

Statement of Proposal

Connecting the Top of the South

Regional Land Transport Plan 2015-2021

Marlborough District Council, Nelson City Council and
Tasman District Council



DRAFT

Executive Summary

[Particular to each region - to be completed by unitary officers of each regional transport committee

Include recognition of economic, social and environmental sustainability in this section

Consultation process **Brief wording on consultation process to be added.**

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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

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.

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

Part A – Introduction and Purpose

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 a coordinated approach to land transport planning across 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 different committees. 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.



Lee Valley, Tasman



Puka Puka Weld Pass SH1, Marlborough

Part B – Government Policy Statement and 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.

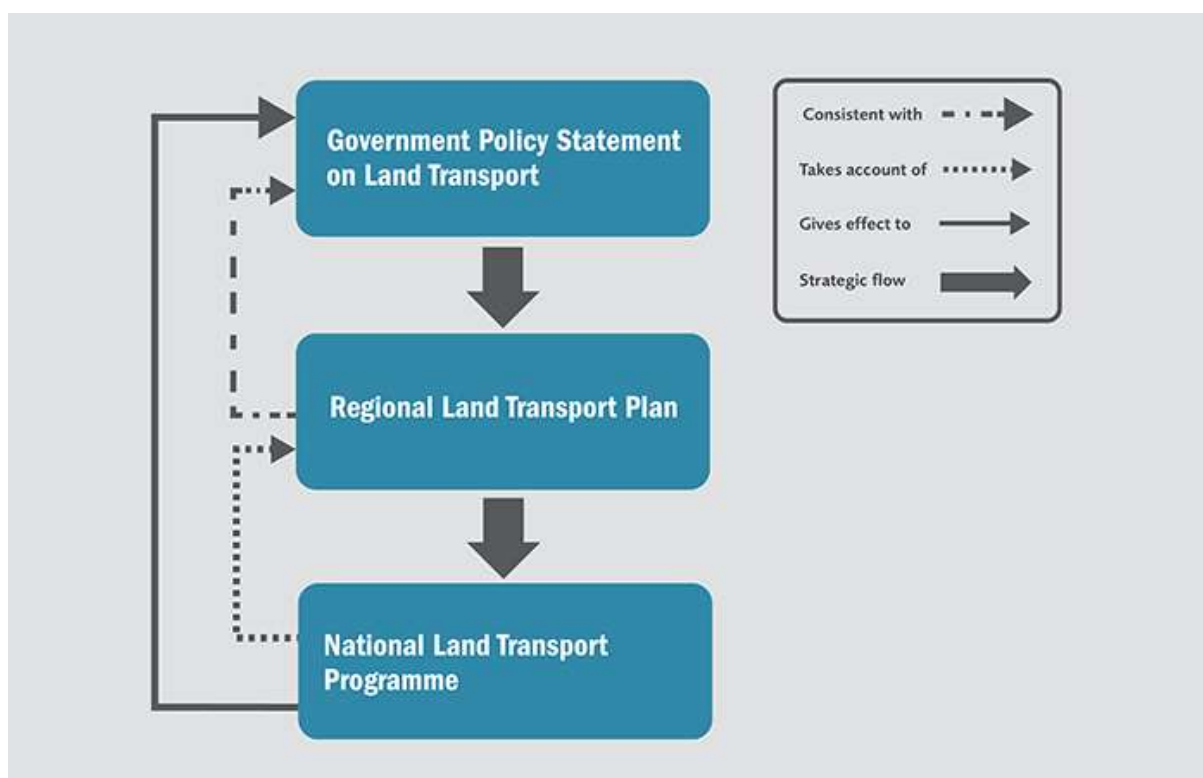


Figure 1. Statutory Relationship between the RLTP, the NLTP and the GPS.

The Draft 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 includes:

- 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 Draft GPS 2015 proposes to continue 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 Fund and Programme

The NLTP for 2015 to 2018 contains all of the land transport activities, such as public transport services and road construction and maintenance, 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 Plans

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

Local iwi regard the Top of the South as one region. Regional data is generally based on administrative boundaries, but these are not necessarily economic boundaries. Many economic activities cut across regional boundaries. The Nelson, Tasman and Marlborough regional economies are interlinked and dependent on each other through horticulture, forestry, seafood, farming, tourism, engineering, aviation, health and education.

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 City and Tasman District for export via Port Nelson and Port Marlborough. Nelson City in comparison to Tasman and Marlborough is predominantly urban. Nelson City and Tasman District 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. Port Marlborough provides the linkages with Marlborough as well as its proximity.

Nelson Central Business District (CBD) is the main commercial centre within the Nelson-Tasman region with just under 8000 employees. Getting people to and from the CBD is critical to the wellbeing of both regions and their respective economies.

Economic Drivers

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%. (add MDC's figure)

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 \$NZ 200 million to \$NZ 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 11% of the regional GDP. It provided over 10% of the region's employment. New Zealand's largest grape producing region is Tasman-Nelson-Marlborough. In 2013, there were 145 wineries in Marlborough and 38 in Tasman out of a total 692 in New Zealand (27%). The movement of horticultural products and grapes contributes to 15% of Tasman's economy and 14% of Marlborough's. Produce is pre-dominantly transported around the Top of the South by road.

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. The majority of transport movements around the Top of the South occur in the autumn which impacts on the road network. 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 forest cluster that contributed 12% 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 is crucial.



SH6 Logging truck on route to Port Nelson

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 seafood cluster is significant. In 2012, it contributed \$293 million to 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 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. However, its 4,500 tonne cold-store facility is based at Port Nelson.

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 they 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 e.g. 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 to Nelson-Tasman's GDP. In Marlborough it accounted for xxxxx. In Nelson-Tasman, 160,000 hectares are given to farmland. In Tasman, the main farming areas include Golden Bay (dairy), Moutere, Dovedale, Wakefield, Tapawera, Murchison and Nelson Lakes.

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 the Nelson-Tasman region goes to Fonterra's milk powder plants in Takaka and Brightwater for processing and is then exported via Port Nelson.

Alliance (meat producer and exporter co-operative) has a meat plant in Stoke which 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. Tourism activities in the Top of the South are diverse. Seasonality is an issue, with a summer peak of tourists. There are increasing numbers of visitors in recent times during the winter.

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 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) in Marlborough.



Tasman Great Taste Cycle 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 considerably affected the 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.



Map 1. Top of the South with significant activities. Asking IS dept to create a new map with boundaries shown. Need to write SHAMP in full

Marlborough

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.

More to be added here by MDC

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.

Although it is small, Nelson CBD is the main commercial centre within the region 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 districts, Nelson City 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 Nelson 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 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. Tasman Bay is located to the north.

At the time of the March 2013 census Tasman District had a total normally resident population of 47,154. 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.

The top five industries in the area are horticulture, forestry, fishing, agriculture and tourism. These provide the economic base for the community. The range of other industries is growing in importance to the local economy, including aquaculture, research and development, information technology and industries using the natural products in the area.

Transport Network

Key Journey Routes

There are approximately 900 trucks per day travelling on SH1 through Spring Creek in Marlborough. Many trucks will use the container transfer site to be transported to Nelson. Access to Port Nelson and the airport are from SH6. Approximately 650 trucks access the port each day, which can increase by 50% during the peak log harvest. Of these 650 trucks, 344 are log related. These trucks travel along what are known as key journey routes.

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 route.

Their economic relevance may be related to freight, commuter traffic, and tourism or is considered 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 viable alternative route to SH6 Rocks Road as a freight route through to Port Nelson.

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 Murchison
- SH6/SH60 Richmond to Golden Bay via Motueka and the Abel Tasman.

The main key journey routes provide access to Port Nelson, Port Marlborough and Nelson airport. 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 to do with the availability and restoration of a road when there is an unplanned event such as a storm, crash or emergency. On these occasions there is 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. The need for robust key journey routes or viable alternatives is imperative.

SH6 is an important route through Nelson for both Marlborough and Tasman. It is Tasman's link to the south to either the West Coast or Christchurch. If something happened to this network due to an unplanned event, 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 and Nelson 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 (cost to repair was \$1.7 million). 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 past Upper Takaka (which also resulted in a number of people being billeted in local households).

Rocks Road (SH6), in Nelson, also suffered from numerous slips during the December 2011 storm event. The road remained closed for almost a week until NZTA could assure complete safety along the route. 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.

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 either 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, the Whangamoa, Hope Saddle or Weld Pass.

The Top of the South councils are aiming to identify any route constraints related to 50 MAX. 50 MAX High Productivity Motor Vehicles (HPMV) are trucks that are slightly longer 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 so there should also be a benefit to operational costs. However, there will be some instances where the road network may need to be optimised so that efficiency of the network is not compromised. The aim for the Top of the South region is to continue increasing the number of routes that are compatible with 50 MAX, including the local network.



Weld Pass SH1 south

Reliability

Reliability relates to the consistency of travel times that road users can expect on a journey. The Level of Service determined by the One Network Road Classification outlines that this should be a 10 minute delay or a 10% delay in travel time for key journeys on regional routes.

The Top of the South Councils wish to minimise disruptions to customers through restricting 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 in a global market.

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 the port of Picton acting as a gateway to the South Island for travellers arriving (or departing) by ferry. St Arnaud and Rainbow skifield are on the boundary between Tasman and Marlborough. Nelson acts as the gateway to the region with Nelson Airport being the fourth busiest domestic airport in New Zealand. The Top of the South is also fast becoming a destination for mountain biking and cycle tourism.

A large number of overseas drivers travel to and through the Top of the South, so the need for a consistent journey that is comparable with other tourist routes around New Zealand is paramount.

Many of the projects listed in Table 4 acknowledge the increasing likelihood of our key journey routes becoming less reliable. This would be detrimental to the economic 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.

A road network that is efficient, cost-effective and meets current and future needs

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 councils 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 around the region and getting primary produce to Port Nelson and Port Marlborough.

Over the last five to ten years Nelson City Council has proactively worked towards implementing their travel demand policies centring on walking, cycling and the provision of public transport in order to increase the network efficiency and meet population growth and increasing travel choice demands. These factors are very much in the forefront of their transportation activity management plan. Marlborough District Council and Tasman District Council support these policies as well as the wish to have an efficient route through to the 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 50% 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 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.

One of the Government's objectives for the land transport system is to have a network that addresses current and future demands. This is critically important to all the Top of the South councils, due to their reliance on the road network and the primary industries, and the ongoing population growth and ageing. Population growth is likely to be concentrated in and around Nelson and Richmond, with Richmond experiencing the highest number of new jobs. In the June quarter ASB Main Report, Tasman topped the country in retail sales growth and its regional economic scoreboard rated Tasman third, behind Canterbury and Auckland. This growth was on the back of significant new retail outlets in Richmond (and consequently new jobs). Nelson Airport, Stoke and Port Nelson will also remain high employment areas. Unemployment in the region is currently below 4%. 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.

Demographically, the Top of the South, like many other regions of New Zealand are experiencing an ageing population. The National Institute of Demographic and Economic Analysis reported that the population of the combined Marlborough-Nelson-Tasman Region is projected to grow (under the medium variant assumptions), from approximately 139,990 in 2011 to 153,120 by 2061 (9.4 per cent). However, the growth will be most uneven by age, with declines projected at 0 to 19 and 35 to 54 years, against significant growth at 65 years and above, where the population is anticipated to grow both numerically (almost doubling between 2011 and 2061) and structurally (from 16.7 per cent in 2011 to 28.4 per cent).

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, Tasman District Council is investigating the extension of the current NBus route 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.

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.

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 a resilient network that is well able to deal with unplanned events. This would lead on to travel times not being disrupted for too long. 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.

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 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.

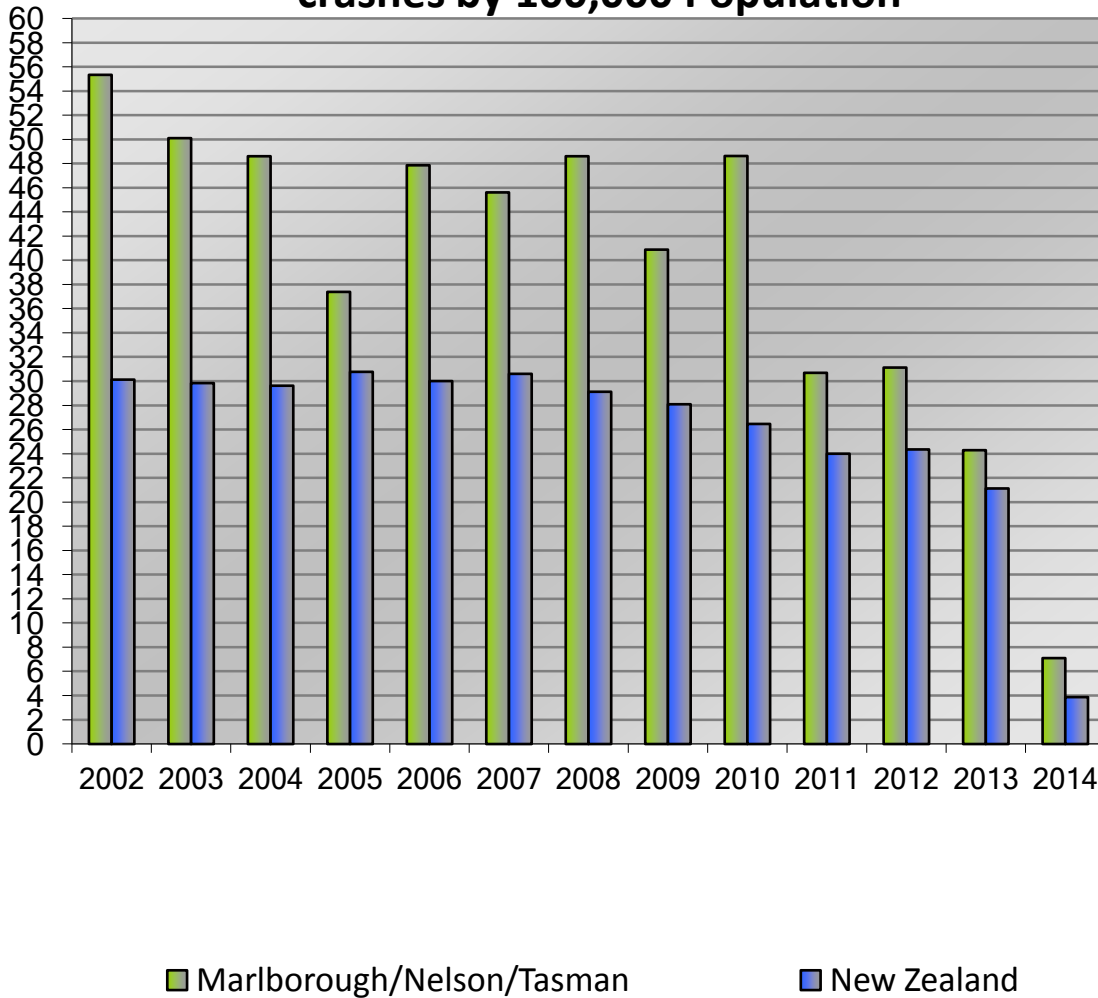
Signage across the region (as well as the country) needs to be consistent, especially with respect to specific hazard warning signs. With an increasing number of overseas visitors, their ability to 'read the road' effectively is important. With a large number of rural roads over the Top of the South that lead to tourist destinations, such as the Kahurangi National Park and the Marlborough Sounds, many tourists will be inexperienced with our roads. Road user safety guidance becomes more important in such locations.

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.

Through the Top of the South's Road Safety Action Plans (RSAP), the councils are aware of their road safety issues. One of the key safety issues which we face centres on motorcycle crashes. A number of the crashes we have relate to riders 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 counter the issue with motorcycles. Since 2002, The Top of the South has had a higher serious injury or death rate caused by a motorcycle crash (Graph 1) than the rest of New Zealand. Although, the data for this issue is displaying a downward trend our figures are still higher than the national average.

Yearly Data

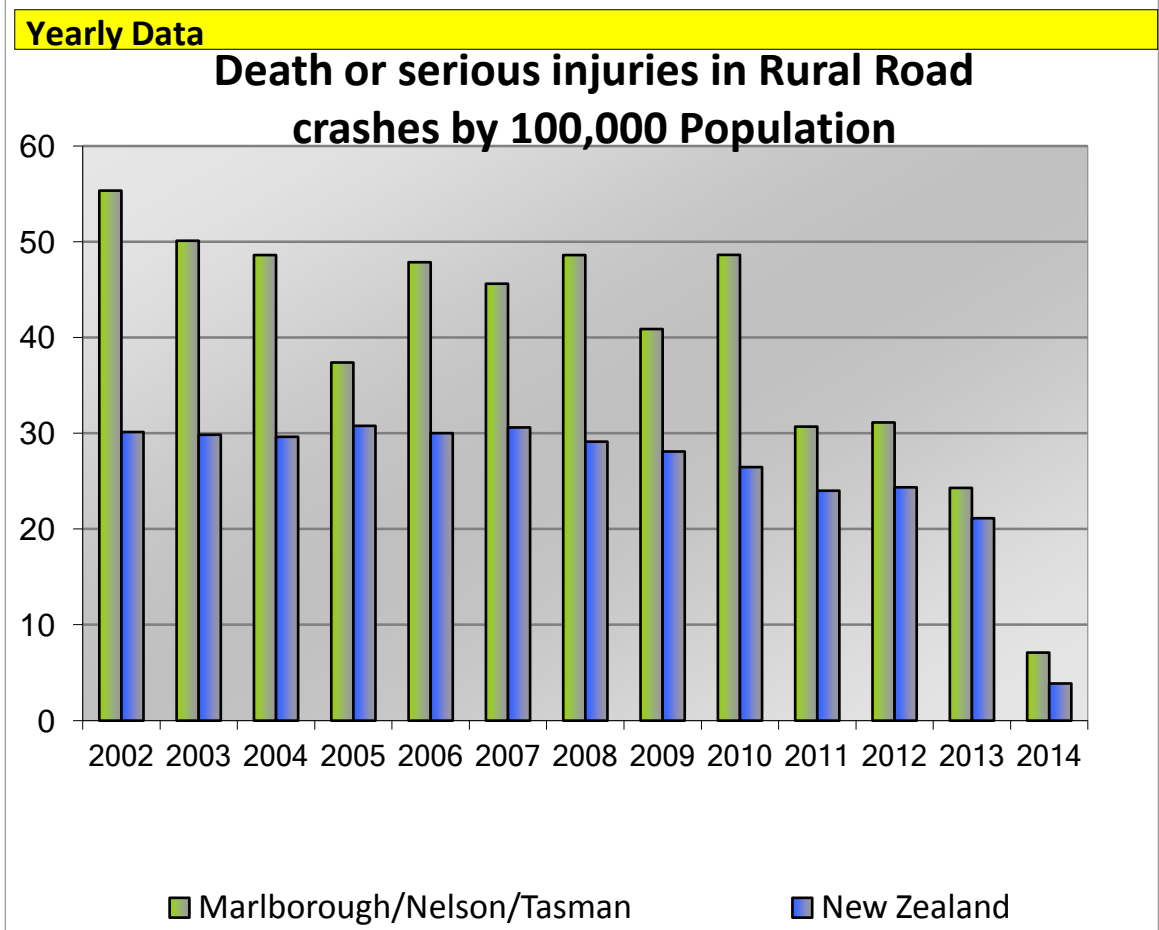
Death or serious injuries in Motor Cyclist crashes by 100,000 Population



Graph 1.

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

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 should be road safety and a continued reduction in the number of deaths and serious injuries.



Graph 2.

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 and the Marlborough Sounds road user safety guidance becomes vitally important. With increasing numbers of overseas 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 should be road safety and a continued reduction in the number of deaths and serious 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 District and the Southern Link investigation, design and planning in Nelson City are funded through the Government's 'Future Investment Fund'. These projects have not been included in the funding submission to the NLTP. The three projects in Table 2 are not included with the other Top of the South significant activities as they do not need to be prioritised. (subject to election outcome)

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 Link, investigation, design and planning	Nelson City Council	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
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	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	Travel times between SH 6/60 and Port Nelson, and between Picton and the Marlborough boundary are consistent Increase in freight km travelled. Relate to movement of people and goods ONRC is fully established by 2018

GPS Objectives	Regional Objectives	Policy/Direction	Measures of success for our communities
	through providing better access across the Top of the South's key journey routes.	costs on key journey routes Develop and apply ONRC transition plans and programmes to close the Customer Level of Service gaps	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 sections of the key journey routes are closed due to unplanned disruptions Travel time variability on our key journeys does not increase

Sustainability

Throughout the RLTP document, sustainability needs to be acknowledged. 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.

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 resolved by the Regional Transport Committee to be regionally significant may also be included e.g. SH6 Rai Saddle Section C Curve Realignment. These projects have been considered and agreed to be important for meeting economic growth at the Top of the South.

The agreed priority for the Top of the South significant activities is 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).

Table 4. Agreed Top of the South significant activities

Indicative Ranking ¹	Duration	Description ¹	Organisation Responsible	Phase	Region	Contributes to Regional Objectives (refer Table 2)	Cost	Profile
1	2015-18	SH1 Weld Pass realignment	NZTA	Design, Investigation, Planning and Construction	Marlborough	1, 2, 4		HMM-3
2	2015-18	Rocks Road walking and cycling project	Nelson City Council	Design and construction	Nelson	1, 3		MMM - 6
3	2015-18	SH6 (Whakatu Drive) north-bound capacity improvements and Quarantine Road intersection upgrade	NZTA	Construction	Nelson	1, 2, 4		MLL - 10
4	2015-18	SH6 Rai Saddle Second Curve Realignment	NZTA	Planning and Construction	Nelson	1, 4		MHH - 2

¹ Officers intend ranking aligns to NZTA Investment and Revenue Strategy (and pending Investment Assessment Framework) and final GPS.

Indicative Ranking ¹	Duration	Description1	Organisation Responsible	Phase	Region	Contributes to Regional Objectives (refer Table 2)	Cost	Profile
5	2019-21	SH6 Aniseed Valley to Saxton Corridor Strategic Business Case	NZTA	Investigate, design and planning	Tasman/Nelson	1,2,4		
6	2019-21	SH6 Whangamoia South realignment Stage 1 (incl Teal River bridge realignment and lower bends)	NZTA	Design and construction	Nelson	1, 2, 3,4		
7	2019-21	SH 6 Rai Saddle Section C Curve Realignment	NZTA	Investigate, design and construction	Marlborough	1, 4		
8	2019-21	SH6 Whangamoia South realignment Stage 2	NZTA	Design and construction	Nelson	1,2,3,4		
9	2019-21	SH6 Hope Saddle realignment	NZTA	Investigate, design, planning and construction	Tasman	1,4		
10	2019-21	SH60 Motueka River bridge widening	NZTA	Investigate, design and construct	Tasman	1,2,3,4		
11		Efficient freight and commuter route from Annesbrook to Haven e.g. Southern Link or existing	NZTA/ Nelson City Council	Business Case	Nelson/Tasman	1,2,4		

Indicative Ranking ¹	Duration	Description1	Organisation Responsible	Phase	Region	Contributes to Regional Objectives (refer Table 2)	Cost	Profile
		route capacity improvements						

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 deal with 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 product 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.

Part F – Tasman District Council’s Regional Land Transport Plan

Introduction

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

Tasman District Council is responsible for the management of a transportation network that comprises approximately 1,700km of roads (944km sealed and 757km unsealed), 475 bridges, 234km of footpaths and walkways, 23 car parks, 2,723 streetlights, 9,241 traffic signs and 8,771 culvert pipes.

Tasman District Council is also responsible for other transport related services, for example road safety, cycleways and public transport services such as Total Mobility.

Tasman District Council aims to provide a high quality transportation network, that enables safe and efficient movement of people and goods which improves the economic and social well-being of the district. The provision of transport services, roads and footpaths is considered a core function of the council as it provides many public benefits.

The transportation, roads and footpaths cluster of activities contribute to the Community Outcomes as set out in Table 5.

Table 5 – Community Outcomes and Transportation

Community Outcomes	How Transportation Contributes to the Community Outcomes
Our urban and rural environments are pleasant, safe and sustainably managed.	Our network of roads, footpaths, cycleways and carparks are safe, uncongested and maintained cost-effectively.
Our infrastructure is safe, efficient and sustainably managed.	<p>Our urban communities have a means of travel for pedestrians, cyclists and commuters that is safe and efficient.</p> <p>Our rural communities have safe and effective access to our transportation network.</p>

Tasman District Council’s goal is to move towards managing all of its transportation responsibilities in a more sustainable and integrated way.

Key Issues for Tasman District

a) Reducing debt

Addressing the Council's debt has been a focus of this RLTP round. Rooding debt was approximately \$32m at June 2013. This was divided up between subsidised rooding debt at \$22m and \$10m for non-subsidised debt. The Transportation forwards work programme provides a total reduction of \$54.4m in the first ten years from what was planned in the 2012 RLTP. This is split between operating expenditure plus renewals (\$6.8m) and capital expenditure (\$47.6m). These changes have provided a reduction in expenditure which addresses debt issues while trying to ensure the asset is maintained at an appropriate level. There remains a level of risk which will have to be managed.

b) Richmond growth

Richmond town centre is experiencing considerable growth. This is exacerbated by the planned growth in Richmond West and South. The traffic along SH6 (Gladstone Road) is often congested especially during the morning and evening peak period. The corridor from Aniseed Valley through to Saxton Fields roundabout has been identified for further rationalisation to ease the congestion, to improve the efficiency of that route and ease the severance issue that has developed as motorists have altered their trips around Richmond's residential areas to avoid the congestion at the Gladstone Road traffic lights.



SH6 Gladstone Road, Richmond

c) Richmond's internal ring road and traffic flows

The internal ring road around Richmond's town centre is starting to show signs of inefficiency. There is poor visual guidance for parking areas from the ring road. Oxford Street has been identified as being too narrow and a project to widen the road has been identified in the forward works programme. There is a conflict of interest on these roads which also have a number of intersections making turning difficult and unsafe.



Oxford Street, Richmond

d) **Bateup Road, Richmond**

Rapid residential development in Richmond south is expected to occur over the next few years. There is also a supermarket planned for the intersection of Bateup Road and SH6 Gladstone Road. To cope with the projected traffic volumes a road widening project has been identified. There is also a need to include some safety measures such as right hand turning bays to allow traffic to continue moving freely.



Development in Richmond South

e) **Tasman's Great Taste Trail**

Funding for Tasman's Great Taste Trail has been approved on the understanding that funding from the Government is also available.



Tasman's Great Taste Trail

f) **Motueka High Street**

Following the 2012 RLTP where a study of Motueka High Street identified a number of projects with a construction value of less than \$250,000, some of these projects still need to be assessed. Congestion on the High Street is made worse by the location of three pedestrian crossings and a number of intersections along the road. During the peak tourist period between December and February, High Street, Motueka can become gridlocked. Signalised crossings will alleviate some of the issues but there will be a need to implement further improvements.



SH60 Motueka High Street

g) **Public Transport**

Nelson City Council has been operating the NBus since 2012. The Nelson-Richmond route is highly successful even when compared nationally and serves as an alternative for commuters during peak periods. It is also an important form of transport for those who need access to transport. It provides our network with greater capacity for resilience, efficiency and accessibility. Further investment is

required in the Tasman District to extend the route around Richmond. With further growth occurring in the Richmond area, this development of the NBus route is important to managing the network and needs of the community. Tasman District Council has included \$31,000 in the forward works programme as an acknowledgment of this investment need, as well as recognising that further growth in Richmond will impact on the NBus service.



Salisbury Road/Arbor Lea Avenue intersection

h) **Adverse weather events**

In recent years the frequency and severity of damaging storm events has increased in the Tasman District. This has resulted in actual emergency reinstatement costs of approximately \$2.7m per year on average. While it is difficult to predict whether the recent weather patterns will continue or not, there is a need for prudence when developing the transportation budgets. Over the last three years Graham Valley Road (a main access point to the Kahurangi National Park) has suffered from numerous significant slips, originally caused by an earthquake. Adverse weather events have made the situation worse. The road has remained closed for months at a time and it has become uneconomical to keep repairing. The Transportation Activity Management Plan considers the effects of adverse weather events and a budget has been included.



Riwaka Kaiteriteri Road

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. This section adds to those key objectives, policies and measures of success with ones that are important to the Tasman District.

The issues described in this section have been categorized by the five objectives representing the GPS. Details of the indicators to measure the success can be found in Appendix 3.

Table 6. GPS and Tasman District Council's Objectives

GPS Objectives	Tasman's Objectives
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 to Nelson-Richmond and the two regional ports
A land transport system that provides appropriate transport choices	3) Communities have access to a range of travel choices to meet their social, economic, health and cultural need 4) Enable access to social and economic opportunities by investing in public transport
A land transport system that is reliable and resilient	5) Communities have access to a resilient and reliable transport system
A land transport system that is a safe system, increasingly free of death and serious injury	6) Deaths and serious injuries on the region's transport system are reduced at reasonable cost

Tasman's regional objectives are followed up by having a set of policies and measures that can be directly linked to the GPS 2015 and Connecting Tasman (RLTS developed in 2010). The Tasman RTC has assessed this RLTP and is satisfied that it contributes to achieving an affordable, integrated, safe, responsive, and sustainable land transport system, and contributes to each policy in Table 7.

Table 7. Tasman’s Policies and Measures

Policy	Activities that contribute to issue
<p>Roads and Traffic Policy 1 Ensure the integrated, efficient, timely and safe maintenance and enhancement of the District’s road network to meet the needs of the regional community and economic growth and development in line with this overall strategy.</p>	<p>It is important that the road network is safe, reliable and efficient at transporting people and goods throughout the region for the needs of the local communities as well as the economic vitality, growth and development of the region.</p>
<p>Roads and Traffic Policy 2 Ensure the integrated, efficient and safe provision for freight activity in support of regional economic growth and development while minimising adverse impacts on the regional community.</p>	<p>The strategic road network, both in Tasman and neighbouring regions, is a key element of the freight system, although some local roads can take on temporary or long term roles in supporting freight movements, such as during logging operations in a particular forest block over a set period. Freight activity can have adverse impacts on communities and the environment, such as safety issues, increased road maintenance, air quality and noise nuisance.</p>
<p>Roads and Traffic Policy 3 Reduce the number and severity of road crashes in the Tasman District</p>	<p>The priority is for activities that will reduce fatalities and casualties arising from road crashes. It aims to increase the use of walking and cycling, addressing road safety concerns. The safety of motorcyclists is also crucial due to the increase in popularity of this mode and the vulnerability of the rider in a crash.</p>
<p>Roads and Traffic Policy 4 Support activities that will improve population health and ensure monitoring of environmental impacts of land transport and compliance with national and regional standards</p>	<p>This strategy aims to protect and promote population health by supporting transport related public health initiatives in the region. Activities such as encouraging the use of a wider range of modes, demand management tools and supportive land use policies all work to enhance positive and reduce negative health impacts. For example, encouraging walking and cycling can increase individual levels of physical activity.</p>
<p>Walking Policy Promote and support the convenience and safety of walking to increase usage and mode share Promote walking as a form of transport</p>	<p>The strategy aims to recognise the importance of walking and promotes a pedestrian friendly built environment. Walking routes should be well signposted, connected, convenient, comfortable and safe. Walking does include those using walking aids such as wheelchairs and mobility scooters. It also includes those with specific requirements such as people with pushchairs. A walking environment designed with the needs of mobility impaired pedestrians in mind will often create excellent levels of service for all pedestrians.</p>

Policy	Activities that contribute to issue
<p>Cycling Policy Promote and support the convenience and safety of cycling to increase usage and mode share Promote cycling as a mode of transport</p>	<p>It is key to improving cycle usage to recognise that different types of cycling environments will suit different cyclists (learners, commuters, social and serious recreational) have different infrastructural needs. Cycling forms an important element of a sustainable land transport system and this policy aims to change the current trends and situation in the Tasman region by generating a higher volume of cycling trips and cycling safety.</p>
<p>Sustainability Policy 1 Economic</p>	<p>A 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>The transport system will support economic growth through providing better access to Nelson, Richmond, Tasman region, Blenheim and the two regional ports.</p> <p>Reduction of risk of disruption planned for to increase resilience and reliability.</p>
<p>Sustainability Policy 2 Social</p>	<p>Communities have access to a resilient and reliable transport system with a range of travel choices to meet their social, economic, health and cultural needs, including through investment in public transport and cycling networks.</p> <p>A land transport system that is safe and increasing free of death and serious injury, and which minimizes adverse health and social impacts.</p>
<p>Sustainability Policy 3 Environment</p>	<p>A land transport system that appropriately mitigates the effects of land transport on the environment.</p> <p>A land transport system that reduces energy footprints through reductions in time and distance travelled, as well as reducing particulate pollution.</p> <p>A land transport system that looks for solutions which reduce greenhouse gas emissions.</p>

The 2015/16 to 2025/26 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

Assessment and prioritisation process

Refer to Appendix 4 for details of the prioritisation framework.

The activities proposed by NZTA within Tasman District are presented in Table 8.

Table 8. Activities proposed within Tasman District – NZTA

Duration	Activity	Organisation Responsible	Contributes to Objectives	Total Cost	Proposed funding	Priority
Projects on the State Highway Network						
2015-18	SH60 Pah/Greenwood Street intersection	NZTA	1,2,T5		N	
2015-18	HPMV T2 Greymouth to Nelson	NZTA	1,2,T5		N	HHM - 2
2015-18	HPMV T2 Nelson to Lyttleton	NZTA	1,2,T5		N	HHM - 2
2015-18	HPMV T2 Takaka to Nelson	NZTA	1,2,T5		N	HHM - 2
2015-18	HPMV T2 Westport to Nelson	NZTA	1,2,T5		N	HHM - 2
2015-18	SH Minor Improvements	NZTA	1,2,3,4,T5		N	HMH - 2
2015-18	SH60 Takaka Hill Resilience Study	NZTA	1,2,3,T5		N	HML - 5
2015-18	SH6 Weigh Facility Murchison	NZTA	4		N	HML - 5
2019-21	SH60 Old Wharf Road/King Edward Street intersection	NZTA	1,6		N	
2019-21	SH60 Lansdowne Road intersection	NZTA	6		N	
2019-21	SH60 Moutere Highway intersection	NZTA	6		N	
2019-21	SH60 (Ruby Bay bypass) to SH6 safety corridor programme	NZTA	6		N	

2022-25	SH6 Telenius Road to Wai-iti safety corridor programme	NZTA	6		N	
2022-25	SH6 Carters Bridge 2 laning	NZTA	1,5		N	
2022-25	SH6 Mangles Road intersection (239/185)	NZTA	6		N	
2022-25	SH6 Brightwater to Wakefield passing lanes	NZTA	1,2,5,6		N	
	SH60/ Whakarewa Street intersection	NZTA			N	
	Three Roundabouts Study	NZTA/Nelson City Council/Tasman District Council			N	

More information to be added from [Transport Investment Online](#)

Table 9. Maintenance, Operations and Renewal Activities proposed within Tasman District

Project Name	Description	Phase	Work category	FAR	Total phase cost	Total phase cost Year 1 - 3	Total phase cost Year 4 - 10	2015/16 2016/17 2017/18 2018/19 2019/20 2020/21 2021/22 2022/23 2023/24 2024/25										Funding Priority	Draft RTC Priority	
								(\$000)												
Minor Improvements	Delivery of the minor improvement programme	Construction	341	52	7,500	2,250	5,250	750	750	750	750	750	750	750	750	750	750	750		1
District Land Purchase	District wide land purchase to cover Notice of Requirements	Land	NS	0	2,000	600	1,400	200	200	200	200	200	200	200	200	200	200	200		2
Bateup Road Reconstruction	Reconstruction of Bateup Road to provide for growth	Design	NS	0	300	300	-	50	250	-	-	-	-	-	-	-	-	-		3
Gladstone Road and Queen Street Intersection Improvement Study	Joint project with NZTA to investigate long term solution to address intersection capacity	Investigation	NS	0	60	60	-	60	-	-	-	-	-	-	-	-	-	-		4
George Harvey Road Connection	Connection of sealed sections	Construction	NS	0	95	95	-	-	-	95	-	-	-	-	-	-	-	-		5
Maisey Road Widening	Investigate and design to provide for growth	Investigation	NS	0	50	50	-	-	-	50	-	-	-	-	-	-	-	-		6

Project Name	Description	Phase	Work category	FAR	Total phase cost	Total phase cost Year 1 - 3	Total phase cost Year 4 - 10	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21	2021/22	2022/23	2023/24	2024/25	Funding Priority	Draft RTC Priority
								(\$000)											
Pah Street / SH60 / Greenwood Intersection Improvements	Signalisation of the intersection to improve efficiency	Design	NS	0	50	50	-	-	-	50	-	-	-	-	-	-	-		7
Pah Street / SH60 / Greenwood Intersection Improvements	Signalisation of the intersection to improve efficiency	Construction	NS	0	500	-	500	-	-	-	500	-	-	-	-	-	-		8
Queen Street and Salisbury Road Intersection Improvements	Signalisation of the intersection to improve efficiency	Construction	NS	0	981	-	981	-	-	-	-	981	-	-	-	-	-		9
William Street and Salisbury Road Intersection Upgrade	Signalisation of the intersection to improve efficiency	Design	NS	0	50	-	50	-	-	-	-	-	50	-	-	-	-		10
Lower Queen Street Reconstruction	Reconstruction of Lower Queen Street to provide for future growth in Richmond West	Design	NS	0	703	-	703	-	-	-	-	-	-	-	251	251	201		11
Golden Bay Route Study	Investigation of a new arterial route between Richmond Road and Ligar Bay	Investigation	NS	0	50	-	50	-	-	-	-	-	-	-	50	-	-		12

Project Name	Description	Phase	Work category	FAR	Total phase cost	Total phase cost Year 1 - 3	Total phase cost Year 4 - 10	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21	2021/22	2022/23	2023/24	2024/25	Funding Priority	Draft RTC Priority
								(\$000)											
Three Roundabouts Project	Joint project with NZTA to improve travel time between Salisbury Road and Stoke/Whakatu Drive	Investigation	NS	0	-	-	-	-	-	-	-	-	-	-	-	-	-		13
Wensley Road Improvements	Investigate the need for improvements to Wensley Road to cater for existing and future growth	Investigation	NS	0	90	-	90	-	-	-	-	-	-	-	90	-	-		14

Part G – Public Transport Plan

In accordance with LTMA section 117 and 119, the purpose of a Regional Public Transport Plan is to provide:

- a) a means for encouraging councils and operators to work together in developing public transport services and infrastructure; and
- b) an instrument for engaging with the public in the region on the design and operation of the public transport network; and
- c) 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 these services.

Tasman District currently provides funding for Total Mobility and the Late Late Bus. Provision has been made in the Transportation Activity Management Plan 2015-2045, the RLTP 2015-2021 and the LTP 2015-2025 for \$31,000 (unsubsidised) per year towards the NBus which is operated by Nelson City Council. Tasman District Council will seek funding from NZTA for additional services at its co-investment rate.

The RPTP is a record of public transport services that are integral to the network and all the policies and procedures applying to them e.g. fare setting policy. It is also a record of information (frequency, RTI etc) and infrastructure (stations, bus stops) that support the public transport services.

Tasman District's current RPTP was prepared and consulted on under the RLTS and the RLTP in 2011. This will expire on 30 June 2015. A review of Tasman's RPTP will be required as soon as possible after this date.

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 RLTP **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

“Connecting Tasman” (Tasman District Council’s Regional Land Transport Strategy) was completed in 2010. It provided an overview of the issues and investment priorities for the following thirty years. The change in the LTMA sees this overview document being reviewed and included in this RLTP. In general, the issues, indicators and targets remain similar to the material included in “Connecting Tasman”. This is due to the 2015 GPS being closely aligned to the 2012 GPS.

Accordingly, the fundamental principles included in “Connecting Tasman” have assisted in formulating this RLTP. “Connecting Tasman” provides the direction for the Top of the South to meet the economic, resilience and safety aspirations through the provisions of appropriate transport investment signals and targets. Therefore, the indicators and targets used in “Connecting Tasman” are relevant to the 2015 - 2021 RLTP.

To monitor progress of the GPS objectives and policies within this RLTP, there is a need to have specific measurable indicators and targets. The indicators and targets specified in Table 10 consider the Top of the South objectives and the Tasman Region objectives. 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 regularly to the Regional Transport Committee. The targets form an integral part of the RLTP’s success and can be reviewed on an annual basis.

Table 10 – Indicators and Targets

Policy	Principle of Policy	Key Actions
Roads and Traffic Policy 1	To reduce the number and severity of road crashes	<p>An overall downward trend in the total serious and fatal crashes as measured from 2009.</p> <p>A downward trend in the total number of reported loss of control crashes as measured from 2009.</p> <p>A downward trend in the number of reported overseas driver’s crashes as measured from since 2009.</p> <p>A downward trend in the number of reported motorcycle crashes from since 2009.</p>
Roads and Traffic Policy 2	Support activities which improve population health and ensure monitoring of environment impacts	<p>The share of week day journey to work trips by public transport increase to at least 2.5% by 2021 from 2006 census data</p> <p>The share of week day journey to work trips by cycling increase to at least XX% by 2021 from 2006 census data Need another one or two in here</p>
Roads and Traffic Policy 3	Ensure the integrated, efficient, timely and safe maintenance and enhancement of the road network	<p>Add measure around STE and PI from LTP</p> <p>Measure around resilience – eg The strategic road network or alternatives are available</p>

Policy	Principle of Policy	Key Actions
		<p>99% of the year.</p> <p>Consultation and coordinate maintenance and operations work programme around changes in forestry and other key freight activities.</p>
Roads and Traffic Policy 4	Ensure the integrated, efficient and safe provisions for freight activity	<p>No deterioration in travel time variability on main arterial routes</p> <p>No deterioration in travel time on main arterial routes</p> <p>Develop programme for bridge replacements to enable 50 Max vehicles on freight routes.</p>
Walking Policy	Promote and support the convenience and safety of walking	<p>Develop and prioritise footpath rehabilitation programme</p> <p>Develop programme for new footpaths to address gaps in the network</p> <p>Measure footpath condition every two years (?)</p>
Cycling Policy	Promote and support the convenience and safety of cycling	<p>Develop and prioritise cycle way rehabilitation programme</p> <p>Develop programme for new cycle ways to address gaps in the network</p> <p>Measure cycle way condition every two years (?)</p>

Appendix 4 – Assessment and prioritisation

The 2015/16 to 2025/26 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 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 \$15 million allocated to the region that has to be committed by June 2018. Projects with the highest priority in this document will be funded first. It is unlikely that any remaining projects will be eligible for further government funding once the regional fund is spent, although national funding will still 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 assessment framework. The activities identified in Table 4 of this programme have been prioritised using this framework.

The Regional Transport Committee has decided to use the NZTA's Investment and Revenue 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 11.

Table 11 - Assessment Profile ranking

The assessment factors are weighted in order of priority

Profile (Strategic fit, effectiveness and economic efficiency)	Priority order
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

Significant Projects – Top of the South (to be ordered in accordance to Table 4 when all info received)

1. SH60 Motueka Bridge



SH60 Motueka Bridge approaching from Motueka



SH60 Motueka Bridge approaching from Riwaka



The Issues

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



Meets these NZTA Long Term Goals and Strategic Direction

2. SH6 Hope Saddle



SH6 Hope Saddle approaching from the North



Figure 1 Hope Saddle



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.



Meets these NZTA Long Term Goals and Strategic Direction

3. Efficient Road Corridor along SH6 from Aniseed Valley Road/Eden Road to Saxton



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



SH6 Whakatu Drive (Three Roundabouts) looking south



Figure 2 SH6 Aniseed Valley Road/Eden Road - Saxton Road Corridor

The Issues



<ul style="list-style-type: none"> Planned land use growth Changing function Deteriorating inefficiencies at intersections Alternative routes being sought to avoid 'efficient' state highway route 	<ul style="list-style-type: none"> Severance and safety Conflicting traffic patterns Confusing Key freight route to Nelson Port
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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.



Meets these NZTA Long Term Goals and Strategic Direction

A place holder over the next few pages for Marlborough's and Nelson's significant activities. They will then need ordering so that they align with the order in Table 4.