Tasman Regional Land Transport Strategy - Working Draft

Prepared for Tasman District Council

AUGUST 2009

QUALITY ASSURANCE STATEMENT

PROJECT MANAGER	REVIEWED BY
Ray Firth	Phil Peet
PREPARED BY	**APPROVED FOR ISSUE BY**
Phil Peet, Stuart Woods and Mike Tottman	Ray Firth

WELLINGTON
Level 1, 123 Taranaki Street, Te Aro, PO Box 9624, Wellington 6141, New Zealand
P + 64-4-381 6700, F + 64-4-381 6739

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TASMAN DISTRICT COUNCIL

Tasman Regional Land Transport Strategy - Working Draft

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i. Foreword

To be written by the Chair of the RTC.

ii. Executive Summary

To be completed after the remainder of the document.

1 Purpose, Vision and Objectives

1.1 Purpose

The purpose of this Regional Land Transport Strategy (RLTS) is to provide direction and guidance on the land transport outcomes sought by the region to meet current and future land transport needs. This strategy identifies the key policies, actions and the role of all land transport modes over the next thirty years and considers the most desirable means of providing the desired outcomes.

This Regional Land Transport Strategy plays a crucial role in the planning and funding structure for land transport in Tasman District. It is the means by which the region can 'take stock' of existing and future travel conditions, issues, problems and opportunities as the basis for identifying a longer term strategy for action. The RLTS provides the basis for the formulation of detailed proposals in the Regional Land Transport Programme, which becomes part of the National Land Transport Programme.

1.2 Visions & Objectives

The vision for Tasman District in relation to land transport is;

> *'To have a land transport system[1] that will support a sustainable and prosperous economy, that is accessible by and serves the whole community, contributing to the better health, safety and wellbeing of those living within and visiting Tasman District.'*

This vision is embodied in the following high level objectives;

- *Assist Economic Development*: *A transport system that contributes to economic growth and prosperity*
- *Safety & Personal Security*: *A transport system that is safe to use across all transport modes*
- *Access & Mobility*: *An efficient transport system that is integrated with land use planning, optimising access and mobility for all*
- *Public Health*: *A transport system that encourages active modes of travel*
- *Environmental Sustainability*: *A transport system that optimises energy efficiency and ensures the sustainability of the natural and built environment*
- *Economic Efficiency*: *A transport system that is affordable and provides value for money*

This vision and objectives are consistent with the New Zealand Transport Strategy and other relevant policy documents as outlined below.

The vision and associated objectives of this strategy can only be achieved by doing more than simply providing for travel demand by building roads and infrastructure. Measures that encourage transport behavioural change, provide improved modal choice and reduce the demand for travel will also need to be provided. The available means of achieving this vision are complex and inter-related. It is clear that no single measure in isolation will be successful in meeting the high level objectives and an integrated package of measures is required.

Such an integrated package must be underpinned by the key principles that support the vision of an affordable, integrated, safe, responsive and sustainable land transport system as outlined in the New

[1] The Tasman RLTS has adopted a "transport system" approach, which addresses the land transport system as a whole by looking at vehicles, transport users, the network infrastructure and the interactions between them. Accordingly, the strategy seeks to improve the current system, not just by implementing roading improvements, but by a mix of education, enforcement and engineering measures.

Zealand Transport Strategy (NZTS). These key principles, which are discussed further in Appendix 1, must be considered across all areas of activity to deliver the Strategy.

The NZTS acknowledges that there are formidable challenges facing the transport sector. It needs to find affordable ways to support the economic transformation of New Zealand and improve the health, safety, security and accessibility of New Zealanders, while at the same time addressing climate change and other environmental impacts. Business as usual will not lead us to where we want to be in 2040. If transport is to remain affordable, both for the nation and the region, prudent and selective prioritising of where and how to invest is necessary.

Responsibilities

The Tasman Regional Transport Committee (RTC) is responsible for the preparation and monitoring of the RLTS. This Committee includes representatives of Tasman District Council (TDC), New Zealand Transport Agency (NZTA) and representatives of other agencies and stakeholders, in line with the requirements of the Land Transport Management Act.

Responsibility for the delivery of the measures contained within the strategy falls primarily to Tasman District Council and the NZTA with some contributions from other agencies. NZTA has responsibility for maintaining, operating and upgrading the State Highway network, while Tasman District Council has responsibility for all of the other public roads within its administrative boundary, including public transport, cycle and pedestrian facilities, the control of public transport services and implementaiton of travel demand management initiatives.

Timeframe

The Land Transport Management Act as amended in 2008 requires that a RLTS must at all times be kept current for a period of 30 years. Furthermore, a RLTS may be reviewed from time to time and must be renewed at least once every 6 years to respond to changing demand forecasts and changes to Government Polict . This review process is coupled with a programme of monitoring, to review both the implementation and currency of the strategy in the light of such changes, with the preparation of periodic monitoring reports.

For funding and planning processes including alignment with the Regional Land Transport Programme, this RLTS defines;

- “Short Term” as being to 2009-12 (years 1-3)
- “Medium Term” as being from 2013 to 2019 (years 4-10)
- “Long Term” as being after 2019, but subject to ongoing review and monitoring (years 10+)

Cross Boundary Issues

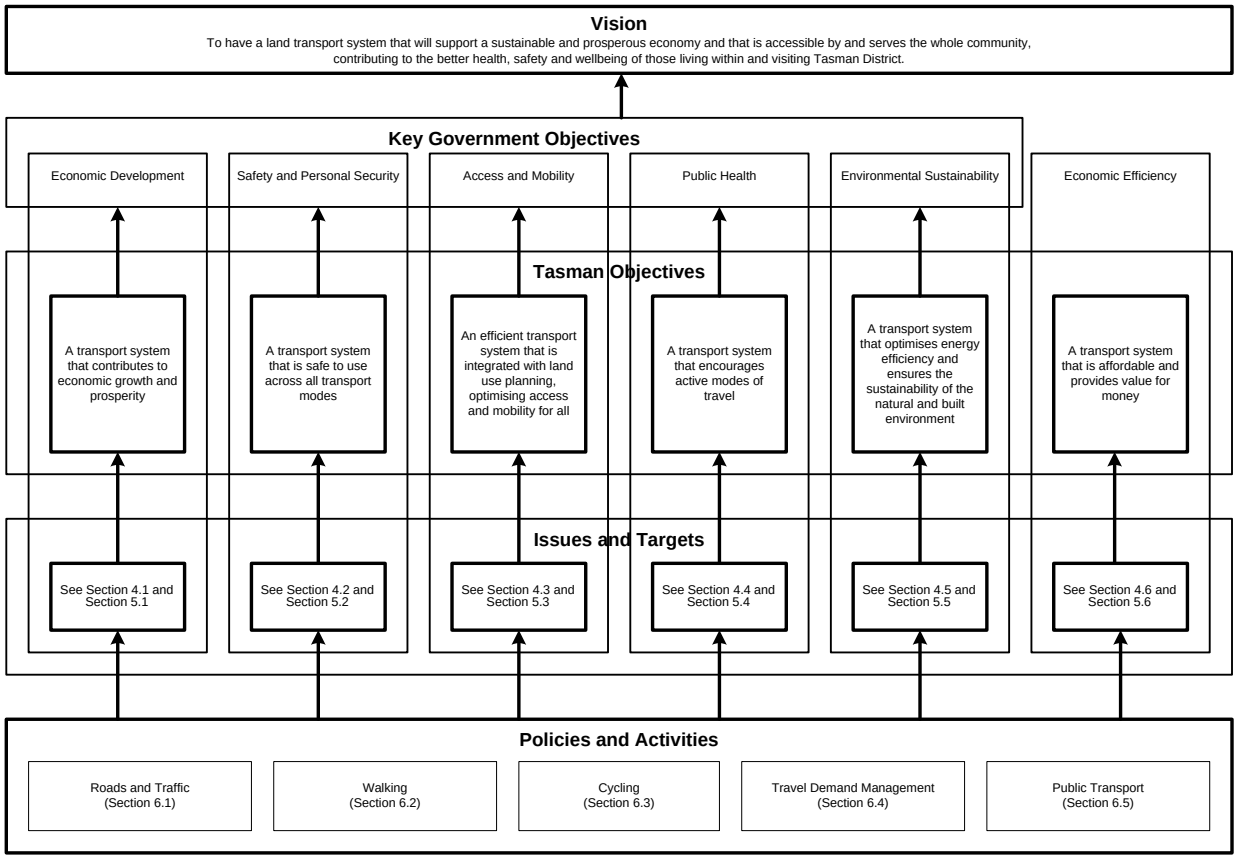
This Tasman Regional Land Transport Strategy focuses on the transport issues for the Tasman region. However, this strategy needs to consider and integrate some of these issues with the Regional Land Transport Strategies of Nelson City Council, Marlborough District Council and the West Coast Regional Council.

A major issue for the greater Nelson urban area is managing the flow of people and freight between Tasman District and Nelson City. Furthermore, the State Highway 6 connection to Nelson City and though to Marlborough District over the Whangamoas and the routes through to Buller District are other strategic links. Effectively implementing the Tasman Regional Land Transport Strategy will require close cooperation with the neighbouring Councils.

For example, the implementation of public transport improvements, parking controls and the travel demand management plan need to be done in collaboration with Nelson City Council and other relevant agencies. Input will be sought on this draft Tasman Regional Transport Strategy from the neighbouring Councils. The Tasman Regional Transport Committee will submit on their plans when opportunities arise.

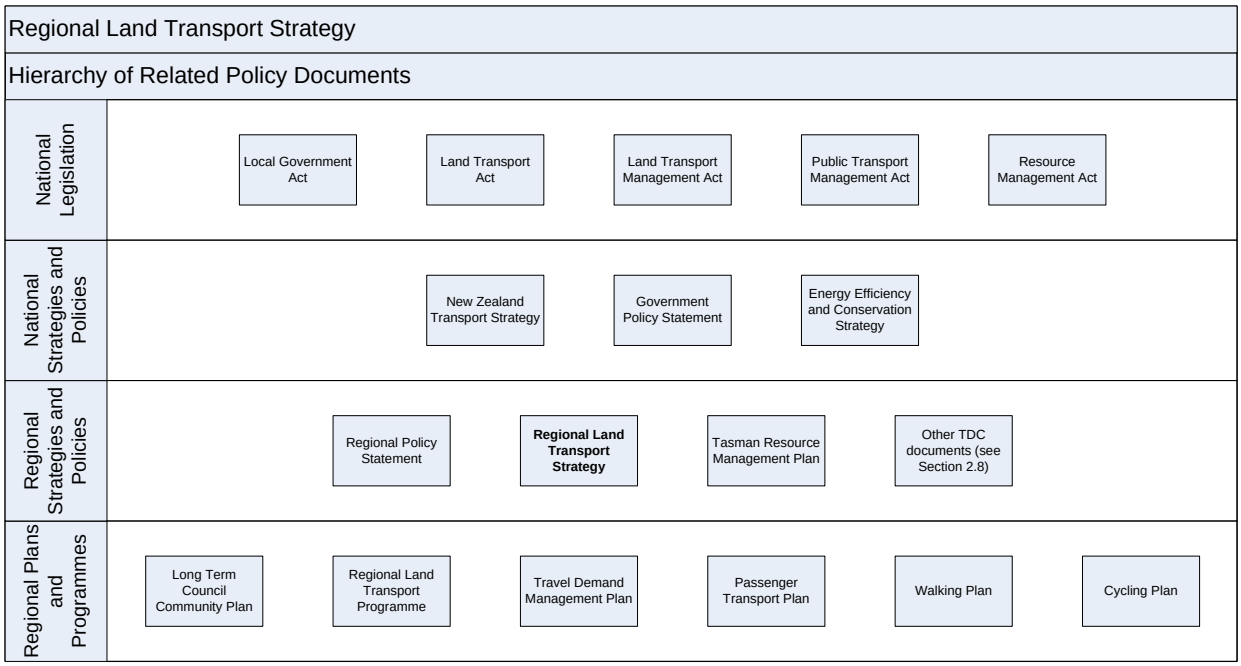
Layout of the strategy

The diagram below shows the Vision and Objectives for the Tasman land transportation system and how the activities proposed will help achieve these. The Issues, Targets, Policies and Activities are discussed later in the document.



2 Legislative and Policy Context

This strategy is part of a suite of legislative and policy documents that impact on the Tasman land Transport system. The key influencing documents are outlined in the diagram below.



The last few years have seen a number of changes to national and local policy documents which have resulted in more accountability on the land transport system for the effects it imposes. This section outlines the policy and legislative documents from both central and local government which this strategy references and complements.

2.1 Land Transport Management Act

The Land Transport Management Act (LTMA) came into force in 2003 to provide the legislative framework to give effect to the New Zealand Transport Strategy. This Act seeks to:

- provide an integrated approach to land transport funding and management which takes into account the views of affected communities;
- avoid adverse effects on the environment;
- give all relevant people and organisations opportunities to contribute to developing land transport programmes;
- ensure options and alternatives are given full consideration at an early stage in the development of programmes;
- improve long-term planning and investment in public transport;
- ensure that land transport funding is allocated in an efficient and effective manner;
- improve the flexibility of land transport funding, including provisions enabling new roads to be built on a tolled or concession agreement basis; and
- amend the Land Transport Act 1998 to require regional land transport strategies to be reviewed to take account of the objectives of the 2003 Act.

The LTMA was subsequently amended by way of the Land Transport Management Amendment Act in 2008. The purpose of the changes was to enhance New Zealand's transport planning and funding system. The key changes are:

- All fuel excise duty, road user charges and motor vehicle registration fees are to be dedicated to land transport expenditure.
- The government will set out, in a Government Policy Statement (GPS), its priorities, funding forecasts and the short to medium-term outcomes it wishes to achieve through the allocation of land transport funding.
- There will be greater responsibilities and functions for the regional transport committees.
- Planning will be longer term, better aligned centrally, regionally and locally, and provide for greater integration across transport modes.
- A new crown entity, the NZ Transport Agency (NZTA), will take over the functions of Land Transport New Zealand and Transit New Zealand from 1 August 2008.
- Three-year regional and national land transport programmes instead of annual. In developing a three-year programme, greater focus will be on integrated planning, strategic vision and planning, consultation, prioritisation of activities, and affordability.
- Modifications to the requirements of RLTSs

The existing Tasman Regional Land Transport Strategy is dated 2003 and precedes the enactment of the LTMA. The preparation of this new RLTS therefore provides an opportunity to reflect these changes in national transport policy.

2.2 Public Transport Management Act

This legislation was enacted in 2008 and was designed to empower regional and unitary councils by giving them the tools to improve public transport services so they provide better value for money for users, local government, central government and tax payers. Councils have been given authority to access information about commercial operators and establish controls with which they must comply. These include quality and performance standards, integrated ticketing, and 'bundling' requirements. Councils have also been enabled to require that any or all public transport services in a region must be provided as contracted services. The changes also clarify the role and process for developing Regional Public Transport Plans.

2.3 New Zealand Transport Strategy

The New Zealand Transport Strategy 2008 (NZTS) sets out a plan for the whole transport sector in New Zealand to 2040, introducing defined targets and actions to achieve the targets for the first time. The Strategy covers transport for people and for freight, and includes all parts of the sector - road, rail, maritime and aviation. By setting out the government's long-term intentions for the transport sector, it is also intended to provide guidance and help decision-making in local authorities, private companies and other key players within the sector. Ultimately, achieving the vision and targets within the Strategy will also require the involvement and support of individuals in the choices they make on a day-to-day basis.

The NZTS states that the government's vision for transport in 2040 is:

> *'People and freight in New Zealand have access to an affordable, integrated, safe, responsive and sustainable transport system.'*

The objectives of the strategy are:

- ensuring environmental sustainability
- assisting economic development

- assisting safety and personal security
- improving access and mobility
- protecting and promoting public health

The NZTS also contains 15 specific transport targets which relate to the above objectives; the majority of which are required to be achieved by 2040. These will allow progress towards this vision to be measured and define the priorities for the transport sector. The targets are challenging but achievable.

The strategy recognises that change is needed in the transport sector to achieve the vision and targets, which will need to be from a combination of infrastructure and technological developments, improved services and behavioural change. None on its own is likely to allow all the targets to be achieved.

The NZTS is non-statutory, though it will be given effect to by statutory documents such as the Government Policy Statement on Land Transport Funding (GPS).

2.4 Government Policy Statement on Land Transport Funding (GPS)

The GPS, released in May 2009 for the period 2009/10 to 2018/19, outlines the impacts the government wishes to achieve in the land transport sector, and how it will achieve these through funding. It continues to support the overall intent of the NZTS 2008, but considers that moving too quickly on modal shift will have a negative impact upon environmental and economic efficiency. In short, the Government supports mode shift over time towards a greater use of active travel and more environmentally sustainable modes, but not to the point where outcomes are economically inefficient. The Government's stated priority for its investment in land transport is to increase economic productivity and growth in New Zealand. Quality land transport infrastructure and services are essential for a robust economy and supporting the efficient movement of freight and people. This, in effect, represents a change in the priority of the NZTS objectives reported above.

The GPS signals the Government's intent that funds within transport "activity classes" will be allocated in the most economically efficient way and deliver excellent value for money. Further, the required short to medium term impacts required of the GPS and the resulting statutory National Land Transport Programme, (to be contributed to by statutory Regional Land Transport Programmes), are to contribute to economic growth and activity by:

- Improvements in the provision of infrastructure and services that enhance transport efficiency and lower the cost of transportation through:
    - Improvements in journey time reliability
    - Easing of severe congestion
    - More efficient freight supply chains
    - Better use of existing transport capacity
- Better access to markets, employment and areas that contribute to economic growth
- A secure and resilient transport network

With other sought impacts including:

- Reductions in deaths and serious injuries through road crashes
- More transport choices, particularly for those with limited access to a car, where appropriate
- Reductions in adverse environmental effects from land transport
- Contributions to positive health outcomes

2.5 New Zealand Energy Efficiency and Conservation Strategy

The New Zealand Energy Efficiency and Conservation Strategy (NZEECS), which was released in October 2007, is an action plan to:

- Promote sustainability as part of New Zealand's national identity
- Improve the quality of life for New Zealand families
- Drive economic transformation in business

It is an action plan for many of the programmes in the New Zealand Energy Strategy and its programmes are complementary to the Emissions Trading Scheme in achieving emissions reductions.

The NZEECS proposes actions in five areas, including transport. The targets which integrate with those of the NZ Transport Strategy 2008 and will be used to assess progress include:

- Per capita transport emissions halved by 2040
- New Zealand to be a world leader in the uptake of electric vehicles
- Average fuel economy to be improved by around 25 per cent by 2015 (170g/km of CO2 , which equates to approximately 7.4l/100km, petrol, and 6.5l/100km, diesel)
- A 10 per cent reduction in single occupancy vehicle trips by 2015
- Increased emphasis on transport demand management and clear priority given to public transport and walking and cycling
- 80 per cent of vehicles to be capable of using 10 per cent biofuel blends or to be electric powered by 2015
- An investigation of options, including electrification, for improving the efficiency of the North Island main trunk line

2.6 Tasman Regional Policy Statement

The Tasman Regional Policy Statement (TRPS) is the strategic resource management plan to promote sustainable management in the Tasman District. It was prepared by the Council in 2001 and contains the broad issues, objectives and policies for the District. It also includes methods of implementation, anticipated environmental results and performance monitoring indicators.

The TRPS seeks to manage conflicts between land transport activities and rural and urban land use activities. Further, it also seeks to provide for the maintenance and development of the transport system to meet appropriate community travel demands, consistent with the minimisation of adverse effects on the environment from transport.

It also recognises that there is a need to advocate to the Government for continued and strengthened national measures to encourage less fossil fuel usage and to develop renewable forms of transport fuels.

2.7 Tasman Resource Management Plan

The Tasman Resource Management Plan (TRMP) is a combined district and regional plan. The purpose of the Plan is to assist Council in carrying out its functions in order to promote the sustainable management of natural and physical resources.

Land transport issues are discussed in TRMP. The effects of the location and form of development, and of subdivision and land use activities, on the safe and efficient provision and operation of the land transport system are addressed. In addition, the adverse effects on the environment from the location, construction and operation of the land transport system are identified as an issue. There are objectives,

policies and methods of implementation, along with the principal reasons and explanations. Performance monitoring indicators are included, along with the anticipated environmental results.

2.8 Other Plans and Policies

This RLTS has been prepared with reference to a number of other Tasman District Council plans, policies and strategies, including:

- Environment Today
- Long Term Council Community Plan 2009-2019
- Physical Activity Plan
- Positive Ageing Policy

The Nelson Tasman Regional Economic Development Strategy was also used as an input into this document.

2.9 Tasman Regional Transport Committee Significance Policy

Section 106 of the Land Transport Management Act 2003 (LTMA) requires each RTC to adopt a policy that determines significance in respect of variations made to the Regional Land Transport Programme and Regional Land Transport Strategies.

This significance policy was adopted on 30 January 2009 and is attached as Appendix 2.

2.10 Auditor's Statement of Procedural Compliance

A statement needs to be provided here by an independent auditor of how the process followed by the regional transport committee complied with the requirements of this Act

3 Regional Overview

3.1 District Profile

The Tasman District Council (TDC) area is geographically very large, extending from Nelson City in the northeast, Murchison and St. Arnaud to the southwest and Golden Bay to the northwest. It includes a number of urban areas, the largest of these being Richmond and Motueka.

Tasman District is primarily forested mountainous country or farmed hill country, with only 2% of the land area occupied by urban areas. Approximately 60% of the district is forested mountainous country under three national parks. Approximately 30% is hill country that is used for land-based production such as cattle, sheep and plantation forestry. Approximately 4% of land is fertile plains, used for horticulture.

Tasman District Council shares rural boundaries with Marlborough District Council and the West Coast Regional Council and an urban boundary with Nelson City Council (NCC); located between Richmond and Stoke. The urban boundary requires TDC and NCC to collaborate on issues such as passenger transport, links to major facilities (e.g. port and airport) and the pressures of commuter transport. The urban area of Nelson – Stoke – Richmond effectively operates as a contiguous urban group despite the location of the district boundary between them. As a result, there is a high level of transportation activity across this boundary and strategic planning needs to take into consideration the demands and needs of each area.

3.2 Demographic Trends

3.2.1 Population Growth

Tasman District has experienced a large increase in people choosing to live in the Tasman District population over the last ten years, however in recent times the rate of growth has declined.

Table 3-1 shows the population in the Tasman District and that of New Zealand during the census years 1996, 2001 and 2006. It shows that net migration contributed to approximately 62% of the population growth between 2001 and 2006; natural increase accounting for the remaining 38%. In comparison, the growth in population of New Zealand over this period was more balanced between the two factors with a net migration and natural increase contributing 46% and 54% respectively.

Table 3-1 : Population Movements in Tasman District and New Zealand

	Pop 1996	Pop 2001	Pop 2006	Total Pop Increase 01-06	Natural Increase 01-06	Net Migration 01-06
Tasman DC	37,965	41,352	44,622	3,270	1,122	2,148
New Zealand	3,618,303	3,737,280	4,027,947	290,667	145,393	145,274

Further analysis of the population growth data reveals where and by how much the population has increased or decreased. Figure 3-1 shows this movement throughout the different areas of the district and provides the population movement between the census years of 1996 and 2006.

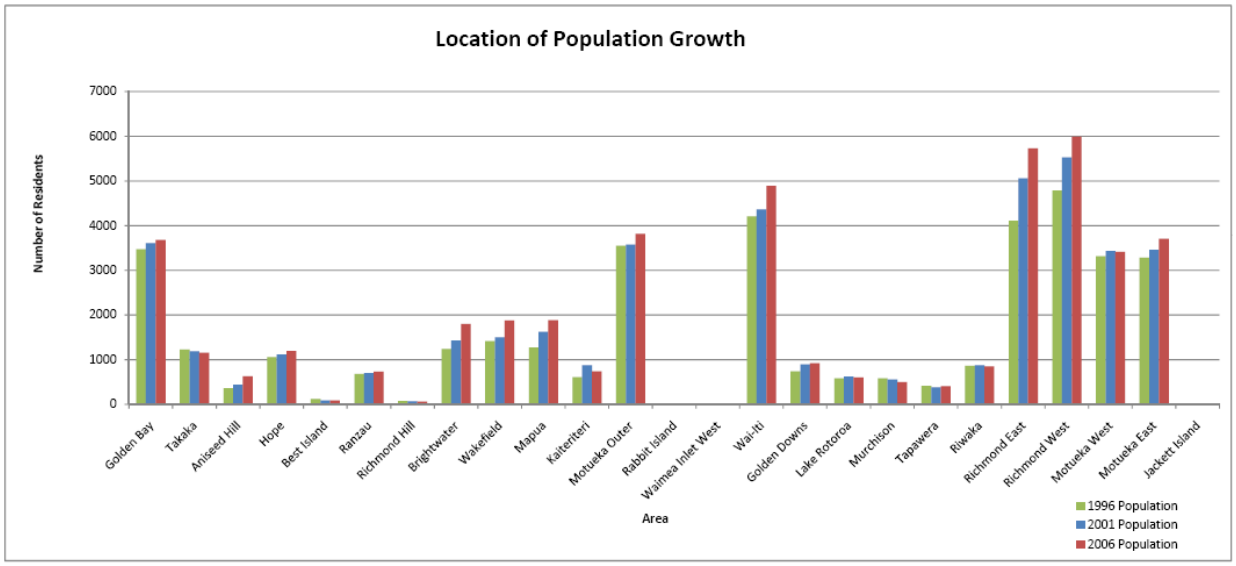


Figure 3-1: Location of Population Growth

It can be seen that the areas which experienced the largest increase in population relative to the existing population between the census years of 2001 and 2006 are Aniseed Hill (47.6%), Brightwater (26.9%) and Wakefield (26.7%). Richmond attracted the most new residents during this period; however this urban area already had a comparatively large existing population (c. 11,700 in 2006).

3.2.2 Population projections

Statistics New Zealand have forecast, in their medium growth scenario, that the population of Tasman District will continue to increase, although the rate of increase will reduce. This is shown in Figure 3-2 below.

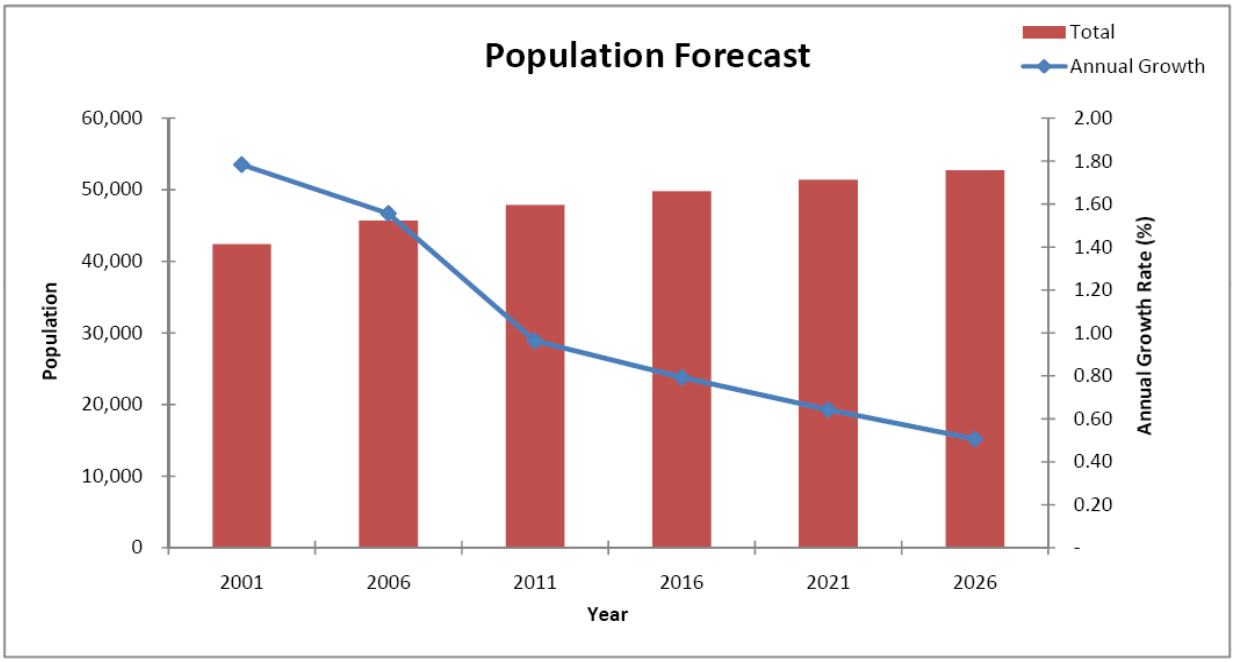


Figure 3-2: Population Forecast

3.2.3 Age distribution

Figure 3-3 shows the changes in the Tasman District Age Profile using 2001 and 2006 census data and the Statistics New Zealand forecasts. While the total population of the district has increased, the number of people aged between 0 and 24 has remained relatively constant and there has been a decrease in the number of people aged 25 to 34. The largest increase has been between the ages of 55 to 64, with a 26.5% increase during the years of 2001 to 2006. Following this is the 65+ age group and the 45 to 54 age group, with an increase of 11.8% and 10.5% respectively. This population profile is following the national trend where the ageing "baby boomer" generation is increasing the relative proportion of the population in the older age brackets.

This trend is set to continue with the 65+ age bracket expected to increase from approximately 15% of the population in 2006 to 24% of the population by 2026.

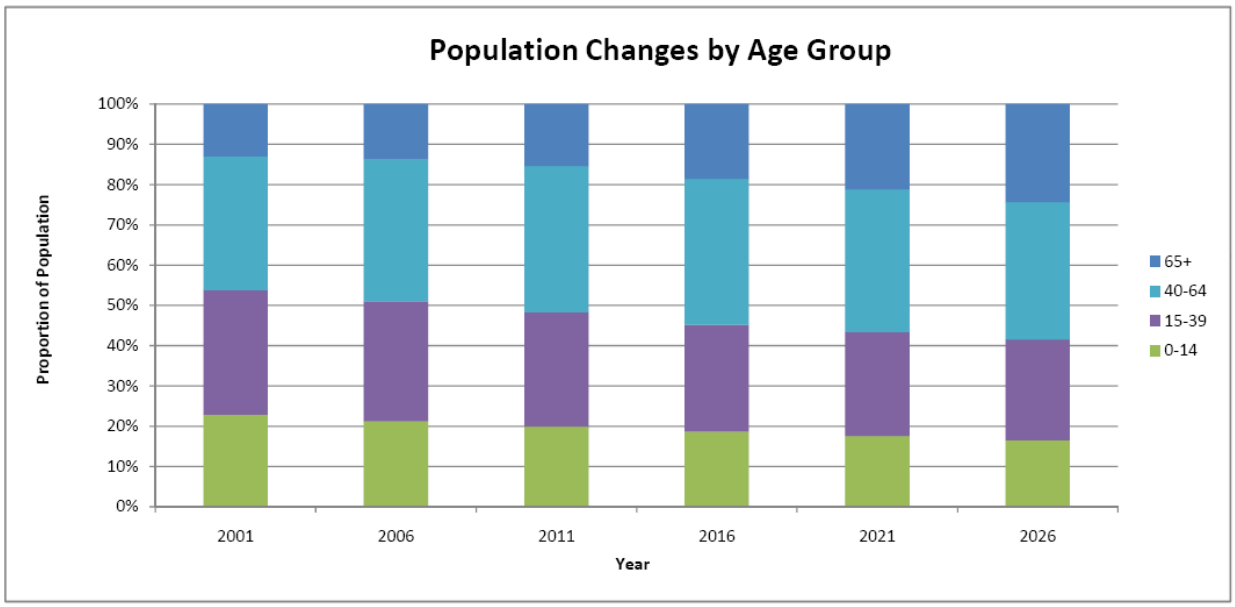


Figure 3-3: Population Changes by Age Group

3.2.4 Employment

In 2006, unemployment dropped to only 1.7% with almost 50% of the usually resident population being employed full time. Based on the results for the last three census periods, there is a trend of increasing employment and decreasing unemployment rates. This is also coupled with an average workforce population increase of 8.8%. Figure 3-4 shows the employment status over the last three census periods.

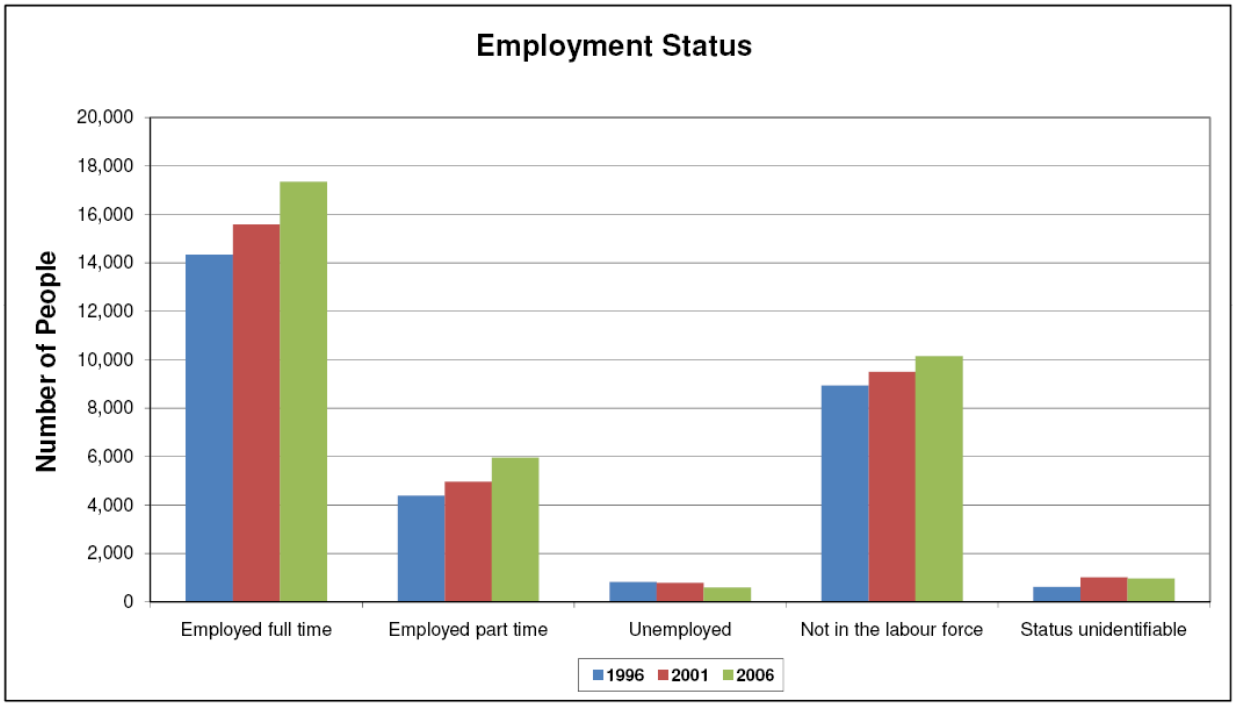


Figure 3-4: Employment Status[2] for the Usually Resident Population

The large horticultural industry within the Tasman District requires a large number of seasonal workers, which may not be adequately represented in the above figure as many of the workers usually reside outside the district. Information from the Nelson Seasonal Employers Inc shows that over 5000 seasonal fruit workers are employed in the months of February, March and April every year, adding to the demand on the transport system.

Figure 3-5 shows the number of people and the number of jobs in each area. This shows the level of employment across the district is quite high with some slight variation in the more rural areas. While there is expected to be a rise in unemployment over the next couple of years[3] this is expected to drop again soon after. Treasury forecasts for unemployment do not extend past 5 years so no further information is available to help guide this 30 year RLTS.

The location of where people live and location of jobs has a large influence on travel patterns. There are a large number of people who travel between areas with Tasman District for employment and also a significant number of people travel outside of the district to their workplace, predominantly into Nelson City. While no specific accurate information is available on these numbers, these commuters do have an impact on the transportation network.

[2] As at week of Census (first week in March).
[3] Treasury Economic and Fiscal Forecasts December 2008

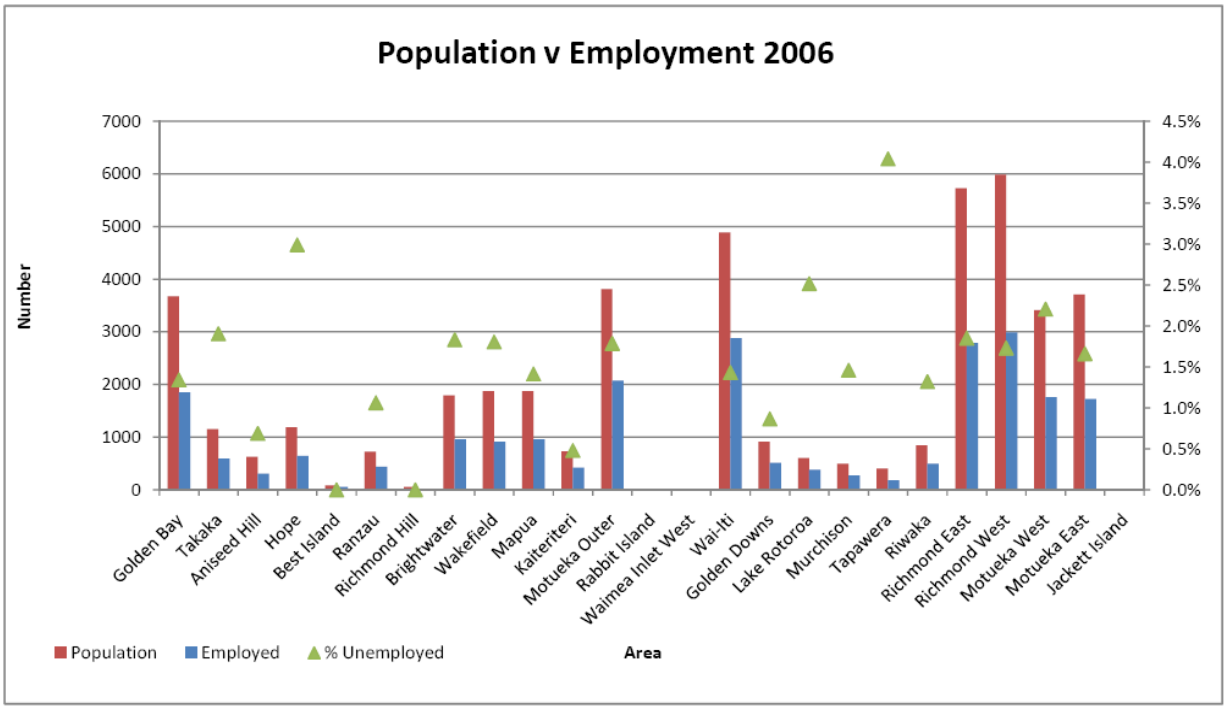


Figure 3-5: Population v Jobs 2006

The Tasman District has a high proportion of labour force working in the agriculture, forestry and fishing industries. These industries, which include horticulture and fruit growing, account for approximately 20% of the total Tasman District labour force. The table below illustrates the total Tasman District labour force and how it is proportioned into the various industries.

Table 3-2 : Industry and Labour Force

	Richmond	Motueka	Wait-Iti	Golden Bay	Others	Tasman Total	%
Agriculture, Forestry and Fishing	372	1,410	717	528	1,488	**4,515**	20%
Manufacturing	750	612	312	141	717	**2,532**	11%
Retail Trade	759	528	219	102	621	**2,229**	10%
Construction	594	375	252	114	594	**1,929**	9%
Healthcare and Total Assistance	501	345	195	147	492	**1,680**	8%
Accommodation and Food Services	252	315	105	177	519	**1,368**	6%
Education and Training	381	276	174	108	423	**1,362**	6%
Professional, Scientific and Technical Services	321	216	159	84	321	**1,101**	5%
Transport, Postal and Warehousing	258	138	96	63	318	**873**	4%
Wholesale Trade	300	165	108	36	249	**858**	4%
Other	1,311	1,197	552	357	449	**3,866**	17%
TOTAL	**5,799**	**5,577**	**2,889**	**1,857**	**6,191**	**22,313**	**100%**

Tasman District experiences a significant increase in labour over the harvest period with the horticulture sector employing a large number of casual and part time staff during this season. This further increases the percentage working in the Agriculture, Forestry and Fishing industries, with the majority of these additional jobs being located in rural areas.

3.2.5 Household, Car Ownership and Journey to Work Movements

Just as the population has increased, the number of households and motor vehicles in the Tasman District has also increased.

The census records the number of vehicles in each household. This data, presented in Figure 3-6, reveals that the rate of car ownership is growing, with more households owning two or more vehicles. This increase in car ownership could be a reflection of the affordability of vehicles or an increased need for mobility coupled with a lack of alternative transport modes.

This trend is reinforced by the fact that the number of households without a motor vehicle is declining.

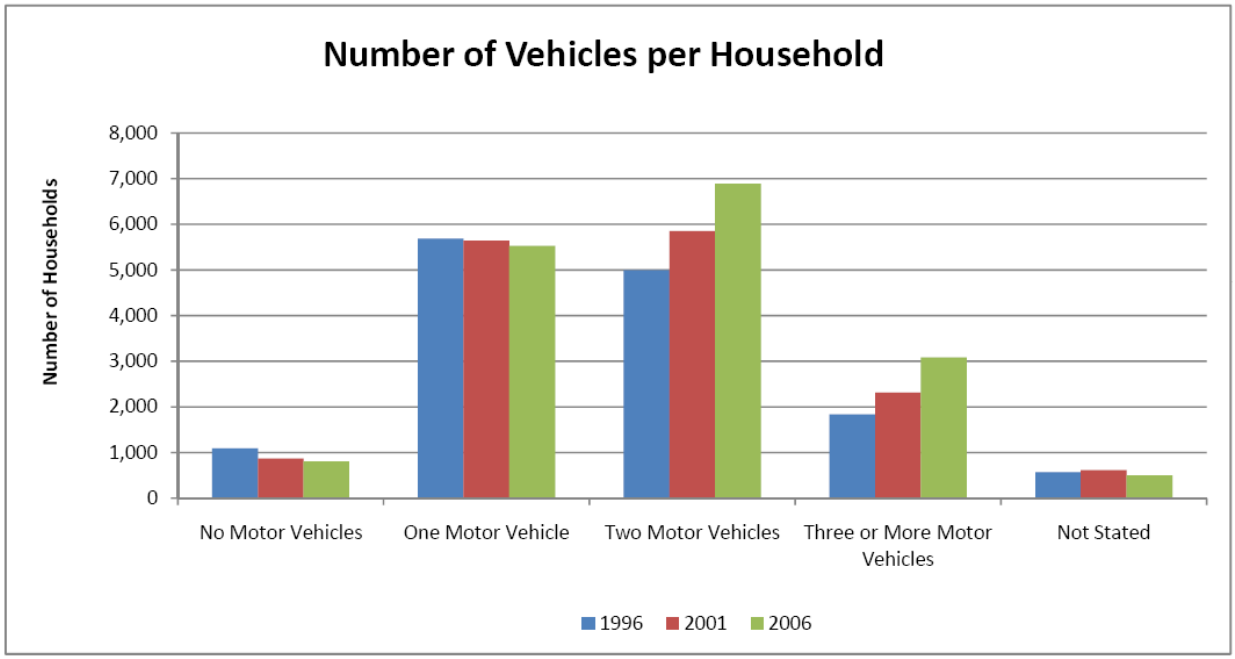


Figure 3-6: Number of Vehicles per Household

While the number of adults per household has been increasing over the same time periods, the increase in the number of vehicles per household is rising substantially higher.

The trends shown in Figure 3-6 can be traced further into the past; however, it is difficult to predict what will happen in the future due to the rise in global fuel prices and increasing pressures to reduce fossil fuel consumption. These factors are likely to reduce the number of vehicles per household in the medium to long term as the cost of private transport becomes less affordable.

Figure 3-7 shows the preferred mode of travel to work for the usually resident population aged 15 years and over. The preferred mode of travel to work is private vehicle. Driving a private or company vehicle accounted for 55.0% of travel to work in 2006, up from 50.9% in 1996. This accounts for more journeys than any other mode of travel, which could be a reflection of the rural nature of the district and its large geographic nature. The national average for using one's private or company vehicle for the journey to work is slightly higher than the Tasman District, at 58%.

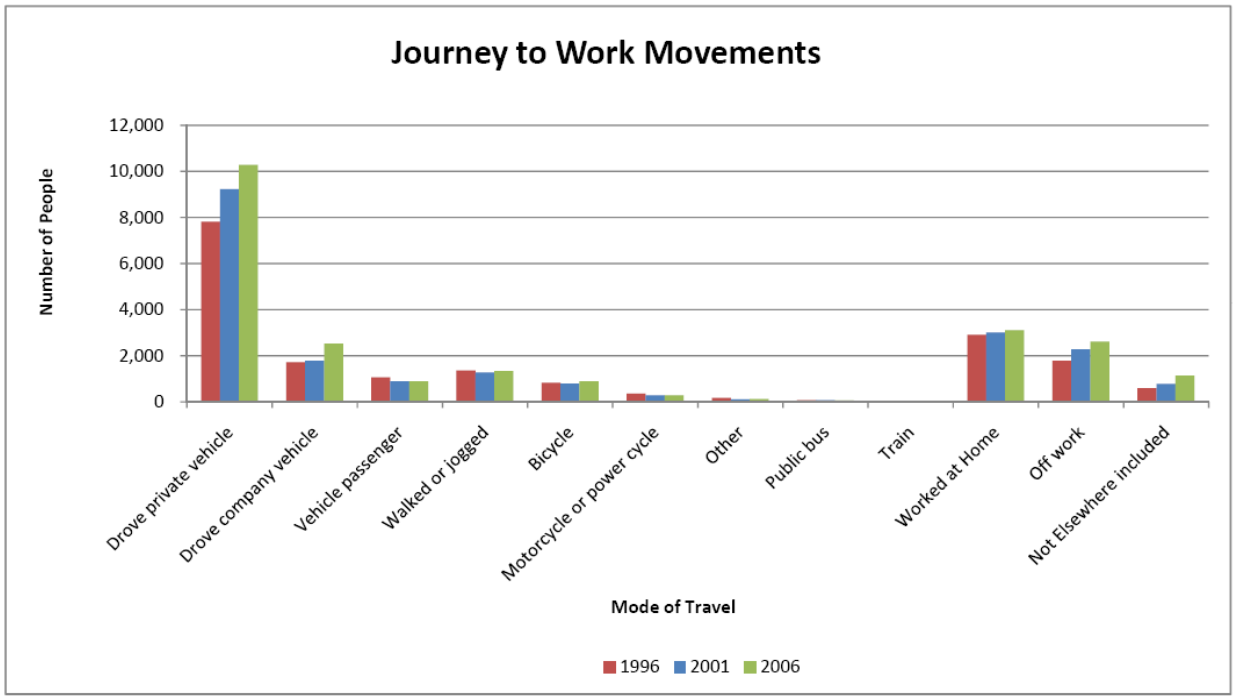


Figure 3-7: Journey to Work Movements

Figure 3-7 also shows that the number of people working from home has been increasing over the last three periods. However, as a percentage of the total journey to work movements, this category has actually decreased from 16% to 13%. Nevertheless, this percentage is higher than the national average of 8%.

3.3 Industries

The land transport network needs to safely and efficiently accommodate the movement of goods and people. To ensure that the network will be able to do this in the future, the key drivers in addition to population and employment need to be understood.

3.3.1 Horticulture

The horticulture industry is generally centred on Riwaka, Waimea and Motueka Plains with one major packing facility in Richmond and two packing facilities and an ENZA fruit processing plant in Stoke. The majority of whole fruit and fruit products are exported through Port Nelson. The district has significant areas of apples, pears, kiwifruit, hops, berry fruit and vegetables.

This sector has been moderately increasing in production over the last few years and is expected to continue increasing at a similar rate over the next few years. Issues for this industry include maintaining efficient transport during the peak harvest seasons from February to June and vehicle generated dust near growing sites.

3.3.2 Forestry and Wood Products

Forestry is a major industry within the Tasman District that continues to grow at a steady rate. The freighting of logs makes use of the district roads which lead to major facilities such as processing plants, timber mills and the ports. This industry is the largest contributor of heavy vehicle movement within the district.

Exports of timber, panels, pulp and paper are not expected to grow as fast as exports of logs and chips, however this sector still plays a major role in Tasman District industry. Recent investments have been made to the Nelson Pine Industries operations and several sawmills in the district such as Eve's Valley, Southpine and Waimea, fuelling the industry's growth.

Within the Nelson and Tasman region, Nelson Pine Industries is the largest processing facility with many of its raw and processed timber products is transported to Port Nelson for shipping.

3.3.3 Farming

This sector of agriculture, which includes beef, deer, sheep and dairy production, is spread throughout the district. It is a relatively static industry with limited growth potential. This dairy sector is a major contributor to heavy vehicle movements on the district's road network between the dairy farms, many of which are located on unsealed rural roads, and factories in Brightwater and Takaka. The Alliance sheep plant in Stoke also generates a large number of heavy vehicle movements. Transport of deer products mostly head toward the West Coast and beef products to Marlborough, the West Coast and Christchurch.

3.3.4 Seafood and Aquaculture

The seafood sector plays a major role in labour force employment within the Tasman District. The main growth area is in aquaculture, which has the potential to grow significantly.

The key seafood processing facilities for the Nelson and Tasman region are Sanford and Sealord which are located at Port Nelson and Talleys at Port Motueka. Each of these facilities is managed by a quota system that allows them to harvest a portion of the nation's total allowable catch. This is done to regulate the harvesting of seafood for sustainability management; the quota is unlikely to increase in the foreseeable future.

3.3.5 Tourism

Tasman District is filled with a variety of activities that makes it an attractive destination for travellers. Three national parks; Nelson Lakes, Abel Tasman and Kahurangi, are within 90 minutes drive of each other. There is a large sector for arts, crafts and winery, particularly between Richmond and Kina. There are safe swimming beaches in the coastal areas and an adventure tourism market that is based in Murchison.

In 2007, domestic and international travellers made a total of around 1.84 million day and night visits to the Nelson and Tasman region. Domestic travellers accounted for approximately 1.32 million (72%) visits and international travellers accounted for the remaining 520,000 (28%) visits.

The number of total visits to the Nelson and Tasman region is expected to increase at 1.5% per annum until 2014. This is an increase 11.0% or around 202,000 visits over the entire period, producing a total of 2.04 million visits for 2014.

Figure 3-8 outlines the movement of visitor nights in the Nelson and Tasman region throughout the years of 2003 to mid-2008. A definite recurring pattern of the general traveller movement reveals that the peak occurs around the month of January with the least number of tourists staying around the month of July.

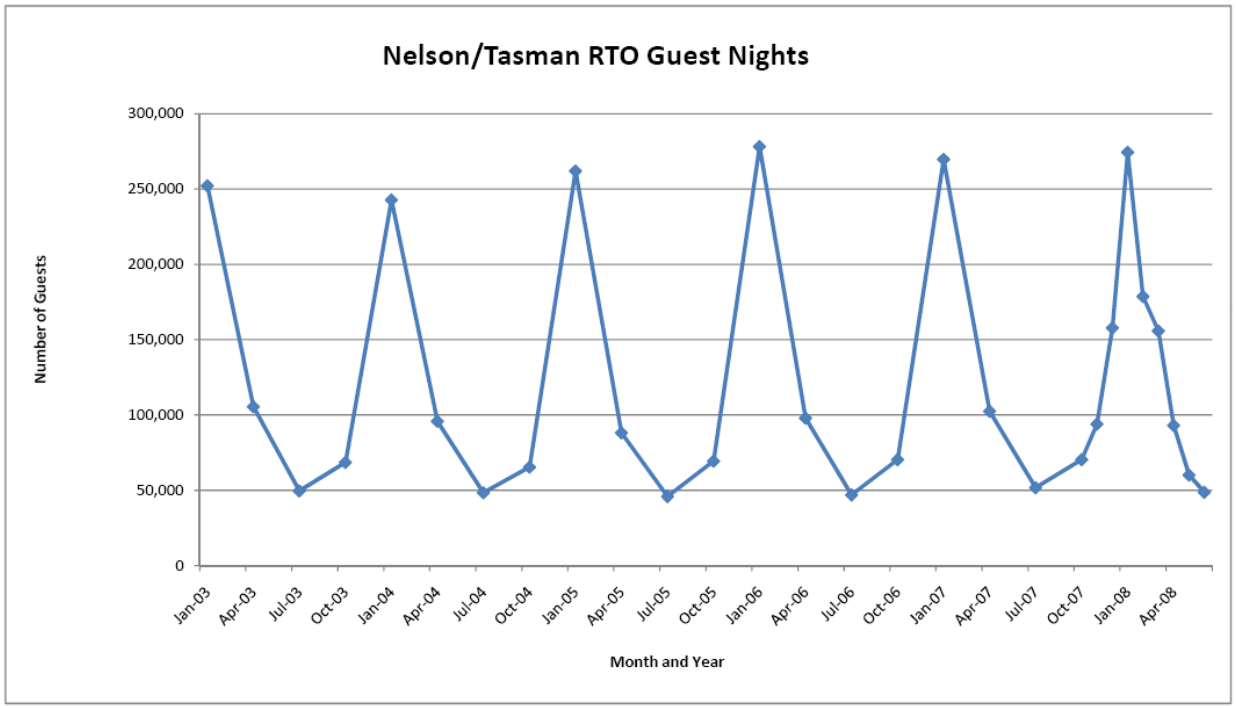


Figure 3-8: Nelson and Tasman Guest Nights

As the amount of tourists within the regions increase during peak season, the amount of vehicles using the major tourist routes increases accordingly. In addition to this cyclic trend, there has been growth in the tourism industry over the years, which is expected to continue in the near future. Furthermore, the length of the peak period also now appears to be extending with the shoulder seasons also starting to extend later in the year. The growth in tourism combined with the growth in population and other industries will produce an overall increase in vehicle movement including tour coaches and seasonal bus services throughout the district, especially during peak tourist and harvest seasons.

Travelling within the district mainly undertaken by private vehicles or operated tours (i.e. bus/coach). The former is by far the most dominant and preferred method of travel by tourist within the district. This mode of transportation also includes the use of rental vehicles, camper vans and accounts for approximately 95% of all tourist movements.

The Nelson airport located in the adjacent Nelson City Council area is New Zealand's fourth busiest commercial airport with 90 flights per day and is a significant destination of many light and heavy vehicle movements. The airport provides for domestic travel only.

3.4 The Land Transport Network

The land transport network in Tasman District predominantly comprises the local and state highway road network. No rail network exists and the high cost of providing such infrastructure, coupled with the limited demand means that no new facilities will be provided. A number of tourist ferry services operate, but these do not tend to cater for commuters or shoppers.

Figure 3-9 illustrates the main transport infrastructure within the Tasman District. In addition to the strategic road network there are ports and airports are located in Golden Bay and Motueka.

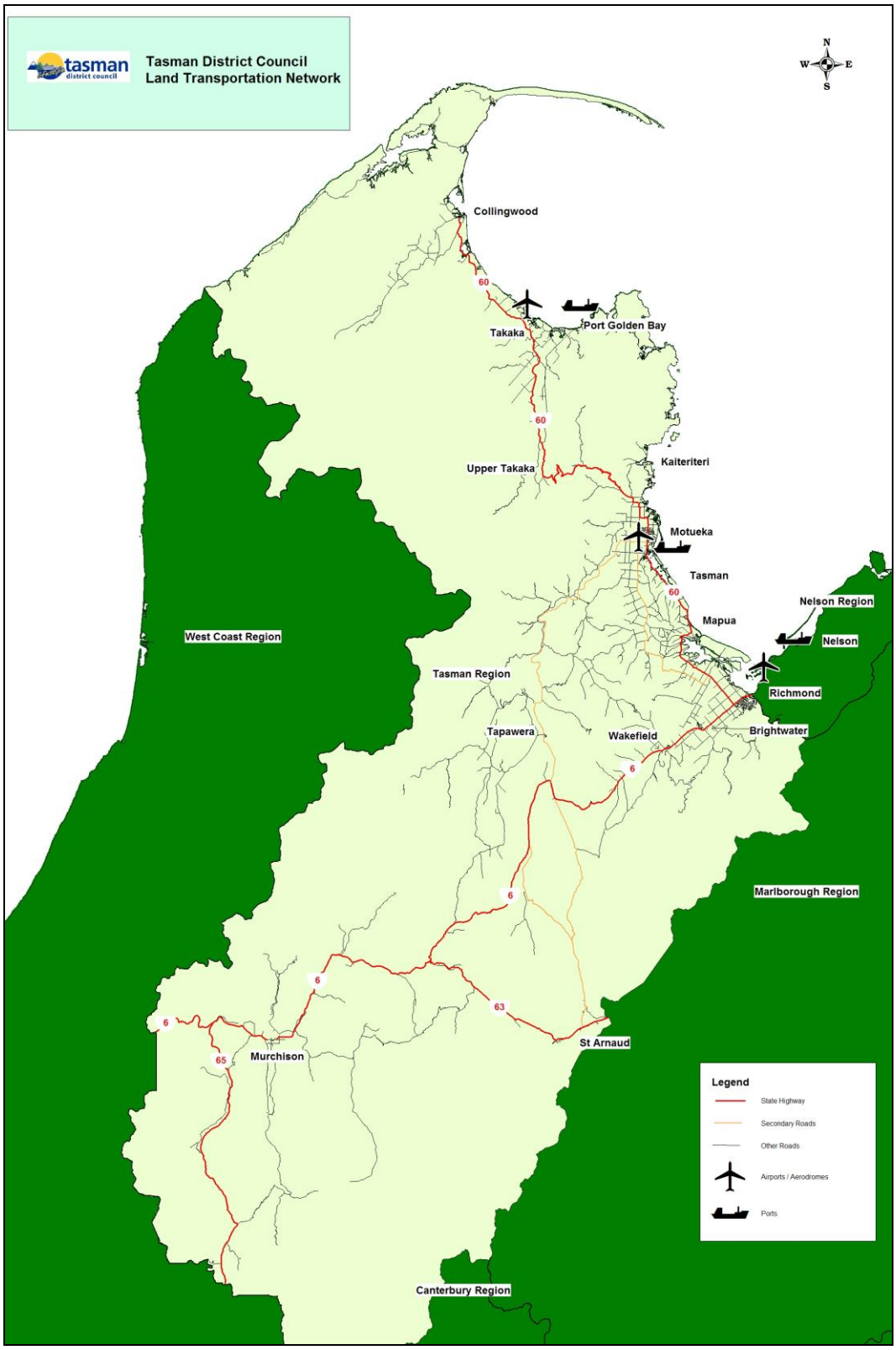


Figure 3-9: Land Transport Infrastructure of Tasman District

3.5 Road Transport

3.5.1 Road Network Summary

Tasman District includes almost 2,000 kilometres of road. Tasman District Council maintains 1,683 kilometres of these, approximately half of which are sealed. Of these local roads, 1,516 kilometres are rural (743 kilometres are sealed) and 167 kilometres are urban (162 kilometres are sealed). The Council also maintains 11.7 kilometres of special purpose roads and 518 bridges.

In addition to the above, the New Zealand Land Transport Authority maintains and manages 335 kilometres of State Highways throughout the Tasman District. Their scope includes:

- SH 6 between Richmond and Buller District (Westport and Greymouth)
- SH 60 between Richmond (SH6) and Collingwood
- SH 63 between from Kawatiri (SH 6) and Marlborough (Blenheim)
- SH 65 between SH 6 (near Murchison) and Buller District (Springs Junction and SH7 to Christchurch)

3.5.2 Traffic Volumes

Traffic volumes on the road network range from just a few vehicles per day on some remote unsealed roads to over 20,000 vehicles per day on SH6 through Richmond. State highway traffic volumes are as follows:

- SH6: 1,000vpd south of Murchison to 20,000vpd in Richmond
- SH60: 2,000 vpd in Golden Bay to 15,000 vpd in Motueka
- SH63: 300 to 600vpd in rural areas with higher traffic volumes in St Arnaud
- SH65: approximately 900vpd

3.5.3 Traffic Growth

It is expected that the traffic volumes throughout the district will increase alongside an increase in population, tourism and industry. The current growth in traffic volumes on the state highway network in the Tasman District is approximately 1.7% per annum.

Given the nature of the Tasman District industry, the heavy vehicle growth rate is expected to surpass that of the light vehicles, especially on the main routes which link parts of the district to facilities such as Port Nelson and the Nelson Regional Airport.

3.5.4 Heavy Vehicle Traffic

Heavy vehicles make up a significant proportion of the traffic stream within the Tasman District. On the four State Highways (SH 6, SH 60, SH 63 and SH 65) within the district, the percentage of heavy vehicles[4] ranges between 4 and 17 percent of the annual average daily traffic. The larger percentages tend to apply in the rural areas with primary production facilities, whereas the lower percentages reflect the higher number of light vehicles within the urban areas.

3.5.5 Seasonal Traffic

With two of the major industries in the district, horticulture and tourism, creating large fluctuations in activity throughout the year, the traffic volumes on the road network also show strong seasonal variations. For example, while the average annual daily traffic flow through the NZTA continuous count site on SH60 in Riwaka is around 4,000 vpd, traffic flow reduces to around 2,500 vpd during the winter months and increases to over 10,000 vpd over Christmas and New Years.

[4] A motor vehicle over 3.5t

3.5.6 Passenger Transport

There is currently no passenger rail or ferry available in the Tasman District. The bus network is mostly commercially operated, providing routes based on market demand. The coverage of the bus routes operating within the district includes:

- Urban access services linking Stoke, Nelson and Richmond
- Intra-regional services between Richmond, Takaka and Marahau via Motueka
- Inter-regional links along major routes, for instance, from Nelson to Christchurch
- Specialised services targeting rural communities such as school buses being administered by the Ministry of Education which are presently run by commercial operators out of Nelson, Takaka, Motueka, Tapawera and Murchison
- Some seasonal tourist services

Tasman District also supports a Total Mobility Scheme in the region, which seeks to assist people with special transport needs, namely those with impaired mobility. As it is more difficult for these people to travel, their transport options are limited by their circumstances and the Total Mobility scheme supports access to opportunities that allow them to participate more fully in society. As this scheme is delivered through taxi companies, it is only available where taxi services operate.

3.5.7 Cycling and Pedestrian networks

Walking and cycling are relatively popular modes of travel in Tasman; higher than in most other parts of the country. Currently, the Tasman District Council is in the process of improving the cycling and pedestrian networks.

The Council aims to turn the district into a safe and pleasant place to walk and cycle. The Council hopes to increase the numbers of cyclists and pedestrians within the district to reduce the amount of traffic and pollution generated by passenger vehicles. This will contribute to developing a healthier community as a whole.

Table 3-3 shows the percentage of commuter movements which are walking or cycling with Tasman District and all of New Zealand during the Census years of 1996, 2001 and 2006. While Tasman District has a higher proportion of active commuters than there are nationally, the percentage of commuters that choose to walk or cycle in Tasman has been static or decreasing over the last 5 years.

Table 3-3 : Percentage of Pedestrian and Cycling Commuter Movements

	Tasman District		New Zealand	
Year	Walking	Cycling	Walking	Cycling
1996	1374 (7.3%)	828 (4.4%)	5.7%	3.1%
2001	1275 (6.2%)	792 (3.9%)	5.4%	2.4%
2006	1335 (5.7%)	900 (3.9%)	5.3%	1.9%

In addition to commuter cycling, recreational and tourism cycling are also popular activities. While anecdotal evidence suggests that the number of recreational and tourist cyclists are increasing, little data exists in relation to these trips.

3.5.8 Air and Sea Connections

Two aerodromes are under the management of the Council and are situated in Motueka and in the Golden Bay. Though these facilities are available, most of the air traffic comes though the Nelson Regional Airport, which is accessed off SH6 in Nelson, approximately 6km north of Richmond. The Nelson airport has 90 commercial flights per day and is a major destination point for many light and heavy vehicle movements.

The Council also takes responsibility for inspecting and maintaining four ports and wharves throughout the district. These facilities are located in Waitapu (DOC), Tarakohe, Mapua and Motueka (which is privately owned). In the same manner that the Council relies on the Nelson Regional Airport, it also relies on Port Nelson for the bulk of its sea transport activities. Approximately 2.6 million tonnes of freight pass through Port Nelson annually, and this is expected to rise to 2.8 million tonnes by 2015. The former represents about 5% of the national volume and is equivalent to about 3,300 tonnes of freight exported per day.

Exporting is a vital aspect for the various industries in the Tasman District. Thus, it is important to have an efficient road network between industry sites and facilities such as Port Nelson and the Nelson Regional Airport. The growth of the export volumes over the past few years is expected to continue. The strategic road network connecting to the regional gateways must be maintained to cope with the increase in demand due to economic development and growth.

4 Transport Issues

Rising demands for personal mobility and freight movement are placing the transportation network under increasing strain. Especially in the urban areas, increasing traffic volumes are leading to increased travel times, reduced trip time reliability, reduced safety and increased costs for users. In rural areas, the level of service provided by the network will deteriorate as volumes rise, and the poor crash history continues to be a cause for concern.

The process of identifying the existing and potential issues affecting the transport network is a prerequisite to the development of strategy of appropriate transportation solutions. This process has involved the community through various consultation processes, and a detailed technical analysis of the road network which has included transportation modelling of the areas closer to Richmond.

The issues described in this section have been categorised by the five objective areas representing Government policy in the transportation area. Inevitably, there are areas of overlap where an issue may be related to more than one objective area.

A number of the issues identified with the Tasman transport system also relate to adjacent regions' transportation systems, especially that of Nelson City Council. It is the intent of the Tasman Regional Land Transport Committee and the Tasman District Council to continue and strengthen the strategic relationship with adjacent regions. These relationships will assist in remedying and/or mitigating any issues identified in the strategy that straddle regional boundaries.

4.1 Economic Development

The demand for transportation within a region is derived from a need to move freight and people. This need is, in turn, derived from economic and social activity. Tasman needs a transport system that supports long term economic development and growth by providing adequate facilities for businesses to transport freight, supply services and for people to travel to and from work.

Issue 1: Decreasing level of service on critical routes.

The state of the transport network can impact upon the economic vitality of a region. Accordingly, there is a need to ensure that those routes that serve the key industries and centres of economic activity have reasonable and reliable travel times.

The key primary industry sectors in the Tasman District include horticulture, forestry, seafood and aquaculture, tourism and farming. All of these industries rely on the road network to provide vital transportation links between their activities/sites and their suppliers and/or customers (e.g. processing, export, domestic markets and tourist destinations).

Traffic movements are increasing as a result of population growth and more freight movements. These changes are increasing travel times and decreasing travel time reliability on the arterial road network, especially to key destinations such as Port Nelson and the NPI facility in Lower Queen Street.

Issue 2: Limitations of local road network to cater for heavy vehicles.

A high percentage of heavy vehicles currently use roads that were not designed to cater for larger vehicles. The effects of heavy vehicles using these roads result in more rapid damage to the pavement and structures. The predicted increase in the forestry and wood products industries within the next twenty five years will place increased pressure on the road network. Forestry in particular is difficult to manage. The provision of suitable roads is difficult to supply as there can be a strong demand whilst a forest is cleared but many years of quiet whilst the next crop grows. The current proposals by Central Government to allow heavier trucks of up to 50 tonnes will potentially exacerbate this issue considerably.

To enable further economic growth within the district, the Council will need to be mindful of the limitations that road infrastructure could place on the efficiency of industry relying on heavy transport.

Unfortunately Council does not have sufficient resources to upgrade every structure and pavement to a standard suitable for significant heavy vehicle use. It is therefore appropriate that council manages the road network in a manner that provides a network of heavy vehicle routes linking major areas of resources to key destinations. Central Government funding is critical to council providing a road network that can meet the needs of industry and the demands of heavy vehicle movements.

Issue 3: Low commuter vehicle occupancy rates.

The preferred mode of travel to work within the Tasman area is by private vehicle largely due to the wide dispersal of employees from their worksites. Only 2.2% of people travelled to work as a car passenger in Tasman at the time of the 2006 census. The associated large number of cars on the road network is having an effect both on the efficiency and sustainability of the transport network.

The low vehicle occupancy rates are likely, in part, due to the limited public transport services available in the district. With the exception of encouraging car pooling and some land use planning policies, the district does not currently have any schemes directed at reducing the number of private cars used when travelling to and from work and school, nor the distance travelled in those journeys.

Issue 4: Route Security on major arterials

The district's land transport system provides inter-regional links to Nelson City, Buller and Marlborough Districts. Many of these routes are subject to natural hazards that have the potential to sever these strategic links such as flooding, landslides, storm damage, earthquakes and snow and ice hazards. Closures of these strategic links can cause substantial economic losses due to delays or prevention of goods and services reaching customers in a timely fashion.

4.2 Safety and Personal Security

The number of crashes that occur on the roads within Tasman District, and the resultant number of casualties is considered to be unacceptably high. Tasman District represents 1% of the nation's population, but accounts for 3% of the number of crashes.

The figure below shows the number of casualties (fatal, serious and minor injuries) from 1999 to 2008. Rural roads are defined as those with a speed limit of 80km/h or more, while urban roads have a speed limit of 70km/h or less. Rural roads represent 90% of the Tasman road network.

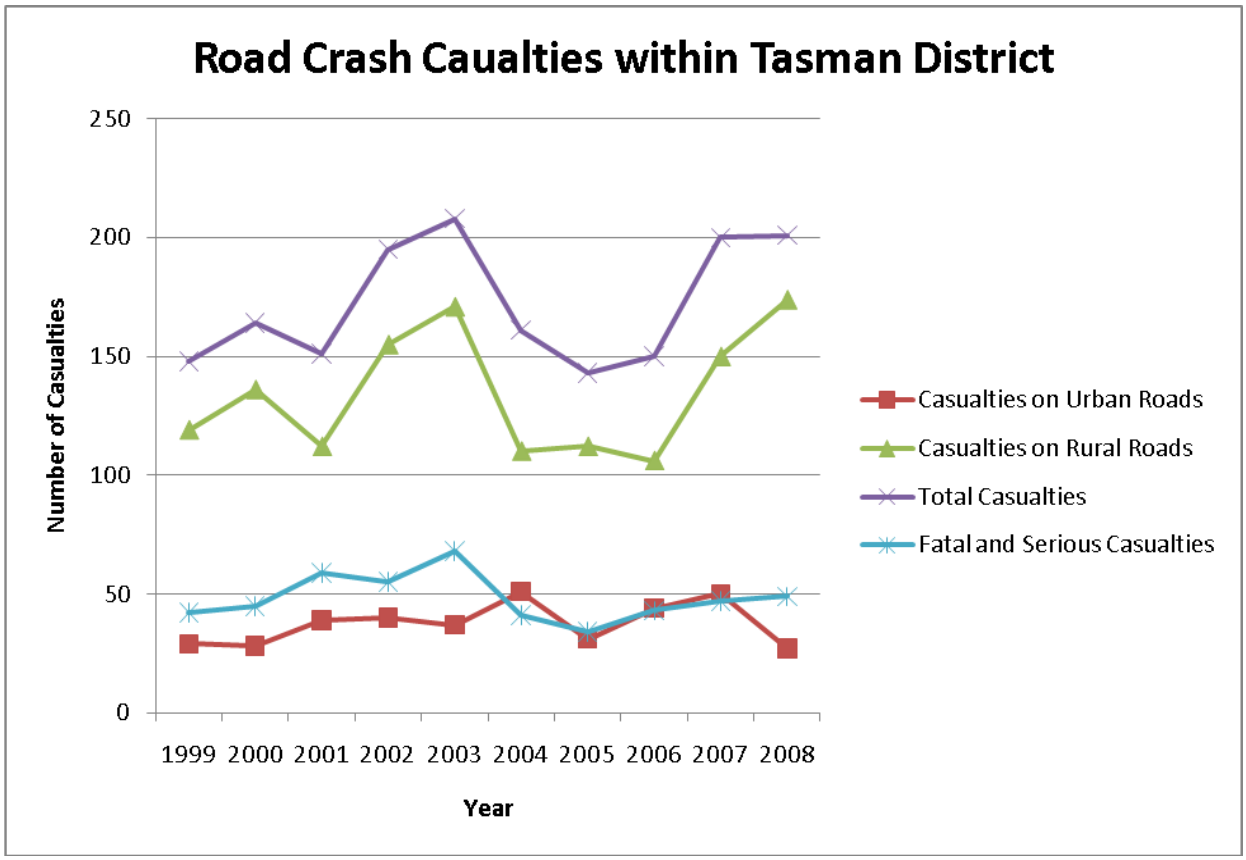


Figure 4-1: Road Crash Casualties within Tasman District

The figure above indicates that the number of casualties has fluctuated over the past decade. However an increasing trend has been observed since 2005. Specific crash issues, which have been identified in the NZTA Road Safety Issues Report, are discussed in further detail below.

Issue 5: Loss of control on curves

During the five year period 2004 and 2008, 43 percent of all injury crashes in the Tasman District occurred due to loss of control at bends. These crashes resulted in 14 deaths, 93 serious injuries and 278 minor injuries. There were a further 429 non-injury reported crashes attributed to this cause.

Most crashes at bends involved a driver losing control of their vehicle and running off the road or on occasions colliding with another vehicle. Due to the rural nature of Tasman District, the majority of these crashes occur in open road speed environments, which increases the risk of severe injury or fatality.

Of the loss of control on curve crashes which resulted in injuries, 38% were noted as having excessive speed as a contributing factor.

Issue 6: Vulnerable road user casualties

Vulnerable road users are those who have very little physical protection in the event of a crash and are therefore susceptible to severe injuries. Vulnerable road users include pedestrians, cyclists and motorcyclists. Analysis of historic crash data in the Tasman District reveals an over-representation of casualties involving motorcyclists, cyclists and pedestrians in the urban and rural network. There is also the potential for non-injury crashes to not be reported to police and therefore not be represented in the crash statistics.

Pedestrian injuries represent 5 percent of all injuries and make up 6 percent of serious injuries in the last five year period. However, the number of pedestrian casualties has been decreasing since 2004. The number of total injuries in 2008 was the second lowest in any single year in the last five year period. Tasman District is experiencing problems with younger people crossing the road, with 44% of casualties in the last five years being in the under 20 year age group.

Cyclist injury crashes in Tasman District represent 8 percent of all injuries and 4 percent of deaths in the last five year period. The number of cyclist casualties has been increasing since 2005, with the exception of a slight decrease in 2008. The number of cyclist injuries in 2008 was the second lowest in any single year of the last five year period. Approximately 70 percent of cycling crashes occurred on urban roads; 40 percent at intersections.

Motorcyclists in the Tasman District make up 11 percent of all injuries and 4 percent of deaths in the last five year period. There is an increasing trend in motorcycle crashes in the district reflecting the growth in this mode. The number of total motorcyclist injuries in 2008 was the highest in any single year in the last five year period. Most (86 percent) motorcycling crashes in the Tasman District occurred on rural roads. Almost one third of the motorcycling crashes (33 percent) happened at intersections.

Issue 7: Increasing trend of crossing /turning injury crashes

Crashes due to crossing/turning movements are the third most common crash type in Tasman District. Between 2004 and 2008, there were 179 crossing/turning crashes at intersections and 56 crashes at driveways. These crashes resulted in 4 deaths, 23 serious injuries and 80 minor injuries.

An increasing trend of crossing/turning injury crashes has been observed in last five year period.

The most common crash movement is a vehicle failing to give way while turning right across the main road traffic from a side road or driveway (31 percent). The second is where a vehicle turns right across on-coming traffic (25 percent).

Issue 8: High Risk Drivers

A significant proportion of crashes on the Tasman road network involve “high risk” drivers. The following table outlines those drivers which are considered to be “high risk” and the number of injury crashes with the five year period 2004-2008 in which they were deemed to be at fault or part-fault.

Table 4-1 : Percentage of Pedestrian and Cycling Commuter Movements

Driver Category	Number of Injury Crashes
Under 20 years of age	136
Learner or restricted licence	136
Disqualified / Not licenced	20
Under the influence of alcohol or drugs	79

While many crashes will be a result of drivers in two (or more) of these categories, the number of crashes involving high risk drivers still represents a significant proportion of the 612 injury crashes that occurred during this time.

Issue 9: Personal Safety and Security

The extent to which people feel safe can affect their quality of life and the way they travel. Crime statistics show that Tasman has a lower incidence of violent offending than the national average; however it is often the perception of safety and security that influences travel choices including mode. With the

national emphasis on active modes, it is important that personal safety and security are adequately addressed.

4.3 Access and Mobility

Accessibility relates to the ability of people to access jobs, education, services and recreational facilities via the transport network as well as businesses to access suppliers and customers. It is critical to promoting community well-being and the economic growth and development of the district. Mobility relates to the quality and ease of that movement.

Access to the land transport network provides for the social, cultural and economic well being of regional communities and it is important that residents can potentially employ all transport modes, e.g. private motor vehicle, walking, taxis, buses, etc.

Issue 10: Accessibility for non-car owning households, mobility impaired and the elderly.

The lack of alternative transport modes means that those people without access to a private motor vehicle are limited in their ability to participate in social and economic activities in the district. Almost 5% of households within the Tasman District do not own a private motor vehicle, and as the population of the district ages, this number could increase. Accordingly, these groups require options for mobility and access to social services and needs.

In terms of pedestrian movements, paths that are uneven, obstructed, poorly defined or poorly maintained create a barrier for the elderly, the mobility impaired and parents with pushchairs. It is important that provisions are made to improve paths and public transport services and infrastructure to provide better accessibility and mobility for these user groups. User costs can also be an accessibility issue.

Issue 11: Reduced community cohesion due to transport network barriers, especially for walking and cycling

The land transport network plays a vital role in helping to establish and maintain a healthy community including connections to meeting places, schooling, places of employment and community centres (e.g. church, shopping centres).

Providing safe, convenient and close connections between residential and community centres encourages participation and improves community well being. Some barriers created by the transportation network that may affect the cohesion of the Tasman community are the difficulties for pedestrian and cycle movements over a major road, lack of safe direct routes for walking and cycling, or an inadequate response times for emergency service vehicles. It is important that the council provides links for various transport modes between suburbs to prevent such barriers from existing and at the same time encourage self sustaining communities to limit the requirement for travel by private car to access services.

4.4 Protection and promotion of public health

Changing the way people travel can have significant benefits in terms of public health. The increased physical activity associated with walking, cycling or using other active modes significantly reduces the risk of health problems. Furthermore, by reducing the amount of private vehicle travel, fewer pollutants such as exhaust emissions, contaminants, dust and noise are produced, reducing their adverse effects on the community.

Issue 12: High use of private motor vehicles for short distance trips

Nationally, 19% of private vehicle driver ‘round trips’ are under 4km (average distance of under 2km each way, which is generally considered walkable) and 46% are under 10km (5 km each way is within easy

cycling distance). It is likely that urban and rural travel patterns in Tasman are similar to national patterns, noting that Tasman has higher than average walking and cycling commuter mode shares. Many of these short distance vehicle trips could be switched to walking or cycling with a significant improvement in levels of physical activity and general health.

Issue 13: Pollutants due to road vehicles in sensitive environments

Motor vehicles emit a range on pollutants including particulates (PM10), nitrogen oxides and carbon monoxide. In Richmond, particulate concentrations in winter can exceed the National Environmental Standard on more than 20 days a year. National and international data shows high particulate concentrations can increase mortality rates, aggravate respiratory illnesses such as asthma, and result in reduced activity (people work less because of illness or having to care for ill people).

Air quality monitoring in Richmond since 2000 has shown that the primary cause of poor air quality is burning solid fuels in domestic appliances. Over 84% of PM10 comes from this source, with about 6% coming from traffic sources although this figure is increasing. Council have adopted measures to improve air quality and protect people's health.

Issue 14: Human health effects of dust from unsealed roads

Dust from gravel roads is a significant air quality issue, particularly during the dry period beginning November and continuing through to March. Dust nuisance has been linked to an increase in respiratory illness and asthma. Road dust also has a considerable nuisance element for houses, schools, community and recreation facilities, and is a significant issue for horticultural export crops situated close to unsealed road. Dust can affect the quality of tank water supplies. While Council does have the option of using oil as a dust suppressant, this practice does have environmental and public health issues, and sealing is the preferred long-term option for dust nuisance.

4.5 Environmental Sustainability

Tasman's land transport network provides the people of the district and visitors with a high degree of mobility. The economic and social benefits of this mobility do not come without some environmental costs. The environmental consequences associated with the land transport network in Tasman are similar to those being experienced in other regions of New Zealand.

Increasing levels of vehicle-based mobility and accessibility will lead to an increase in environmental impacts. A heavy reliance on the road network means that these impacts include noise, visual intrusion, air and water pollution, and community severance (as highly trafficked roads can become barriers to pedestrian and cycle movements).

Inefficient use of private motor vehicles also results in an unsustainable reliance on non-renewable fuels. Whilst future innovations may reduce this reliance, common use of these new technologies is not imminent.

Issue 15: Greenhouse Gas Emissions

The Government through the New Zealand Transport Strategy and the New Zealand Energy Efficiency and Conservation Strategy has set a target of halving domestic greenhouse gas transport emissions per capita by 2040. In August 2009, the government pledged to reduce total emissions by 10-20% by 2020. In 2007, transport contributed 20% of New Zealand's total greenhouse gas emissions. If the national greenhouse gas targets are to be met, emissions associated with motor vehicle traffic will need to be reduced.

While the majority of work associated with achieving this target will take place on a national level, Tasman District still has a part to play. For example, short trips generate proportionally higher emission rates when engines are cold and often operating at inefficient speeds and trips of these distances can be often

made by another mode. If current travel trends continue, the increasing volumes of traffic forecast on the district's road network will result in greater volumes of greenhouse gases being emitted.

Issue 16: Land use planning impacts on transportation network

The location and density of land use activities directly affects the demands placed on the transportation network. Failure to correctly plan and control new land use activities, for example by allowing residential development away from urban areas or community facilities, can result in an increased number of private motor vehicle trips and their associated environmental impacts. Land use planning needs to consider all modes of transport and encourage more sustainable travel.

4.6 Affordability

Whilst all transport related projects and initiatives that are implemented in the region need to be justified and prioritised by their benefits, whether they are based on economic, safety, accessibility, health or environmental factors, consideration of their cost is also required. These projects and initiatives are implemented through budgeted programmes which have limited funds and thus the total programme cost must be affordable within those budget envelops. Projects that make better use of existing infrastructure can defer or reduce the need for new infrastructure, resulting in savings.

Issue 17: Funding Availability

There is limited funding available from both local and central government to progress transport projects. This constraint on funding means that some of the projects and measures that could contribute to achieving the vision and objectives of this strategy may not be able to be progressed or have to be progressed more slowly. Accordingly, the projects and measures need to be prioritised to ensure that those activities which provide the most benefits - and contribute the most towards the RLTS targets - are funded.

5 Targets

In order to monitor progress towards the vision and objectives outlined in Section 1, specific measurable indicators and targets are required.

The indicators and targets specified in this section closely relate to the issues identified in Section 4. However, some targets will result in benefits against more than one objective area. These targets form the basis of the monitoring strategy so progress towards the vision can be reviewed on an annual basis.

5.1 Economic Development Targets

Indicator reference	Indicator	Target
1a	Peak period[5] travel times on main arterials in region	No deterioration through to 2019 from values recorded in 2009
1b	Peak period travel time variability on main arterials in region	No deterioration through to 2019 from values recorded in 2009
2	The strategic road network condition	Identify the strategic road network required for economic growth by 2011 and implement ongoing prioritised programme of asset maintenance and improvement to cater for projected demands by 2012 RLTP.
3a	Percentage of single occupancy vehicles in the peak periods across the Richmond Deviation / Salisbury Road screenline	Decrease by at least 10% by 2019 from 2009 values
3b	The share of week day journey to work trips undertaken by public transport	Increase to at least 2.5% by 2021
4	The number of strategic road network closures per year which last more than 2 hours	Reduce by 10% by 2019 from 2009 5-year rolling average

5.2 Safety and Personal Security Targets

Indicator reference	Indicator	Target
5	The number of loss of control crashes on curves	Reduce by at least 20% by 2019 from 2009 5 year rolling average
6	The number of vulnerable road user crashes	Reduce by at least 20% by 2019 from 2009 5 year rolling average
7	The number of crossing/turning injury crashes	Reduce by at least 20% by 2019 from 2009 5 year rolling average
8	The number of injury crashes involving high risk drivers	Reduce by at least 20% by 2019 from 2009 5 year rolling average
9	Community perceptions of personal safety and security	TDC Annual Residents Survey indicates that by 2019, 70% agree/strongly agree that they feel safe and secure using the transport system

[5] Defined as 7:30 - 9:00 a.m. and 4:30 - 6:00 p.m.

5.3 Access and Mobility Targets

Indicator reference	Indicator	Target
10	Alternatives to services and activities access	By 2011, identify and support a programme for provision of measures to encourage alternatives to private car access to services and activities
11	Barriers to walking (including access to bus stops) and cycling in urban areas	By 2011 develop a programme of area specific studies, initially focussing on the heavily trafficked arterial and principal roads; by 2012 ongoing implementation of action plan from those studies.

5.4 Public Health Targets

Indicator reference	Indicator	Target
12a	The share of week day journey to work trips undertaken by walking	Increase to at least 10% by 2021
12b	The share of week day journey to work trips undertaken by cycling	Increase to at least 5% by 2021
13	PM10 emissions to air from the transport sector	Reduce by 2019 from values recorded in 2006 in line with NZTS targets
14	Length of unsealed road in district with more than 50 vpd	Reduce length of unsealed roads annually.

5.5 Environmental Sustainability Targets

Indicator reference	Indicator	Target
15	Greenhouse Gas emissions from the transport sector per capita	Reduce by at least 20% by 2019, relative to 2007 per capita emissions, in line with NZTS target of 50% by 2040
16a	Land use change applications' (Plan Changes and Resource Consents) assessments	By 2010, every application assessed to determine its consistency with the targets in this strategy
16b	Provision of walking and cycling facilities and access to public transport corridors in development areas	All developments to provide from 2010
16c	Tasman Resource Management Plan alignment	Alignment review completed by 2011, with programme of identified required changes initiated by 2012

5.6 Affordability Targets

Indicator reference	Indicator	Target
17a	Prioritised RLTP	A current RLTP is in operation at all times.
17b	A regional funding plan exists	An agreed regional funding plan is operative at all times, including a

		programme for ensuring maximum central government funding is provided to the region, by 2010.
17c	Value for Money community perception	70% of the community are satisfied that the Tasman transport network provides them with Value for Money by 2019 indicated in TDC Annual Residents Survey

6 Implementation

The vision and objectives of this strategy are clearly stated. All agencies involved in transport need to accept these objectives and be proactive in their implementation. In order to realise the targets from the previous section a range of projects and activities will be required under the areas of:

- Roads and Traffic;
- Walking;
- Cycling;
- Travel Demand Management (including Land Use Integration); and
- Public Transport.

6.1 Roads and Traffic

Travel by private motor vehicle is the main mode of transport in Tasman District. Consequently, having a safe and reliable road network is vital. The transportation routes within the region linking major settlements rely almost solely upon the road network. State Highway corridors are the main arterial networks of the District providing high volume commuter links between urban centres and heavy vehicle routes within District and to neighbouring districts of Marlborough, Nelson and Buller.

The strategic road network provides a framework of key routes for longer distance travel and access to major destinations such as the port, airport and urban centres, in addition to linkages between this region and surrounding regions. Non-strategic local roads support the strategic network by providing local access and circulation.

Given the low density of transport corridors in many parts of the region, it is important that the road network caters for all users such as cyclists, pedestrians, and public transport operators and passengers; not only motorists. This includes the provision of space and infrastructure to allow for safe, convenient and pleasant travel by all modes present.

Significant consideration should be given to the impacts on safety and personal security when building, maintaining and operating a road network. Roads can also have significant impacts on public health and environmental sustainability, as well as both positive and negative social implications.

This strategy aims to maintain and improve the strategic road network to provide efficient and safe movement for higher volumes of people and goods, so as to support the continued growth and economic development of the region. The strategic road network is pivotal to this goal. Activities for other roads in the district support other key needs of the local communities.

6.1.1 Road Safety and Education

Road crashes cause a high social and economic impact on the region. This strategy aims to reduce the harm (deaths, injuries, and property damage) resulting from crashes of road vehicles, through a combination of infrastructure, education and enforcement initiatives. With aims to increase the use of walking and cycling, addressing road safety concerns for these modes is critical as safety is a major perceived barrier to greater use of these modes. High quality and complete information is a key element of being able to accurately, efficiently and effectively target improvements to road safety; improved crash and incident reporting is vital to this end.

Roads and Traffic Policy 1	Reduce the number and severity of road crashes in Tasman District

Activity	Activity Start	Indicators influenced	Responsible agencies
Review the regional road safety plan to improve coordination and develop regional road improvements, safety programmes and priorities.	Ongoing	5-9, 11	TDC
Continuously update, implement and advocate for enforcement and community development activities targeted to road safety issues across the region.	Ongoing	5-9, 11	TDC, Police, NZTA
Consider road safety in development consent decisions	Ongoing	5-9, 11, 16b	TDC
Promote better recording of injury and non-injury crashes and integration with existing databases especially cycling and pedestrian accidents.	Ongoing	5-9, 11	TDC, NZTA, Police, District Health Board
Undertake education and advertising campaigns to highlight regional road safety issues.	Ongoing	5-9, 11	TDC, NZTA
Ensure that safety is an integral part of all prioritised improvements and maintenance programmes and designs.	Ongoing	5-9, 11, 17c	TDC, NZTA

6.1.2 Environmental and Public Health Impacts

The construction, maintenance and operation of the road network can have a significant effect on the sustainability of the environment and public health of the community in a number of ways.

Environmental impacts arise through use of natural resources, construction works near eco-systems, vehicle emissions, noise, vibration, visual impacts and severance. The motor vehicle does have considerable benefits overall although other modes of travel such as cycling, walking and passenger transport are better for the environment.

The transport system can also have many direct and indirect effects on public health, both positive and negative. Positive effects can occur from providing a convenient way for people to exercise or engage with their local community while conducting other daily activities. Direct negative effects include injuries from traffic accidents, the consequences of breathing polluted air and the effects from reduced levels of physical activity that are an outcome of the growing car dependent culture. Indirect effects include mental health effects which have been linked to increasing levels of social connection or segregation. Access to friends and family and social networks can facilitate good health, whereas isolation can lead to mental and physical health problems.

A sustainable transport system seeks to minimise reliance on non-renewable resources and environments as well as avoid, remedy or mitigate adverse effects on the environment, whilst supporting effective, safe access and mobility. The environmental impacts are addressed through a range of Government policies and standards, which cover matters such as emissions standards, chemical content of fuels and noise standards. Additionally, requirements of the Land Transport Management act stipulate that all RLTS's shall take into account the New Zealand Energy Efficiency and Conservation Strategy.

This Strategy aims to protect and promote public 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 individuals' levels of physical activity.

Roads and Traffic Policy 2	Support activities which improve public health and ensure monitoring of environmental impacts of land transport and compliance with national and regional standards

Activity	Activity Start	Indicators influenced	Responsible agencies
Promote and support alternative modes such as walking, cycling and public transport.	Short Term	3a, 3b, 10-13, 15-16c	TDC, NZTA
Ensure that the construction, operation and maintenance effects of land transport projects on air quality, water and soil quality, noise levels and environmentally sensitive sites comply with relevant standards.	Short Term	13, 15-16c	TDC, NZTA
Encourage and promote land use developments which avoid, remedy and mitigate adverse environmental impacts of transport.	Ongoing	3a, 3b, 11, 12a, 12b, 13, 15-16c	TDC

6.1.3 Tasman Road Network

The land transport network in Tasman District predominantly comprises the local and state highway road network. These roads are classified in a road hierarchy, and perform two broad functions: as a strategic road network and non-strategic roads. The strategic road network should efficiently carry through traffic, linking regionally important destinations such as major urban area, ports and airports, main tourism sites and major industrial and employment zones. The non-strategic roads provide more local circulation and property access functions.

It is important that the road network is safe, reliable and efficient at transporting people and goods throughout the region for needs of the local communities as well as the economic vitality, growth and development of the region. As Tasman District has such a strong tourism aspect, there are highly variable traffic volumes on some roads over a year, with very high peaks during holiday periods. Heavy vehicles make up a significant proportion of the traffic stream within the Tasman District so it is important that the strategy recognises these types of vehicles.

People living in and visiting rural areas and small settlements are highly reliant on an effective road network, given the limited availability of non-car options for most trips. The non-strategic road network in particular helps support and enables rural economic development, recreational activity, emergency services access and social cohesion of those communities.

Roads and Traffic Policy 3	Ensure the integrated, efficient, timely and safe maintenance and enhancement of the region's road network to meet the needs of the regional community and economic growth and development in line with this overall strategy.

Activity	Activity Start	Indicators influenced	Responsible agencies
Operate, maintain and renew the road network in line with the NZTA and TDC transport asset management plans and the adopted RLTP.	Short Term	1a, 1b, 2, 4, 5, 6, 7, 8, 9, 14, 17c	TDC, NZTA
Protect and enable the functions of the	Short Term	1a, 1b, 2, 4, 5, 6, 7, 8,	TDC, NZTA

strategic road network through developing and implementing corridor or access management plans			
Investigate alternative heavy vehicle and high demand holiday traffic routes to make the best use of the existing network	Medium Term	1a, 1b, 2, 4, 5, 6, 7, 8, 17c	TDC, NZTA
Develop a road network that supports and responds to economic development supporting business and tourism.	Medium Term	1a, 1b, 2, 4-12b, 16a-c	TDC, NZTA
Ensure that developments, including transport infrastructure, are located, built and managed to be accessible and functional for those with special transport needs.	Ongoing	9, 10, 15b	TDC, developers

6.1.4 Freight

The transport of freight is an integral element of regional economic activity. Economic growth and development are heavily reliant upon an efficient and effective freight industry and system. The present logistics patterns rely upon highly mobile and responsive networks which can provide services and delivery of goods quickly and at any time, 24 hours a day, 7 days a week.

The strategic road network is a key element of the freight system, although some local roads can take on temporary or long term roles in supporting freight movement, such as during logging operations in a particular forest block over a set period. Freight activity can have negative impacts on communities and the environment, such as safety issues, increased road maintenance and noise nuisance, especially at night.

Roads and Traffic Policy 4	Ensure the integrated, efficient and safe provision for freight activity in support of regional economic growth and development whilst minimising adverse impacts on the regional community

Activity	Activity Start	Indicators influenced	Responsible agencies
Provide for safe, efficient and effective freight corridors to key hubs and destinations, such as ports, airports and major industrial developments	Ongoing	2b	TDC, NZTA
Review the Tasman Resource Management Plan to ensure provision for local freight distribution and servicing needs	Medium Term	2a, 2b, 8	TDC
Maintain and protect a safe network of routes for over-dimension, over-weight and dangerous goods/hazardous substances vehicles	Short Term	2a, 2b	TDC, NZTA
Develop a strategic freight network suited to the needs of freight traffic that relieve local roads and residential streets of unnecessary truck traffic.	Medium Term	2a, 2b, 8	TDC, NZTA
Investigate options for funding one-off high asset maintenance and improvement costs due to short term high demand truck activity, such as	Short Term	14, 16b, 16c	TDC

forest block clearing.			

6.2 Walking

The Tasman District Council has a vision to make the region a "safe and enjoyable place to walk and cycle". Walking is a fundamental part of life which is widely recognised for the health and environmental benefits it provides while enabling convenient access to many destinations. It is an important part of any sustainable transport system, providing an efficient and economical means of travel for many shorter trips. Walking provides an essential mode of travel for those with limited access to a motor vehicle and can be an integral part of public transport journeys and even motor vehicle journeys.

There has been an overall decrease in the number of commuters that prefer to walk as a mode of transportation within the Tasman region. This trend may be due to people's concerns about their personal safety and security, the availability of cheap vehicles, distance between home and employment, and lifestyle changes. The Strategy aims to change this by enhancing the amount of walking trips within the region through supporting the measures identified in the Council's Walking Plan.

This strategy recognises the importance of walking and promotes a pedestrian-friendly built environment. Walking routes should be well signed, connected, convenient, comfortable and convivial. Within the context of the RLTS, walking includes those using walking aids such as wheelchairs and mobility scooters and those with specific requirements such as parents with (often wide) pushchairs. A walking environment designed with the needs of mobility impaired pedestrians in mind will often create excellent levels of service for all pedestrians.

This strategy suggests a variety of activities for increasing the use of walking as a transport mode. It also promotes for the first time the comprehensive and structured application of Non Motorised Road User Reviews and Audits (as promoted by the New Zealand Transport Agency) in the assessment of all significant transportation, land use and community facility developments. This will ensure that maximum value for money in supporting these sustainable modes is gained from all infrastructure investment.

Walking Policy	Promote and support the convenience and safety of walking to increase usage and mode share

Activity	Activity Start	Indicators influenced	Responsible agencies
Ensure that the impact on walking is taken into account in decisions by public agencies of the location of key facilities, e.g. schools, hospitals, council offices, post offices, shops, parks and open spaces.	Short Term	6, 9-12a, 13, 15, 16b	TDC, Government departments and ministries
Make available maps showing walking routes and promote them with publicity campaigns.	Short Term	6, 9-12a, 13, 15, 16b	TDC
Review the Tasman Resource Management Plan to ensure priority is given to walking access to, through and within new developments in planning decisions.	Short Term	6, 9-12a, 13, 15, 16b	TDC
Provide a clearly definable network of walking routes to key destinations (such as schools, shopping districts, bus stops, stations, and places of work) from local residential communities	Short Term	6, 9-12a, 13, 15, 16b	TDC, developers
Implement the TDC Walking Plan	Short Term	6, 9-12a, 13, 15, 16b	TDC, NZTA
Ensure that all key infrastructure	Short Term	6, 9-12a, 13, 15, 16b	TDC, NZTA

programmes for transportation and community facilities are subjected to Non Motorised Road User Reviews and Audits with a particular emphasis on the needs of pedestrians with mobility impairments.			

6.3 Cycling

The Tasman District Council has a vision to make the region a "safe and enjoyable place to walk and cycle". Cycling is an active, enjoyable, cheap and environmentally friendly mode of transport that has significant potential for use for many more short to medium distance trips than at present. Cycling often provides the fastest door to door journeys in congested areas. Increasing numbers of people are choosing to travel by cycle for longer distances throughout the region, which is reflected in the growing cycle tourism market. Cycling provides many environmental benefits as it is pollution free, noise free and congestion free.

Despite having a high mode share for commuter cycling, there has been an overall decline in the number of commuters that prefer to cycle as a mode of transportation within the Tasman region over recent decades. This trend may be due to people's concerns about their personal safety and security, the availability of cheap vehicles, distance between home and workplace, and lifestyle changes.

Cycling in Tasman region can be categorised in three ways:

- Trips within main urban areas
- Trips within districts and between townships and small settlements
- Trips which are inter-regional

It is key to improving cycle usage to recognise that different types of cycling environments will suit different cyclists and also those different types of cyclists (e.g. learners, commuters, serious recreational) have different infrastructure needs. It is also important to recognise that individual mode change does not need to be absolute; current single occupancy car commuters may only choose to cycle a few days a week due to weather, the need to transport goods or other demands, but this would still benefit the individual and the community.

Cycling forms an important element of a sustainable land transport system and this strategy aims to change the current trends and situation in Tasman region by enhancing the volume of cycling trips through supporting the measures identified in the Council's Cycling Plan. In recognising the importance of cycling, it promotes cycling as a mode of travel.

Cycling Policy	Promote and support the convenience and safety of cycling to increase usage and mode share

Activity	Activity Start	Indicators influenced	Responsible agencies
Ensure that the impact on cycling is taken into account in decisions by public agencies of the location of key facilities, e.g. schools, hospitals, council offices, post offices, shops, parks and open spaces.	Short Term	6, 9-11, 12b, 13, 15, 16b	TDC, Government departments and ministries
Make maps showing cycle routes available and promote with publicity campaigns.	Short Term	6, 9-11, 12b, 13, 15, 16b	TDC
Review the Tasman Resource Management Plan to ensure priority is	Short Term	6, 9-11, 12b, 13, 15, 16b	TDC

given to cycling access to, through and within new developments in planning decisions.			
Provide a clearly definable network of cycling routes to key destinations (such as schools, shopping districts, bus stops, stations, and places of work) from local residential communities	Short Term	6, 9-11, 12b, 13, 15, 16b	TDC, developers
Implement the TDC Cycling Plan	Short Term	6, 9-11, 12b, 13, 15, 16b	TDC, NZTA
Ensure that all key infrastructure programmes for transportation and community facilities are subjected to Non Motorised Road User Reviews and Audits with a particular emphasis on the needs of cyclists.	Short Term and Ongoing	6, 9-11, 12b, 13, 15, 16b	TDC, NZTA

6.4 Travel Demand Management

Travel demand management is a planning concept which seeks to alter travel behaviours in order to provide a more sustainable transport system by reducing the number of private vehicle trips, especially at peak times. It does not seek to reduce the individual's accessibility or mobility, instead it seeks to optimise the mode, frequency and length of trips for the benefit of the user and the community. Travel Demand Management has the potential to make a significant contribution to short, medium and long term transportation impacts in the Tasman District region, through policies, activities and programmes that seek to influence travel behaviour. These policies, actions and programmes can be implemented in a way that maximise the effective supply of transportation services and infrastructure, thus contributing to economic productivity and growth.

Travel demand management influences people's choices as how, how often, when and where they travel. It involves traffic management initiatives which seek to improve transport system resilience, reduce traffic congestion, operating costs and social exclusion, and encourages and promotes modal shift to alternative modes of travel. Travel demand management methods include:

- Travel behaviour change (e.g. education, promotion, marketing);
- Integrated transport and land use planning;
- Support of active travel modes; and
- Parking Management (supply and pricing).

Travel demand management works best as an integrated system where all travel modes are efficiently utilised, the transport system is well integrated and there is sufficient and effective travel information for the public. This system helps to provide planning alternatives and reduce the amount of infrastructure improvements needed resulting in cost and time savings as well as environmental benefits.

In order to effectively manage travel demand the public must have access to a range of travel options and information. The success of travel demand measures relies heavily on the public's travel patterns and their willingness to change and the planning tools used to drive behaviour changes.

6.4.1 Influencing travel behaviour

Education, promotion and marketing are soft measures that can be used to influence travel behaviour. These can include educational and promotional measures to reduce the use of private motor vehicles, especially for non-essential and shorter journeys, where genuine alternatives are available. The measures will be especially targeted to educational establishments, important employers and in network locations with traffic congestion problems. Alongside encouragement of healthy active travel modes for

community health and well-being, there will be a focus on an improved balance of travel demands against network capacity through the day.

TDM Policy 1	Support a comprehensive range of travel behaviour change programmes and activities applicable to both rural and urban areas of the region

Activity	Activity Start	Indicators influenced	Responsible agencies
Provide travel behaviour education and promotion/marketing of alternative travel modes through media, publicity campaigns, promotional events, and information packs	Short Term	1a, 1b, 3a, 3b, 6, 9, 10, 11, 12a, 12b, 13, 15, 16b	TDC, NZTA
Introduce workplace travel plans for larger businesses	Short Term	1a, 1b, 3a, 3b, 6, 9, 12a, 12b, 13, 15	TDC, major employers
Introduce school travel plans for children travelling to and from school	Short Term	1a, 1b, 3a, 3b, 6, 9, 12a, 12b, 13, 15	TDC, Schools, Ministry of Education
Provide incentives for employers to support sustainable forms of transport	Short Term	1a, 1b, 3a, 3b, 6, 9, 12a, 12b, 13, 15	TDC
Implement car-pooling scheme	Short Term	1a, 1b, 3a, 6, 9, 15	TDC

6.4.2 Land-use planning

Travel demand is affected by the location of housing, jobs, shopping, leisure, education and community facilities and services activities. The development of new development areas and retro-fitting existing areas to provide maximum local accessibility by walking and / or cycling to key services such as employment, shopping, health, education and key community facilities has a fundamental impact on both the underlying demand for travel and the choice of mode for short journeys. It also has the ability to create vibrant, healthy communities that people aspire to live in.

TDM Policy 2	Support the integration of land use and transport planning, including provision of community and publicly provided facilities to reduce the demand for travel and reduce dependence upon the private motor vehicle.

Activity	Activity Start	Indicators influenced	Responsible agencies
Review of Tasman Resource Management Plan to promote residential and employment land-use development around transportation hubs to minimise commuter travel distances and maximise travel by "active" modes of transport and to deter developments which adversely impact on the efficiency of transport routes.	Medium Term	1a, 1b, 3b, 5, 6, 7, 9, 10, 11, 12a, 12b, 13, 15, 16a-c	TDC
Review of Tasman Resource Management Plan design guides to ensure that planning proposals cater for mobility impaired transport users and help to provide more sustainable transport modes (i.e. walking, cycling, bus etc).	Medium Term	1a, 1b, 3b, 5, 6, 7, 9, 10, 11, 12a, 12b, 13, 15, 16a-c	TDC

Review engineering guidelines to ensure that designs are required to provide for convenient bus services and high standard walking and cycling networks	Medium Term	1a, 1b, 3b, 5, 6, 7, 9, 10, 11, 12a, 12b, 13, 15, 16a-c	TDC
Develop accessibility planning guidelines and standards to be applied to all key community facilities, in order to maximise the proportion of the community with ready access to those facilities by affordable, sustainable transport modes.	Medium Term	1a, 1b, 3b, 5, 6, 7, 9, 10, 11, 12a, 12b, 13, 15, 16a-c	TDC

6.4.3 Parking Management

The convenience and cost of parking are factors in the decisions which people make when choosing to travel. Whilst the vitality of the Richmond and other urban centres should be maintained through the provision of high standard parking facilities for shopper and tourist trips, the use of long-stay parking by commuters should be discouraged through the application of controls and possibly charges. This approach requires a careful balance to be struck between the conflicting demands of users of parking and loading facilities, and will require consistency between the neighbouring urban centres.

TDM Policy 3	Use parking controls to help manage more sustainable travel in and around the Richmond and Motueka central business districts and maximise the efficiency of available parking in support of essential commercial activity and deliveries.

Activity	Activity Start	Indicators influenced	Responsible agencies
Develop central business district parking strategies for Richmond and Motueka, to deter long stay parking in favour of commercially important shopper and business parking and deliveries.	Short Term	1a, 1b, 3a, 3b,	TDC, retailers and commercial property owners
Review the Tasman Resource Management Plan parking provisions to be consistent with policies in the TDM plan and the CBD parking strategies.	Medium Term	1a, 1b, 3b, 5, 6, 7, 9, 10, 11, 12a, 12b, 13, 15, 16a-c	TDC

6.5 Public Transport

Public transport generally provides a travel option that is safer, needs less road space per user, is more energy efficient and generates fewer emissions than car single occupancy car use. It has a key role to play in a sustainable land transport system by providing a choice other than the private motor vehicle, especially for middle-long distance trips. Public transport services also provide a social function by improving the ability of those who do not to own, or are unable to drive, a private motor vehicle to access the services they need.

Public transportation solutions in the Strategy relate to bus-based solutions.

The Tasman District bus network is commercially operated, providing routes based on market demand. The role of a bus network is to provide a safe, effective and efficient network of services that allows the connection of people between different origins and destinations. Private Coaches, tour buses and shuttles also operate public services, connecting districts and many urban areas within the region and with nearby regions. These commercial services are recognised as a core part of the land transport

system. Similarly school buses provide important access to education services in many parts of the region.

Current rates of bus use are low. This is partly due to the low number and frequency of services, which mean that bus services have never achieved the 'critical mass' to be considered a practical compared to many private motor vehicle trips.

6.5.1 Tasman Bus System

There is potential to provide an improved bus system in Tasman District, including integrating and maximising opportunities with current commercial services. Increased service frequencies, improved route structures and modernised, accessible vehicles and facilities that are comfortable, convenient and reliable can change perceptions of bus travel and lead to a mode shift away from private motor vehicles.

Nelson City Council has undertaken some preliminary investigation into options for improving the public transport provision along the Nelson-Richmond corridor. A summary of this investigation is included in the Nelson Passenger Transport Network Plan within their Regional Land Transport Strategy. Tasman District Council supports the need for improvements to the passenger transport network along this corridor but considers that further investigation is needed to determine the extent of the improvements, the viability of the improved services and the timeframe for implementation.

While improved bus services are appropriate for the core corridor between Nelson and Richmond, other initiatives could be used to encourage commercial passenger transport within and between other urban areas.

Public Transport Policy 1	Promote and support the provision of a comfortable, convenient, reliable and cost-effective passenger transport system to increase usage and mode share

Activity	Activity Start	Indicators influenced	Responsible agencies
Work with Nelson City Council to develop an implementation plan for improved passenger transport services between Nelson and Richmond	Short Term	1a, 1b, 3a, 3b, 9, 10, 11, 13, 15	TDC, bus operators
Investigate other intra-regional network opportunities with commercial operators to improve passenger transport.	Short Term	1a, 1b, 3a, 3b, 9, 10, 11, 13, 15	TDC, bus operators
Review the provisions in the Resource Management Plan related to engineering guidelines for design and layout of facilities to support public transport, and the provisions for passenger transport infrastructure and services related to new residential and commercial developments.	Medium Term	1a, 1b, 3a, 3b, 9, 10, 11, 13, 14, 16b, 16c	TDC
Encourage increased public transport use through marketing activities including promotion, education and encouragement activities/events.	Medium Term	1a, 1b, 3a, 3b, 9, 10, 11, 13, 15	TDC, bus operators
Provide comprehensive route, fares and timetable information through a range of channels.	Short Term	1a, 1b, 3a, 3b, 9, 10, 11, 13, 15	TDC, bus operators
Implement the Passenger Transport Strategy	Short Term	1a, 1b, 3a, 3b, 9, 10, 11, 13, 15, 16b, 16c	TDC, bus operators

6.5.2 Total Mobility Scheme

The role of Total Mobility is to assist people with special transport needs by providing subsidised access to opportunities that other members of society take for granted. This programme seeks to remove or reduce a barrier to access through specific assistance to allow greater access for people with special and recognised transport needs.

Public Transport Policy 2	Provide mobility assistance initiatives to assist people with special transport needs

Activity	Activity Start	Indicators influenced	Responsible agencies
Continue to operate a Total Mobility scheme to provide subsidised public transport/taxi based access to opportunities for those with identified special transport needs.	Ongoing	10	TDC, NZTA

7 Funding

The Land Transport Management Act, section 76 (b) in its requirements for RLTS's, states that a regional transport committee must take into account the land transport funding likely to be available within the region for implementing the strategy during the period covered by the strategy. The following will discuss the funding sources for the implementation programme, the need for prioritisation and the relationship to the Regional Land Transport Programme.

7.1.1 Funding Sources

The Land Transport Management Act requires a more integrated and sustainable approach to the provision and operation of the land transport system, including its funding, planning and long term investment. However, it is recognised that the scope, timing and costs of projects and initiatives change over time. These changes will be recognised in progressive Tasman District Council LTCCP's, RLTP's and the New Zealand Transport Agency's National Land Transport Programme, and will be reported to the Regional Transport Committee regularly.

There are a range of potential funding sources available to implement activities in this Strategy, such as:

- Local Government Rates
- Other Local Government revenues including dividends and charges
- Development or financial contributions
- Developer agreements / cost sharing for particular projects (e.g. between local authorities and developers or between NZTA and developers)
- New Zealand Transport Agency (National and Regional funding, or central government cash injections)
- Regional or local authority cash injections (e.g. from investments)
- Tolling and Public Private Partnerships
- Other Government departments or agencies

Local authority transport projects which qualify for government subsidy through the NLTP require a local share, although there are a number of transport project types which do not qualify for subsidy and must be funded entirely from local sources. There are principally two types of NZTA (government subsidy) funding currently available to the region:

- Nationally distributed (N) funds are allocated on the basis of national priority from the National Land Transport Fund in accordance with the NZTA allocation process. Funding is mainly derived from road user charges, fuel excise and motor vehicle registrations. Tasman region's allocation from 'N' funding will vary from year to year. 'N' funding includes all passenger transport funding (through Nelson) plus state highway and local road development funding.

- Regionally distributed funds (R) are allocated by the New Zealand Transport Agency to activities that are not judged to be of sufficient national priority to be fully funded or subsidised from 'N' funding. All available "R" Funding for the Tasman District up to 2015 (when the funding type ceases) has been allocated to the Ruby Bay Bypass.

For Tasman District, most local authority transport projects received a government subsidy (currently set at a Financial Assistance Rate (FAR) of 49%) and improvement projects receive a higher FAR (currently set at 59%). All State Highway projects receive 100% FAR as the Agency has no other fund source options.

It is almost inevitable that multiple funding sources will be required if the RLTS and supporting RLTP are to be successfully implemented.

7.1.2 Regional Land Transport Programme

The Regional Transport Committee has adopted a prioritised Regional Land Transport Programme covering the period 2009-12 in detail and to 2018-19 in outline. The adopted programme which responds to the direction and activities outlined in this Strategy has resulted in a general increase in public expenditure across all modes of transport, to provide the desired more sustainable transport system for the region. Without this increased investment in the transport system, it is expected that there would be significant increases in the costs of travel – financially, socially, environmentally and economically.

The RLTP indicates that in the next three financial years, expenditure is anticipated to be a total of about $127M in Tasman District, of which some $84M is anticipated to be spent on State Highways. The anticipated expenditure in the 10 year regional forecast is about $417M, of which some $337M is expected from central government. This still leaves a balance of about $80M to be funded from local sources. If the funding available from local or national sources does not reach these levels, then the prioritisation of the programme will need to be applied to the point where funding available matches to the remaining programme estimated cost. Ongoing reviews, at least every three years, should provide programme control to manage the funding-cost balance.

8 Monitoring

The strategy identifies the changes and measures that are necessary in order to realise the Vision for the future land transport system in the region. In general, it is difficult to directly assess change in a complex and dynamic system such as transport; however, it is possible to monitor key indicators of such systems. Progress towards the Vision and targets can to be monitored to assess the effectiveness of the Strategy and understand changes in the wider land transport system.

Changes in the performance of the land transport system over time can arise from a multitude of inter-related factors, some of which cannot be reasonably anticipated. The monitoring process is significant to understand the changes within a region and provide better planning and early response.

This strategy will be subject to periodic review and revision. Whilst the main elements of the Strategy are considered to be robust in the context of change, some adjustments in the emphasis of the strategy and the timing of individual project components may be appropriate, and these should be informed by robust monitoring.

The results of the monitoring undertaken by the regional council will be outlined in a periodic progress report. Under the Land Transport Management Act, a progress report is required at least every three years describing progress made in implementing the RLTS. The report must be available within three months of the end of the third financial year of the period to which it relates.

Section 5 of this document identified a range of quantifiable indicators with targets which are considered to encapsulate the Vision for the future Tasman land transport network. The achievement of the targets is reliant upon actions by all of the transport sector agencies. Monitoring is required to assess the performance of these agencies in the completion of these tasks. Where tasks are not completed to the intended programme, the reasons for this should be identified in the report to allow remedial action to be undertaken.

The following indicators describe the data which needs to be collected and/or analysed in order to track how the activities in Section 6 are contributing toward the overall Vision and objectives.

8.1 Economic development indicators

Target 1a	Average recorded travel time for weekday AM peak (7.30-9.30am), Inter-peak (10pm-2pm) and PM peak (4.30-6pm) on main arterial routes within the Tasman region.(Annual, Source: survey)
Target 1b	Average recorded travel time variability for weekday AM peak (7.30-9.30am), Inter-peak (10pm-2pm) and PM peak (4.30-6pm) on main arterial routes within the Tasman region.(Annual, Source: survey)
Target 2	RAMM asset condition indicators for strategic road network condition (Source: TDC, NZTA)
Target 3a	Average weekday AM peak (7.30-9.30am) and PM peak (4.30-6pm) vehicle occupancy rates across the Richmond Deviation/Salisbury Road. (Annual, Source: survey)
Target 3b	Share of weekday journey to work trips by public transport in Tasman urban area (Source: census)
Target 4	Number of strategic road closures of more than 2 hours duration. (Annual, Source: TDC, NZTA)

8.2 Safety and personal security indicators

Target 5	Total loss of control crashes on curves per calendar year in Tasman region. (Annual, Source: NZ Transport Agency)
Target 6	Total number of vulnerable user crashes per calendar year in Tasman region (Annual, Source: New Zealand Transport Agency)
Target 7	Total number of crossing/turning injury crashes per calendar year in Tasman region. (Annual, Source: New Zealand Transport Agency)
Target 8	Total number of crashes involving high risk drivers per calendar year in Tasman region. (Annual, Source: New Zealand Transport Agency)
Target 9	Tasman Annual Residents Survey question(s) (Source: TDC)

8.3 Accessibility and mobility indicators

Target 10	Programme produced and implementation summary (Source: TDC)
Target 11	Programme completed by 2010, implementation summary after 2012 (Source: TDC)

8.4 Public health indicators

Target 12a	Share of weekday journey to work trips by walking and cycling in Tasman urban area (5-year, Source: census and annual telephone survey)
Target 12b	Share of weekday journey to work trips by public transport in Tasman urban area (5-year, Source: census and annual telephone survey)
Target 13	Level of PM10 emissions at monitoring stations and as calculated by 5-year emissions inventory (Annual, source: TDC, national vehicle emissions data)
Target 14	Length of unsealed road with more than 50 vpd in the District from RAMM (Source: TDC, NZTA)

8.5 Environmental sustainability indicators

Target 15	Greenhouse gas emissions (Annual, Source: Calculated from TDC and national vehicle emissions data)
Target 16a	Number of land use change applications assessed (Annual, Source: TDC)
Target 16b	Proportion of new developments complying with walking, cycling and public transport infrastructure requirements (Annual, Source: TDC)
Target 16c	Aligned Tasman Resource Management Plan (Source: TDC)

8.6 Affordability indicators

Target 17a	An adopted RLTP with prioritised programmes and activities (Source: TDC, NZTA)
Target 17b	Production and adoption of regional funding plan for the RLTP (Source: TDC)
Target 17c	Tasman Annual Residents Survey question(s) (Source: TDC)

Appendix 1: NZTS Key Principles

A Sustainable Land Transport System
The land transport system is vital for economic and social wellbeing, but negative environmental and social impacts can occur and need to be avoided, minimised or mitigated. Managing the demand for travel and changing to more efficient means of transport with lesser environmental impact and greater social cohesion is required. The NZ Transport Strategy states "the transport sector cannot endlessly build its way out of all its problems". A range of approaches is needed, starting with improving the efficiency of existing infrastructure, improving travel choices available along with parallel initiatives to influence the travel choices people make, and only then considering further capacity improvements on a selected basis.

Recent oil price rises have focussed attention on the longer term availability of fuel for private vehicles. Increased fuel costs associated with a peaking of oil production are likely to become permanent, affecting the total cost of travel and hence the amount of travel. The increased cost of oil will probably lead to alternative forms of energy becoming more viable. It is relevant in the development of a strategy to recognise that these increased travel costs will impact upon overall levels and modes of travel demand. A more sustainable approach would recognise the need to provide safe alternative choices that reduce people's dependence on non-renewable resources, while recognising that use of the private motor vehicle will continue to predominate for some time, perhaps simply with a different source of fuel energy.

A Safe Land Transport System
It is essential that the safety implications of any activity are fully considered and safety improvements are sought in all actions. This is not just limited to physical safety, personal security is also important. Actions can be taken to improve safety for all people, no matter how they choose to travel. The design and location of the land transport network and urban spaces are significant factors. Equally targeted and appropriate education and promotion are methods that can contribute to significant safety outcomes.

An Integrated and Responsive Land Transport System
A complementary package of measures will work towards the vision and objectives of the Strategy. This includes effective connections within the land transport system and also in other areas that impact on the way people travel and engage in their day to day activities. There needs to be close integration between transport planning and land-use planning and collaboration with other sectors within the public and business communities. This will be a challenging task that requires all of the organisations and agencies involved in delivering transport outcomes to work together to implement the Strategy.

The provision of a multi-modal land transport system provides a more flexible land transport system that is inclusive of all members of society. More intensive use of existing urban areas creates a more efficient land transport system, by ensuring that the need to travel is reduced. A realistic choice of transport options, especially within the urban areas, completes the picture of an integrated and responsive network.

An Affordable Land Transport System
The transport system needs to be affordable for individuals, households, businesses, regions, local government and central government. A key component of affordability is the need for all investments in transport to be cost-effective and represent value for money. The principles which need to be considered in relation to affordability are that decisions should:

- place an acceptable financial demand on central and local government, regions, households, businesses and individuals;
- take into account available funding sources;
- consider costs including those that occur in other sectors; and
- require that all investments in transport are cost-effective and represent value for money.

The challenge will be to invest enough in the transport system to support New Zealand's global competitiveness while ensuring that transport remains affordable for its users.

Appendix 2: Tasman Regional Transport Committee Significance Policy

Section 106 of the Land Transport Management Act 2003 (LTMA) requires each RTC to adopt a policy that determines significance in respect of variations made to the Regional Land Transport Programme and Regional Land Transport Strategies.

This significance policy was adopted on 30 January 2009.

The intent of this Regional Transport Committee Significance policy is to provide a clear understanding of what is considered significant in terms of variations to a proposed or adopted Regional Land Transport Programme (RLTP). It provides the thresholds and procedures that the Regional Transport Committee (RTC) will use in assessing which variations are deemed significant and the subsequent consultation requirements.

In determining the significance of a proposed variation, the RTC will be guided by the following:

- Whether the variation is in the interest of public safety.
- Whether the activity or activities have previously been consulted on in accordance with section 17 and 18 of the LTMA.
- Whether there is a change in scope of the project.
- The variation requested relates specifically to a prioritised activity.

The RTC will have the final decision on what is considered significant in terms of a variation to the RLTP.

The thresholds established are quantifiable and allow for a predetermination of the outcome. Therefore this threshold test can be applied to give a clear indication of whether a particular variation is deemed significant or not.

Amendments or variations of the following types are considered **significant** and will be required to undergo the consultation prior to adoption:

a) Scope change of a project that substantially alters the original objectives of the project in a way that reduces the contribution of the project towards the New Zealand Transport Strategy (NZTS) objectives or the Government Policy Statement (GPS) targets or the Regional Land Transport Strategy (RLTS) objectives.

b) Scope change resulting in cost increases of more than 15% of the New Zealand Transport Agency (NZTA) approved allocation and more than $10 million in value.

c) Addition of the Construction phase of any activity that has not previously been consulted upon in accordance with section 18 of the LTMA, and the total project cost of which is over $10 million.

d) Any activity or combination of activities that the RTC considers to be regionally significant.

Set out below, for purposes of clarity are examples of amendments or variations that do not meet the thresholds set out in this policy and are therefore considered **not significant:**

a) Funding requirements for preventative maintenance and emergency reinstatement activities.

b) Changes to activities relating to local road maintenance, local road renewals, local road minor capital works, and existing public transport services. This refers to activities in the mentioned areas that have been included in the RLTP.

c) Variations to timing, cash-flow or total cost (resulting from inputs costs changes), for the following:

- improvement projects,
- demand management activities,
- community-focused activities.

d) Transfer of funds between activities within a group.

e) End of year carry-over of allocations.

f) 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 LTMA.
g) Variations to timing of activities if sufficient reasoning is provided for the variation and such that the variation does not substantially alter the balance of funding or make the RLTP unaffordable.

The decision to determine whether or not a requested variation is significant and requires a variation to the RLTP will be decided by the RTC. Once a variation has been determined to be significant, then the variation to the RLTP will be consulted upon in accordance with the consultation principles set out in Sections 17 and18 of the LTMA. Where possible any consultation required for the RLTP will be carried out in conjunction with any other consultation undertaken by the Tasman District Council, an example of which is the Annual Plan consultation, in order to optimise consultation costs.