

NELSON TASMAN REGIONAL LAND TRANSPORT PLAN

MID TERM REVIEW

2024-2034

CONNECTING TE TAUHU (TOP OF THE SOUTH)

**DRAFT FOR
COMMUNITY
CONSULTATION**



Te Kaunihera o
te tai o Aorere



Foreword – Chair of Nelson – Tasman Regional Transport Committee

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

The Regional Land Transport Plan (RLTP) is a critical document for Nelson / Tasman as it underpins all of the region's road network and transportation planning, as well as the investment priorities over the next six years on both the state highway and local road networks. From a statutory perspective, the RLTP meets the requirements of the Land Transport Management Act 2003 and contributes to the overall aim of the Act.

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

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

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

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

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

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

The change of Government in 2023 is likely to result in a change in national land transport priorities in time. We anticipate this will include a greater focus on the enabling role transport plays for the economy and less focus on slower speeds to improve road safety outcomes. National election policy documents also include the Hope Bypass as a Road of National Significance which is welcomed to increase the transport capacity through and across Richmond. Unfortunately for this draft for community engagement we have been unable to fully reflect any change in direction as the new 'Government Policy Statement on Land Transport' was not available.

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

As Chair of the Joint Nelson Tasman Regional Transport Committee, I invite public feedback to this Regional Land Transport Plan. Consultation opens mid January 2024 and closes late February 2024.

A handwritten signature in black ink, reading "Stuart Bryant". The signature is written in a cursive style with a large, stylized 'S' and 'B'.

Deputy Mayor Stuart Bryant

Chairman

Nelson Tasman Joint Regional
Transport Committee

DRAFT

FOREWORD - SOUTH ISLAND REGIONAL TRANSPORT COMMITTEE CHAIRS

Our people, our communities. Without people we have no need for a transport system.

Our transport system:

- Provides the arteries and veins that bring life to our communities.
- Provides our communities' connections and allows our communities to function.
- Allows people to travel safely and efficiently through our diverse landscapes.
- Enables the safe and efficient movement of freight.
- Must respond and adapt to a changing climate and emission reduction requirements.
- Must support regional prosperity and improve the overall wellbeing of the South Island.

We must ensure that our transport systems are working as effectively as possible to support our community's needs.

The South Island Regional Transport Committee Chairs Group was formed in 2016 for this purpose. The Group seeks to significantly improve transport outcomes to, from and within the South Island through stronger interregional collaboration and integration.

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

This approach seeks to ensure that the needs and aspirations of our South Island communities are recognised and understood by central government. We want to be seen by central government as a group of over 1.2 million people with common aspirations for our transport system. Each region in the South Island has unique characteristics, but at the same time, share similar transport priorities and challenges.

These shared priorities form the priorities of this group and are listed below and will be reflected in each Regions Regional Land Transport Plan for the 2024 – 2027 for inclusion in the 2024 National Land Transport Program.

Priority areas

- Advocacy for transportation in the South Island, including tracking how the National Land Transport Fund (NLTF) is being allocated across the country
- Responding to climate and emission goals
- South Island transport network resilience
- South Island freight task and associated journeys
- South Island tourism transport systems improvements
- An enabling funding approach for innovative multi-modal transport options
- Exploring opportunities for inter-regional transport options

A resilient and fit for purpose transport system is vital for the continued health, wellbeing, and prosperity of our people – “the people and communities of the South Island.”

The South Island Regional Transport Committee Chairs

Regional Councils

*Environment Southland – Otago Regional Council –
Environment Canterbury – West Coast Regional
Council*

Unitary Councils

*Tasman District Council – Marlborough District Council
- Nelson City Council*

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EXECUTIVE SUMMARY

Nelson/Tasman, has seen significant change over the last five years. The population has increased and development of the primary sector is resulting in a greater number of vehicles on our roads than ever before. Community values are starting to shift, which means that the environmental and social effects from more vehicles on the roads is becoming unacceptable. This conflict is realised most acutely in Nelson, Richmond and Motueka where the values of place and movement on our road networks coincide.

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

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

- vehicle usage growth and its effects on access
- safety on our roads
- our communities are susceptible to losing access in more frequent weather events
- maintenance has been underfunded in the past and road condition is getting worse
- vehicle usage is affecting our natural environment.

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

The programme over the next 10 years envisages completing the planning projects already underway with NZ Transport Agency Waka Kotahi, while also carrying out local work to make sure these large projects are integrated into the local networks and that key access outcomes are met. These planning projects include the Nelson Future Access Study and the Richmond Programme Business Case. Both central and local government are under financial pressure due in part to inflation. This may have an impact on the delivery timing of some of the projects may be delayed.

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

- Waka Kotahi will work on making improvements to the state highway network on specific projects such as SH6 Hope Bypass and three new heavy commercial safety centres spread across the region. They will also work on generic activities including regional speed management planning and installation of median barriers on roads.
- Nelson and Tasman will deliver safer speeds determined through the joint speed management plan including making improvements in urban areas for our most vulnerable school road users.
- Nelson and Tasman will continue to improve their cycling networks in line with their Walking and Cycling Strategies and Waka Kotahi have proposed the Rocks Road Walking and Cycling project.
- Nelson and Tasman will continue to cooperatively provide the eBus public transport service network. Only modest improvements are proposed in the 2024 – 27 period, including weekend services to Wakefield and Motueka, with a full review in August 2024 to inform next steps.
- Waka Kotahi will continue to work on improving network resilience for communities at risk of losing access in storm events. They will continue to reduce the risk of landslips on Takaka Hill and the Whangamoā and have a programme of treating high risk rock fall sites

INTRODUCTION

This Regional Land Transport Plan (RLTP) is the primary document guiding integrated land transport planning and investment within the two unitary councils of Nelson City Council (NCC) and Tasman District Council (TDC). Each of the councils are required to each create a RLTP as part of their requirements of regional council under the Land Transport Management Act 2003 (LTMA). However, the two councils have created a joint RLTP that recognises the high interdependency and separation from other parts of the South Island.

Figure 1 shows the location and extent of the Councils.

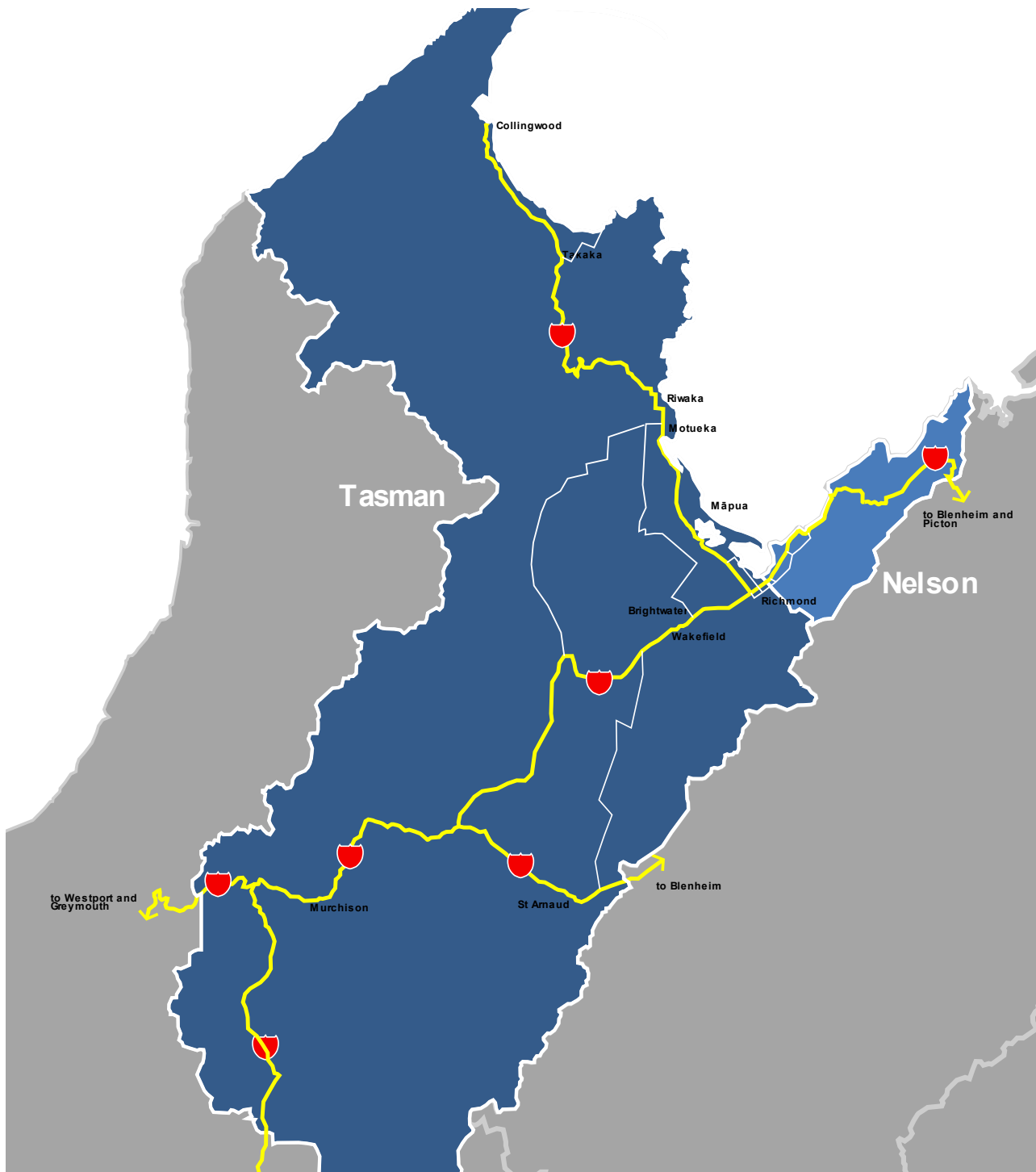


Figure 1: Location and Boundaries of Nelson and Tasman Councils

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

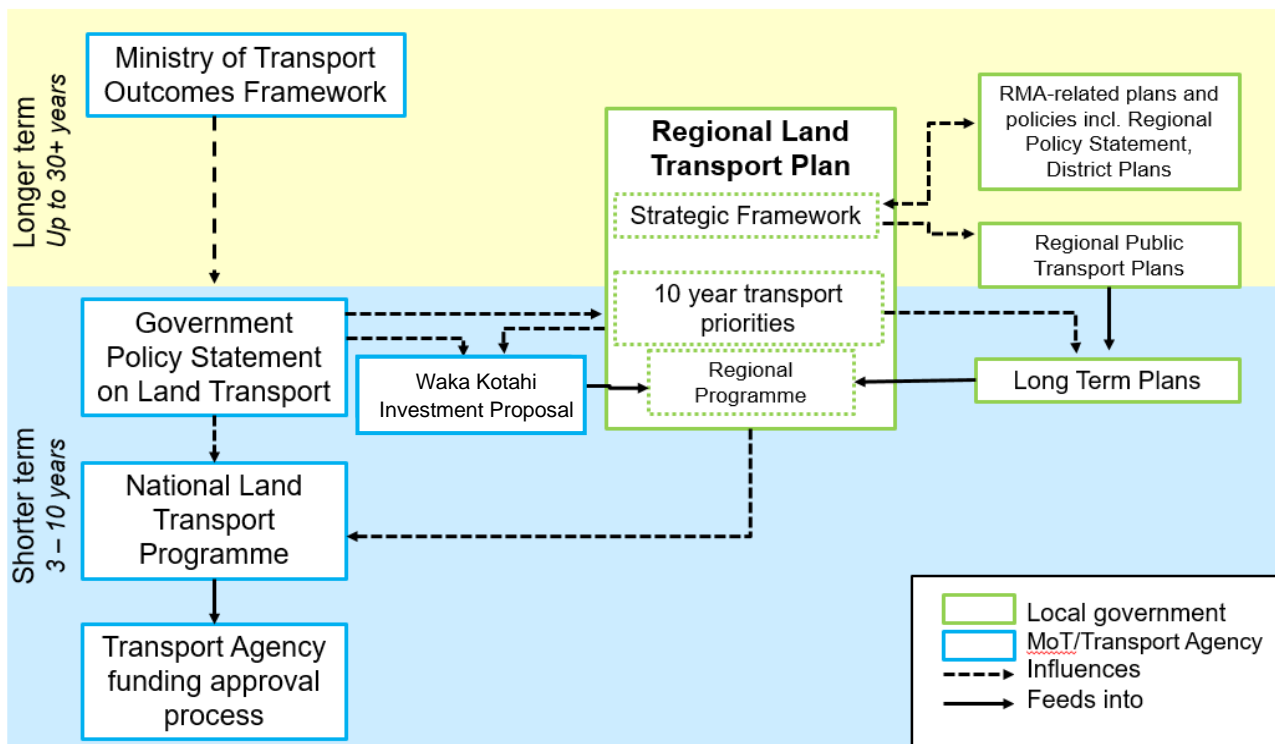


Figure 2: RLTP Planning and Funding Context

This RLTP:

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

STRATEGIC CONTEXT

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

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

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

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

OUR REGION

Nelson/Tasman is located in the north west of the South Island. Nelson/Tasman's resident population is around 112,000. Nelson City has Te Taihupo's main airport, port, hospital and the main campus of the Nelson Marlborough Institute of Technology. Nelson provides services for the Tasman and Marlborough communities and has particular strengths in marine construction, forestry, aviation and manufacturing. Like Tasman and Marlborough, Nelson has opportunities to add value to primary products and for smaller-scale enterprises to work together to grow and to export. The information communications technology cluster in Nelson has continued to grow and drive change across all industries. Tourism is supported by premier food and beverage establishments, shopping opportunities and a thriving local arts and crafts scene which sees the city and the tourist areas swelling to capacity during the summer months.

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

OUR PEOPLE

DEMOGRAPHICS

The two main urban areas in Nelson - Tasman are Nelson and Richmond, whilst they are separated by a boundary, they are adjacent to each other and form a continuous urban area with a combined population of 72,840.

Population estimates provided by Statistics New Zealand shows that the region has grown by 18 percent since 2013, or 1.8 percent per annum. Figure 3 below shows the historical actual population and the projected future population of the Nelson/Tasman region.

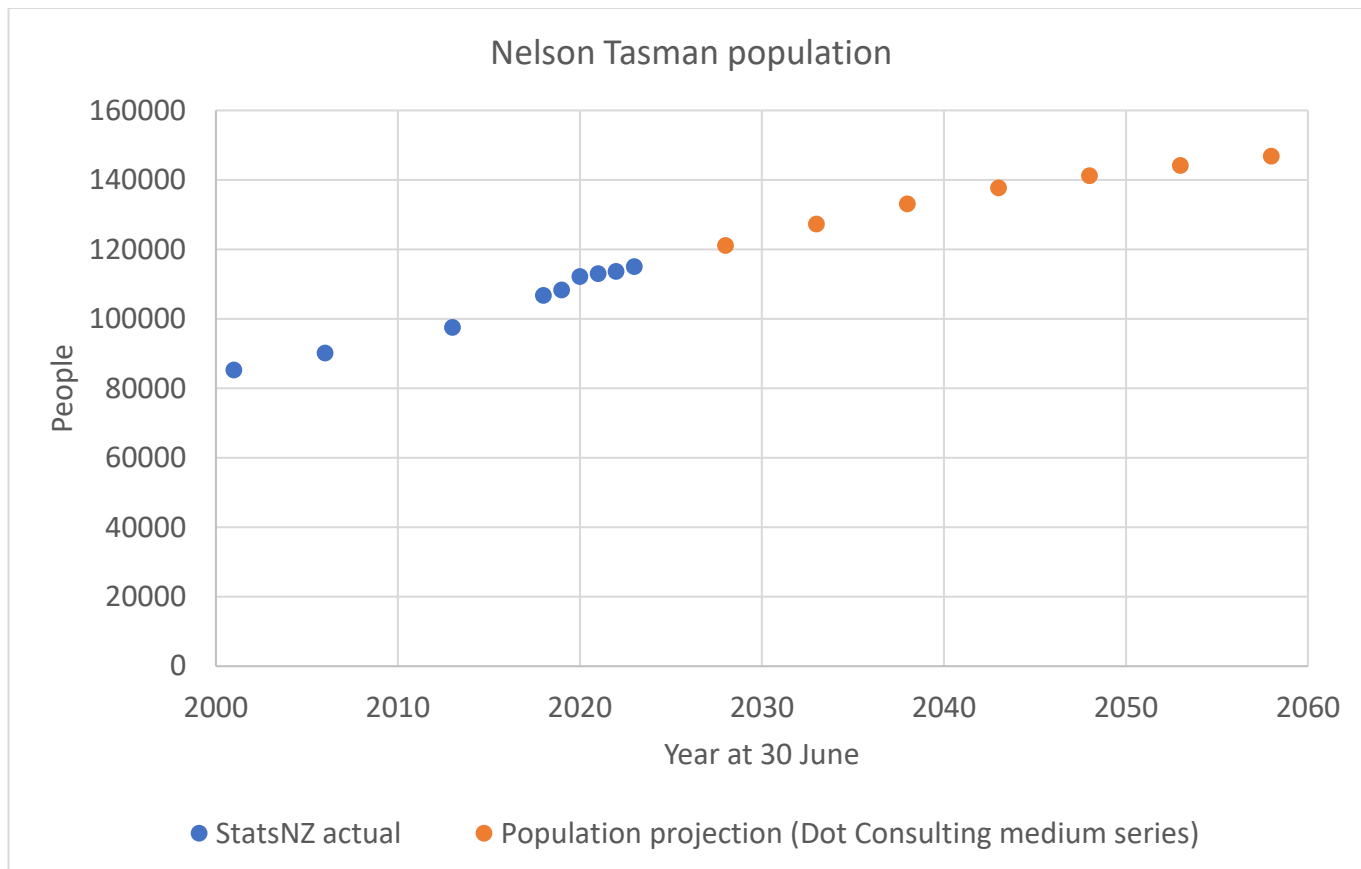


Figure 3: Nelson and Tasman Population – Actual and Forecast

The residential growth is higher around established urban settlements such as Richmond (2.8%). Due to high house prices in key urban areas and a desire to live in rural areas, there is also significant residential growth in townships surrounding urban centres, such as Brightwater (2.7%), Mapua/Ruby Bay (3%) and adjoining rural areas such as Moutere Hills (3.7%).

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

Nelson/Tasman is an increasingly popular place to retire, with a steady increase in the 65+ age group, which, at 22 percent, is much higher than the New Zealand average of 15 percent. This trend comes with a corresponding decrease in the percentages of children and working age population. This emerging demographic trend will influence the communities' transport requirements and consequently the investment programme over coming years. A breakdown of the age distributions is shown in Figure 4 below.

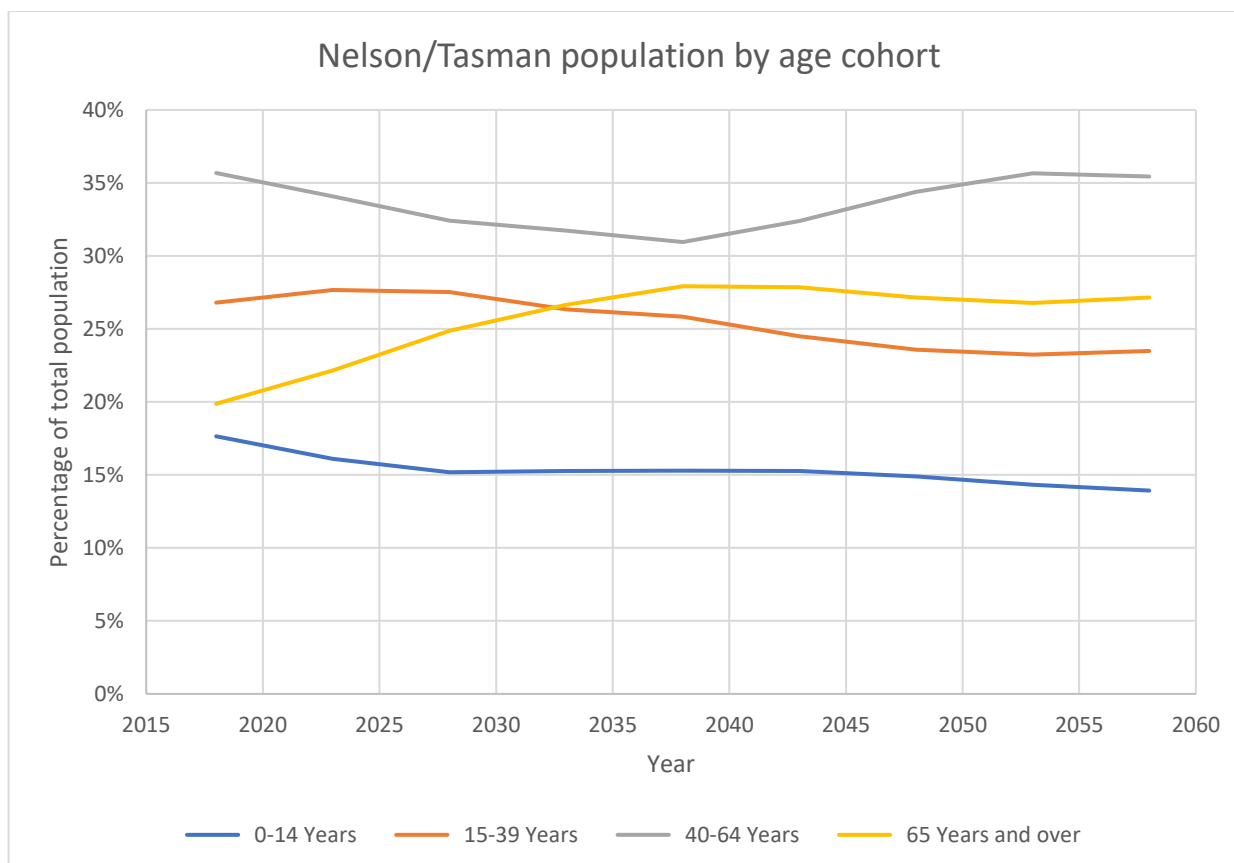


Figure 4: Nelson and Tasman Population age group distribution

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

Table 1: Nelson - Tasman Ethnic Groups

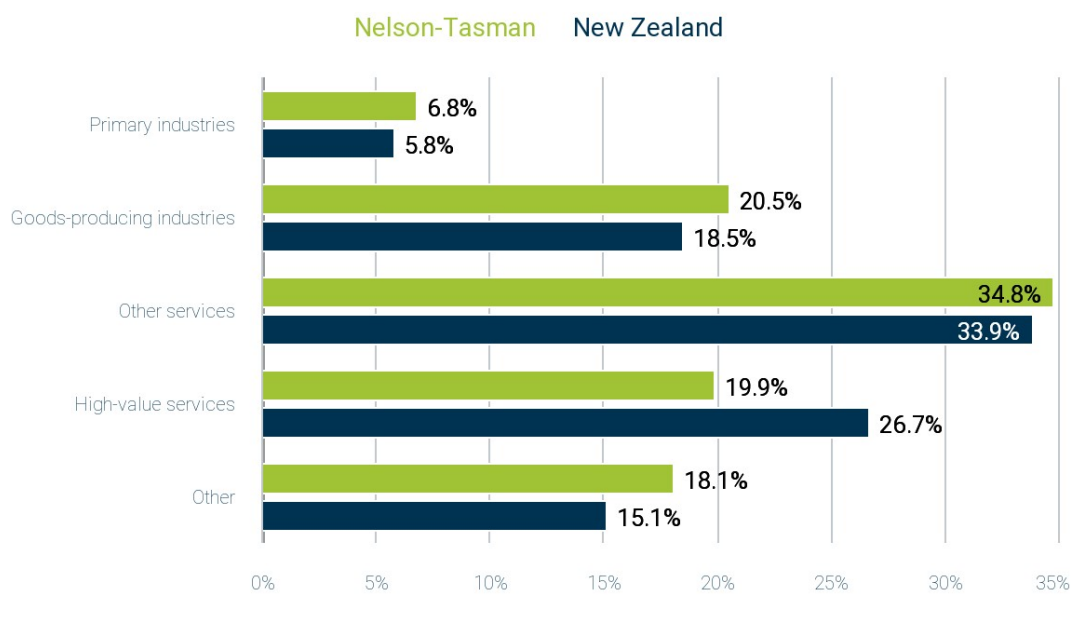
| Ethnicity | 2013 | 2018 |
|---------------------------------------|-------|-------|
| European | 87.5% | 89.7% |
| Māori | 8.1% | 9.7% |
| Pacific peoples | 1.4% | 2.0% |
| Asian | 3.0% | 4.9% |
| Middle Eastern/Latin American/African | 0.4% | 0.7% |
| Other ethnicity | 2.2% | 1.5% |
| Not elsewhere included | 4.1% | 0.0% |

ECONOMIC DRIVERS

The Nelson and Tasman regional economies are interlinked and dependent on each other through horticulture, forestry, seafood, farming, tourism and aviation. In 2022 Nelson - Tasman includes 2.2 percent of New Zealand's population, and contributes to 1.7 percent of New Zealand's GDP. Figure 5 below shows the share of each broad industry group contributes to GDP with New Zealand as a comparison. The "High-value services" is the only category that Nelson/Tasman falls behind New Zealand as a whole with that difference taken up in the other four categories.

Economic structure by broad sector, 2022

% of total, year to March 2022



1

Figure 5: Nelson and Tasman Economic Drivers

Figure 6a and 6b below shows the top five and bottom five industry categories when it comes to growth between 2021 and 2022. The “Professional, scientific and technical services” category grew by the highest proportion to now represent around 8% of the Nelson/Tasman GDP. At the other end of the scale, the “Electricity, gas, water and waste services” category shrank by around 13% to now only contribute around 1% to the Nelson - Tasman GDP.

Top five industries, ANZSIC Level 1, 2021 - 2022

Absolute change in GDP, March years, 2022 prices

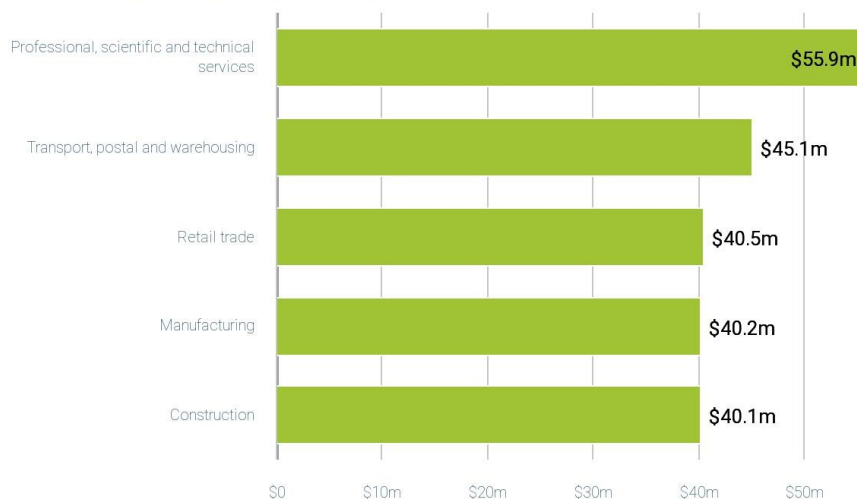


Figure 6a: Highest growth industries.

¹ Source: <https://rep.infometrics.co.nz/nelson-tasman/economy/structure?compare=new-zealand>

Bottom five industries, ANZSIC Level 1, 2021 - 2022

Absolute change in GDP, March years, 2022 prices

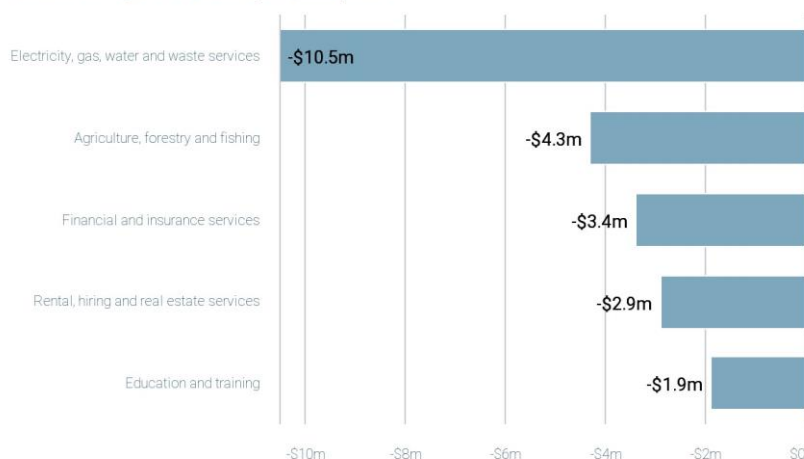


Figure 6b: Lowest growth industries.

Figure 7 below shows the importance of three of the key Nelson/Tasman industries that rely on a reliable transport network in the New Zealand context.



Figure 7: Key industries as a proportion of New Zealand activity.

The top five GDP categories of manufacturing, owner-occupied property operation, construction, professional, scientific and technical services, and health care and social assistance represent around 46% of the total Nelson - Tasman GDP.

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

TANGATA WHENUA

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

Details of the eight iwi of Te Taihū within Nelson and Tasman are provided below:

NGĀTI APA KI TE RĀ TŌ

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

NGĀTI KOATA

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

NGĀTI KUIA

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

NGĀTI RĀRUA

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

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

NGĀTI TAMA KI TE TAU IHU

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

NGĀTI TOA RANGATIRA

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

RANGITĀNE O WAIRAU

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

TE ĀTIWA O TE WAKA-A-MĀUI

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

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

ROAD NETWORK

Nelson and Tasman Councils along with their transport investment partner Waka Kotahi work together to collectively maintain and deliver a land transport system that enables economic growth, accessibility and resilience to all road users. A tabular summary of the road classifications making up our road network is shown below. Note the State Highways are included in the respective region in table 2 below.

Table 2: Regional Transportation Summary

| ONF Category | | Nelson | | | Tasman | | | Total |
|--------------|----------------------------|-------------------|-------------|---------------|-------------------|-------------|---------------|-------------|
| | | Total Length (km) | Sealed (km) | Unsealed (km) | Total Length (km) | Sealed (km) | Unsealed (km) | |
| URBAN | Transit Corridors | 14 | 14 | 0 | 0 | 0 | 0 | 14 |
| | Urban Connectors | 53 | 53 | 0 | 23 | 23 | 0 | 76 |
| | Activity Streets | 25 | 25 | 0 | 7 | 7 | 0 | 32 |
| | Main Streets | 1 | 1 | 0 | 2 | 2 | 0 | 3 |
| | Local Streets | 163 | 163 | 0 | 177 | 174 | 3 | 340 |
| | Civic Spaces | 0 | 0 | 0 | 1 | 1 | 0 | 1 |
| | Total Urban Network | 257 | 257 | 0 | 210 | 207 | 3 | 467 |
| RURAL | Interregional Connectors | 32 | 32 | 0 | 0 | 0 | 0 | 32 |
| | Stopping Places | 0 | 0 | 0 | 9 | 9 | 0 | 9 |
| | Rural Connectors | 9 | 9 | 0 | 408 | 386 | 23 | 417 |
| | Peri-urban Roads | 9 | 9 | 0 | 50 | 48 | 2 | 59 |
| | Rural Roads | 33 | 18 | 15 | 1006 | 333 | 674 | 1039 |
| | Total Rural Network | 82 | 67 | 15 | 1473 | 775 | 698 | 1555 |

A third of the roads in the region are unsealed.

Figure below shows the vehicle kilometres travelled (vkt) between 2010/11 and 2022/23. The records show that there has been steady growth in vkt in the region up to 2021/22 before a small dip in 2022/23.

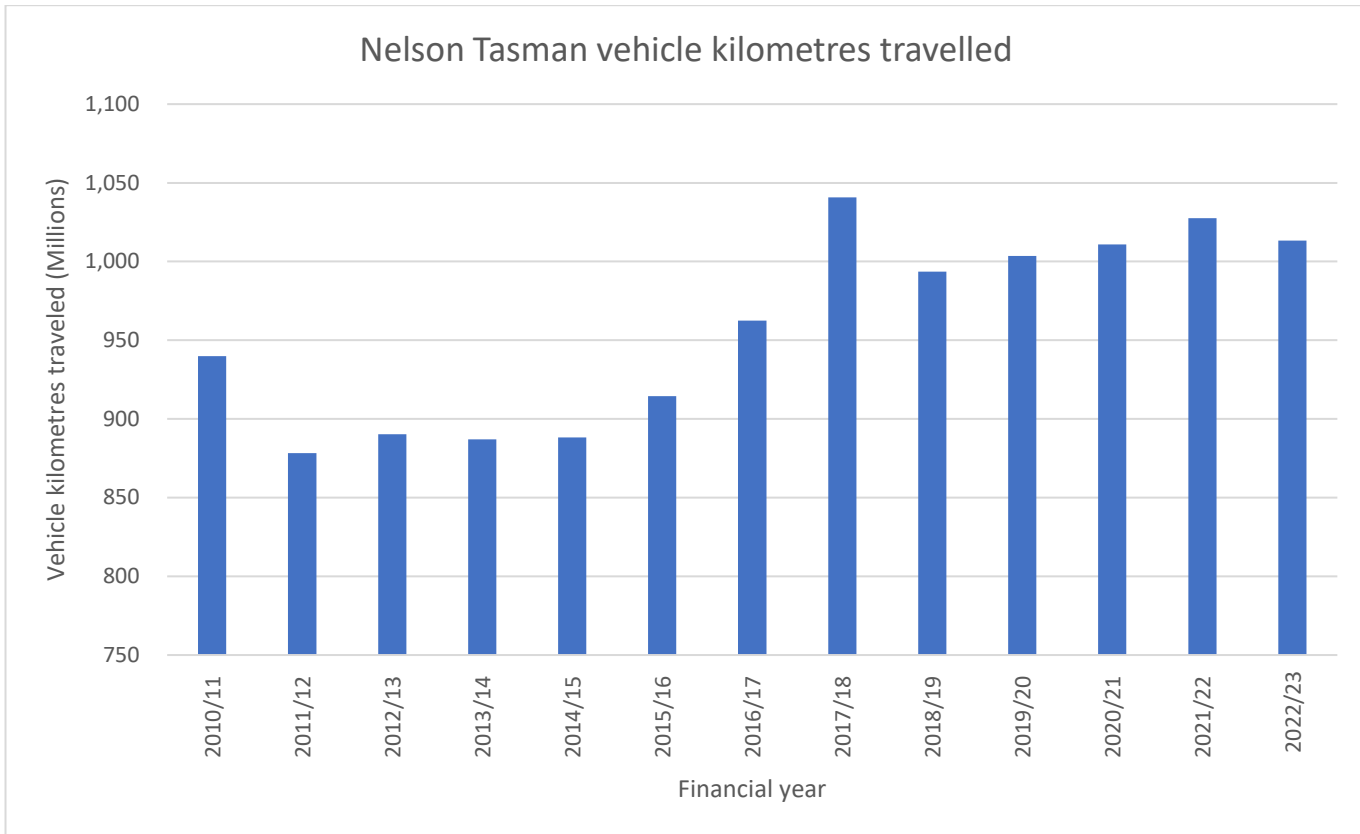


Figure 8 Vehicle Kilometers Travelled in Te Taihū

ELECTRIC VEHICLE CHARGING

As Nelson and Tasman's transport sector progresses on its decarbonisation journey, electric vehicle (EV) uptake is likely to accelerate, and so will the charging infrastructure network need to expand to meet demand. At present the charging infrastructure is in its infancy with challenges especially in some rural locations such as Springs Junction and St Arnaud where the electrical network has insufficient capacity to support fast chargers and thus longer journeys by some EV's. Figure 9 shows the distribution of charges in the top half of the South Island.

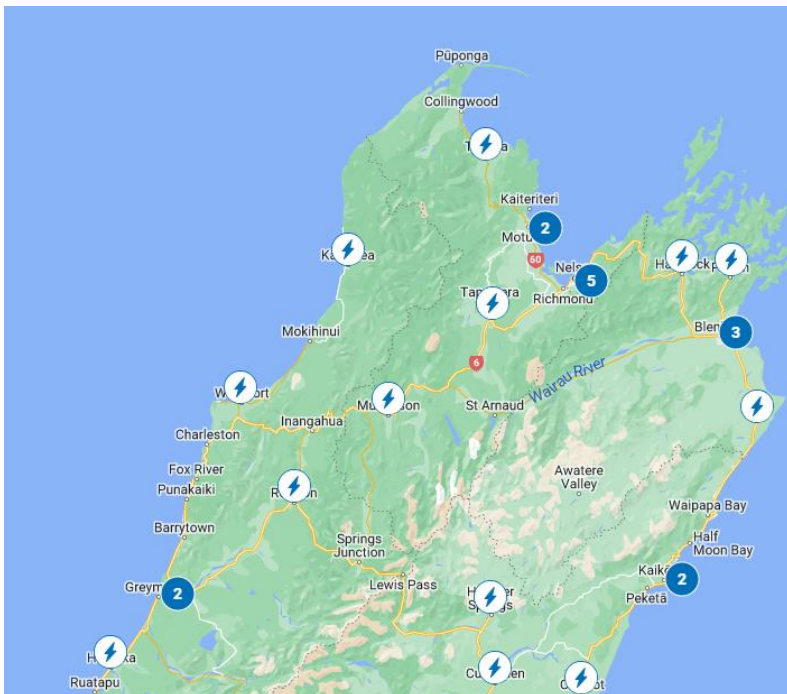


Figure 9 EV charger distribution in the top half of the South Island

CRASH HISTORY

Figure 1 shows the number of fatal and serious injury crashes for each of the road controlling authorities in the region. The number of fatal and serious injury crashes peaked in 2017 before reducing each year until 2021.

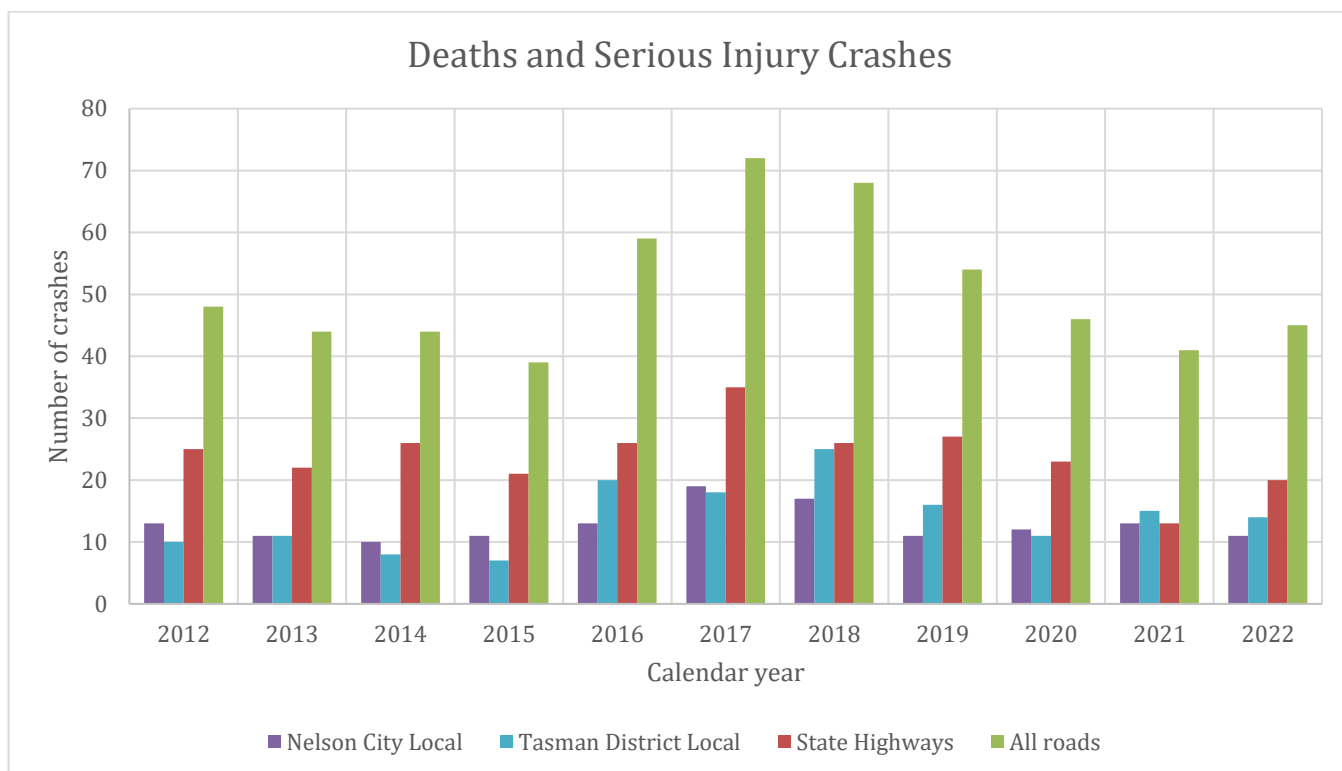


Figure 10: Local Road Fatal and Serious Injury Crashes

Figure 11 is a heat map which provides a spatial indication of where fatal and serious injury crashes have occurred between 2013 and 2022. It can be seen that many of the crashes are on state highways.

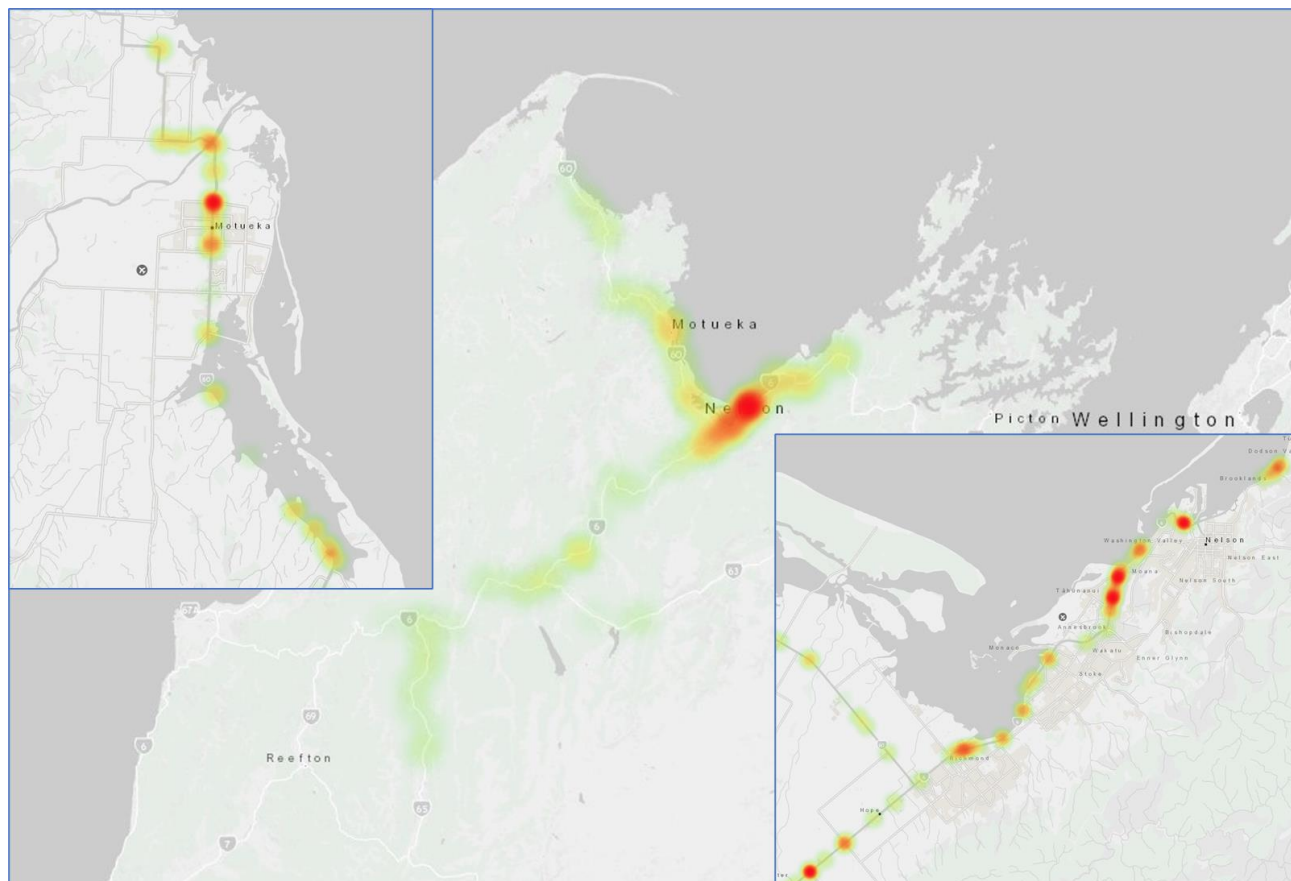


Figure 11: Te Taihupo Fatal and Serious Injury Crash Heatmap

FREIGHT ROUTES

The majority of freight moved around Te Taihū is by road. There have been significant improvements nationally in the moving of freight by rail in recent years, but this tends to favour bulk commodities and those running long distances. Improvement has not impacted on Nelson or Tasman regions due to a lack of rail. Many of the commodities generated locally tend to pass through Port Nelson or Nelson Airport to or from their origin or destination. These commodities predominantly travel via the state highway network.

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

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

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

SEA

Key ports that continue to support the export in Te Taihū are at Nelson central. Secondary ports which provide local industry or recreational facilities include Tarakohe, Motueka, Mapua,. All port have good road connections.

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

- Provision of a ramp at Tarakohe to enable a sea connection to Golden Bay should the Takaka Hill road be closed for an extended period
- Upgrade of the main Wharf at Nelson as well the purchase of a new tug and crane

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

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

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

PUBLIC TRANSPORT

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

The NBus service was established in 2012 and in August 2023 a significant step change to public transport was made with the introduction of eBus, a new electric bus service with more destinations, more regular buses, for lower fares. The eBus system is made up of eight services. Figure 12 below shows the bus patronage since the beginning of 2018 for both the Nbus and eBus systems.

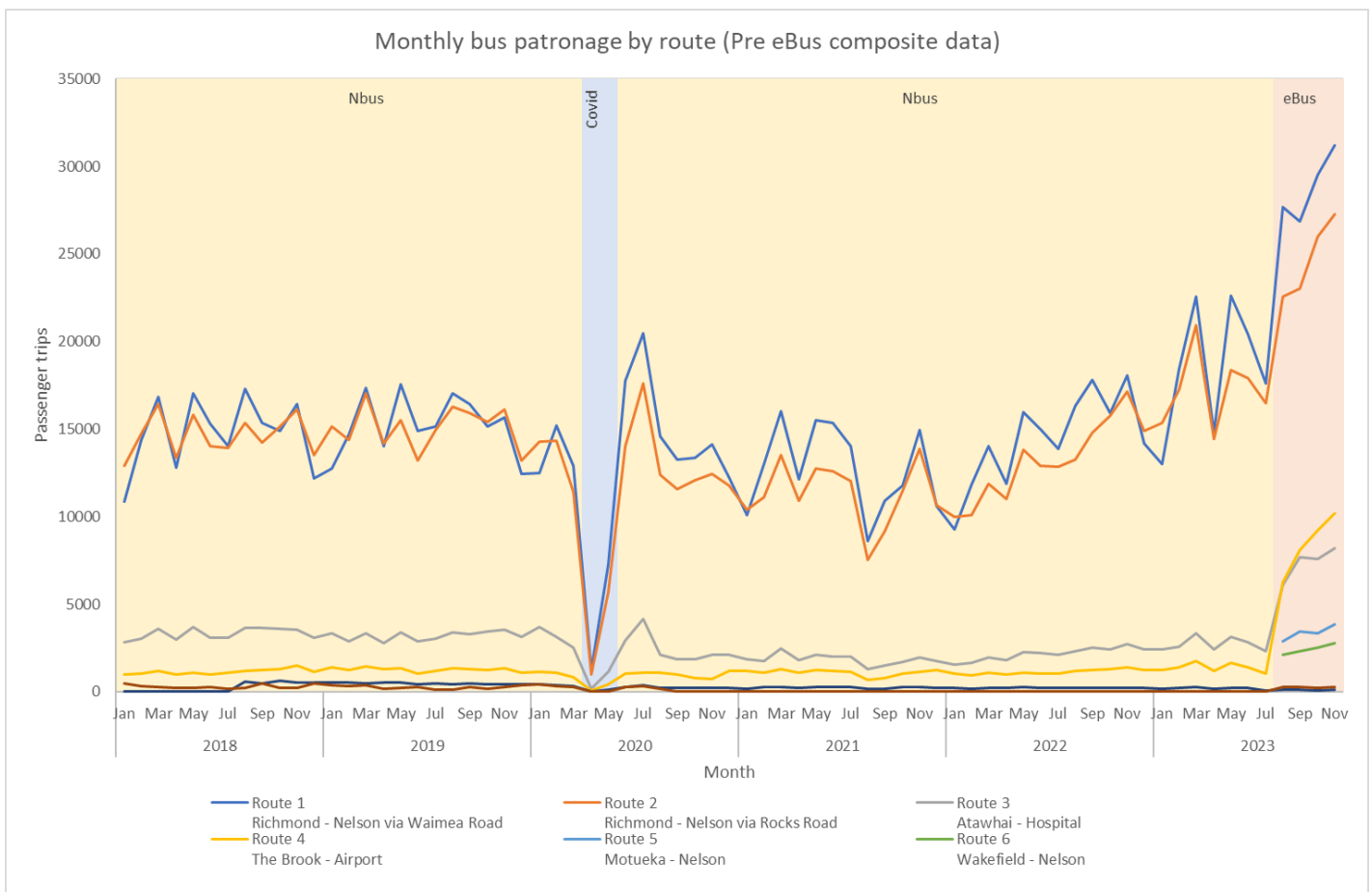


Figure 12: Bus patronage over time.

Routes 1 and 2 (between Richmond and Nelson CBD) cater for 71% of all NBus patronage. The shorter distance routes centred around Nelson CBD (Routes 3 & 4) cater for around 21% of the patronage, with the longer distance services to Motueka and Wakefield (Routes 5 & 6) making up around 8%. The remaining two services are the on demand Stoke service and the late late bus making up the remainder.

Early indications show the eBus service with its more frequent timetable and broader network coverage appeals to passengers with an increase of 112,000 passenger journeys in the first three months of operation compared with the same months in the previous year under the Nbus service.

Intercity runs long distance commercial public transport services around New Zealand, including Te Taihū. Golden Bay Coachlines run a scheduled service between Takaka and Nelson three times a week.

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

ACTIVE TRANSPORT

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

CYCLING

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

Table 3: Proportion of Commuters Cycling – 2018 Census

| | Nelson | Tasman | New Zealand |
|-------------------------------|---------------|---------------|--------------------|
| Percentage Cycle to Work | 6.6% | 4.4% | 2.2% |
| Percentage Cycle to Education | 11.1% | 9.2% | 3.8% |

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

WALKING

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

Table 4: Proportion of Commuters Walking or Jogging

| | Nelson | Tasman | New Zealand |
|----------------------------------|---------------|---------------|--------------------|
| Percentage Walk/Jog to Work | 7.7% | 6.3% | 5.9% |
| Percentage Walk/Jog to Education | 26.5% | 20.2% | 21.7% |

AVIATION

Aviation makes a considerable contribution to the Nelson - Tasman's economy, with Nelson Airport being the fourth busiest airport in New Zealand and the busiest regional airport in the country. Post covid Nelson airport is experiencing higher travel demand with pent up travel demand driving higher passenger numbers with the 22/23 year (915,173) similar in total passenger numbers to 2017. The 2050 Nelson Airport Masterplan forecasts passenger volumes to grow to 1.8 million by 2050.

Nelson airport is served by SH6 and the adjoining local road network, which are identified as key journey routes.

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

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

RESIDENTIAL GROWTH

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

FUTURE SCENARIO - NELSON/TASMAN

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

The FDS outlines a strategy of consolidated growth focused largely along State Highway 6. This includes:

- Prioritising intensification of housing development in Nelson, Richmond, Brightwater, Wakefield, Māpua and Motueka.
- Providing for managed greenfield expansion around Nelson, Richmond, Brightwater, Wakefield and Māpua.
- Providing for some managed greenfield expansion around the rural towns of Murchison, Tapawera, St Arnaud and in Golden Bay.
- Providing for commercial and residential growth within existing centres and mixed use areas that will have a combination of residential and commercial activities.
- Providing opportunities for business (light industrial and commercial) growth in Richmond, Brightwater and Wakefield and within the rural towns of Murchison, Tapawera and Tākaka where it is needed to meet local demand.

The strategy provides capacity for about 25,000 houses over the next 30 years in the combined urban environment, which will be enough to meet demand under a medium or high growth scenario. It anticipates about 47% of growth via intensification, 29% via managed greenfield expansion, 2% via rural residential and 22% via zoned but undeveloped capacity in existing greenfield and rural residential areas. This means that 70% of growth will be accommodated within the existing urban limits.

OUTCOMES

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

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

Towns that are catering for growth through expansion, or from growth of a neighbouring town, will need to cater for increased traffic movements on primary vehicle routes. This is likely to cause poor community outcomes for these urban areas as these routes approach 10,000 vehicles per day and create severance. This will be difficult for the urban centres of Richmond and Nelson which will feel the impact of this growth on the key urban transport corridors.

The investment in these outcomes can be achieved through the RLTP, but only if it works alongside other key land use strategy documents such as the district plans, regional policy statements, development strategies and other local policies. The FDS will be reviewed in 2028 and this provides an opportunity to ensure land use and transport changes enable mode choice in areas where people will live, work and play in the future.

FREIGHT DEMANDS

CURRENT

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

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

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

FUTURE SCENARIO

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

The recently completed Waimea Community Dam will supply water to the Waimea area to ensure water security in the driest months. Whilst the intention of the dam is for water security, the water holding capacity provides for further commercial growth.

Several other primary industry projects are being investigated and will contribute the additional freight volumes to the network. One key project is the Port Tarakohe redevelopment, which involves upgrading this facility to cater for the expected growth in offshore aquaculture in Golden Bay and to provide a resilience ramp' that in times of disaster response will enable the delivery of supply barges to cater for the Bay's needs when other access points are cut off. Production is tipped to climb from 8,000 tonnes annually to around 41,000 tonnes annually. Much of this will be transported on road by SH60.

OUTCOMES

The majority of freight will likely continue to be transported by road especially on SH6 and SH 60. There will be an increase of heavy commercial vehicles on the road networks, creating severance and safety issues where the routes pass through urban areas. Access across these routes will need to be modified to ensure that people are not cut off from social and economic opportunities.

The risk of road closure will also need to be addressed. Many roads in the region may be vulnerable in severe weather events or significant earthquakes. and the occurrence of a route outage is likely to have a higher impact due to greater freight movements. Communities most at risk are in Golden Bay with only a single route, and communities relying on roads around the alpine fault. Additional investment in maintenance, operations and renewals will need to be undertaken to ensure roads are fit for purpose and economically managed through their life cycle.

ACTIVE TRANSPORT DEMAND

CURRENT

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

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

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

FUTURE SCENARIO

Both Councils have a strategy to increase the uptake of walking and cycling and identify a strategic network.

[Nelson - E Tū Whakatū: an active travel strategy to get Nelson moving](#)

[Tasman – Walking and Cycling Strategy May 2022](#)

Whilst each Council has slightly different targets, most share a goal of doubling the number of people walking and cycling within the next 10 years. The Nelson Future Access Project included a short-term package of cycling infrastructure combined with other travel demand measures. The Richmond NOF has identified key walking and cycling priority corridors.

OUTCOMES

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

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

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

There are likely to be some compromises required to the priority motor vehicles currently get in our transport system. On some routes the risk to pedestrians and cyclists could be reduced by giving right of way to them,

or by reducing vehicle speeds. Parking policies will be reviewed to ensure that appropriate levels of parking are provided, it is efficiently used, and that the cost of providing parking is appropriately met.

FINANCIAL CONSTRAINTS

CURRENT

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

The National Land Transport Fund (NLTF) which provides 100 percent funding for eligible Waka Kotahi programmes and 51 percent for eligible council programmes also has significant financial pressure. A high proportion of the funding from the NLTF is already committed for the next three years. The Draft 2024 Government Policy Statement has signalled six strategic priorities in maintaining and operating the system, Increasing resilience, reducing emissions, safety, integrated freight system, sustainable urban and regional development. In addition, the new Government has signalled its programme of roads of national significance. The commitment to the Hope Bypass in Richmond plus the forward commitment on a suite of roads of national significance would indicate little available additional investment for other improvements in Nelson - Tasman's transport networks.

There are several activities that have previously been investigated and endorsed by both Waka Kotahi and the respective Council that have not been included in the next 10 years. These activities, however, are still importance to the region and have RTC support. They have been included in the "On the Horizon" table to provide line of sight to future projects anticipated in the region and to also enable them to be brought forward should funding constraints change.

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

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

FUTURE SCENARIO

Despite the limited availability of NLTF discretionary funding over the next three years, funding will continue to increase in the long term with the new government signalling an appetite to utilise tolling and Public Private Partnerships.

The long-term prognosis of these transportation funding sources means that there will continue to be pressure on the transport activities and it should be generally expected that costs to maintain road assets will increase putting pressure on both the NLTF and the local rates share.

OUTCOMES

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

STRATEGIC PLANNING

The region is forecast to experience population and economic growth and this will continue to have an impact on demands on the transport network. Long term, the Councils and Waka Kotahi will focus on how best to optimise the urban network and protect key freight corridors.

Planning for the transport network must be undertaken in conjunction with land use planning.

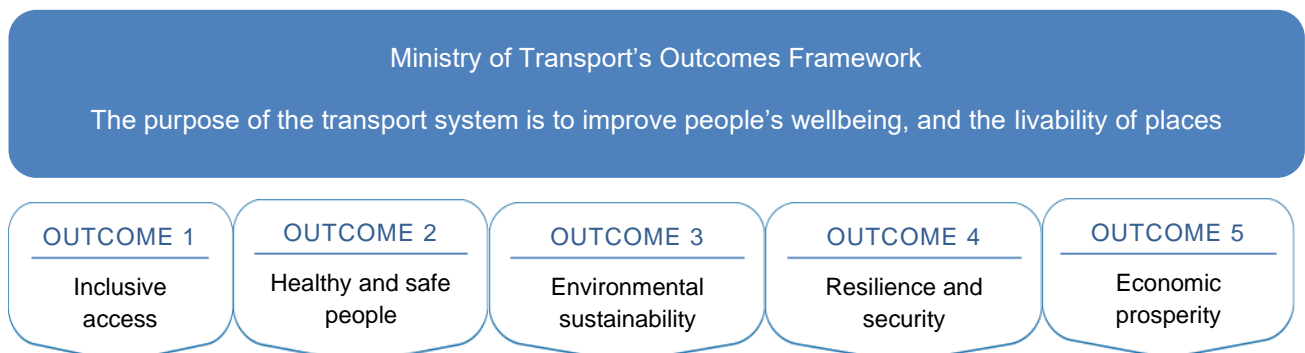
The regional outcomes in this section will be supported through the strategic framework and programme.

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

STRATEGIC FRAMEWORK

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

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



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

NELSON - TASMAN STRATEGIC OBJECTIVES:

MODE CHOICE

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

SAFETY

Communities have access to a safe transport system

NETWORK MANAGEMENT

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

ECONOMIC PROSPERITY

Supporting economic growth through providing better access

RESILIENCE

Communities have access to a resilient transport system

ENVIRONMENTAL OUTCOMES

Reduced negative impact on the environment from transport activities

The strategic objectives are aligned the Ministry of Transports outcomes and also take into account the regional challenges facing Nelson - Tasman. The focus of this RLTP will look to improve accessibility to a range of travel options in the urban area, improve travel safety and support the local economy. **The Error! Reference source not found.** below shows the relationship between the vision, objectives and targets and provides a line of sight between the objectives and the transport programme.

HEADLINE TARGETS

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

SAFETY

40% reduction in deaths and serious injuries on our roads by 2030

SUSTAINABLE NETWORK MANAGEMENT

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

RESILIENCE

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

CARBON EMISSIONS

47% reduction in transport generated carbon emissions by 2035

OBJECTIVES AND POLICIES

OBJECTIVE 1: MODE CHOICE

Policies to support communities having access to a range of travel choices to meet their social, economic, health and cultural needs across the transport system including:

- Include appropriate facilities and a safe environment for cyclists, pedestrians and mobility device users
- Encourage and support people to choose walking and cycling for an active and healthy lifestyle by setting and reviewing strategic direction at regular intervals.
- Encourage public transport use by providing a timely, convenient, affordable, connected and sustainable public transport network.
- Ensure information about the transport mode choices is readily available and is shared effectively using a range of communication methods.

OBJECTIVE 2: SAFETY

Policies to support communities having access to a safe transport system:

- Increase safe travel through improvement of transport networks.
- Safety interventions targeted to reducing death and serious injury crashes.
- Implement speed management plans.

OBJECTIVE 3: NETWORK MANAGEMENT

Policies to support a sustainable transport system that is integrated with well-planned development, enabling the efficient and reliable movement of people and goods:

- Work collaboratively across the region to ensure a coordinated transport system
- Maintain network operation by timely maintenance and renewal interventions.
- Enable network to recover quickly from unplanned disruptions and natural hazard events by ensuring robust emergency planning.

OBJECTIVE 4: ECONOMIC PROSPERITY

Policies supporting economic growth through providing better access across: the Nelson - Tasman's key journey routes.

- Maintain and operate an effective and efficient freight network.
- A transport system that provides quality transport options.

OBJECTIVE 5: RESILIENCE

Policies supporting communities having access to a resilient transport system:

- Enable network to recover quickly from unplanned disruptions and natural hazard events by ensuring robust emergency planning.
- Identify alternative transport options for isolated communities.
- Consider transport network resilience as part of Council maintenance, renewal and improvement activities.

OBJECTIVE 6: ENVIRONMENTAL OUTCOMES

Policies to support an environmentally sustainable transport system that is integrated with well planned development, enabling the efficient and reliable movement of people and goods:

- Increased use of sustainable options for transporting people and freight.
- Support land use changes that reduce the need to travel.
- Understand and monitor transport pollution to air and water and develop programmes to address adverse effects.

TEN YEAR TRANSPORT PRIORITIES

INVESTMENT LOGIC MAPPING (ILM)

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

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

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

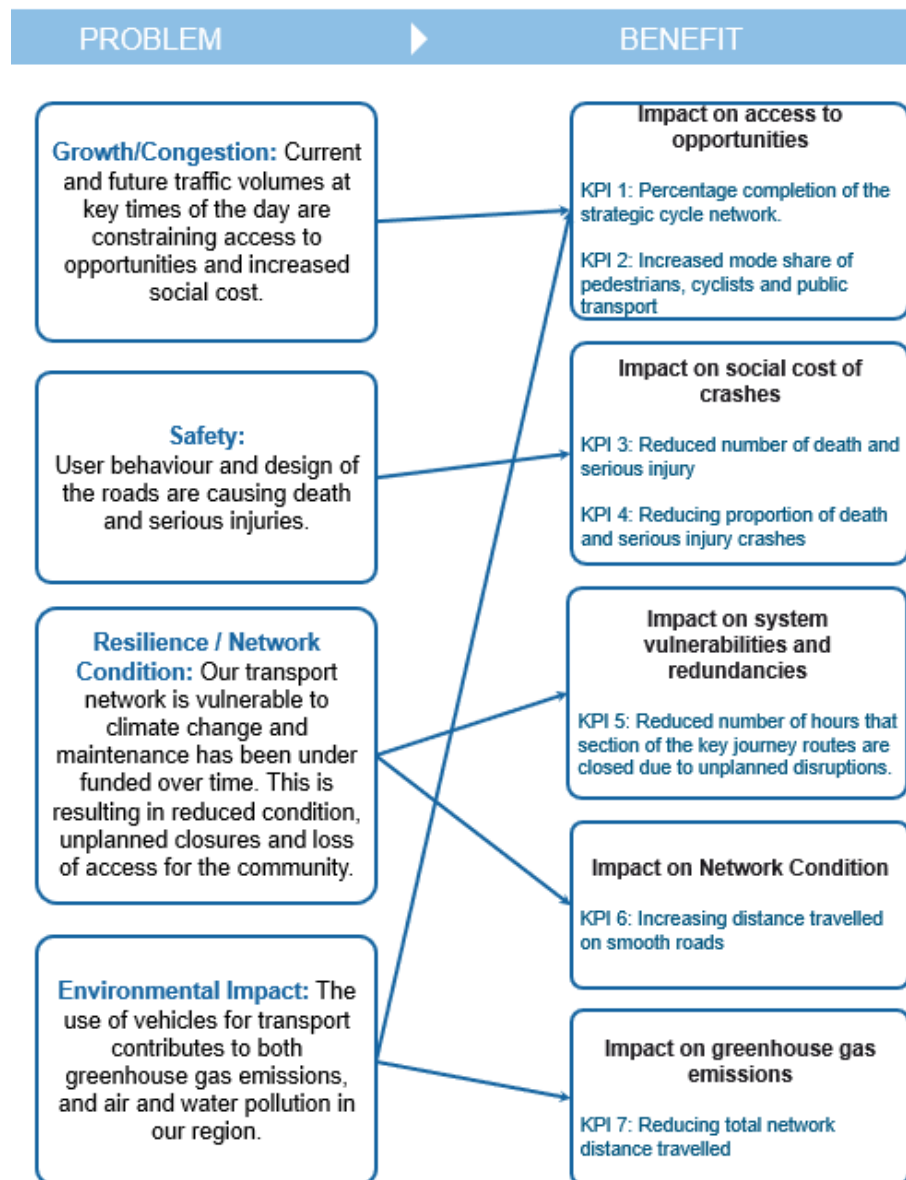


Figure 13: Investment Logic Map

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

TRANSPORT PRIORITY 1: GROWTH/CONGESTION

Problem: Current and future traffic volumes at key times of the day are constraining access to opportunities and increased social cost.

Benefits: Impact on access to opportunities and impact on mode choice

SUMMARY OF EVIDENCE

Population growth from Statistics New Zealand Census 2018 population changes:

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

Vehicle growth on roads

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

Commercial vehicle growth on roads

https://www.portnelson.co.nz/media/ipbozx33/port-nelson-2023-annual-report_final_web.pdf

The transport system is struggling with increased volumes and vehicles are limiting access

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

Richmond Programme Business Case <https://www.nzta.govt.nz/projects/richmond-transport-programme-business-case/>

THE CASE FOR INVESTMENT

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

TRANSPORT PRIORITY 2: SAFETY

Problem: User behaviour and design of the roads are causing death and serious injuries.

Benefits: Impact on social cost and incidents of crashes and impact on system vulnerabilities and redundancies

SUMMARY OF EVIDENCE

User behaviour

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

Roads that are not fit for purpose

<https://www.nzta.govt.nz/safety/partners/speed-and-infrastructure/safe-and-appropriate-speed-limits/mega-maps/>

Deaths and serious injuries on roads

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

THE CASE FOR INVESTMENT

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

TRANSPORT PRIORITY 3: RESILIENCE / NETWORK CONDITION

Problem: Our transport network is vulnerable to climate change and maintenance has been under funded over time. This is resulting in reduced condition, unplanned closures and loss of access for the community.

Benefit: Impact on system vulnerabilities and redundancies

SUMMARY OF EVIDENCE

Official state highway detour routes

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

State highway resilience

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

Road condition

Tasman AMP – Link TBC

Nelson AMP – Link TBC

State Highway Investment Proposal <https://www.nzta.govt.nz/resources/state-highway-investment-proposal-2024-34/>

THE CASE FOR INVESTMENT

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

The regions roads are getting rougher overtime with an increased number of cracks, shoves and potholes surveyed in the surface. Left unchecked these defects will allow water into the pavement layers compounding the rate of deterioration and resulting roughness.

TRANSPORT PRIORITY 4: ENVIRONMENTAL IMPACT

Problem: The use of vehicles for transport contributes to both greenhouse gas emissions, and air and water pollution in our region.

Benefit: Impact on greenhouse gas emissions and air and water quality.

SUMMARY OF EVIDENCE:

Estimate of future land transport CO2 emissions in New Zealand – Te Taihū analysis at 2035 [Transport 2035 \(mrcagney.works\)](#)

Nelson Tasman Motor Vehicle Registrations - [Fleet statistics | Ministry of Transport](#)

The HAPINZ study: [EHINZ](#)

THE CASE FOR INVESTMENT:

The evidence shows that the vehicle fleet in Te Taihū is getting larger and travelling more kilometres on our roads. It is difficult to isolate the contribution vehicular traffic has on air quality and water quality from other sources of pollution. However, we do know that vehicles have an impact, which is getting worse with an increasing number of vehicles on the roads. The Health and Air Pollution in New Zealand (HAPINZ) study concluded that there were 2,200 premature deaths in New Zealand as a result of vehicle emissions in 2016. The environmental effect is worse where there are higher concentrations of vehicles, particularly if vehicles are slowing down, speeding up or idling at rest.

PROGRAMMING AND FUNDING

COMMITTED ACTIVITIES

| Activity | Phase | Description | Duration | Cost (\$) | Status update |
|---|----------------|--|-------------------|-----------|------------------|
| Waka Kotahi | | | | | |
| Crown resilience Low Cost Low Risk programme - Nelson | Implementation | Resilience Improvement Activities to SH6 Whangamoia and Rai Saddles | 2023/24-2026/27 | <\$10m | Funding Approved |
| Crown resilience Low Cost Low Risk programme - Tasman | Implementation | Resilience Improvement Activities across SH6, SH63 and SH60 in Tasman | 2023/24-2026/27 | <\$10m | Funding Approved |
| Tasman Crown Funded Resilience - Tasman | Implementation | Resilience Improvement Activities across SH6, SH63 and SH60 in Tasman | 2023/24-2029/30 | <\$10m | Funding Approved |
| SH6 Dellows Bluff & others rockfall – Tasman | Business Case | Activities to reduce rockfall risk to SH6 | 2023/24-2026/27 | <\$10m | Funding Approved |
| SH60 Takaka Hill Resilience Improvements - Tasman | Business Case | Resilience Improvement Activities to SH60 Takaka Hill | 2023/24-2026/27 | <\$10m | Funding Approved |
| Nelson | | | | | |
| CERF-Bus Driver Ts & Cs | Implementation | CERF share of driver wage uplift - External funding - CERF - Improving Bus Driver Terms & Conditions | 2022/23-2025/26 | 435,841 | Funding Approved |
| Regional Consortium Interim Ticketing Solution | Implementation | RITS Shared Operational Cost | 2020/21-2024/25 | 100,481 | Funding Approved |
| Regional Consortium Interim Ticketing Solution | Implementation | RITS Supplier direct cost (INIT only) | 2019/20-2024/26 | 282,368 | Funding Approved |
| Tasman | | | | | |
| CERF-Bus Driver Ts & Cs | Implementation | CERF share of driver wage uplift | 2023/24 – 2025/26 | 232,092 | Funding Approved |

SIGNIFICANT ACTIVITIES

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

| Project name | A/C | Organisation name | Cost (000's) Year1 (24/25) (000's) | Cost (000's) Year2 (25/26) (000's) | Cost (000's) Year3 (26/27) (000's) | Cost (000's) Year4 (27/28) (000's) | Cost (000's) Year5 (28/29) (000's) | Cost (000's) Year6 (29/30) (000's) | Total cost for six years (000's) | Total cost for ten years (000's) | Funding source | Rank |
|---|---------------------------------|-------------------|------------------------------------|------------------------------------|------------------------------------|------------------------------------|------------------------------------|------------------------------------|----------------------------------|----------------------------------|---------------------|------|
| SH6 Hope Bypass | State Highway Improvements | NZTA | 545 | 2,695 | 2,150 | 109,000 | 109,000 | 109,000 | 332,390 | 496,000 | 100% NZTA | 1 |
| SH6 Rocks Rd Offroad Shared Pathway | State Highway Improvements | NZTA | 0 | 6,813 | 11,583 | 6,813 | 59,819 | 59,819 | 144,846 | 204,000 | 100% NZTA | 1 |
| SH6 Wakefield and Murchison Commercial Vehicle Regional Safety Centre | State Highway Improvements | NZTA | 151 | 871 | 3,576 | 5,777 | 3,815 | 0 | 14,190 | 14,190 | 100% NZTA | 3 |
| SH6 Hira Commercial Vehicle Regional Safety Centre | State Highway Improvements | NZTA | 130 | 247 | 218 | 3,706 | 2,180 | 0 | 6,481 | 6,481 | 100% NZTA | 3 |
| Waimea Road priority lanes | Local Road Improvements | NCC | 0 | 0 | 0 | 214 | 219 | 2,047 | 2,480 | 24,000 | 49% NCC 51% NZTA | 3 |
| Lower Queen Street Upgrade | Local Road Improvements | TDC | 500 | 6,000 | 1,500 | 0 | 0 | 0 | 8,000 | 8,000 | 49% TDC 51% NZTA | 6 |
| SH60 Takaka Hill Resilience Improvements | State Highway Improvements | NZTA | 1,146 | 530 | 8,611 | 10,028 | 0 | 0 | 20,315 | 20,315 | 100% NZTA | 6 |
| SH6 Dellow Bluff & Others - Preventative Rockfall Treatment | State Highway Improvements | NZTA | 1,098 | 7,070 | 6,104 | 0 | 0 | 0 | 14,272 | 14,272 | 100% NZTA | 6 |
| Millers Acre Bus Interchange | Public Transport Infrastructure | NCC | 1,800 | 1,840 | 0 | 0 | 0 | 0 | 3,640 | 4,000 | 49% NCC 51% NZTA | 9 |
| SIP Programme 2024-27 (Tasman) | State Highway Improvements | NZTA | 9,882 | 5,532 | 5,737 | 5,669 | 8,858 | 8,829 | 44,507 | 99,000 | 100% NZTA | 9 |
| SIP Programme 2024-27 (Nelson) | State Highway Improvements | NZTA | 56 | 56 | 56 | 0 | 0 | 0 | 169 | 11,000 | 100% NZTA | 9 |

LINKING TRANSPORT OBJECTIVES AND SIGNIFICANT ACTIVITIES

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

| Organisation name | Project name | RLTP priorities | | | | Draft 2024 GPS | | | | | |
|-------------------------|---|--------------------------------|--------|------------|----------------------------|-------------------|--------|-----------------------|---------------------------|--|--------------------------------------|
| | | Environmental impact/emissions | Safety | Resilience | Economic Growth/Congestion | Reduced emissions | Safety | Increasing resilience | Integrated freight system | Sustainable urban and regional development | Maintaining and operating the system |
| NZTA (Tasman) | SH6 Hope Bypass | | | | | | | | | | |
| NZTA (Nelson) | SH6 Rocks Rd Offroad Shared Pathway | | | | | | | | | | |
| Nelson City Council | Waimea Road priority lanes | | | | | | | | | | |
| Tasman District Council | Lower Queen Street Upgrade | | | | | | | | | | |
| NZTA (Tasman) | SH60 Takaka Hill Resilience Improvements | | | | | | | | | | |
| NZTA (Tasman) | SH6 Dellows Bluff & Others - Preventative Rockfall Treatment | | | | | | | | | | |
| Nelson City Council | Millers Acre Bus Interchange | | | | | | | | | | |
| NZTA (Tasman) | SH6 Wakefield and Murchison Commercial Vehicle Regional Safety Centre | | | | | | | | | | |
| NZTA (Nelson) | SH6 Hira Commercial Vehicle Regional Safety Centre | | | | | | | | | | |
| NZTA (Tasman) | SIP Programme 2024-27 (Tasman) | | | | | | | | | | |
| NZTA (Nelson) | SIP Programme 2024-27 (Nelson) | | | | | | | | | | |

| | |
|--|-----------------|
| | Aligns strongly |
| | Aligns |
| | Neutral |
| | Poor alignment |

OTHER PROPOSED ACTIVITIES

STATE HIGHWAY ACTIVITIES

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

ROAD SAFETY IMPROVEMENTS AND NEW CYCLING NETWORKS

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

RICHMOND PROGRAMME BUSINESS CASE AND NELSON FUTURE ACCESS

The Nelson Future Access project and Richmond Programme Business Case proposed a suite of interventions in the short, medium and long term and this programme has been endorsed by the respective Council and the Waka Kotahi Board. Unfortunately due to fiscal challenges several projects have not been proposed by Waka Kotahi in their State Highway Investment Proposal. The missing projects have been included in the 'On the Horizon' activity table below to demonstrate their importance and to enable them to be progressed should funding priorities change.

REGIONALLY SIGNIFICANT EXPENDITURE FROM OTHER FUNDING SOURCES

| Activity | Approved Organisation | Description | Start year | End year | Total cost | Funding source |
|--|-----------------------|--|------------|----------|--------------|--------------------------------------|
| Bridge to Better | NCC | Transformation of Bridge Street and Haven Road into a people-focused corridor, with more green places, more places to socialise, a more sustainable commercial environment and more transport choices. | 2023 | 2027 | \$68,000,000 | Infrastructure Acceleration Fund |
| Lower Queen Street Bridge Capacity Upgrade | TDC | Increasing the span of the existing bridge over Borck Creek to match the new width of the creek bed. | 2023 | 2027 | \$7,000,000 | TDC |
| Borck Creek SH60 Bridge Capacity upgrade | TDC | The existing culvert needs to be replaced with a bridge spanning the increased width of Borck Creek. | 2027 | 2029 | \$6,900,000 | TDC |
| Reed/Andrews Drain: SH6 Culvert and Network Tasman drain upgrade | TDC | Upgrade the Reed/Andrews drain and replace the existing culvert under SH6 with a bridge to match the increased flow capacity of the drain. | 2029 | 2031 | \$16,153,000 | TDC |
| Crown resilience Low Cost Low Risk programme - Nelson | NZTA | Resilience Improvement Activities to SH6 Whangamoia and Rai Saddles | 2023 | 2027 | <\$10m | Transport Resilience Crown Programme |
| Crown resilience Low Cost Low Risk programme - Tasman | NZTA | Resilience Improvement Activities across SH6, SH63 and SH60 in Tasman | 2023 | 2027 | <\$10m | Transport Resilience Crown Programme |
| Tasman Crown Funded Resilience - Tasman | NZTA | Resilience Improvement Activities across SH6, SH63 and SH60 in Tasman | 2023 | 2030 | <\$10m | Transport Resilience Crown Programme |
| SH6 Dellows Bluff & others rockfall – Tasman | NZTA | Activities to reduce rockfall risk to SH6 | 2023 | 2027 | <\$10m | Transport Resilience Crown Programme |
| SH60 Takaka Hill Resilience Improvements - Tasman | NZTA | Resilience Improvement Activities to SH60 Takaka Hill | 2023 | 2027 | <\$10m | Transport Resilience Crown Programme |

Note: The Transport Resilience Crown programme activities are also list in the 'Committed Activities' table above to reflect their current funding status.

ON THE HORIZON ACTIVITIES

The following table includes activities that are important to the transport system and broader community but that currently have not been proposed for funding by the relevant road controlling authority. These activities are included in this RLTP 'On the Horizons' table below to demonstrate their importance and to enable them to be progressed should funding priorities change.

| Activity | Description | Signaled in strategy | Organisation name | Activity class |
|---|--|----------------------------------|-------------------|----------------------------|
| Parkers Road/SH6 Intersection Improvements | Safety and access improvements at the intersection to allow improved access to industrial zone | Nelson Future Access Study | NZTA | State highway improvements |
| SH6 Priority Lanes (Tahunanui Drive/Rocks Road) | Development of priority lanes for public transport and/or other high occupancy/value vehicles | Nelson Future Access Study | NZTA | State highway improvements |
| Three roundabouts Improvements (SH6/Main Road Stoke/Salisbury Road) | If bypass is required, review of how these roundabouts connect with the bypass | Richmond Programme Business Case | NZTA/TDC/NCC | State highway improvements |
| SH60/Richmond West/ commercial/mixed zone | Intersection improvement to allow safe and efficient access to the Richmond West industrial zone, location to be confirmed | Richmond Programme Business Case | NZTA | State highway improvements |
| SH6/White Road | Intersection safety improvements | Richmond Programme Business Case | NZTA | State highway improvements |
| SH60/Lansdowne Rd | Intersection safety improvements | Richmond Programme Business Case | NZTA | State highway improvements |
| Gladstone Road freight and PT improvements | Prioritising freight and public transport (investigation required) | Richmond Programme Business Case | NZTA | State highway improvements |
| SH60 / McShane / Pugh | Intersection safety improvements | Richmond Programme Business Case | NZTA | State highway improvements |

| Activity | Description | Signaled in strategy | Organisation name | Activity class |
|--|---|----------------------------------|-------------------|---------------------------------|
| Hill Street | Potential additional road link between Suffolk Road and Hill Street (subject to outcome of investigation) | | NCC | Local road improvements |
| Revoke Gladstone Road State Highway status | Follows the Hope Bypass being made State Highway and Gladstone Road being handed to Tasman District Council to administer | Richmond Programme Business Case | TDC | Local road improvements |
| Public Transport park and ride (Tasman) | Development of a car parking area to serve as a park and ride on the eBus. | Richmond Programme Business Case | TDC | Public transport infrastructure |
| Richmond Bus interchange | Development of an improved bus interchange for users of the eBus | Richmond Programme Business Case | TDC | Public transport infrastructure |

TEN YEAR FORECAST

TASMAN DISTRICT COUNCIL (UNITARY COUNCIL)

| | 2024/25 | 2025/26 | 2026/27 | 2027/28 | 2028/29 | 2029/30 | 2030/31 | 2031/32 | 2032/33 | 2033/34 |
|--|---------------------|---------------------|---------------------|---------------------|---------------------|---------------------|---------------------|---------------------|---------------------|---------------------|
| Subsidised Activities - Expenditure (by Activity Class) | | | | | | | | | | |
| Public Transport Services | \$1,965,929 | \$2,195,929 | \$2,085,929 | \$2,085,929 | \$2,085,929 | \$2,085,929 | \$2,085,929 | \$2,085,929 | \$2,085,929 | \$2,085,929 |
| Public Transport Infrastructure | \$43,000 | \$43,000 | \$43,000 | \$43,000 | \$43,000 | \$43,000 | \$43,000 | \$43,000 | \$43,000 | \$43,000 |
| Walking and Cycling Improvements | \$250,000 | \$250,000 | \$375,000 | \$375,000 | \$375,000 | \$375,000 | \$375,000 | \$375,000 | \$375,000 | \$375,000 |
| Local Road Improvements | \$1,432,199 | \$6,802,199 | \$4,592,199 | \$2,844,199 | \$532,199 | \$532,199 | \$532,199 | \$683,839 | \$3,413,359 | \$532,199 |
| Local Road Maintenance | \$24,646,120 | \$27,348,829 | \$24,572,690 | \$24,823,969 | \$25,125,648 | \$25,211,340 | \$25,801,766 | \$25,725,059 | \$26,013,072 | \$25,914,607 |
| Investment Management | \$20,000 | \$103,016 | \$44,154 | \$20,000 | \$103,016 | \$44,154 | \$20,000 | \$103,016 | \$44,154 | \$20,000 |
| Total expenditure | \$28,357,248 | \$36,742,973 | \$31,712,972 | \$30,192,097 | \$28,264,792 | \$28,291,622 | \$28,857,894 | \$29,015,843 | \$31,974,514 | \$28,970,735 |
| Subsidised Activities - Revenue | | | | | | | | | | |
| Approved Organisation Revenue | \$13,530,198 | \$17,639,203 | \$15,174,503 | \$14,429,274 | \$13,484,895 | \$13,498,041 | \$13,775,515 | \$13,852,910 | \$15,302,658 | \$13,830,807 |
| NLTF Revenue | \$14,082,451 | \$18,359,171 | \$15,793,870 | \$15,018,224 | \$14,035,298 | \$14,048,982 | \$14,337,780 | \$14,418,334 | \$15,927,257 | \$14,395,329 |
| 1Other Revenue | \$744,599 | \$744,599 | \$744,599 | \$744,599 | \$744,599 | \$744,599 | \$744,599 | \$744,599 | \$744,599 | \$744,599 |
| Total revenue | \$28,357,248 | \$36,742,973 | \$31,712,972 | \$30,192,097 | \$28,264,792 | \$28,291,622 | \$28,857,894 | \$29,015,843 | \$31,974,514 | \$28,970,735 |
| Unsubsidised Activities - Expenditure | | | | | | | | | | |
| Unsubsidised Operational Expenditure | \$669,360 | \$668,722 | \$871,367 | \$656,954 | \$905,925 | \$750,348 | \$930,699 | \$792,309 | \$806,460 | \$795,285 |
| Unsubsidised Capital Expenditure | | | | | | | | | | |
| Total expenditure | \$669,360 | \$668,722 | \$871,367 | \$656,954 | \$905,925 | \$750,348 | \$930,699 | \$792,309 | \$806,460 | \$795,285 |
| Unsubsidised Activities - Revenue | | | | | | | | | | |
| Local Authority Revenue | \$433,404 | \$432,766 | \$635,411 | \$420,998 | \$669,969 | \$514,392 | \$694,743 | \$556,353 | \$570,504 | \$559,329 |
| Other Revenue | \$235,956 | \$235,956 | \$235,956 | \$235,956 | \$235,956 | \$235,956 | \$235,956 | \$235,956 | \$235,956 | \$235,956 |
| Total revenue | \$669,360 | \$668,722 | \$871,367 | \$656,954 | \$905,925 | \$750,348 | \$930,699 | \$792,309 | \$806,460 | \$795,285 |

DEPARTMENT OF CONSERVATION (TASMAN DISTRICT)

| | 2021/22 | 2022/23 | 2023/24 | 2024/25 | 2025/26 | 2026/27 | 2027/28 | 2028/29 | 2029/30 | 2030/31 |
|--|----------|----------|----------|---------|---------|---------|---------|---------|---------|---------|
| Subsidised Activities - Expenditure (by Activity Class) | | | | | | | | | | |
| Local Road Improvements | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| Local Road Maintenance | \$63,599 | \$64,871 | \$66,170 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| Total expenditure | \$63,599 | \$64,871 | \$66,170 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| Subsidised Activities - Revenue | | | | | | | | | | |
| NLTF Revenue | \$32,435 | \$33,084 | \$33,747 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| Total revenue | \$32,435 | \$33,084 | \$33,747 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| Unsubsidised Activities - Expenditure | | | | | | | | | | |
| Unsubsidised Operational Expenditure | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| Total expenditure | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |

NELSON CITY COUNCIL (UNITARY COUNCIL)

| | 2024/25 | 2025/26 | 2026/27 | 2027/28 | 2028/29 | 2029/30 | 2030/31 | 2031/32 | 2032/33 | 2033/34 |
|--|---------------------|---------------------|---------------------|---------------------|---------------------|---------------------|---------------------|---------------------|---------------------|---------------------|
| Subsidised Activities | | | | | | | | | | |
| Expenditure (by Activity Class) | | | | | | | | | | |
| Public Transport Services | \$7,862,782 | \$8,162,286 | \$9,435,711 | \$10,036,624 | \$10,099,231 | \$14,348,086 | \$14,698,488 | \$14,971,486 | \$13,467,744 | \$13,827,439 |
| Public Transport Infrastructure | \$2,144,997 | \$2,529,192 | \$705,590 | \$977,265 | \$889,107 | \$1,019,304 | \$1,374,478 | \$379,480 | \$505,716 | \$1,482,817 |
| Walking and Cycling Improvements | \$400,000 | \$2,064,440 | \$4,991,805 | \$5,781,240 | \$1,452,550 | \$2,290,055 | \$1,824,960 | \$1,655,183 | \$1,094,982 | \$1,478,503 |
| Local Road Improvements | \$3,235,000 | \$6,009,360 | \$6,823,180 | \$2,959,211 | \$6,449,069 | \$8,117,706 | \$11,140,904 | \$9,568,672 | \$10,100,226 | \$12,171,623 |
| Local Road Maintenance | \$18,134,391 | \$15,915,010 | \$17,479,248 | \$19,720,842 | \$19,866,833 | \$21,185,185 | \$23,297,715 | \$23,240,861 | \$26,868,877 | \$26,395,377 |
| Investment Management | \$2,614,856 | \$2,681,896 | \$2,827,245 | \$3,034,584 | \$2,966,465 | \$3,027,246 | \$3,139,519 | \$3,150,273 | \$3,308,487 | \$3,430,872 |
| Total expenditure | \$34,392,026 | \$37,362,184 | \$42,262,779 | \$42,509,766 | \$41,723,255 | \$49,987,582 | \$55,476,064 | \$52,965,955 | \$55,346,032 | \$58,786,631 |
| Revenue for subsidised activities | | | | | | | | | | |
| Approved Organisation Revenue | \$19,721,673 | \$22,241,907 | \$25,875,984 | \$26,547,516 | \$27,291,001 | \$30,035,016 | \$33,495,256 | \$33,321,382 | \$36,146,200 | \$38,011,387 |
| NLTF Revenue | \$14,661,874 | \$15,473,050 | \$18,289,358 | \$18,016,349 | \$17,682,247 | \$21,458,992 | \$23,483,248 | \$22,769,660 | \$23,684,793 | \$24,947,405 |
| Other Revenue | \$3,223,612 | \$3,298,089 | \$3,885,687 | \$4,005,495 | \$4,062,181 | \$4,948,720 | \$5,088,521 | \$5,156,191 | \$5,265,030 | \$5,387,663 |
| Total revenue | \$37,607,159 | \$41,013,046 | \$48,051,029 | \$48,569,360 | \$49,035,429 | \$56,442,728 | \$62,067,025 | \$61,247,233 | \$65,096,023 | \$68,346,455 |
| Unsubsidised Activities - Expenditure | | | | | | | | | | |
| Unsubsidised Operational Expenditure | \$6,527,866 | \$6,443,969 | \$6,602,112 | \$6,927,451 | \$6,995,998 | \$7,121,255 | \$7,253,179 | \$7,441,313 | \$7,686,428 | \$7,762,207 |
| Unsubsidised Capital Expenditure | \$4,759,585 | \$5,252,634 | \$16,098,332 | \$14,385,564 | \$3,077,050 | \$3,740,842 | \$4,842,844 | \$3,068,651 | \$2,904,635 | \$4,872,718 |
| Total Expenditure | \$11,287,451 | \$11,696,603 | \$22,700,444 | \$21,313,015 | \$10,073,048 | \$10,862,097 | \$12,096,023 | \$10,509,964 | \$10,591,063 | \$12,634,925 |
| Revenue for Unsubsidised Activities | | | | | | | | | | |
| Local Authority Revenue | \$4,093,196 | \$4,417,798 | \$4,906,482 | \$5,310,936 | \$5,370,163 | \$7,142,919 | \$7,418,497 | \$7,766,878 | \$7,098,938 | \$7,214,958 |
| Other revenue | \$6,701,619 | \$8,199,370 | \$15,567,105 | \$8,398,499 | \$4,857,828 | \$5,646,527 | \$5,772,346 | \$5,889,344 | \$6,007,505 | \$6,128,056 |
| Total revenue | \$10,794,815 | \$12,617,168 | \$20,473,587 | \$13,709,435 | \$10,227,991 | \$12,789,446 | \$13,190,843 | \$13,656,222 | \$13,106,443 | \$13,343,014 |

WAKA KOTAHI (STATE HIGHWAYS)

| | 2021/22 | 2022/23 | 2023/24 | 2024/25 | 2025/26 | 2026/27 | 2027/28 | 2028/29 | 2029/30 | 2030/31 |
|--|--------------|--------------|--------------|---------------|---------------|---------------|---------------|--------------|-------------|-------------|
| Subsidised Activities - Expenditure (by Activity Class) | | | | | | | | | | |
| Walking and Cycling Improvements | \$1,310,000 | \$8,122,500 | \$8,122,500 | \$6,812,500 | \$59,819,200 | \$59,819,200 | \$59,819,200 | \$0 | \$0 | \$0 |
| State Highway Improvements | \$15,182,148 | \$19,174,193 | \$33,395,318 | \$134,180,256 | \$123,852,803 | \$117,829,461 | \$138,555,251 | \$81,123,358 | \$4,848,849 | \$4,651,487 |
| State Highway Maintenance | \$28,216,074 | \$28,621,813 | \$29,363,212 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| Investment management (incl. Transport Planning) | \$277,634 | \$478,916 | \$995,166 | \$367,454 | \$3,429,604 | \$0 | \$0 | \$0 | \$0 | \$0 |
| Public transport infrastructure | \$320,000 | \$320,000 | \$320,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| Total expenditure | \$45,305,856 | \$56,717,422 | \$72,196,196 | \$141,360,210 | \$187,101,607 | \$177,648,661 | \$198,374,451 | \$81,123,358 | \$4,848,849 | \$4,651,487 |

MONITORING INDICATOR FRAMEWORK

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

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

OBJECTIVE: INCLUSIVE ACCESS

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

OUTCOME: HEALTHY AND SAFE PEOPLE

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

OUTCOME: ENVIRONMENTAL SUSTAINABILITY

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

OUTCOME: RESILIENCE AND SECURITY

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

OUTCOME: ECONOMIC PROSPERITY

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

APPENDIX A – APPROVED ORGANISATIONS

NELSON

Nelson City Council

TASMAN

Tasman District Council

CENTRAL GOVERNMENT

NZ Transport Agency Waka Kotahi

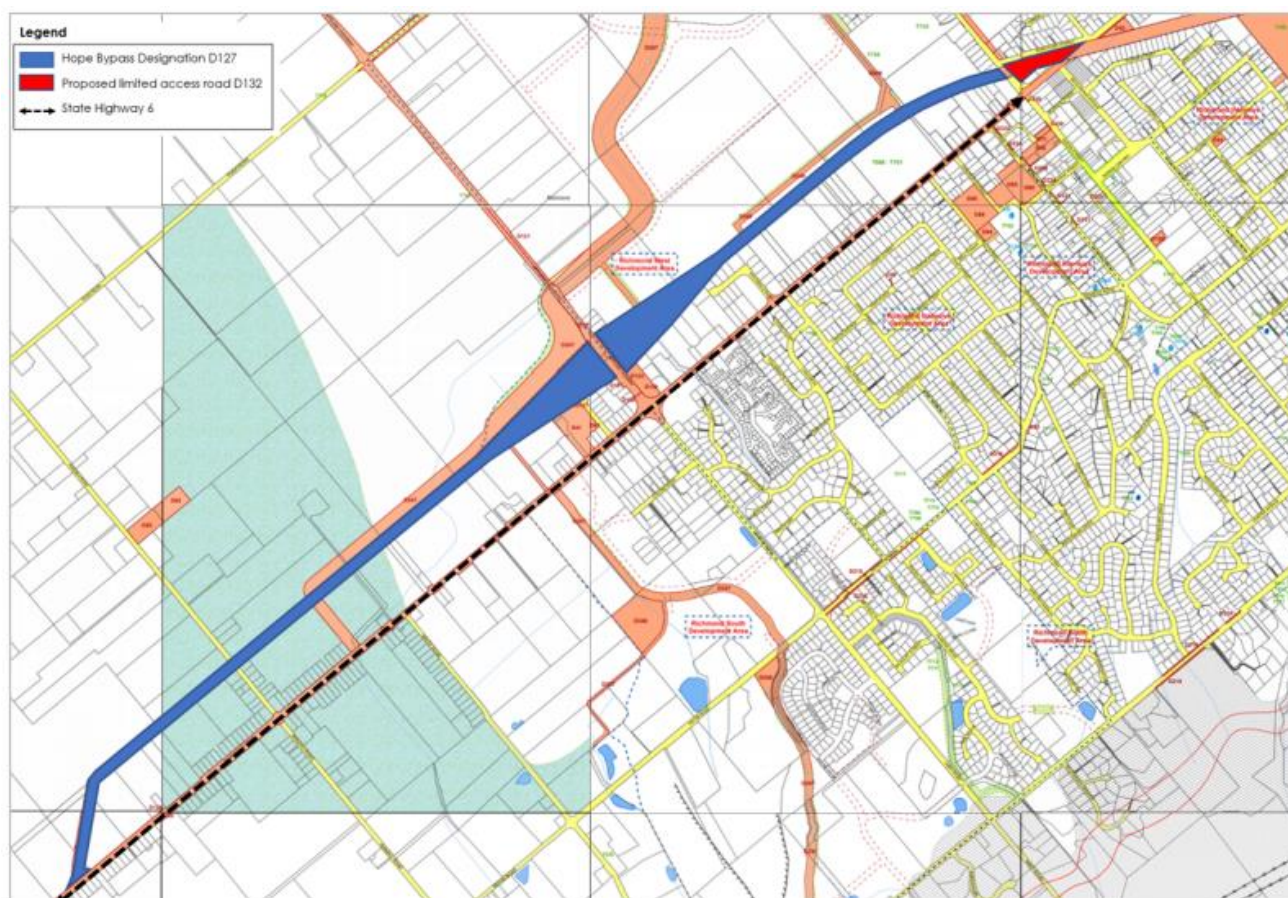
Department of Conservation

KiwiRail

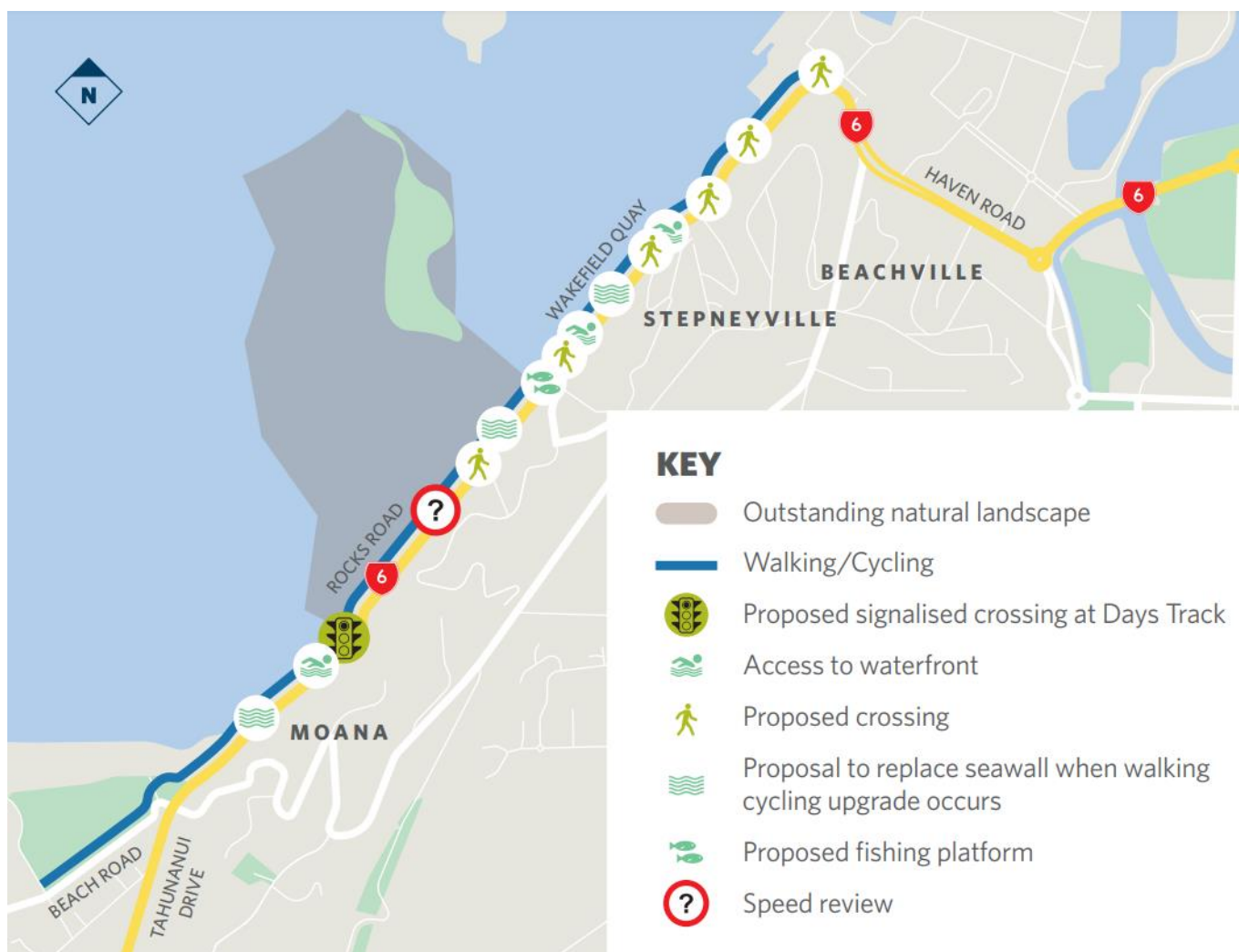
Kāinga Ora—Homes and Communities

APPENDIX B – SIGNIFICANT PROJECTS SUMMARIES

| Activity Name | State Highway 6 Hope Bypass |
|---|---|
| Activity Description | The SH6 Hope Bypass Project will facilitate the implementation of the outcomes of the Richmond Programme Business Case, with the aims of increasing the efficiency of the movement of freight and people through the Richmond area, while also improving active transport connections and central city amenity and liveability. |
| Key Problems/Issues | <ol style="list-style-type: none"> 1. Increasing traffic volumes as a result of growth creates severance and rat running, leading to reduced place value and increased safety risk. 2. Traffic congestion through Richmond causes delays to people and goods reducing travel time reliability and access to economic opportunities and key destinations. 3. Reliance on private cars for short journeys as a result of car-oriented development leads to low utilisation of public and active transport modes and conflict between modes |
| Activity Objectives | Richmond offers a sustainable and liveable (urban) environment. The transport system within Richmond is optimised for the movement of people and goods. |
| Activity link to Primary Regional Objective | <ul style="list-style-type: none"> • Safety • Resilience • Economic growth/Congestion |
| Activity status | Business case |
| Links to detailed information | https://www.nzta.govt.nz/projects/richmond-transport-programme-business-case/ |



| | |
|--|--|
| Activity Name | SH6 Rocks Rd Offroad Shared Pathway |
| Activity Description | SH6 Rocks Road has a focus on improving the connectivity and amenity of the waterfront combined with improving the resilience of the aging seawall. |
| Key Problems/Issues | Poor active mode connectivity Aged seawall has significant resilience risk |
| Activity Objectives | Increase active mode use Improve the safety [performance of the corridor especially for active modes Improve connection with the waterfront Improve resilience of key freight route to and from Port |
| Activity link to Primary Regional Objective | <ul style="list-style-type: none"> • Environmental impact/emissions • Safety • Resilience • Economic growth/Congestion |
| Activity status | Pre Implementation 2024-27 Pre Implementation and Implementation 2027-30 Implementation 2030-34 |
| Links to detailed information | https://www.nzta.govt.nz/projects/nelson-future-access-project/ https://www.nzta.govt.nz/resources/state-highway-investment-proposal-2024-34/ |



| | |
|--|--|
| Activity Name | Waimea Road Priority Lanes |
| Activity Description | Priority lanes for buses and/or other high occupancy vehicles along the length of Waimea Road. |
| Key Problems/Issues | The Waimea Road arterial corridor have enabled freight, general traffic, bus and active modes to share the same space to access the city. As Nelson grows it is becoming increasingly clear that this arrangement is causing community severance, poor amenity outcomes, unreliable travel, reduced livability of the city and low active mode growth. |
| Activity Objectives | Prioritise buses through the use of priority lanes |
| Activity link to Primary Regional Objective | <ul style="list-style-type: none"> • Environmental impact/emissions • Resilience • Economic growth/Congestion |
| Activity status | Pre Implementation 2027-30 |
| Links to detailed information | https://www.nzta.govt.nz/projects/nelson-future-access-project/ |



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|--|---|
| Activity Name | Lower Queen Street Upgrade |
| Activity Description | Urbanising Lower Queen Street, providing footpath and cycling facilities Intersection improvements at Lower Queen Street / Berryfields Drive intersection |
| Key Problems/Issues | <ul style="list-style-type: none"> • The land uses along Lower Queen Street have changed from rural to urban, including 2 retirement villages, and a cinema and food and beverage complex. • Traffic volumes and pedestrian and cycle demand have increased significantly • The current rural nature of Lower Queen Street is not suitable for the current land uses • Berryfields Drive serves a large residential development, and traffic volumes have increased significantly, resulting in delays and safety issues. |
| Activity Objectives | <ul style="list-style-type: none"> • To have Lower Queen Street reflect the urban environment it passes through. • To provide a safe and inviting environment for pedestrians and cyclists • To address safety and congestion concerns at the Berryfields Drive intersection |
| Activity link to Primary Regional Objective | <ul style="list-style-type: none"> • Safety • Resilience |
| Activity status | Single Stage Business Case 2024-2025 |
| Links to detailed information | |

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|--|---|
| Activity Name | SH60 Takaka Hill Resilience Improvements |
| Activity Description | Retaining walls, slope stability and drainage works to improve the resilience of the road transport link between Nelson Bay and Golden Bay over Takaka Hill |
| Key Problems/Issues | Improving network resilience is a significant issue for the region, with more frequent disruptions and costly repairs from significant weather events. Damage to road and rail networks because of increased rain and storm intensity, coastal and soil erosion, sea level rise, flooding, slips, and storm surges will continue to increase as the effects of climate change are realised. |
| Activity Objectives | Over the next three years, investment in improving the state highway network will be focused on maintaining existing levels of service and improving the network's resilience |
| Activity link to Primary Regional Objective | <ul style="list-style-type: none"> Resilience |
| Activity status | Business Case |
| Links to detailed information | https://www.nzta.govt.nz/assets/resources/state-highway-investment-proposal-2024-34/state-highway-investment-proposal-2024-34.pdf |



| | |
|--|---|
| Activity Name | SH6 Dellows Bluff & Others - Preventative Rockfall Treatment |
| Activity Description | |
| Key Problems/Issues | Improving network resilience is a significant issue for the region, with more frequent disruptions and costly repairs from significant weather events. Damage to road and rail networks because of increased rain and storm intensity, coastal and soil erosion, sea level rise, flooding, slips, and storm surges will continue to increase as the effects of climate change are realised. |
| Activity Objectives | Over the next three years, investment in improving the state highway network will be focused on maintaining existing levels of service and improving the network's resilience |
| Activity link to Primary Regional Objective | <ul style="list-style-type: none"> • Safety • Resilience |
| Activity status | Business Case |
| Links to detailed information | https://www.nzta.govt.nz/assets/resources/state-highway-investment-proposal-2024-34/state-highway-investment-proposal-2024-34.pdf |



| | |
|--|--|
| Activity Name | Millers Acre Bus Interchange |
| Activity Description | New bus interchange at Millers Acre. Includes a passenger lounge, reconfiguration of the sealed surface in the existing car park area, new kerb lines, passenger information systems, and awnings. |
| Key Problems/ Issues | <ul style="list-style-type: none"> • Bridge Street is likely to become one-way which will prevent buses exiting the current bus interchange. • The current bus interchange is at capacity and will not be able to accommodate additional services with the stage two changes in the RTP. |
| Activity Objectives | <ul style="list-style-type: none"> • Ensure the continuity of bus services in the Nelson region |
| Activity link to Primary Regional Objective | <ul style="list-style-type: none"> • Environmental impact/emissions • Economic growth/Congestion |
| Activity status | Business case |
| Links to detailed information | Business case being prepared currently |



| | |
|--|---|
| Activity Name | SH6 Wakefield and Murchison Commercial Vehicle Regional Safety Centre |
| Activity Description | New Commercial Vehicle Safety Centre (CVSC) to serve the Tasman region. |
| Key Problems/ Issues | Commercial vehicles not compliant with maximum weight and other safety related rules are compromising the safety of the drivers and other road users as well as damaging the pavement asset. |
| Activity Objectives | Recently implemented real-time risk and compliance screening for heavy commercial vehicles means traffic authorities can quickly address unsafe driving practices, reducing the risk of serious or fatal crashes, making our roads safer. |
| Activity link to Regional Objective | <ul style="list-style-type: none"> • Safety • Resilience |
| Activity status | Property acquisition and implementation |
| Links to detailed information | https://www.nzta.govt.nz/assets/resources/state-highway-investment-proposal-2024-34/state-highway-investment-proposal-2024-34.pdf |

| | |
|--|---|
| Activity Name | SH6 Hira Commercial Vehicle Regional Safety Centre |
| Activity Description | New Commercial Vehicle Safety Centre (CVSC) to serve the Nelson region. |
| Key Problems Issues | Commercial vehicles not compliant with maximum weight and other safety related rules are compromising the safety of the drivers and other road users as well as damaging the pavement asset. |
| Activity Objectives | Recently implemented real-time risk and compliance screening for heavy commercial vehicles means traffic authorities can quickly address unsafe driving practices, reducing the risk of serious or fatal crashes, making our roads safer. |
| Activity link to Regional Objective | <ul style="list-style-type: none"> • Safety • Resilience |
| Activity status | Property acquisition and implementation |
| Links to detailed information | https://www.nzta.govt.nz/assets/resources/state-highway-investment-proposal-2024-34/state-highway-investment-proposal-2024-34.pdf |

| Activity Name | SIP Programme 2024-27 (Tasman) |
|-------------------------------------|---|
| Activity Description | <p>Over the next three years the focus for safety will be finishing what was started, particularly in the larger median barrier projects:</p> <ul style="list-style-type: none"> • SH60 Ruby Bay Bypass • SH60 Redwood to Mapua <p>The remaining focus will be on beginning the investigation and design of other key corridors where significant improvements in road safety can be achieved:</p> <ul style="list-style-type: none"> • SH60 Richmond to Redwood • SH60 Maisey Road to Mapua Drive • Over the next three years we'll continue to work with our partners to implement the Road to Zero strategy. This programme includes speed reductions near schools, kura and marae, and in townships and key urban and rural areas. A range of safety interventions will be delivered through our low-cost, low-risk Road to Zero speed and infrastructure programme. |
| Key Problems Issues | <ul style="list-style-type: none"> • High speed head-on vehicle crashes resulting in death and serious injury. • High speeds crashes in general resulting in death and serious injury. |
| Activity Objectives | Reduce the severity of crashes. |
| Activity link to Regional Objective | <ul style="list-style-type: none"> • Safety |
| Activity status | Investigation and Implementation depending on individual works |
| Links to detailed information | https://www.nzta.govt.nz/assets/resources/state-highway-investment-proposal-2024-34/state-highway-investment-proposal-2024-34.pdf |



| | |
|--|---|
| Activity Name | SIP Programme 2024-27 (Nelson) |
| Activity Description | Over the next three years we'll continue to work with our partners to implement the Road to Zero strategy. This programme includes speed reductions near schools, kura and marae, and in townships and key urban and rural areas. A range of safety interventions will be delivered through our low-cost, low-risk Road to Zero speed and infrastructure programme. |
| Key Problems Issues | Vehicle speeds during crashes are general resulting in death and serious injury. |
| Activity Objectives | Reduce the severity of crashes. |
| Activity link to Regional Objective | <ul style="list-style-type: none"> • Safety |
| Activity status | Investigation and Implementation depending on individual works |
| Links to detailed information | https://www.nzta.govt.nz/assets/resources/state-highway-investment-proposal-2024-34/state-highway-investment-proposal-2024-34.pdf |



APPENDIX C – STRATEGIC DOCUMENTS

| Document & Website Reference | Relevant Points | How it affects this RLTP? |
|--|--|--|
| Land Transport Management Act (LTMA) 2003 http://www.legislation.govt.nz/act/public/2003/0118/latest/DLM226230.html | <p>The purpose of the LTMA is to contribute to an effective, efficient, and safe land transport system in the public interest.</p> <p>Establishes legislation for planning, funding and regulation of land transport system.</p> | <p>Creates the system within which land transport must operate in New Zealand. (It established Waka Kotahi, the requirement for a Government Policy Statement of Land Transport, and more).</p> |
| Intergenerational Wellbeing https://auditnz.parliament.nz/good-practice/information-updates/2019/wellbeing-approach | <p>The future wellbeing capitals are:</p> <ul style="list-style-type: none"> • Natural Capital • Social Capital • Human Capital • Financial / Physical Capital <p>The Minister of Finance has agreed the following four principles of a wellbeing approach for agency performance reporting:</p> <ul style="list-style-type: none"> • Taking a long-term and inter-generational approach • Collectively working towards shared outcomes • Multi-dimensional thinking about both positive and negative impacts • Recognising and building on existing tools | <p>Transport is an important element of the Physical Capital, and is also classified as a Lifeline Utility by the Civil Defence Emergency Management Act 2002.</p> <p>The Treasury's Living Standards Framework (LSF) aims to maximise intergenerational wellbeing by putting sustainable, or intergenerational, wellbeing at the core of policy development and evaluation.</p> |
| Ministry of Transport Outcomes Framework https://www.transport.govt.nz/multi-modal/keystrategiesandplans/transport-outcomes-framework/ | <p>The purpose of the transport system is to improve people's wellbeing and the liveability of places. Transport contributes to five key outcomes:</p> <ul style="list-style-type: none"> • Healthy and safe people • Environmental Sustainability • Resilience and Security • Economic Prosperity • Inclusive Access <p>Government's guiding principle is 'mode neutrality'</p> | <p>This framework makes it clear what government is aiming to achieve through the transport system.</p> |

| Document & Website Reference | Relevant Points | How it affects this RLTP? |
|---|---|---|
| The Government Policy Statement on Land Transport (GPS) https://www.transport.govt.nz/area-of-interest/strategy-and-direction/government-policy-statement-on-land-transport-2024/ | <p>The GPS is the Government's strategy for investing in the land transport system. It outlines what the Government wants to achieve in land transport, and how it expects funding to be allocated from the National Land Transport Fund across different types of activities (for example road maintenance, public transport, walking and cycling).</p> <p>The Draft 2024 GPS outlines six strategic priorities or objectives:</p> <ul style="list-style-type: none"> • Maintaining and operating the system • Increasing resilience • Reducing emissions • Safety • Sustainable urban and regional development • Integrated freight system | <p>The GPS helps to guide investment in land transport by providing a long term strategic view of the Government's priorities for investment in the land transport network.</p> <p>The GPS provides direction and guidance to those who are planning, assessing, and making decisions on transport investment from the National Land Transport Fund (NLTF). It also provides signals for a further co-investment by local government.</p> <p>At the time of writing the new Government's GPS was not available to inform the development of the RLTP.</p> |
| Arataki 2023 https://www.nzta.govt.nz/assets/planning-and-investment/arataki/arataki-30-year-plan/docs/arataki-executive-summary.pdf | <p>Arataki represents Waka Kotahi's 10-year view of what is needed to deliver on the government's current priorities and long-term objectives for the land transport system.</p> <p>The projected outcomes of Arataki include:</p> <ul style="list-style-type: none"> • A system view • A shared evidence base • A place-based focus • Clarity of roles • Sector capability and focus | <p>Desired changes include:</p> <ul style="list-style-type: none"> • Shared evidence and insights as a basis for engagement with partners • A clear view of where we will target investment for the best national outcomes • Targeted and staged investment and other levers to deliver shared outcomes • A long-term approach to deliver government objectives and ensure the land transport system meets future needs • A place-based approach that ensures integrated land-use and transport planning |
| One Network Framework (ONF) https://www.nzta.govt.nz/assets/Road-Efficiency-Group/docs/ONF-draft-movement-and-place-classification-high-level-concepts.pdf | <p>The ONF aims to:</p> <ul style="list-style-type: none"> • Create a framework that caters for active or public transport modes and 'off road' routes which make it useful as a land transport planning tool in urban and rural environments. • Shift the emphasis to the overall movement of people and goods, by any mode, rather than only considering the volume of vehicles a route can support (the Movement function). • Consider the role transport corridors play in providing social spaces for people to interact and enjoy and the interplay with travel across and along a transport corridor (the Place function). • Consider the aspirational use of the corridor in the medium to long term so that planning can be put in place to achieve that aspiration. | <p>Movement and Place are key elements of the ONF. Both the Richmond Network Operating Framework and the Nelson Future Access Programme (NFAP) already have adopted a hierarchy approach.</p> <p>The application of this new framework will provide a more detailed perspective of New Zealand transport network, providing a better connection between people and places,</p> |

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

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

APPENDIX D – SIGNIFICANCE POLICY

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

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

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

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

The Significance Policy is defined below.

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

- Improvement activities that are large or complex. These are activities with an estimated construction cost, including property, exceeding \$15 million and/or are of high risk and may have significant network, economic and/or land use implications for other regions; and
- Any other activity that the RTC resolves as being regionally significant.

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

- i. Addition of an activity or combination of activities that has previously been consulted on in accordance with sections 18 of the Act;
- ii. A scope change to an activity that, when added to all previous scope changes for the same activity, does not materially change the objective(s) and proposed outcomes of the activity;
- iii. Replacement of activities within an approved programme or group with activities of the same type and general priority;
- iv. The activity has been identified or consulted on as a regionally significant activity "on the horizon" or through other identification/activity in Regional Land Transport Plan planning documents
- v. Funding requirements for preventative maintenance and emergency reinstatement activities;
- vi. Changes to activities relating to local road maintenance, local road renewals, local road minor capital works, and existing public transport services valued at less than \$15 million;
- vii. Variations to timing, cash-flow or total cost (resulting from costs changes), for the following:
 - a) Improvement projects; or
 - b) Community-focused activities.
- viii. Transfer of funds between activities within a group;
- ix. End of year carry-over of allocations;
- x. Addition of the investigation or design phase of a new activity, one which has not been previously consulted upon in accordance with section 18 of the Act; and/or
- xi. Variations to timing of activities if sufficient reasoning is provided for the variation and the variation does not substantially alter the balance.

APPENDIX E – LEGISLATIVE CONTEXT

The Land Transport Management Act 2003

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

The Act sets out the planning and funding framework that channels around \$6 billion of central government funding annually into roading, public transport, and traffic safety.

The Act requires three key documents to be developed:

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

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

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

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

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

The intention is that the RLTP should:

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

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

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

Spatial Planning Act 2023

Before a Regional Transport Committee submits a RLTP to a regional council for approval it must, in accordance with section 14(a) of the Act, be satisfied that it is consistent with the regional spatial strategy.

The Regional Transport Committee considered the Nelson Tasman Future Development Strategy direction as the key regional spatial strategy. This is summarised on page 23 and 60 of this RLTP.

Alternative Objectives

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

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

National Energy Efficiency and Conservation Strategy

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

APPENDIX G – RELATIONSHIP WITH POLICE ACTIVITIES

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

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

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

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

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

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

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

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

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

Nelson- Tasman have a shared road safety action plan. The plan is a result of a collaboration between local councils, Police, Waka Kotahi, Te Whatu Ora and ACC. The plans record agreed local road safety risks, objectives and targets, actions and monitoring and review processes. The plans are the primary mechanism for coordinating education, infrastructure and enforcement activities at the local level. The 2023 Community Risk Register informs this RLTP that the main safety focus for the Nelson Tasman areas of safety are at intersections, distraction, older drivers, and cyclists.

When preparing a RLTP every Regional Transport Committee:

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

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

- a) The Joint Nelson Tasman Regional Transport Committee has carried out an assessment of those activities requiring prioritisation.
- b) Consultation on the Draft Nelson Tasman Regional Transport Plan, and the Nelson-Tasman Regional Public Transport Plan will take place in January and February 2024.
- c) Following public hearings and deliberations on the submissions, a final RLTP will be developed and submitted to the Joint Nelson Tasman Council for adoption prior to submission to Waka Kotahi
- d) If either Council wish to seek amendments it can submit to Waka Kotahi an unapproved RLTP, along with an explanation it has not approved the RLTP. That council is then required to submit the RLTP to Waka Kotahi by 14 June 2024; and
- e) Waka Kotahi consider the RLTP and adopt its National Land Transport Programme by 31 August 2024.
- f) The final version of the RLTP will be published in early September 2024

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

The Act means the Land Transport Management Act 2003

Activity -

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

b) includes any combination of activities

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

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

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

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

Economic growth – measured by Gross Domestic Product (GDP)

FDS – Nelson – Tasman Future Development strategy

Fund means the national land transport fund

GPS means the Government Policy Statement on land transport 2020

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

HPMV means high productivity motor vehicle(s)

ILM means Investment Logic map

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

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

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

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

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

NLTP – National Land Transport Programme

NLTF – National Land Transport Fund

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

ONRC – One Network Road Classification

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

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

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

Policies - describe how we will deliver upon the strategic objectives

RLTP – Regional Land Transport Plan

RPTP – Regional Public Transport Plan

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

RTC – Regional Transport Committee

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

SH means State Highway.

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

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

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

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

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

T.A - Territorial Authority

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

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

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

Waka Kotahi – NZ Transport Agency Waka Kotahi