public transport patronage	2% increase per annum
	Public transport accessibility	65% of households are within 400m of a bus route by 2018
N3) The transport system supports national strategies for energy	Energy efficiency	Reducing trend in local road annual vehicles kilometres travelled per capita from 2013 levels

Nelson Objectives	Indicator	Target
efficiency and climate change, and protects natural systems and community values	Multiple occupancy vehicles	Maintain the proportion of vehicles with more than one occupant in the peak period across the Waimea Road and Rocks Road screen line to at least 25%
N4) Deaths and serious injuries on the Nelson network are reduced at reasonable cost	Crashes	Reduction in the average annual number of fatal and serious injury crashes in the 6 year period 2015-2021 compared with the previous 6 year average 2009-2014.
	Police reported cycle crashes	Static or reduced average annual number of cycle crashes in the 6 year period 2015-2021 compared with the previous 6 year average 2009-2014.
	Pedestrian Crashes	Reduction in the average annual number of pedestrian crashes in the 6 year period 2015-2021 compared with the previous 6 year average 2009-2014.

## Appendix 4 – Assessment and prioritisation

### Projects requiring prioritisation

Regional Transport Committees are required to prioritise activities or combinations of activities that approved organisations submit in their respective land transport programmes (the exception being local road maintenance, local road renewals, local road minor capital works and existing passenger transport services). Consequently this section sets out a prioritised list of the following activities for the first three financial years:

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

### Assessment and prioritisation process

Nelson has around \$16 million of regional funds that have been allocated but not committed through the previous 2012-15 Regional Land Transport Programme. The Walk Cycle Schools package of works has already benefitted from investment and there is an expectation that this package of works will be completed. Thus the Walk Cycle Schools Package receives priority use of the regional funds even though recent work shows that the Rai Saddle Second Curve Realignment and SH 6 Quarantine Road intersection upgrade projects have better project profiles.

The current NZTA rules state that \$R funds must be fully committed by July 2015 and fully spent by June 2018. If any R Funds remain uncommitted after July 2015 then they will be assigned to the highest priority project.

It is probable that the Rai Saddle Second Curve Realignment will be eligible for government national funding. The national funding will also be allocated to other activities such as road maintenance and renewals.

The New Zealand Transport Agency allocates government funding in accordance with its Investment and Revenue Strategy (IRS) assessment framework<sup>21</sup>. The activities identified in table 4 and 6 of this programme have been prioritised using this framework.

The Regional Transport Committee has used the NZTA's Investment and Revenue Strategy assessment framework to determine and prioritise their activities. This involves rating activities across three factors (identified below) to ensure investment contributes to achieving the national priorities and impacts set out in the Government Policy Statement:

- Strategic fit of the problem, issue or opportunity that is being addressed
- Effectiveness of the proposed solution
- Economic efficiency of the proposed solution

The activities are priorities using the above ratings in accordance with Table 10.

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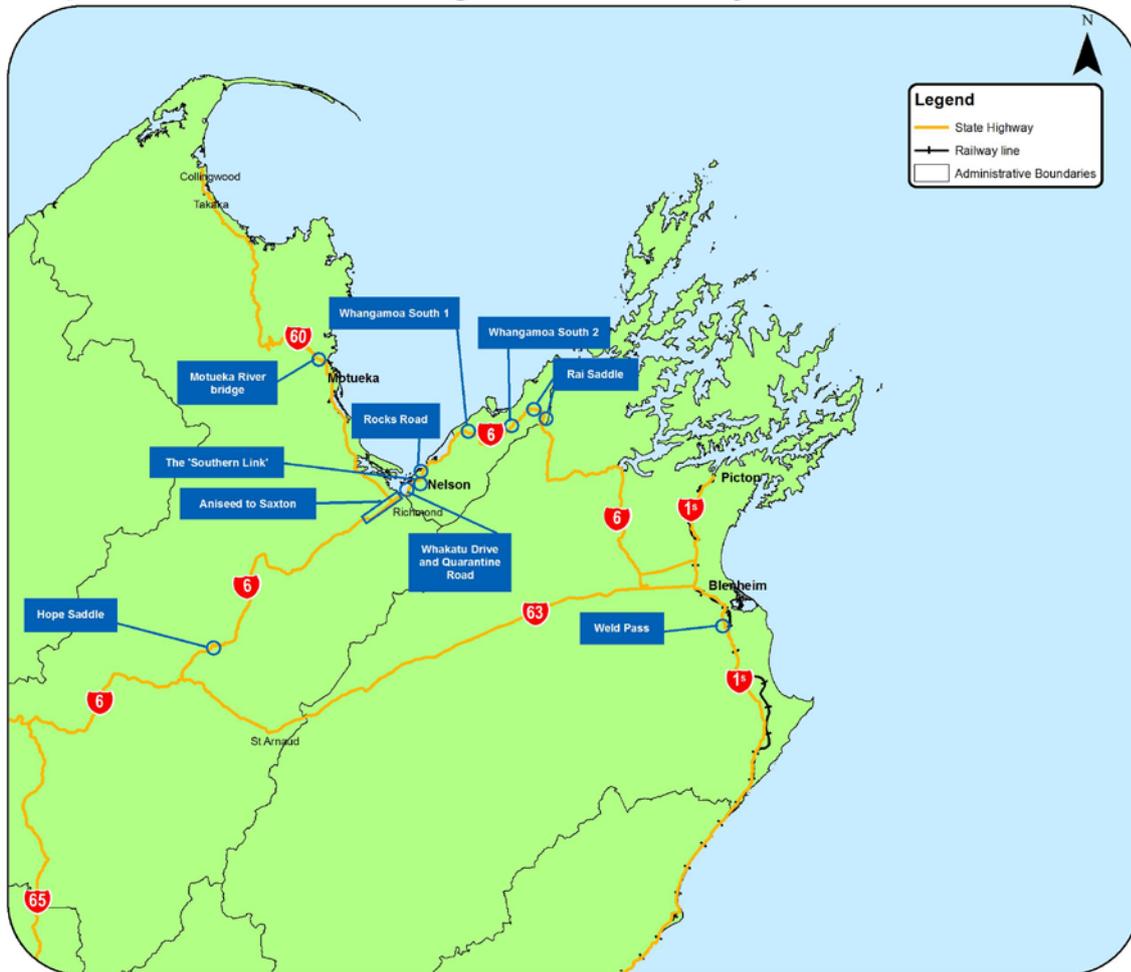
<sup>21</sup> The Investment and Revenue Strategy will become the Investment Assessment Framework (IAF) when the draft GPS is approved. All projects for the NLTP will be prioritised using the IAF

Table 10 - Assessment Profile ranking

<b>Profile</b> (Strategic fit, effectiveness and economic efficiency)	<b>Priority order</b>
HHH	1
HHM, HMH, MHH	2
HHL, HMM	3
HLH, MHM, MMH	4
LHH, HML	5
HLM, MHL, MMM	6
MLH, LHM, LMH	7
HLL, MML, MLM, LHL	8
LMM, LLH	9
MLL, LML, LLM	10
LLL	11

# Appendix 5 – Significant Projects Description

## Top of the South Significant Projects



Map 2. Top of the South with significant activities.

1. SH1 Weld Pass Realignment (to be populated by MDC)

## 2. SH6 Rai Saddle Second Curve Realignment

### The Issues

- Poor Crash Rate
- Poor alignment
- Key freight route

### Aims/Goals

- Implement the Safe System approach to create a forgiving land transport system that accommodates human error and vulnerability.
- Improve freight supply chain efficiency



Rai Saddle Curve looking south

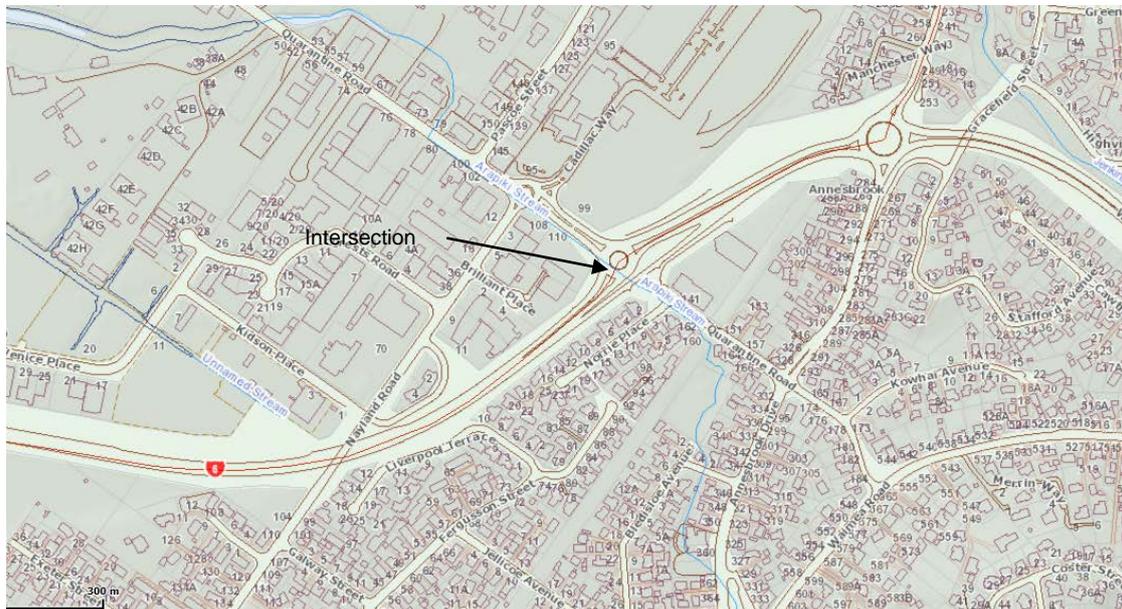
### 3. SH6 (Whakatu Drive) - Quarantine Road intersection upgrade

#### The Issues

- Deteriorating efficiency at intersection
- Key freight route to Nelson Port
- Changing adjacent land use

#### Aims/Goals

- Making the most of the urban network capacity
- Deliver efficient, safe and responsible highway solutions for customers.



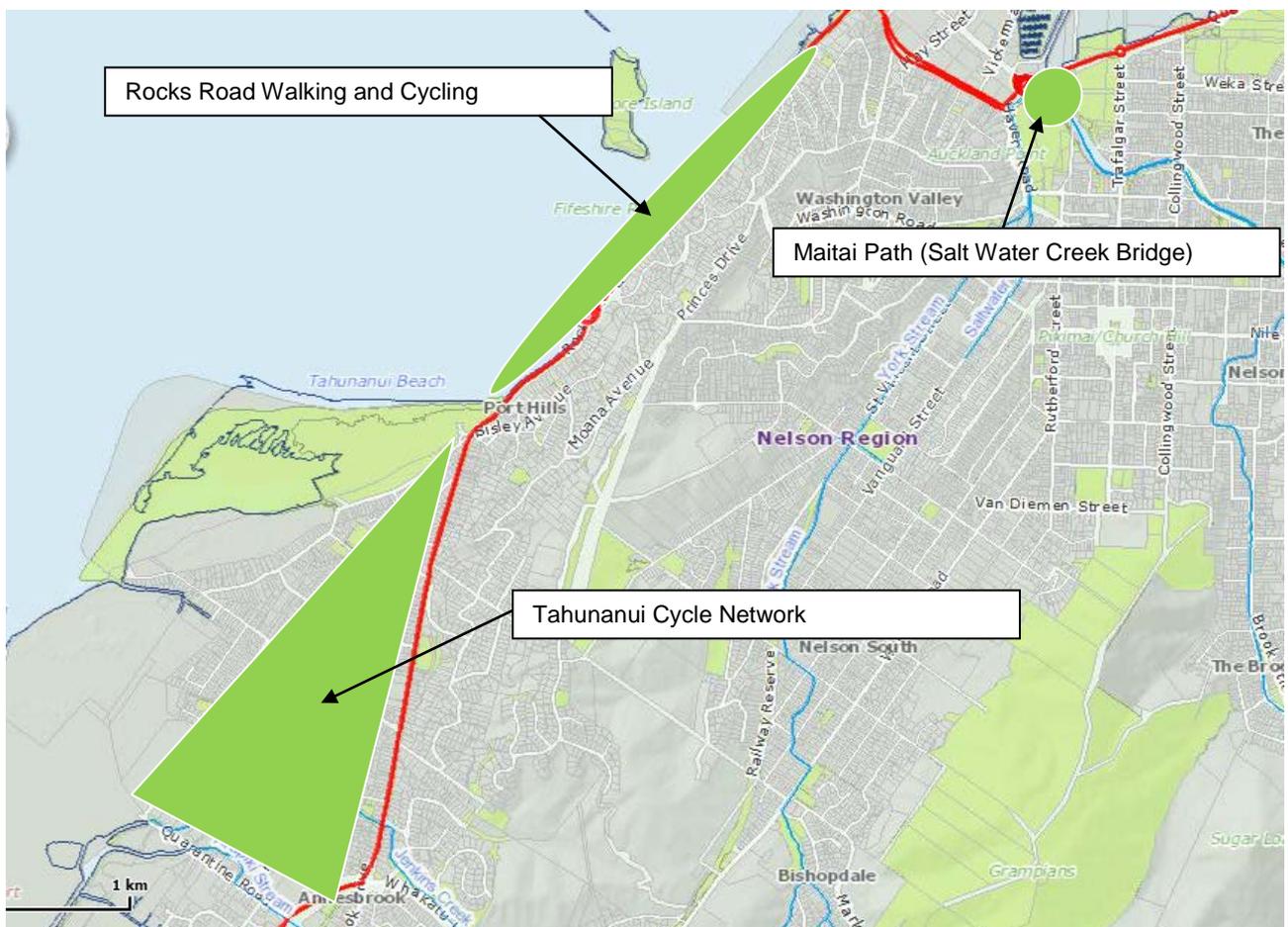
#### 4. Walk Cycle Schools Package - Nelson

##### The Issues

- Lack of connected walking and cycling network
- Increasing pedestrian and cycle crash rate
- Lack of safe active transport choices in parts of the city

##### Aims/Goals

- To increase peak hour walking and cycling throughout the city (acknowledging that journey to school mode is critical to reducing congestion)
- Increasing walking and cycling at all other times
- Provide travel choice
- Improvements the energy efficiency of the transport network
- Contribute to positive health outcomes



## 5. SH6 Aniseed Valley to Saxton Corridor Strategic Business Case

### The Issues

- Planned land use growth
- Changing function
- Deteriorating efficiencies at intersections
- Alternative routes being sought to avoid 'efficient' state highway route
- Severance and safety
- Conflicting traffic patterns
- Confusing
- Key freight route to Nelson Port

### Aims/Goals

- Making the most of the urban network capacity
- Integrate national and local transport networks to support strategic connections and travel choice
- Incentivise and shape safe and efficient travel choices using a customer-focused approach
- Deliver efficient, safe and responsible highway solutions for customers.



SH6 Aniseed Valley Road/Eden Road - Saxton Road Corridor



SH6 – Gladstone Road/Queen Street intersection (looking north)

## 6. SH6 Whangamoia South realignment Stage 1 (incl Teal River bridge realignment and lower bends)

### The Issues

- Freight route
- Safety
- Resilience – land stability
- Poor alignment
- Adds to travel time

### Aims/Goal

- Greater resilience of the state highway network
- Improve freight supply chain efficiency
- Implement the Safe System approach to create a forgiving land transport system that accommodates human error and vulnerability.
- Reduce travel time



SH6 Teal River Bridge at the base of the Whangamoia travelling towards Blenheim

7. SH 6 Rai Saddle Section C Curve Realignment (to be populated by MDC)

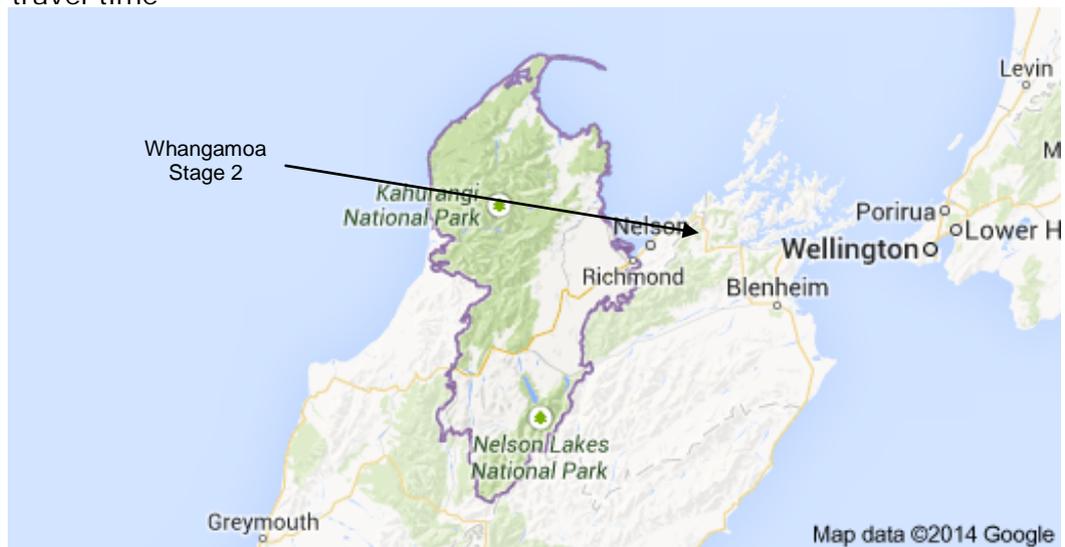
## 8. SH6 Whangamoia South realignment Stage 2

### The Issues

- Freight route
- Safety
- Resilience – land stability
- Poor alignment
- Adds to travel time

### Aims/Goal

- Greater resilience of the state highway network
- Improve freight supply chain efficiency
- Implement the Safe System approach to create a forgiving land transport system that accommodates human error and vulnerability.
- Reduce travel time



SH6 Whangamoia travelling towards Blenheim

## 9. SH6 Hope Saddle realignment

### The Issues

- Freight route
- Safety
- Resilience – key route south
- Lack of passing lanes to the north
- Poor alignment
- Adds to travel time
- Resilience – land stability
- 

### Aim/Goal

- Greater resilience of the state highway network
- Moving more freight on fewer trucks
- Improve freight supply chain efficiency
- Implement the Safe System approach to create a forgiving land transport system that accommodates human error and vulnerability.



Hope Saddle



SH6 Hope Saddle approaching from the North

## 10. SH60 Motueka Bridge

### The Issues

- Narrow bridge – larger trucks take up both lanes
- Need for resilience (alternative routes across the Motueka River are limited) in case of an adverse event
- Primary industry network route
- Poor sight lines entering the bridge from both directions
- High tourist route from Nelson to Abel Tasman National Park and Golden Bay
- Safety for opposing traffic

### Aim/Goal

- Deliver an efficient, safe and responsible highway solution for customers
- Greater resilience of the state highway network
- Deliver consistent levels of customer service that meet current expectations and anticipate future demand.



Figure 1. Motueka Bridge



SH60 Motueka Bridge approaching from Riwaka

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

### **Alternative Objectives**

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

The Regional Transport Committee considered alternative objectives that would contribute to the purpose of the Act. At one end of the scale it has considered fully adopting aggressive travel demand management measures by way of increased parking charges and reducing bus fares, and at the other end of the spectrum road building for improved capacity. Both options were investigated in 2010 during the Arterial Traffic Study and the modelling showed that neither option is likely to result in an affordable or resilient network for all users.

### **National Energy Efficiency and Conservation Strategy**

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

## Appendix 7 - Relationship with Police Activities

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

The NZTA invest some \$300m in road policing every year. The Road Policing Investment framework is the document that describes the relationship between the Police and the NZTA, who are funded to undertake activities that give effect to the outcomes stated in the GPS.

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

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

The Police have a highly valuable voice that is essential to inform land transport planning and investment decision making. The most tangible and practical current opportunities to influence road transport outcomes, and road controlling authority decisions and delivery for 2015-18 are to participate in the early phases of the business case approach that is used to test pressures on the transport system and the need for responses at regional government levels.

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

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

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

In support of the 2015 – 18 programme, a number of national priorities have been identified that will run parallel to any regionally identified issues. These priorities include:

- Speed management programme – addressing safer speeds in the context of the safer journey action plans
- One network road classification – how this will assist with the prioritisation of planning road policing
- Journey management – dealing with unplanned activities such as crashes, network failures or road blockages
- Freight management – working to improve the safety of the heavy vehicle fleet in order to realise economic and environmental benefits

## Appendix 8 - Consultation

When preparing a RLTP every Regional Transport Committee:

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

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

- (a) Each of the councils' Regional Transport Committee carried out an assessment of those activities requiring prioritisation and submitted a draft RLTP to the Transport Agency after 30 September 2014. The Transport Agency provided feedback on the draft RLTP;
- (b) Following public hearings and deliberations on the submissions, a final RLTP was developed by each Regional Transport Committee and submitted to the respective council for adoption prior to submission to the Transport Agency;
- (c) If any of the councils wish to seek amendments it can submit to the Transport Agency an unapproved RLTP, along with an explanation it has not approved the RLTP. That council is then required to submit the RLTP to the Transport Agency by 30 April 2015; and
- (d) The Transport Agency will consider the RLTP and issue its National Land Transport Programme by 01 July 2015.
- (e) The final version of the RLTP will be completed by 30 July 2015

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