

RLTS Changes

A (page 11)

Tasman District Council and Nelson City Council already work closely together on many transport issues and Council officers and elected members meet regularly. This will continue into the future to ensure the best outcomes for both Councils and ratepayers.

Of particular note is Tasman District Council's participation on the Decision Making Team for Nelson City Council's Arterial Traffic Study for options between Annesbrook and the Nelson CBD. Tasman District Council has confirmed that it will support any option agreed to by Nelson City Council as a result of this study.

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2.10 Consultation

The views of the community were taken on board during the preparation of the draft strategy specifically from the outcomes of previous consultation processes around the region and through the knowledge of Council staff.

In addition, the strategy was the subject of public consultation in February 2010, during which a number of submissions were received from various individuals, representative groups and industry bodies. All submissions were considered by the Regional Transport Committee prior to the finalisation of this strategy.

This strategy has also specifically taken into account the views of the NZ Transport Agency as the only other road controlling authority in the Tasman Region.

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3.5.8 Motorcycling

Motorcycling is also more popular in Tasman District than other parts of the country.

The 2006 census identified that approximately 1.2% of the Tasman population used a motorcycle for their journey to work, compared to 1% for the whole of New Zealand. However, previous census results show that the popularity of this mode for commuting in Tasman decreased from 1.9% in 1996 and 1.4% in 2001.

Whilst this historical data shows a decline in commuting, there is anecdotal evidence of a significant increase in motorcycling since 2006, especially for recreational and tourism purposes.

Motorcycles, along with cars and heavy vehicles, are considered 'motor vehicles' in this strategy.

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Although not necessarily 'high risk', Tasman does have a high proportion of tourist drivers who would be unfamiliar with the roads in the district and/or New Zealand conditions. Further work is required in this area to determine whether particular safety concerns exist

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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	2	TDC, NZTA
Establish a Freight Working Group with Road Controlling Authorities and industry representatives to discuss and address freight issues.	Short Term	2, 9	TDC, NZTA, Industry

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Activity	Activity Start	Contributes to GPS and LTMA Impacts														
		A	A	A	A	B	C	D	E	F	G	a	b	c	D	e
		1	2	3	4											
Review engineering guidelines to ensure that designs provide for high standard pedestrian and shared path facilities.	Short Term	✓	✓		✓		✓	✓	✓	✓	✓		✓	✓	✓	✓

Activity	Activity Start	Contributes to GPS and LTMA Impacts														
		A	A	A	A	B	C	D	E	F	G	a	b	c	D	e
		1	2	3	4											
Review engineering guidelines to ensure that designs provide for high standard cycling and shared path facilities.	Short Term	✓	✓		✓		✓	✓	✓	✓	✓		✓	✓	✓	✓