



AGENDA

Ordinary meeting of the

**Regional Transport Committee to deliberate on
submissions to the draft Nelson Regional Land
Transport Plan**

**Wednesday 25 February 2015
Commencing at 9.00am
Council Chamber
Civic House
110 Trafalgar Street, Nelson**

Membership: Councillor Eric Davy (Chairperson), Her Worship the Mayor Rachel Reese, Councillors Ruth Copeland (Deputy Chairperson) and Brian McGurk, and Raewyn Bleakley (NZTA)

Guidelines for councillors attending the meeting, who are not members of the Committee, as set out in Standing Orders:

- All councillors, whether or not they are members of the Committee, may attend Committee meetings (SO 2.12.2)
- At the discretion of the Chair, councillors who are not Committee members may speak, or ask questions about a matter.
- Only Committee members may vote on any matter before the Committee (SO 3.14.1)
- It is good practice for both Committee members and non-Committee members to declare any interests in items on the agenda. They should withdraw from the table for discussion and voting on any of these items.

Apologies**1. Confirmation of Order of Business****2. Interests**

2.1 Updates to the Interests Register

2.2 Identify any conflicts of interest in the agenda

3. Public Forum**4. Confirmation of Minutes – 10 February 2015****5-8**

Document number A1310901

Recommendation

THAT the minutes of the meeting of the Regional Transport Committee, held on 10 February 2015, be confirmed as a true and correct record.

5. Chairperson's Report**9**

Document number A1313561

Recommendation

THAT the Chairperson's Report (A1313561) be received and the contents noted;

AND THAT the offer of professional support from Lindsay Wood (Submission 23 to the draft Regional Land Transport Plan) be declined.

6. Analysis of Submissions on the Regional Land Transport Plan 2015-2021**10-52**

Document number A1312774

Recommendation

THAT the report *Analysis of Submissions on the Regional Land Transport Plan (A1312774)* and its attachments (A1316962 and A1317051) be received;

AND THAT the *Nelson Regional Land Transport Plan 2015-2021* be amended to reflect the Committee's decisions on submissions.

Recommendation to Council

THAT the *Draft Nelson Regional Land Transport Plan 2015-2021*, as amended to reflect the Regional Transport Committee's decision on submissions, be adopted.

Minutes of a meeting of the Regional Transport Committee to hear submissions to the draft Nelson Regional Land Transport Plan

Held in the Council Chamber, Civic House, 110 Trafalgar Street, Nelson

On Tuesday 10 February 2015, commencing at 9.03am

Present: Councillor E Davy (Chairperson), Her Worship the Mayor R Reese, Councillors R Copeland and B McGurk, and Raewyn Bleakley of the New Zealand Transport Agency

In Attendance: Councillors G Noonan and M Lawrey, Peter Hookam of the New Zealand Transport Agency, Group Manager Infrastructure (A Louverdis), Senior Asset Engineer – Transport and Roading (R Palmer), and Administration Adviser (S McLean)

1. Apologies

No apologies were received.

2. Confirmation of Order of Business

The Chairperson, Councillor Davy, tabled a memo to the Committee (A1310918) and spoke about regional funding from the New Zealand Transport Agency (NZTA).

Attendance: Councillor McGurk joined the meeting at 9.06am.

Her Worship the Mayor commented on the process used to obtain community feedback on the draft Regional Land Transport Plan (RLTP). She emphasised that identifying any conflict of interest in this regard was the responsibility of individual Committee members.

3. Interests

There were no updates to the Interests Register, and no interests with items on the agenda were declared.

4. Hearing of Submissions

4.1 Vikki Scott

Ms Scott urged the Committee to reduce the speed limit between Clifton Terrace School and Nelson to 70 kilometres per hour to improve safety in the area. She spoke about noise pollution on that stretch of road due to chip seal and suggested that asphalt be used. Ms Scott suggested that a car-width centre lane be created for cars turning into driveways etc. and that the double lanes heading towards Atawhai be removed.

4.2 Bill Gilbertson, Nelson Tasman Cycle Trails Trust

Mr Gilbertson said it was crucial that cyclists be represented in the RLTP and that Nelson should be built up as a cycle friendly city. Mr Gilbertson spoke on cycling and its link to tourism and the Great Taste Trail. He said that the challenge was for Council to link existing cycleways.

Mr Gilbertson spoke about the Rocks Road walking/cycling esplanade proposal and emphasised that it needed to be useable by everyone and created with future capacity in mind. He suggested that Council should look at alternatives such as a design and build scenario due to the high costs involved.

4.3 Lindsay Wood

Mr Wood tabled and read from a document (A1311856). He raised concerns about climate change and greenhouse gases, and suggested that the draft RLTP neglected these important areas.

Mr Wood tabled a book titled The Sixth Extinction (A1317217) and a written offer of professional support (A1311991) towards the development of the RLTP.

4.4 Peter Olorenshaw, Nelsust Inc

Mr Olorenshaw spoke about congestion on Rocks Road. He said that a comparison could not be made between high car registration levels and an increase in traffic. Mr Olorenshaw suggested that Council should have a balance between roading and active transport. He also said that development along Rocks Road should be seen as a traffic and roading improvement.

Mr Olorenshaw spoke about the Southern Link, and highlighted that forecasts had shown it was not a priority in terms of reaching capacity or improving the economy, therefore the consequences were not justified.

Attendance: The meeting adjourned for morning tea from 9.49am to 10.03am.

4.5 John Gilbertson, Nelson Branch of the NZ Motel Association

In Mr Gilbertson's absence, his notes were tabled (A1312193) and councillors read through these.

4.6 Ken Beckett

Mr Beckett stressed that no funding should be allocated to Rocks Road development until the NZTA had made a decision on the Southern Link. He suggested that the RLTP could be amended at a later date once that decision had been made.

Mr Beckett spoke about a recent news article about the NZTA tendering for design for the Southern Link, which made it seem as though the project had started. He highlighted that this information was not available at the time of forming the draft RLTP.

Mr Beckett spoke about procedures that the Committee had used and raised concerns about their legality. He said that the memo tabled by Councillor Davy at the start of the meeting should have focussed on the Land Transport Management Act 2003, and had provided important information to submitters after consultation had closed.

In response to comments by councillors, Councillor Davy advised that the draft RLTP was put to the Council to approve it being sent to the NZTA, and that the Council did not have any discussion on the content of the draft RLTP.

4.7 Mike Thomas, Tahunanui Business Association Inc.

Mr Thomas raised concern about the removal of parking in Tahunanui. He said that clearways should be removed in the area, and that there were still traffic problems in places like Tahunanui Drive and Muritai Street.

Councillor Davy said that there were three years left on a four year agreement to enable Council to work on parking in the area. He said that clearways could be assessed once the agreement had expired.

4.8 Chris Allison, Bicycle Nelson Bays

Mr Allison spoke about the need for an integrated transport plan which focussed on the interconnectivity of different modes of transport. He highlighted that the increase in funding for walking and cycling did not impact other modes of transport as there was still a larger proportion of funding allocated for roading.

Mr Allison suggested that the future challenges of Nelson would be to ensure economic viability and attract young people, meaning that roads may be a lower priority in the future. He said that a walking and cycling strategy should not be prepared in isolation and needed to be considered within an overarching framework.

4.9 Paul Anderson, Waimea Road Business & Resident Association Inc

Mr Anderson said that Waimea Road was structurally unsuitable for use as an alternative highway. He showed support for the Southern Link, and added that the 'do nothing' projects that were in the Southern Link area should not have been included in RLTP.

Mr Anderson spoke about Waimea Road becoming an economic hub, and said he supported a separate cycleway alongside the Southern Link.

4.10 Allan Kneale, New Zealand Automobile Association

Mr Kneale tabled and read from a document (A1311427). He summarised concerns about the correctness of population growth figures, and detailed the projects that were supported by the New Zealand Automobile Association.

Councillor Davy thanked submitters for their contribution.

Councillor Davy asked councillors to list any items that should be brought back to the Committee through the deliberations report. Responses were:

- Detail on the Atawhai Drive speed limit, how had discussions with NZTA progressed
- An update on the walking and cycling strategy
- Details on Waimea Road as a 'living' arterial route
- Clarification on population statistics in the RLTP
- Details on the NZTA evaluation manual and analysis, and the 'do minimum' option, in relation to the Waimea Road projects
- Reference to climate change and emissions added to the draft RLTP
- Clarification on the relationship between vehicle registration numbers and traffic levels
- Detail on the data anomalies referred to in Lindsay Wood's submission (No. 23)
- Detail on the procedural concerns in Ken Beckett's submission (No. 16)
- Any information and advice that was provided direct to submitters by Council officers

There being no further business the meeting ended at 10.57am.

Confirmed as a correct record of proceedings:

_____ Chairperson _____ Date

Chairperson's Report

1. Purpose of Report

- 1.1 To update the Committee on the tabled information provided by a submitter to the draft Regional Land Transport Plan (RLTP).

2. Recommendation

THAT the Chairperson's Report (A1313561) be received and the contents noted;

AND THAT the offer of professional support from Lindsay Wood (Submission 23 to the draft Regional Land Transport Plan) be declined.

3. Decision

Submission 23, Lindsay Wood

- 3.1 At the Committee meeting to hear submissions to the RLTP, held on 10 February 2015, Lindsay Wood (Submission 23) tabled a book titled The Sixth Extinction and an offer of professional support (A1311991).
- 3.2 The book titled The Sixth Extinction will be kept as tabled information and access can be arranged by an Administration Adviser.
- 3.3 As the offer of professional support may be seen to compromise the integrity of the consultation process for the RLTP, it must be declined.

4. Conclusion

- 4.1 That the update provided in this report is noted and the offer of professional support from Lindsay Wood is declined.

Eric Davy
Chair Regional Transport Committee

Attachments

None

REPORT A1312774**Analysis of Submissions on the Regional Land Transport Plan 2015-2021****1. Purpose of Report**

- 1.1 To provide an analysis of the submissions on the Regional Land Transport Plan 2015-2021, including the Regional Public Transport Plan.

2. Delegations

- 2.1 The operation of the Regional Transport Committee is governed by the Land Transport Management Act 2003. It has a specific function and delegation to prepare a Regional Land Transport Plan, or any variation of the Plan, for the approval of Council. This is outlined in section 6.11 of the Delegations Register 2014.

Recommendation

THAT the report Analysis of Submissions on the Regional Land Transport Plan (A1312774) and its attachments (A1316962 and A1317051) be received;

AND THAT the Nelson Regional Land Transport Plan 2015-2021 be amended to reflect the Committee's decisions on submissions.

Recommendation to Council

THAT the Draft Nelson Regional Land Transport Plan 2015-2021, as amended to reflect the Regional Transport Committee's decision on submissions, be adopted.

3. Background

- 3.1 The Regional Land Transport Plan 2015-2021 (the Plan) sets out a regional approach to transport planning over the next 10 years and beyond. It has significant financial implications and is an important influence on environmental and social outcomes in Nelson.
- 3.2 The Regional Public Transport Plan is another critical document in the delivery of Nelson's transport system. To facilitate a holistic approach to transport planning, it has been incorporated into the Regional Land

Transport Plan as section G, on pages 38-62 of the Plan. This approach is provided for in section 125(4) of the Land Transport Management Act 2003 which allows a regional council to carry out consultation on a proposal to adopt a regional public transport plan in conjunction with the relevant regional transport committee's consultation on its regional land transport plan.

3.3 Submissions on the Plan (including the Regional Public Transport Plan) closed on 22 December 2014. The Council received 24 submissions, and 10 submitters spoke in support of their submissions at a hearing on 10 February 2015. The decisions requested in the submissions are outlined in section 6 of this report, followed by officer recommendations on those requests, and the officers' reasons for the recommendations.

3.4 All references to 'the Plan' in this report refer to the Regional Land Transport Plan, including the Regional Public Transport Plan.

4. Discussion - Further Information Requested by the Regional Transport Committee

4.1 Following the hearing of submitters on 10 February 2015, the Councillors asked officers to provide the following information:

4.1.1 **Item 1** – Background, and an update on the Atawhai Drive speed issue. This is outlined in response to Vikki Scott's first decision request (submission 5).

4.1.2 **Item 2** – An update on the walking and cycling strategy, as a separate piece of work. There are no plans to update the walking and cycling strategy documents as individual documents. It is the officers' view that this planning is undertaken holistically within the other planning and strategy documents such as the Transport Asset Management Plan, the Regional Land Transport Plan, and Council's other high level strategy documents.

4.1.3 **Item 3** – Background on the Liveable Arterial Project. A liveable arterial supports and attracts living and recreation within arterial corridors. The 2012-2015 Transport Activity Management Plan proposed investigating the adoption of mixed urban arterial approach along Waimea Road (possibly similar to Auckland's "Liveable Arterials"). This was anticipated to include investigating the provision of street trees and additional pedestrian crossing facilities to make the road less of a barrier to residents in particular. In the absence of subsidised funding this investigation was not progressed although there is a project to include a crossing point for pedestrians near Caltex Bishopdale to better integrate the bus stop with the adjacent residential areas.

4.1.4 **Item 4** – Clarification of population statistics used in the Plan and other Council publications, including the Long Term Plan and the website. This is summarised in response to the New Zealand Automobile Association decision request (submission 24).

- 4.1.5 **Item 5** – Explanation in regard to Waimea Road, of how the “do minimum” classification is assessed in accordance with the New Zealand Transport Authority evaluation manual.
- Most forms of activity evaluation involve choices between different options or courses of action. In theory, every option is compared with the option of doing nothing at all, ie the do-nothing;
 - For many transport activities, it is often not practical to do nothing. A certain minimum level of expenditure may be required to maintain a minimum level of service. This minimum level of expenditure is known as the do-minimum and shall be used as the basis for evaluation, rather than the do-nothing;
 - In the context of Waimea Road the Arterial Traffic Study Stage 1 report listed traffic signals on Waimea Road at the intersections of Motueka Street, Market/Boundary Roads and The Ridgeway in the do-minimum analysis;
 - When the individual Waimea Road intersections were investigated the option of signals was then compared with doing nothing. In the case of the Waimea Road Motueka Street intersection it proved more economical to install the signals as there were both travel time and safety benefits;
 - For Waimea Road at Market/Boundary Roads and The Ridgeway, when compared against doing nothing, the economic analysis found that the increase in travel time to the through traffic on Waimea Road was significantly larger than the improved conditions for turning traffic, resulting in a negative benefit cost ratio.
- 4.1.6 **Item 6** – Climate change – the impact of transport emissions on climate change. Details of the most relevant information were sourced from the Ministry for the Environment and the Ministry of Transport websites and are located in Attachment 1.
- 4.1.7 **Item 7** – The impacts of the record number of registrations of new vehicles. Does this mean there are more vehicles on the road, or are older vehicles being retired more quickly, creating a fresher fleet? Details from the Ministry of Transport are provided in Attachment 2.
- 4.1.8 In summary the vehicle fleet is growing in terms of outright numbers in the Nelson/Tasman/Marlborough area. The average age in an NZ wide context has been getting older since 2004 and is forecast to continue getting older until at least 2020. However the total travel is flat to declining.
- 4.1.9 **Item 8** – Clarification regarding the data anomalies identified by Lindsay Wood. This is outlined in response to the Lindsay Wood submission (submission 23).

- 4.1.10 **Item 9** – Clarification on the procedural issue raised by Mr Beckett. This is outlined in response to Mr Beckett’s second decision request (submission 16).

5. Discussion - Significant Committee Decisions Fundamental to Outcome of RLTP

- 5.1 Section 7 lists the key decisions that are fundamental to the outcomes of the Plan. These are referred to throughout the following individual submission analysis. E.g. [committee decision X].

6. Discussion - Individual Submissions Analysis

6.1 Submitter 1- Feliana McKenzie (not heard)

- 6.1.1 Decision requested (1): Review the speed limit of 100km/h on State Highway 6 between Clifton Terrace and Guppy Park, as it is currently too high so close to the CBD.
- 6.1.2 Recommendation: Accept in part.
- 6.1.3 Reasons: Speed limits on state highways are a NZTA decision. A detailed speed limit assessment was last undertaken in 2009 and found that the speed limit could be reduced from Clifton Terrace to Atawhai Crescent, which was changed to 80km/h, but not on the rest of the route through to the main Nelson urban boundary. Further safety assessment work was undertaken in 2010 and 2011 but found that intersection safety upgrades were uneconomic.
- 6.1.4 NZTA has provided the following feedback:
- “There are a number of possible treatments on State Highway 6 between Clifton Terrace and Trafalgar St which the Transport Agency has been considering in light of the local residents’ perceived safety concern about this section of peri-urban state highway. Previous safety improvements have included speed reductions, passing lane modification and intersection improvements. At this stage the proposal to upgrade the intersections is unlikely to attract funding as evidence indicates that the safety risk is more perceived than actual. However, the Transport Agency has a number of further measures that it is looking to pursue as minor safety projects along this section of State Highway and is hopeful of progressing these further measures in the next three years.”*
- 6.1.5 Decision requested (2): Consider developing the airport runway to enable international flights.
- 6.1.6 Recommendation: Reject the submission.

- 6.1.7 Reasons: Air transport is not within the scope of a Regional Land Transport Plan, as outlined in section 16 of the Land Transport Management Act (form and content of regional land transport plans). In addition, the scope of the Government Policy Statement on Land Transport does not include air transport.
- 6.2 **Submitter 2** – National Council of Women (not heard)
- 6.2.1 Decision requested (1): Retain the high priority rankings for the following Agreed Top of the South Significant Activities (on page 23 of the Plan) in recognition of the importance of these routes for freight and tourism:
- 6.2.2 Rai Saddle second curve realignment (priority 2)
- SH6 Whangamoia South realignment (priority 6);
 - SH6 Hope Saddle realignment (priority 9).
- 6.2.3 Recommendation: Accept the submission.
- 6.2.4 Reasons: No change proposed to these priorities.
- 6.2.5 Decision requested (2): Do not retain the high priority ranking (4) for the Rocks Road walking and cycling project (on page 23 of the Plan) as we do not see value in elaborate and expensive work on Rocks Road. Most of the time traffic moves reasonably well along this road. Shared pathways work well for cyclists and mobility scooters, but not so well for pedestrians.
- 6.2.6 Recommendation: [Committee decision 1 – refer section 7]
- 6.2.7 Decision requested (3): Retain the bus services proposed on page 42 of the Plan, including the proposed changes to the Stoke bus service. Consider providing a park and ride option from Richmond or Stoke to encourage more use of the buses. This would help rush hour delays and ease central city parking.
- 6.2.8 Recommendation: Accept in part.
- 6.2.9 Reasons: No reduction to the bus services in the Plan are proposed. Park and ride options are not likely to be successful in Nelson due to the relatively short travel distances and free or low cost all day parking in Nelson.
- 6.3 **Submitter 3** – Steve Hawke (not heard)
- 6.3.1 Decision requested (1): Consider including an Airport bus service in any of the new bus routes, to and from the Nelson CBD and Richmond.
- 6.3.2 Recommendation: Reject the submission

- 6.3.3 Reasons: The exact route of the proposed Stoke Loop has not yet been finalised. The Council is in discussions with Airport management to test their reaction to such a proposal. However, a loop service is unlikely to be attractive to the majority of airport users as a further connection to either a Richmond or Nelson service is likely to be required to reach their destination.

6.4 **Submitter 4** – Atawhai Safety Group (not heard)

- 6.4.1 Decision requested: Reduce the SH6 speed limit between Atawhai and the CBD from 100km/hr to 70km/hr, to improve safety.
- 6.4.2 Recommendation: Accept in part.
- 6.4.3 Reasons: Speed limits on state highways are a NZTA decision. NZTA has provided the following feedback:

"There are a number of possible treatments on State Highway 6 between Clifton Terrace and Trafalgar St which the Transport Agency has been considering in light of the local residents' perceived safety concern about this section of peri-urban state highway. Previous safety improvements have included speed reductions, passing lane modification and intersection improvements. At this stage the proposal to upgrade the intersections is unlikely to attract funding as evidence indicates that the safety risk is more perceived than actual. However, the Transport Agency has a number of further measures that it is looking to pursue as minor safety projects along this section of State Highway and is hopeful of progressing these further measures in the next three years."

6.5 **Submitter 5** – Vikki Scott (heard)

- 6.5.1 Decision requested (1): Reduce the SH6 speed limit between Clifton Terrace School and the CBD from 100km/hr to 70km/hr. If this occurs, remove the passing lane from Nelson travelling north to improve safety. At the hearing, Ms Scott noted that Atawhai has a population of 5229 residents and described the difficulty in entering and exiting a road with 100km traffic. She also noted the lower speeds in Hope and the Rai .
- 6.5.2 Recommendation: Accept in part.
- 6.5.3 Reasons: Speed limits on state highways are a NZTA decision. NZTA has provided the following feedback:

"There are a number of possible treatments on State Highway 6 between Clifton Terrace and Trafalgar St which the Transport Agency has been considering in light of the local residents' perceived safety concern about this section of peri-urban state highway."

Previous safety improvements have included speed reductions, passing lane modification and intersection improvements. At this stage the proposal to upgrade the intersections is unlikely to attract funding as evidence indicates that the safety risk is more perceived than actual. However, the Transport Agency has a number of further measures that it is looking to pursue as minor safety projects along this section of State Highway and is hopeful of progressing these further measures in the next three years."

- 6.5.4 Decision requested (2): Provide a car-width centre lane between Malvern and Bayview to enable the vehicles from these driveways to enter and exit safely.
- 6.5.5 Recommendation: Reject this submission.
- 6.5.6 Reasons: The Road Code allows drivers to cross a double yellow line to turn into a driveway or side road.
- 6.5.7 Decision requested (3): Consider using chip seal on 50km/hr roads around Nelson, and use the savings to subsidise the cost of asphalt on State Highway 6 from Clifton Terrace School to Nelson. At the hearing Ms Scott requested a change from chip seal to asphalt on State Highway 6 to reduce noise pollution.
- 6.5.8 Recommendation: Reject.
- 6.5.9 Reasons: The road surface type is typically selected on an analysis of the least cost whole of life approach taking into account maintenance costs and safety benefits. This is a day to day maintenance and renewal decision made by the relevant road controlling authority.
- 6.6 **Submitter 6 – Federated Farmers (not heard)**
 - 6.6.1 Decision requested (1): Defer proposed spending of nearly \$16 million on the Walk Cycle Schools Package until after 2018, as it is unlikely that Central Government will support the Southern Link project without Nelson City contributing a fair share of the cost. The Southern Link is more regionally significant project than the Walk Cycle Schools Package (both socially and economically).
 - 6.6.2 Recommendation: [Committee decision 1 – refer section 7]
 - 6.6.3 Decision requested (2): Initiate a more robust discussion of the manner in which regionally significant funds will be spent, recognising that in this context 'regional' means the top of the south districts of Nelson, Marlborough and Tasman as an aggregate.
 - 6.6.4 Recommendation: Reject.

- 6.6.5 Reasons: The consultation on the Regional Land Transport Plan and the Long Term Plan are the opportunities for community discussion on spending priorities.
- 6.6.6 Decision requested (3): Initiate a discussion with central government as to the manner in which the Southern Link motorway project can be funded and when it might begin.
- 6.6.7 Recommendation: Accept in part.
- 6.6.8 Reason: If the Southern Arterial Investigation identifies it as a high priority project during the period of the National Land Transport Plan (1 July 2015 -30 June 2018), the Regional Transport Committee has the ability to vary the RLTP to include the project. Depending on the significance of the variation this may require public consultation.
- 6.6.9 Decision requested (4): Undertake to improve representation by rural transport operators or others involved in the primary sector in the Regional Land Transport Forum, and in future decision making around regionally significant road transport infrastructural projects.
- 6.6.10 Recommendation: Reject.
- 6.6.11 Reasons: The composition of the Regional Transport Committee is a decision of Council as defined in section 105 of the Land Transport Management Act 2003.
- 6.7 **Submitter 7** – Warwick Rogers (not heard)
- 6.7.1 Decision requested (1): Make the Southern Link the region's top priority. Once this is in place Rocks Road can become a safe walking/cycling route with slower traffic and no trucks and Tahunanui Beach can be linked better to the shops.
- 6.7.2 Recommendation: [Committee decision 1]
- 6.7.3 Decision requested (2): Quarantine Road roundabout needs urgent attention as the planned shopping centre will increase traffic, and it is already beyond capacity at peak times. Seriously consider adding in extra entry/exit points.
- 6.7.4 Recommendation: Accept in part.
- 6.7.5 Reasons: The Quarantine/Nayland Road roundabout is included in the Regional Land Transport Plan (priority 11 on page 34 of the draft Plan). The Quarantine/SH6 roundabout was recently approved by the Regional Transport Committee for inclusion in the 2012-2015 Regional Land Transport Plan.
- 6.8 **Submitter 8** – Keith Morrison (not heard)
- 6.8.1 Decision requested (1): Retain the proposed improvements to the cycle network.

- 6.8.2 Recommendation: Accept this submission.
- 6.8.3 Reasons: No reductions in the proposed improvements to the cycle network are proposed.
- 6.8.4 Decision requested (2): Retain the proposal to increase the frequency of the bus service.
- 6.8.5 Recommendation: Accept in part.
- 6.8.6 Reasons: The proposal to increase the frequency of the bus service is a recommendation from the 2013 Bus Service Review. Implementation of the proposal is planned for the medium term, but will not occur in the next three years.
- 6.8.7 Decision requested (3): Consider providing bus shelters at every bus stop to increase bus use on rainy days.
- 6.8.8 Recommendation: Accept in part.
- 6.8.9 Reasons: There are currently 32 bus shelters in Nelson, located at high use bus stops. There is a minor improvements budget of \$36,000 per annum for replacement of existing shelters and provision of new ones. It is not considered necessary to locate a shelter at every bus stop but rather provide clean and functional facilities at the busier stops on the network.
- 6.9 **Submitter 9** – Charmian Koed (not heard)
 - 6.9.1 Decision requested: Proceed with the Southern Link so that Rocks Road can stay the way it is, with a reduced speed limit and re-routing of heavy traffic. Minimise work done on Rocks Road to avoid disturbing the present sea wall and chains.
 - 6.9.2 Recommendation: [Committee decisions 1 and 6 – refer section 7]
- 6.10 **Submitter 10** – Sara Cooper (not heard)
 - 6.10.1 Decision requested: Prioritise expenditure on public transport, and walking and cycleways.
 - 6.10.2 Recommendation: Accept in part.
 - 6.10.3 Reasons: The draft Regional Land Transport Plan has considerable funding allocated for the walking and cycling infrastructure and also includes a modest investment for public transport.
- 6.11 **Submitter 11** – Tasman District Council (not heard)
 - 6.11.1 Advice received: Tasman District Council supports the projects in the Nelson City Council Regional Land Transport Plan. Tasman District Council will now include budget lines for Total Mobility and the Late

Late Bus in its Plan in order to attract the NZTA subsidy for these services.

6.12 Submitter 12 – Cycle Trails Trust (heard)

- 6.12.1 Decision requested (1): Keep cycling infrastructure high on the priorities as the Regional Land Transport Plan is finalised, and in particular seek an optimal solution for a Rocks Road shared pathway.
- 6.12.2 At the hearing Mr Gilbertson noted the value of cycling tourism during the shoulder season. He said it would be ideal to include Rocks Road in the Great Taste Trail (instead of the Railway Reserve) due to its scenic qualities. This would add to the tourism experience, as it has in Greymouth. However, it is currently only suitable for skilled cyclists who are experienced with dealing with traffic. He suggested considering alternative procurement methods to achieve greater value for money such as a design and build approach for Rocks Road. He also explained the value of a wander barrier. He also said the Rocks Road development needs to be part of a cycle network, linked with Tahunanui and the Port.
- 6.12.3 Recommendation: Accept
- 6.12.4 Reasons: The Plan has considerable funding allocated over four projects to complete the coastal cycle connection.

6.13 Submitter 13 – Ali (Surname not provided) (not heard)

- 6.13.1 Decision requested (1): Retain proposals to provide frequent and affordable public transport.
- 6.13.2 Recommendation: Accept
- 6.13.3 Reasons: No reductions in the public transport service are proposed.
- 6.13.4 Decision requested (2): Retain proposal to improve cycle safety on Rocks Road.
- 6.13.5 Recommendation: [Committee decision 1 – refer section 7]
- 6.13.6 Decision requested (3): Do not support Southern Link development.
- 6.13.7 Recommendation: Reject
- 6.13.8 Reasons: The Southern Arterial investigation is a central Government initiative and is a project within the Government's Regional Accelerated Roading Programme, and has been identified in the Draft Plan as a project funded from other sources – in this instance Crown funding.
- 6.13.9 Decision requested (4): Improve cycle safety along Vanguard Street and St Vincent Streets by giving cyclists priority over turning traffic. This will encourage use of these cycle ways.

6.13.10 Recommendation: Reject

6.13.11 Reasons: The designers and safety reviewers of the St Vincent Street cycleway determined that it would be safer if the onus was put on the cyclists to give way at intersections rather than cars due to the unfamiliar layout of the facility – as this more closely matches the existing situation.

6.14 **Submitter 14** – Nelsust (heard)

6.14.1 Decision requested (1): Delete the Rai Saddle Second Curve Realignment project from the list of priorities on page 23 of the Plan. (Currently this is the second priority in the list of Agreed Top of the South Significant Activities.) This project will not bring about a step change or even a significant improvement to the overall transport between Nelson and Marlborough, as it is just improving two or three curves out of hundreds on this stretch of road. At the hearing Mr Olorenshaw noted that double the expenditure is proposed on roads as on the cycling network, and cycle numbers are booming.

6.14.2 Recommendation: [Committee decision 2 – refer section 7]

6.14.3 Decision requested (2): Do not add extra lanes to the Quarantine Road Roundabout. Traffic numbers are falling across the road network, and more lanes around a roundabout make it more unsafe.

6.14.4 Recommendation: Reject.

6.14.5 Reasons: The issues the Quarantine roundabout project seeks to address are: the deteriorating efficiency at the intersection as it is a key freight route to Nelson Port, and the upcoming Nelson Junction development adjacent to this roundabout. (This will consist of approximately 30 shops, and is designed to be the biggest large format retail centre in the upper South Island.)

6.14.6 Decision requested (3): Do not include the Southern Link in the Plan (page 21 of the Plan). It has been rejected by every study and application that has been done on it, and the Environment Court determined that it was “fundamentally the wrong place for a state highway”. The recent, very in-depth study concluded that it would be unlikely to be needed in the foreseeable future, at least the next 25 years, with average congestion delays being between one to three minutes and not predicted to increase. At the hearing Mr Olorenshaw said that the Southern Link business case does not meet the Government Policy Statement criteria of value for money, and current forecasts show the road will not be needed in the next 25 years.

6.14.7 Recommendation: Reject

6.14.8 Reasons: The Southern Arterial investigation is a central Government initiative and is a project within the Governments Regional Accelerated Roding Programme, and has been identified in the Draft Plan as a project funded from other sources – in this instance Crown funding.

- 6.14.9 Decision requested (4): Change the priority ranking of the Walk Cycle Schools Package from fourth to first (on page 23 of the Plan). Unlike the Rai and Quarantine Road projects, this project is one that is likely to lead to a step change in transport in the region. At the hearing, Mr Olorenshaw noted that the congestion on Rocks Road (as experienced this summer) would occur regardless of whether the Southern Link was built or not. The congestion is related to tourists, who want to take the more pleasant route.
- 6.14.10 Recommendation: [Committee Decision 1 – refer section 7]
- 6.14.11 Decision requested (5): Add in a Travel Demand Management project, working with businesses and schools to reduce the number of people commuting in single occupant motor vehicles.
- 6.14.12 Recommendation: Accept in part.
- 6.14.13 Reasons: \$57,000 per annum has been allocated for promotions and projects to encourage multi-occupancy vehicles and active modes of transport is included in the network and asset management funding line (the first row in Table 7, on page 34 of the Plan).
- 6.14.14 Decision requested (6): Establish a clearway on Waimea Road for trades people's vans and trucks, as well as buses. This will improve business travel times at peak hours at very little cost. The only significant cost would be in widening the road where there is presently no parking, and in the creation of some bus pull-in areas.
- 6.14.15 Recommendation: Reject.
- 6.14.16 Reasons: the Southern Arterial investigation will consider all practical options for the transport network between the Annesbrook roundabout and QEII Drive during its assessment however the delivery of any actions resulting from that are not included within the Plan.
- 6.14.17 Decision requested (7): Retain NBus services. Even with low occupancy rates, a bus provides major benefits in terms of both congestion and climate change emissions.
- 6.14.18 Recommendation: Accept this submission.
- 6.14.19 Reasons: No reduction in NBus services is proposed.
- 6.14.20 Decision requested (8): Advocate to Tasman District Council to provide feeder services to NBus, from Motueka, Wakefield and around Richmond.
- 6.14.21 Recommendation: Accept this submission.
- 6.14.22 Reasons: The Council will be working with Tasman District Council over the next three years with the aim of more comprehensive bus coverage in the Tasman area.

- 6.14.23 Decision requested (9): Consider improvements to NBus to make using the service more attractive, such as free Wi-Fi, more bus shelters, room for more bikes and better promotion (for example, free buses at major public events, stories in Live Nelson, and musicians, poets and comedians on buses before and during festivals where they are performing.)
- 6.14.24 Recommendation: Accept this submission.
- 6.14.25 Reasons: There is a minor improvements budget of \$36,000 per annum for replacement of any of the existing 32 shelters and provision of new ones. The Plan also includes a budget of \$45,000 per annum for public transport information supply and promotional activities.
- 6.14.26 Decision requested (10): Advocate to central government for more national funding (than the current 43%) for maintenance and resurfacing of local roads, and strengthening of bridges, because road damage is mostly caused by heavy vehicles. Central government should be paying for this and recouping the funds through higher road user charges for heavier vehicles.
- 6.14.27 Recommendation: Accept in part.
- 6.14.28 Reasons: The funding assistance rate has already been reviewed, and Nelson will be transitioning to a new co-investment rate of 51% over time.
- 6.14.29 Decision requested (11): Place more emphasis in the Plan on reducing pollution from motor vehicles and less on roading expansion. Pollution from motor vehicles kills 4.3 people in Nelson annually and there has only been one road crash death on Nelson's roads in three years. If the aim is to have a safe network and reduce deaths due to motor vehicles, 12 times the effort should go into reducing traffic numbers than goes into simply reducing road crashes.
- 6.14.30 Recommendation: Accept in part.
- 6.14.31 Reasons: A reduction in pollution from motor vehicles will be achieved through investment in cycling, public transport and encouraging multi-occupancy of vehicles as outlined in the draft Plan. Improvements will also occur as the vehicle fleet is replaced with newer, more efficient and cleaner vehicles. Any policy around the vehicle fleet is a central government function.
- 6.14.32 Decision requested (12): Provide more information on proposed transport projects in future, when consulting with the public. Very little information is included in the Plan (on pages 72 – 82) about what the actual projects are. This could be provided the Council website at very little cost.
- 6.14.33 Recommendation: Reject this submission.

- 6.14.34 Reasons: The purpose of the consultation on the Regional Land Transport Plan was to gain feedback on the big decisions and the relative priority of major projects. For this reason the Plan did not include a high level of detail about each project. However, additional information about individual projects was provided on request, where this was available.
- 6.15 **Submitter 15** – Waimea Road Business and Residents Association (heard)
- 6.15.1 Decision requested (1): Remove any references to increasing the capacity of Waimea Road. Any use of Waimea Road by HMPV or other large commercial vehicles is unrealistic. Much of the road has not been constructed to take these weights and the incline of the road would make it extremely unsafe at the bottlenecks with 50 tonne vehicles becoming stationary on the uphill inclines, with lines of cars behind them. Increasing numbers of cars is also an unsafe option due to the large numbers of people using the footpath with three schools and two preschools on Waimea Road.
- 6.15.2 Recommendation: Accept in part.
- 6.15.3 Reasons: Waimea Road is already approved for use by 50 Max HPMV only. It is not proposed to extend Waimea Road to full HPMV as the State Highway route of Tahunanui Drive and Rocks Road can service the majority of the industries more efficiently.
- 6.15.4 Decision requested (2): Ask the Government to extend the timeframe for the R funding and hold these funds so they can be used for the construction of the Southern Arterial. Construction of this road will give greater route security, enhance Nelson's economy and will allow the arterials to develop as economic hubs and improved residential environments.
- 6.15.5 Recommendation: [Committee Decision 3 – refer section 7]
- 6.15.6 Decision requested (3): Review the traffic numbers included in the Plan for Rutherford Street and Waimea Road, considering the difference in numbers for these two roads and the fact that for the past three years roadworks on Waimea Road will have impeded traffic flows.
- 6.15.7 Recommendation: Reject this submission.
- 6.15.8 Reasons: The drop in traffic numbers during the road works is not a significant factor for traffic forecasting. What is significant is that the 2010 traffic model and forecasts suggested a long term upward trend in traffic numbers. This upward trend has not occurred yet. The Waimea Road traffic count is taken at the site where the 50/70 change in speed restriction applies, near the Bishopdale Saddle. The Rutherford Street count is taken at the Girls College. A significant number of vehicles enter and leave Waimea Road between these two locations.

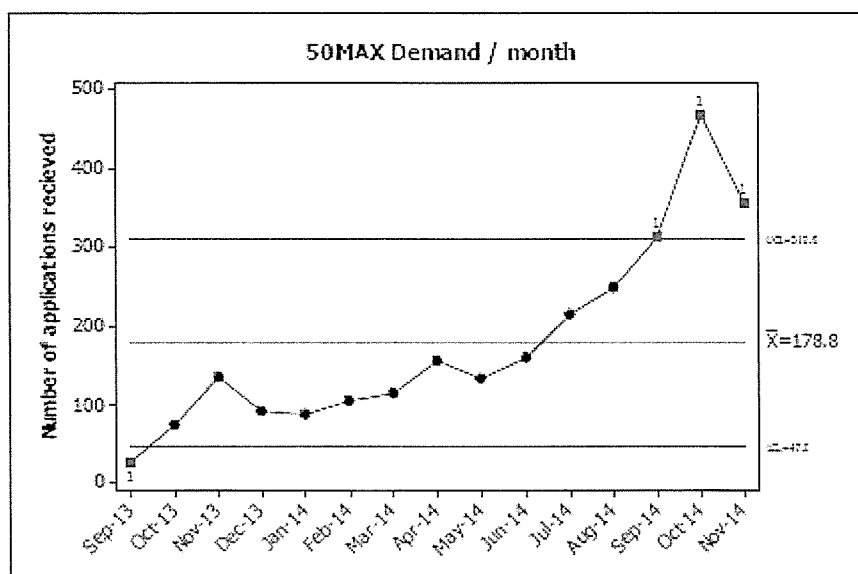
- 6.15.9 Decision requested (4): Include a new project in the Plan to enhance Waimea Road as a place to live and work, and as a gateway to the city. Much could be done with a small amount of money. At the hearing Mr Anderson said the Living Arterial project was dropped, but Waimea Road area could be an economic hub. The area generates high employment numbers and there are a lot of people living in the high density area. This area was excluded from the Heart of Nelson study. It would benefit from trees, improved parking, and other efforts to make it a better place to live and work.
- 6.15.10 Recommendation: Reject this submission. [This submission also relates to info item 3.]
- 6.15.11 Reasons: This project would be unlikely to attract NZTA funding because it would be difficult to quantify the benefit of an amenity upgrade in monetary terms. For this reason, this non-subsidised project would need to be considered in the Long Term Plan, not the Regional Land Transport Plan.
- 6.16 **Submitter 16** – Ken Beckett (heard)
- 6.16.1 Decision requested (1): Remove the Rocks Road walking and cycling project from the Plan (page 23). No money should be spent on Rocks Road until the New Zealand Transport Agency has made a decision on whether or not to proceed with the Southern Link. If it proceeds, Rocks Road would become a local road without heavy vehicles so the nature of the physical works needed for walking and cycling could be quite different. Including the Rocks Road project in the Plan creates an expectation that this project will proceed regardless of the Southern Link decision. The Plan can be amended following the Southern Link decision.
- 6.16.2 At the hearing Mr Beckett said the NZTA has called for design tenders, which is a significant development, and which was not the case at the time of the draft Plan's development. He noted that the NZTA could still abandon the project at any stage, but no one can say it's just a pipe dream so let's get on and do Rocks Road anyway.
- 6.16.3 Mr Beckett referred to an article in the Nelson Mail, quoting Nick Smith saying an appropriate engineering company would be selected by March 2015, with the resource consent process expected to start in 2016.
- 6.16.4 Recommendation: [Committee decision 1 – refer section 7]
- 6.16.5 Decision requested (2): Resolve the legal issue related to delegations, which has the potential to render the Regional Land Transport Plan invalid. The Regional Transport Committee's decision (3 September 2014) to delegate to the Council the final approval of the Draft Regional Land Transport Plan is not authorised by the Land Transport Management Act 2003. It is the Committee's responsibility to prepare the plan, undertake consultation and lodge the plan with Council.

There is no ability for the Committee to delegate any part of that process.

- 6.16.6 Recommendation: Reject this submission.
- 6.16.7 Reasons: Section 106(1)(a) of the Land Transport Management Act 2003 states the function of the Regional Transport Committee is to prepare a Regional Land Transport Plan for the approval of the relevant regional council. The Council's approval of the draft plan for consultation was simply an additional approval as part of this process. The Regional Transport Committee will be hearing and deliberating on submissions.
- 6.16.8 The Council's Senior Legal Adviser advises that the practical reality is that the Regional Transport Committee only has the resources of Council to enable the required consultation process to be undertaken. While the resolution could have been better expressed (and not used the word 'delegation'), in effect it was more of a referral of the draft Plan to the Council for the consultation process to take place.
- 6.16.9 The same approach has been followed by Marlborough District Council, Bay of Plenty Regional Council and Northland Regional Council, where the council is undertaking and managing the consultation process.
- 6.16.10 The important point is that the control of the process of producing the Plan remains at all times with the Regional Transport Committee. The Regional Transport Committee does not have its own resources to undertake a consultation process, and its control of the Plan is not compromised by the Council using its resources to undertake this process.
- 6.16.11 The consequent steps in the process are:
- Regional Transport Committee hears submissions (not the Council);
 - The Regional Transport Committee lodges the amended Plan with the Council. The Plan lodged with the Council should include an activity or combination of activities approved by the New Zealand Transport Authority, or provide reasons why it does not;
 - The Council then has the option to approve the Regional Land Transport Plan without modification or to refer it back to the Regional Transport Committee with a request that it reconsider one or more aspect of the Plan.
- 6.16.12 Decision requested (3): Resolve the legal issue related to the Government Policy Statement on Land Transport (GPS), which has the potential to render the Regional Land Transport Plan invalid. Further amending the Plan to reflect the finalised GPS after consulting on the Plan has the potential to breach the Committee's consultation obligations.

- 6.16.13 Recommendation: Reject this submission.
- 6.16.14 Reasons: The Government Policy Statement (GPS) was only available in draft form when the Plan was consulted on. However, the final GPS has changed very little, and Council officers are not recommending any changes be made to the Plan based on the final GPS.
- 6.17 **Submitter 17** – Tony Small (not heard)
- 6.17.1 Decision requested: Change the Plan to reflect the 'do nothing' option for the Southern Link.
- 6.17.2 Recommendation: Reject this submission.
- 6.17.3 Reasons: Officers interpret this submission as requesting that the Southern Link not be progressed. However, the Southern Link is being investigated by the Government, funded outside of the RLTP/NLTP using the Government's Future Investment Fund.
- 6.18 **Submitter 18** – Bicycle Nelson Bays (heard)
- 6.18.1 Decision requested (1): Retain the high priority being given to the Rocks Road to Maitai Path project (priority 3 in Table 6, on page 32).
- 6.18.2 Recommendation: Accept.
- 6.18.3 Reasons: No change to this priority ranking is proposed.
- 6.18.4 Decision requested (2): Give higher priority to completing the link through Tahunanui and along Rocks Road (currently priority 4 in the list of Nelson City projects, in Table 6 on page 32). These associated projects, with the linking stretch to the Maitai, are pivotal active transport projects on a scale that is unlikely to be repeated in Nelson in the foreseeable future.
- 6.18.5 Recommendation: [Committee decision 4 – refer section 7]
- 6.18.6 Decision requested (3): Give higher priority to the Walk Cycle Schools Package (currently the 4th priority significant activity for the Top of the South, on page 23 of the Plan). This package is integral to Nelson's attempts to be a sustainable city.
- 6.18.7 Recommendation: [Committee decision 4 – refer section 7]
- 6.18.8 Decision requested (4): Indicate what the implications of increases in freight will be in terms of increases in vehicle traffic. Some of the implication may be absorbed by the move to 50 MAX High Productivity Motor Vehicles but the potential impact of that factor is not indicated in the Plan.
- 6.18.9 Recommendation: Accept in part

- 6.18.10 Reasons: 50 MAX HPMV have a 5 tonne improvement in productivity per trip, 50MAX HPMVs will help those that move the freight and those that own it to save costs and will mean fewer vehicles on the road to carry the same amount of freight. At this point in time we are unable to measure the reduction in trips as a result of the 50MAX initiative however we do know that nationally the demand for 50MAX permits is rapidly increasing as truck fleets are updated. The graph below shows the permit demand per month.



- 6.18.11 The Plan proposes a weight in motion site (Page 33, table 6) to improve our understanding of the actual tonnage carted during each trip.
- 6.18.12 Decision requested (5): Outline the likely impact of climate change on the primary industries, which drive the volume of heavy vehicles within and across the region. An updated assessment (since the Cawthron Institute's 2009 report by Eric Goodwin) is needed and needs to be applied to any longer term regional transport planning.
- 6.18.13 Recommendation: Accept in part.
- 6.18.14 Reasons: This work could be developed with both Tasman and Marlborough councils.
- 6.18.15 Decision requested (6): Retain the commitment to address congestion issues by reducing traffic volumes, and the related measures of success such as 'reduction in the distance per capita travelled in single occupancy vehicles' and 'maintain the proportion of vehicles with more than one occupant in the peak period across the Waimea Road and Rocks Road screen line to at least 25%'.
- 6.18.16 Recommendation: Accept.
- 6.18.17 Reasons: No changes to these provisions are proposed.

- 6.18.18 Decision requested (7): Retain the provisions which take into account the ageing population, related to footpaths and shared paths being designed for the sight impaired and those who use mobility scooters. The Plan should also include provision of good quality footpath surfaces across the city generally, and adequate on-route seating on key urban pedestrian routes. It should also plan for an increase in older people cycling, given that the primary users of the Great Taste Trail in Tasman are aged between 50 and 75 years old.
- 6.18.19 Recommendation: Accept in part
- 6.18.20 Reasons: The budget line for Minor Improvements in Table 7 (page 36) includes funding for controlled crossings. Footpaths are included in the Long Term Plan rather than the Regional Land Transport Plan because they are not subject to funding from the National Land Transport Fund. The proposed cycle infrastructure for Rocks Road and Tahunanui is to cater for growth in demand as well as to meet existing needs.
- 6.18.21 Decision requested (8): Retain the commitments to public transport in the Plan.
- 6.18.22 Recommendation: Accept.
- 6.18.23 Reasons: No reductions are proposed to the public transport commitments in the Plan.
- 6.18.24 Decision requested (9): Prepare a business case to restore NZTA funding to the usual funding assistance rate, and to seek funding for the proposed new "figure of 8" bus service in Stoke.
- 6.18.25 Recommendation: Accept.
- 6.18.26 Reasons: The Plan includes this action.
- 6.18.27 Decision requested (10): Retain and act on the proposal to 'investigate fare reductions to increase patronage and lower the fare recovery ratio'. Affordability is critical to improving passenger numbers, and to meeting other social and community goals for public transport. Consider reducing fares for lower income users, including those with community service cards and those receiving rates rebates.
- 6.18.28 Recommendation: [Committee decision 5 – refer section 7]
- 6.18.29 Decision requested (11): Focus on areas of high deprivation and areas with high concentrations of older people when improving infrastructure and public transport routes.
- 6.18.30 Recommendation: Accept in part.
- 6.18.31 Reasons: Focusing on areas of high deprivation and areas with high concentrations of older people will help to achieve social and community goals for public transport.

- 6.18.32 Decision requested (12): At the hearing Mr Allison said Nelson needed an integrated transport plan covering all the transport modes, and how they connect. This plan should show the inter-connections between investments, and outline the trade offs and compromises. He noted that transport is part of a bigger picture. Faced with an ageing population, the Council should consider how its transport decisions would appeal to younger, mobile workforce with choices about where they live.
- 6.18.33 Recommendation: Accept
- 6.18.34 Reasons: [Relates to info item 2 – update on walking and cycling strategy] - Planning is undertaken holistically within the other planning and strategy documents such as the Transport Asset Management Plan, the Regional Land Transport Plan, and Council's other high level strategy documents.
- 6.19 **Submitter 19** – NZ Motel Association (Mr Gilbertson tabled some additional information, as he was unable to speak at the hearing.)
- 6.19.1 Decision requested (1): Amend the Plan to state that the most important project is the Southern Link. Remove this project from Table 6 and include it under a separate heading above the Nelson RLTP rankings. Retain the proposed approach of not supporting further options, ie. multi-laning of Tahunanui Drive and Waimea Road.
- 6.19.2 The document tabled at the hearing expressed the following points in support of this request:
- a resilient road transport network is absolutely vital to the tourism industry, and this has been put to the test by weather in the past, with closures of both the main routes in and out of the city;
 - Much of Nelson's tourist accommodation is situated on or close to arterial routes, and we have concerns about the effects on guests of the increased number of vehicles, particularly increases in freight transport;
 - More data needs to be collected on vehicle numbers on arterial routes, on a daily basis during the peak summer period;
 - Do not fritter away R funding on projects which fell within the "do minimum" category in the Arterial Study (eg new markings and protruding pedestrian crossing on Haven Road, and the St Vincent Street cycle way).
- 6.19.3 Recommendation: [Committee decision 1 – refer section 7]
- 6.19.4 Decision requested (2): Ask Central Government for an extension on the timeframe for use of the R funding until the Southern Link project is finalised. Defer a number of projects in the Plan (eg those related to a shared path on Rocks Road, the lights at Parkers Road and the Tahunanui cycle network) because if the Southern Link is constructed

these projects will either not be required for some time or will be achieved at a much lower cost.

- 6.19.5 Recommendation: [Committee decision 1 – refer section 7]
- 6.19.6 Decision requested (3): Increase the priority rankings of the projects currently listed as priorities 6-10 on page 24 of the Plan (agreed top of the South significant activities) above the Walking Cycling Package because they will have a larger economic impact on our sector.
- 6.19.7 Recommendation: [Committee decision 1 – refer section 7]
- 6.19.8 Decision requested (4): Indicate what routes will be available to HMPV in future, as there should be consultation on this. Neither Rocks Road nor Waimea Road have the road structure to support these heavier vehicles without considerable reconstruction. There are also safety issues related to the width of these roads. This is especially relevant in the light of current proposals to provide a minimum clearance of one metre between vehicles and cycles.
- 6.19.9 Recommendation: Accept in part.
- 6.19.10 Reasons: Waimea Road is approved for 50 Max HPMV only. It is not proposed to extend Waimea Road to full HPMV. The majority of the Nelson network is 50 Max HPMV compliant, and the State Highway route of Tahunanui Drive and Rocks Road is fully HPMV compliant. This measure seeks to increase the 50 Max HPMV routes in Nelson, specifically the Maitai Valley, to support forestry.
- 6.19.11 Decision requested (5): Retain the existing priority 1 and 2 activities in Table 6 (on page 32 of the Plan) which are the SH6 minor improvements and the Gentle Annie Shoulder Widening for cycling.
- 6.19.12 Recommendation: Accept.
- 6.19.13 Reasons: No change is proposed to the priority 1 ranking for SH6 minor improvements, and the Gentle Annie project was recently approved for inclusion in the RLTP 2012-2015 programme.
- 6.19.14 Decision requested (6): Defer the existing priority 3 project (Rocks Road to Maitai Path) until after the Southern Link is finalised.
- 6.19.15 Recommendation: [Committee decision 1]
- 6.19.16 Decision requested (7): Retain the existing priority 5 project (enhanced network resilience in Nelson), as we support enhanced resilience but not increased capacity of the existing network.
- 6.19.17 Recommendation: Accept.
- 6.19.18 Reasons: No change is proposed to the priority ranking of the project to enhance network resilience in Nelson.

- 6.19.19 Decision requested (8): Give higher priority to the Stoke Bus Interchange (currently priority 10 on page 32 of the Plan). The additional information tabled at the hearing stated that the current NBus timetable is not adequate for visitors. To be effective, a more frequent service is required. Parking funding was to be used to subsidise fares. With changes to the parking fee structure and reduced income from parking, a review of funding for public transport should form part of this Regional Land Transport Plan.
- 6.19.20 Recommendation: Reject this submission.
- 6.19.21 Reasons: No change is proposed to the priority ranking of 10 for this project. Additional funding over the 2012-15 level for the Nbus service is being sought from the NLTP through the Plan.
- 6.19.22 With the increasing number of elderly people, higher priority should be given to ensuring all feeder buses are capable of providing easier access.
- 6.19.23 Recommendation: Accept in part.
- 6.19.24 Reasons: At this stage only the buses on the Nelson to Richmond route have the floors which can be lowered for easier access. In future, the Stoke loop bus will also be a bus capable of kneeling to allow easier access.
- 6.19.25 Decision requested (9): The Quarantine/Nayland intersection upgrade (currently priority 11, on page 33) should be priority 4 in Table 6 due to the changes being made to SH6 Quarantine Road, which will impact on this intersection.
- 6.19.26 Recommendation: Accept in part.
- 6.19.27 Reasons: The investigation will be carried out in the 2015-18, and one of the outcomes will be a decision on the appropriate timing for this work.
- 6.19.28 Decision requested (10): Reflect that the priority 12 and 13 projects in Table 6 (Waimea Road/Van Diemen Junction improvements and the Parkers Road/SH6 improvements) will not be required for an extended number of years when the Southern Link is progressed.
- 6.19.29 Recommendation: Accept in part.
- 6.19.30 Reasons: The Plan will be reviewed if the Southern Arterial investigation results in a commitment to construct.
- 6.20 **Submitter 20** – Tahunanui Business Association (heard)
- 6.20.1 Decision requested (1): Complete the Southern Link before undertaking any works on Rocks Road, Tahunanui Drive or Annesbrook Drive because the building of the Southern Link may mean that these other projects may require modification, or may not

be needed for some time. The Tahunanui cycle network and the Rocks road walking and cycling projects shouldn't be progressed until the Southern Link is completed.

- 6.20.2 Recommendation: [Committee decision 1 – refer section 7]
- 6.20.3 Decision requested (2): The measures of success for our communities (in row 1 of Table 5) include “routes available to HPMV increase over time”. State in the Plan where these routes may be. If they were to be on routes such as Beach Road, Muritai Street and Golf Road they would impact on the Tahunanui business and residential precinct.
- 6.20.4 Recommendation: Accept in part.
- 6.20.5 Reasons: Waimea Road is approved for 50 Max HPMV only. It is not proposed to extend Waimea Road to full HPMV. The majority of the Nelson network is 50 Max HPMV compliant, and the State Highway route of Tahunanui Drive and Rocks Road is fully HPMV compliant. This measure seeks to increase the 50 Max HPMV routes in Nelson, specifically the Maitai Valley, to support forestry.
- 6.20.6 Decision requested (3): Investigate better (cycle) route options for north/south routes. Currently four of the five routes use Beach Road to connect with Rocks Road and the initial design indicates the loss of some parking on Beach Road. This will have a major impact on the businesses in this area of Tahunanui and will affect the Council's parking and cross link strategy for the Tahunanui business precinct. At the hearing Mr Thomas also raised issues related to the Tahunanui intersections, and said these needed to be sorted out in addition to the improvements to the cycleways.
- 6.20.7 Recommendation: Accept.
- 6.20.8 Reasons: Parking in this location should be maximised and this will be further considered/refined during the detailed design phase.
- 6.20.9 Decision requested (4): Review the timeframes and carry out further consultation on the Quarantine/Nayland and Parkers Road/Annesbrook intersections (priorities 11 and 13 on page 33).
- 6.20.10 Recommendation: Accept in part
- 6.20.11 Reasons: The investigation for the Quarantine Road Nayland Road projects will be carried out in the 2015-18 period, and one of the outcomes will be a decision on the appropriate timing for this work. For Parkers Road SH6 monitoring of flows and existing operation will occur as part of business as usual. No investigation is planned.
- 6.20.12 Decision requested (5): Seek an extension of the timeframes for use of the R funding to reflect the Southern Link project.
- 6.20.13 Recommendation: [Committee decision 3 – refer section 7]

6.21 **Submitter 21** – New Zealand Transport Authority (not heard)

- 6.21.1 Decision requested (1): Retain the 'whole of system' approach (considering public transport, active transport, private motor vehicles and freight together) in the Regional Land Transport Plan to ensure the transport network is both sustainable and affordable; as well as the joined up approach which recognises the three top of the south councils depend on each other for economic prosperity and social wellbeing.
- 6.21.2 Recommendation: Accept.
- 6.21.3 Reasons: A whole of system approach, and consistency across the top of the south councils, is an effective, efficient approach to transport management.
- 6.21.4 Decision requested (2): Ensure future maintenance programmes are robust, timely and data driven. This is particularly important due to the vulnerability of the network to major disruptions at times of extreme weather, which cannot be easily reinstated.
- 6.21.5 Recommendation: Accept.
- 6.21.6 Reasons: The Transport Asset Management Plan 2015/16 – 2024/25 acknowledges in the improvement plan that we can improve the background data to better understand the transport asset so that robust decisions can be made. An allocation within the Network and Asset Management budget has been made each year for this improvement.

6.22 **Submitter 22** - Bus and Coach Association New Zealand (BCA) (not heard)

- 6.22.1 Decision requested (1): The Plan (pages 42 and 43) states that future contracts will be 'gross' not 'net' contracts. State that gross contracts are inconsistent with the NZTA Procurement Manual, and that the Manual is likely to require 'partnering contracts' in future.
- 6.22.2 Recommendation: Accept in part.
- 6.22.3 Change the first sentence on page 43 as follows:
"The new contracts will be known as "partnering contracts" and will be
~~One of these changes will mean that future contracts will have to be~~
 gross" contracts (with an allowance for an incentive payment to the contractor), rather than the current "net"¹ contract arrangement."
 Make no other changes.
- 6.22.4 Reasons: While it is correct that future contracts are to be known as "partnering contracts" (which is the term used in the NZTA

¹ A gross contract is where the operator is paid the full cost (and the passenger revenue is retained by the Council); a net contract is where the operator is paid the difference between the gross price and an estimate of passenger revenue

Procurement Manual), the contracts are also required to be “gross” contracts i.e. the tenderer must tender the gross price of providing the service and ignore passenger revenue. The Plan can be amended to make that clearer.

- 6.22.5 The policy section of the PT Plan already states that future contracts must follow the requirements of the NZTA Procurement Manual. Repeating the words of the Procurement Manual seems unnecessary, especially bearing in mind that no tendering is likely in Nelson for many years.
- 6.22.6 Decision requested (2): Amend the ‘working with contractors’ section (on page 45 of the Plan) to state that the incumbent operator will have the automatic right to renegotiate the contract if the incumbent has met its key performance indicators. This will strongly incentivise the operator to provide an efficient service to an excellent standard.
- 6.22.7 Recommendation: Reject this submission.
- 6.22.8 Reasons: The BCA is referring to future contracts, whereas the reference to contract extension in the middle of page 45 refers to the current contract (which was let under the previous legislative regime and under the previous version of the NZTA Procurement Manual). While new contracts will be different, and their preparation governed by new legislative process and the amended NZTA Procurement Manual, the terms and conditions of the current contract, including those relating to contract extension, remain as they are set out in the current contract.
- 6.22.9 Any new contracts will have to comply with the NZTA Procurement Manual, and that covers issues such as contract re-negotiation and commerciality ratios (and it is highly unlikely that Nelson will achieve a commerciality ratio of 100%).
- 6.22.10 Decision requested (3): Do not lower the fare-box recovery rate of 62% in the Fare-box Recovery Policy (on page 58 of the Plan). Remove the 50% fare-box recovery target because this is a minimum goal. The Plan must not seek to lower the current ratio of 62% to meet a lower target. The focus should be on continually improving commerciality above that target. This approach is aligned with the Land Transport Management Act goals of showing value for money, growth of commerciality and less reliance on subsidies.
- 6.22.11 Replace the two strategies on page 59 of the Plan with those that grow both patronage and commerciality. For example, investment in real-time service at bus stops and on mobile applications, increasing network coverage (provided that it shows value for money), investment in dedicated bus lanes, investment in bus priority measures, investment in newer buses with better amenities, and/or investment in better bus shelters.
- 6.22.12 Recommendation: [Subject to Committee decision 5 – refer section 7]

- (1) Change "Council has set a fare-box recovery rate target of at least 50%" (in the last line on page 44), to:

"Council has set a fare-box recovery rate target of at least 50%. This is below the current recovery rate, but aligns with the NZTA target level. Council does not intend to actively reduce its current fare-box recovery rate. However Council recognises that having a target which is lower than the current rate allows, for example, future service improvements to be introduced (these traditionally take some time to become established and as such may initially have low fare-box recovery), and for perhaps the postponement of future fare increases which might otherwise have been necessary to maintain fare-box recovery levels above the target."

- (2) Change the "Strategies to meet the target" section of the fare-box recovery policy on page 59 as follows:

Strategies to meet maintain the target

~~As indicated above, unless future passenger revenue decreases and/or costs increase, the target recovery level will be exceeded again in the future. Thus~~ While the current fare-box recovery level meets the current target, in the event that it should fall below the target, some form of intervention will be needed to achieve a 50% share from users. Intervention strategies are set out below.

~~Two intervention strategies are set out below. These strategies will require Council to work with transport providers to achieve the targets. The needs of the transport disadvantaged will be considered in any intervention.~~

~~Strategy 1: Increase network coverage~~

~~Increasing network coverage will in the short term lower the fare-box recovery.~~

~~Strategy 2: Review of fare products and fare levels~~

~~Reducing fares will lead to a lower fare-box recovery in the short term with a long term goal of increasing patronage.~~

Strategy 1: Increase patronage

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

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

Strategy 2: Improve operating efficiencies

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

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

Strategy 3: Reduce poor performing services

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

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

Strategy 4: Review of fare products and fare levels

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

Small increases in fares are likely to be required regularly to cover the increases in costs of providing bus services.

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

- 6.22.13 Reasons: [Subject to Committee decision 5]. There is no suggestion in the Public Transport Plan that the fare-box recovery will be actively reduced from the current level of 62% to closer to the target level of "at least 50%". The Plan simply acknowledges that the current recovery level is above the NCC target level, is well above the NZTA target, and is one of the best recovery levels in NZ. However, the Plan could benefit from making this clearer.
- 6.22.14 Decision requested (4): Do not require vehicles to be branded as specified by the Council (as stated on page 47 of the Plan). Instead, allow operators to manage their branding because if an operator doesn't have the commercial right to differentiate its brand and identity, the incentive to invest and innovate to grow patronage and revenues is considerably reduced.
- 6.22.15 Recommendation: Reject this submission.
- 6.22.16 Reasons: The Regional Public Transport Plan policy says that vehicle branding for contracted services shall be as specified by Council. This is reasonable considering the service is provided with Council money. Any arrangement regarding branding will be the result of discussions with the operator.

6.22.17 Decision requested (5): Amend the driver training policy on page 47 of the Plan which is to 'require full training for new drivers'. Instead require 'structured training at a standard that is reasonably required to perform the services under the partnering contract'. The current wording of 'full training' is an uncertain requirement and may impose significant cost on the operator. If it is too onerous it will further reduce the labour supply pool open to operators and be an additional barrier to entry for young drivers.

6.22.18 Recommendation: Accept in part. Replace the policy on page 47 that states that drivers be fully trained with the following:

"Council will include in any new public transport contract, a suitable driver standard with which all bus drivers must comply."

6.22.19 Reasons: It is appropriate that bus drivers, responsible for the safety of up to 50 passengers, be adequately trained. However the term "fully trained" is vague. The current contract has little provision for driver training, other than in the area of "customer service". Some future discussion with SBL/BCA and industry training providers would be appropriate to apply standards with which all drivers must comply for inclusion in future contracts. It is likely that other regional councils will have such standards which the Council can adopt.

6.22.20 Decision requested (6): Amend the fifth bullet point of the 'contract format' section on page 47 of the Plan to provide for 50-50 revenue splitting as a financial incentive. A revenue-based financial incentive mechanism (rather than a patronage-based mechanism) better aligns the incentives of both the operator and the Council to grow both patronage and revenue.

6.22.21 Recommendation: Reject this submission.

6.22.22 Reasons: As the Public Transport Plan states: a Financial Incentive Mechanism (FIM) is not needed until the next bus contract, and the FIM will be developed as part of the development of the NCC Public Transport Procurement Strategy (not due to occur until closer to the tendering of the next bus contract). The development of the NCC Public Transport Procurement Strategy must be done in consultation with the bus contractor, so SBL will have an opportunity to discuss the FIM at that stage.

6.23 **Submitter 23** - Lindsay Wood (heard)

6.23.1 Decision requested (1): Climate change needs to be addressed in the Plan. The Plan must take a much longer view than 10 years and must be proactive in moving away from reliance on fossil fuels. We should be planning for major upheavals in modes of transport and gearing up for consequent strategic changes.

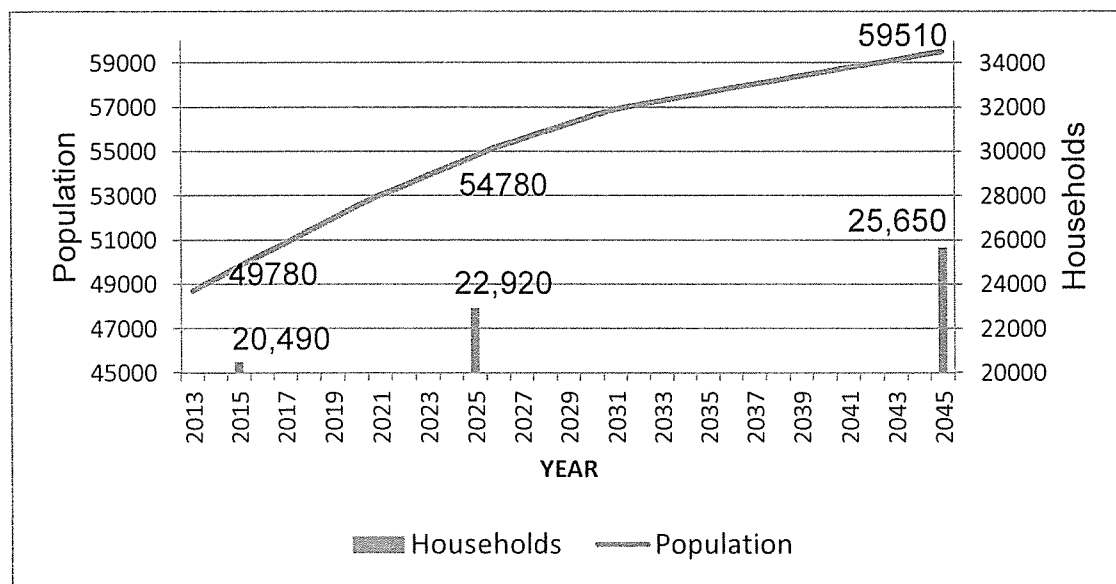
- 6.23.2 At the hearing Mr Wood outlined the three points included in the 2014 Ministerial briefings which he said the draft Regional Land Transport Plan ignores:
- The need to transition to a low carbon society;
 - We can't rely on oil for long term transportation;
 - Climate change will cause more frequent disruption of transport.
- 6.23.3 Recommendation: Accept in part.
- 6.23.4 Reasons: Further details on climate change are in Attachment 1.
- 6.23.5 Section 16(2)(a) of the Land Transport Management Act requires regional land transport plans to include a statement of transport priorities for the next 10 financial years. However, the Infrastructure Strategy (which includes transport) has a 30 year outlook, and is the appropriate document in which to consider strategic issues, such as the implications of climate change for transport planning.
- 6.23.6 While the Regional Land Transport Plan has a 10 year timeframe, it does reflect consideration of studies with longer term outlooks, such as the Arterial Traffic Study.
- 6.23.7 Decision requested (2): Review truck volume data and predictions to ensure consistency regarding predicted truck volumes travelling to and from Port Nelson. This is central to many facets of transport planning, including Rocks Road and the viability of options such as the Southern Link, and general pollution and congestion.
- 6.23.8 Recommendation: Accept in part.
- 6.23.9 Reasons: A number of different figures were used in the Plan to reflect that there is uncertainty around future freight transport. Officers will draft a paragraph clarifying that there is uncertainty surrounding growth in freight transport, which is the reason for the variation in numbers in the Plan.
- 6.23.10 Decision requested (3): Check and correct the figures in Table 6, and any references to those figures throughout the Plan.
- 6.23.11 Recommendation: Accept this submission.
- 6.23.12 Reasons: All figures will be checked and any errors corrected in the amended Plan.
- 6.23.13 Decision requested (4): Include consistent and measurable targets in the Plan. Currently a variety of criteria are proposed to measure resilience and efficiency in transport.
- 6.23.14 Recommendation: Reject.

- 6.23.15 Reasons: The Regional Transport Committee has grappled with the issue of finding reliable, accurate measures for efficiency (in contrast to reliability, which is much more straightforward to measure).
- 6.23.16 Decision requested (5): Refer to the inter-linkages with other agencies in the Plan, for example the Council planning department, Department of Health, aviation industry and tourism organisations.
- 6.23.17 Recommendation: Accept this submission.
- 6.23.18 Reasons: Officers will draft a paragraph to reflect these inter-linkages for inclusion in the amended Plan. This includes collaboration with the Council planning department to develop the Transport Activity Management Plan, which is the key document informing the Regional Land Transport Plan.
- 6.23.19 Decision requested (6): Research the economic effects of different levels of transport subsidy, including greater subsidy than the current 50% limit set by central government.
- 6.23.20 Recommendation: Reject.
- 6.23.21 Reasons: The funding assistance rate has been recently reviewed, and Nelson will be transitioning to a new co-investment rate of 51% over time.
- 6.23.22 Decision requested (7): Improve Appendix 6 of the Plan to better reflect section 14 (b) and 14 (c)(i) of the Land Transport Management Act 2003 by more fully considering alternative regional land transport objectives that would contribute to the purpose of the Act, and taking into account any national energy efficiency and conservation strategy.
- 6.23.23 Recommendation: Accept in part. Appendix 6 be expanded to demonstrate the alternative objectives and options considered by the Arterial Traffic that formed the basis for the Plan development.
- 6.23.24 Reasons: The Arterial Traffic Study considered many different scenarios or options for transport in Arterial traffic in Nelson.
- 6.23.25 Decision requested (8): Reflect that significant weather events are on the increase as a result of climate change. The Plan's statement (on page 29) that "it is difficult to predict whether the recent weather patterns will continue or not" downplays the true urgency of the climate change situation, and ignores the overwhelming weight of current scientific opinion.
- 6.23.26 Recommendation: Accept. Amend page 29 of the Plan to state: "Climate change projections generally anticipate increasing erosion, inundation and damage associated with increasing storm intensity and rising sea levels. The Ministry for the Environment also recommends that councils plan for a sea level rise of between 0.5 metres to 0.8 metres between 1990 and 2090."

- 6.23.27 Reasons: Scientific information and government advice is available, regarding the likely implications of climate change. This information should not be overlooked given the significant implications for the transport network.
- 6.23.28 Decision requested (9): More fully deliver on the Government Policy Statement objectives in terms of safety, the public interest and public transport. To do this, the Plan should promote:
- consideration of strategies that lead to public transport being the preferred option for most people;
 - campaigns to actively encourage patronage of public transport rather than simply responding to established demand;
 - review of the optimum fare subsidy to maximise use of public transport;
 - development of strategies for regional and long distance public transport (eg to and from Wakefield);
 - investigation and adoption of strategies for discouraging the use of private fossil-fuelled vehicles, such as giving commercial vehicles priority on arterial roads and using parking availability and charges to discourage the use of private vehicles.
- 6.23.29 Recommendation: Accept in part.
- 6.23.30 Reasons: Table 7 indicates a budget of \$45,000 for Public Transport info and supply. However, strategies that lead to public transport being the preferred option for most people would require a major disincentive to drive, which does not currently exist.
- 6.23.31 Decision requested (11): Expand the Plan to include interaction with a range of other parties with potentially shared interests, to enable a multi-disciplinary approach to transport issues.
- 6.23.32 Recommendation: Reject
- 6.23.33 Reasons: The Police have been closely consulted through the development of the Plan. Both Council and the NZ Transport Agency have close working relationships with other agencies which have important roles to play in land transport management, however the key purpose of the plan is to set the priorities funded by the NLTF. Other agency funding is typically outside this.
- 6.24 **Submitter 24** – New Zealand Automobile Association (heard)
- 6.24.1 Decision requested (1): Review the Nelson projected population figures in Figure 4 (page 28) of the Plan. An increase of 2160 people in 10 years, and 4120 over the next 30 years, seems very low for a very desirable part of the country. Consider whether population growth is the best indicator of demand for transport infrastructure,

and take into account the region's GDP, the ever increasing tourism numbers, and the increasing demands of the road transport industry. At the hearing Mr Kneale said there were different population predictions on the website and in the Regional Land Transport Plan. He said population growth in Tasman, as well as regional growth in GDP and in tourism, and 33% growth in vehicle sales, should be considered.

- 6.24.2 Recommendation: Accept in part. Replace figure 4 with the figure below:



- 6.24.3 Reasons: The graph presented in figure 4 of the Plan was based on 2006 census data and predictions and has been superseded by recent work that informed the drafting of the Long Term Plan. It is recommended that the most recent population projection figures even though they have not been officially provided by NZ Statistics be included in the Plan.
- 6.24.4 It is important to note however that existing traffic volumes, existing and proposed land use and travel behaviour are the key information used in traffic demand modelling. The population predictions are important but only one of a range of metrics used in future travel demand.
- 6.24.5 Decision requested (2): Retain the priority 2 ranking for the SH6 Rai Saddle Second Curve realignment (in Table 4, which lists the agreed top of the south significant activities).
- 6.24.6 Recommendation: [Committee decision 2 – refer section 7]
- 6.24.7 Decision requested (3): Retain the priority 3 ranking for the SH6 Quarantine Road intersection in Table 4. However, monitoring of the Nayland Road roundabout will also be needed following the changes to

SH6. At the hearing Mr Neale said the Council should not wait until 2024 to consider making changes to this intersection.

- 6.24.8 Recommendation: Accept.
- 6.24.9 Reasons: The investigation will be carried out in the 2015-18 period, and one of the outcomes will be a decision on the appropriate timing for this work.
- 6.24.10 Decision requested (4): Review the cost of the Rocks Road walking and cycling project, as the estimated \$15,485,000 cost could be to the detriment of other roading and safety projects in Nelson. At the hearing Mr Kneale noted that 'R' funds are paid for by the motorists, so work on Rocks Road should wait until after the Southern Link decision.
- 6.24.11 Recommendation: [Committee decision 6 – refer section 7]
- 6.24.12 Decision requested (5): Give higher priority to the Aniseed Valley to Saxton Corridor project (currently fifth priority), and bring the timing forward. The issues as stated on page 77 of the Plan are apparent now, so the investigation and design of solutions for this corridor need to commence now rather than in four or five years' time.
- 6.24.13 Recommendation: Reject this submission.
- 6.24.14 Reasons: This project is within the Tasman area so the timing of this project will be determined by Tasman District Council and the NZ Transport Agency.
- 6.24.15 Decision requested (6): Consider reserving funds to pay for any improvements needed to ensure the Southern Link achieves what is needed, not just the bare minimum. Be supportive of the Government's efforts to progress and achieve the completion of this project.
- 6.24.16 Recommendation: Reject this submission.
- 6.24.17 Reasons: If the Southern Arterial Investigation identifies it as a high priority project during the period of the National Land Transport Plan (1 July 2015 -30 June 2018), the Regional Transport Committee has the ability to vary the RLTP to include the project. Depending on the significance of the variation this may require public consultation.
- 6.24.18 Decision requested (7): Retain the priority 1 ranking for SH6 minor improvements in Table 6 (on page 32). All road users benefit from these improvements.
- 6.24.19 Recommendation: Accept.
- 6.24.20 Reasons: No change is proposed to this priority ranking.

- 6.24.21 Decision requested (8): Include the upgrading of the passing lanes in the SH6 Gentle Annie Shoulder Widening for Cycling project (in Table 6 on page 32).
- 6.24.22 Recommendation: Accept.
- 6.24.23 Reasons: Since drafting the Regional Land Transport Plan, this project has been included in the 2012-2015 Regional Land Transport programme. The project includes widening the existing passing lane on the west side of the saddle.
- 6.24.24 Decision requested (9): Include the SH6 Atawhai Intersections project as a priority in Table 6. This was deferred in the Long Term Plan 2012-2015 but should be reintroduced due to the growing population north of the City. Otherwise the safety of the area will continue to be compromised.
- 6.24.25 Recommendation: Accept in part.
- 6.24.26 Reasons: NZTA has provided the following feedback:
- "There are a number of possible treatments on State Highway 6 between Clifton Terrace and Trafalgar St which the Transport Agency has been considering in light of the local residents' perceived safety concern about this section of peri-urban state highway. Previous safety improvements have included speed reductions, passing lane modification and intersection improvements. At this stage the proposal to upgrade the intersections is unlikely to attract funding as evidence indicates that the safety risk is more perceived than actual. However, the Transport Agency has a number of further measures that it is looking to pursue as minor safety projects along this section of State Highway and is hopeful of progressing these further measures in the next three years."*
- 6.24.27 Decision requested (10): Amend the last paragraph on page 27 of the Plan to state that treating the backlog of surfaces overdue for resealing is important for ensuring the life of our pavement structure is maximised, and 'the level of customer service is also maximised'.
- 6.24.28 Recommendation: Accept in part. Amend the Plan to state that treating the backlog of surfaces overdue for resealing is important for ensuring the life of our pavement structure is maximised, and the level of customer service is appropriate to the functioning of the road.
- 6.24.29 Reasons: This change more accurately reflects the reasons for carrying out resealing work.
- 6.24.30 Decision requested (11): The RLTP should reflect the strategic priorities for funding under NZTA's new One Network Road

Classification (ONRC) of economic growth and productivity, safety and value for money.

6.24.31 Recommendation: Accept in part.

6.24.32 Reasons: Understanding the network impacts of transitioning to the One Network Road Classification will occur over the 2015-18 period.

7. Discussion - Significant Committee Decisions Fundamental to Outcome of RLTP

7.1 The following decisions relate to a number of the individual submissions listed below and are fundamental to the outcomes of the Regional Land Transport Plan.

7.2 **Committee decision 1** - Should the Rocks Road Walking and Cycling Package be delayed until after the Southern Link has been investigated?

7.2.1 Submitters expressed some confusion about the funding and initiation of the Southern Arterial investigation. Responses to submitters need to clarify that the Southern Arterial investigation has been initiated by the Government, and is funded by the Government's Future Investment Fund. The source of funding for the design and construction is unknown at this point in time, and will be discussed with the community if the outcome of the investigation is a decision to progress the Southern Link within the timeframe of the Plan.

7.3 **Committee decision 2** – Should the Rai Saddle Second Curve realignment project be retained as priority 2 in the list of Agreed Top of the South Significant Activities (on page 23 of the Plan).

7.4 **Committee decision 3** – Should the Committee ask the Government to extend the timeframe for the R funding, in recognition of the Southern Arterial investigation and the potential need for Council to commit funds for the construction of the road in future.

7.5 **Committee decision 4** – Should the Walk Cycle Schools Package be given higher priority? (It is currently the 4th priority significant activity for the top of the South, on page 23 of the Plan). This ranking is based on the NZTA prioritisation guidelines, but the Committee can choose to change that ranking.

7.6 **Committee decision 5** – Should the Plan commit to reducing bus fares and lowering the fare recovery ratio, in order to improve passenger numbers and make public transport more accessible for people with low incomes?

7.7 **Committee decision 6** – Should the Committee reconsider the budget of \$15,485,000 for the Rocks Road project, and instead use this money for other roading and safety projects in Nelson?

8. Assessment of Significance against the Regional Land Transport Plan's Significance Policy

- 8.1 The Regional Land Transport Plan (the Plan) sets out a regional approach to transport planning over the next 10 years and beyond. Amending the Plan in response to submissions is not a significant decision, unless it triggers the significance policy on page 66 of the Plan.
- 8.2 If a decision meets the criteria outlined in the Significance Policy the Council must apply greater diligence in regards to the decision making requirements of the Local Government Act 2002 (sections 76-81). This is likely to require a new special consultative procedure.

9. Alignment with relevant Council Policy

- 9.1 The Regional Land Transport Plan, including the Nelson Regional Public Transport Plan, is being prepared in parallel with the preparation of the Long Term Plan 2015-2025. The timing is not ideal as any changes made to the Plan may need to be reflected in the Long Term Plan which has already been forwarded to Audit. If any significant changes emerge from the Regional Land Transport Plan process Council will need to decide whether to amend the Long Term Plan before the community engagement phase.
- 9.2 The policies set and activities funded through the Regional Land Transport Plan will feed into future Council policy documents and, consequently, may change current Council policy.
- 9.3 The recommendations in this report have been guided by the goals in Nelson 2060, particularly:
- Goal 5 – we are able to rapidly adapt to change;
 - Goal 6 – we move from using fossil fuels to renewable energy sources;
 - Goal 7 – our economy thrives and contributes to a vibrant and sustainable Nelson;
 - Goal 9 – everyone in our community has their essential needs met.

10. Consultation

- 10.1 The consultation requirements for the Draft Regional Land Transport Plan, including the Draft Regional Public Transport Plan, are outlined in the Land Transport Management Act 2003, specifically sections 18 and 18B (for Regional Land Transport Plans) and section 125 (for Regional Land Transport Plans).

11. Inclusion of Māori in the decision making process

- 11.1 The consultation documents were provided to Iwi, and Maori have had the opportunity to provide feedback as part of the consultation process.

12. Conclusion

- 12.1 That the Draft Nelson Regional Land Transport Plan including the Draft Regional Public Transport Plan be amended to reflect the Regional Transport Committee's feedback on the points made in the above deliberations report.

Rhys Palmer

Senior Asset Manager – Transport and Roading

Attachments

Attachment 1: Climate Change [A1316962](#)

Attachment 2: New Registrations, Vehicle Age and Average Distance Travelled
[A1317051](#)

Attachment 1 Climate Change

1. The Impact of Transport Emissions on Climate Change

- 1.1 The following information was sourced from the Ministry for the Environment and the Ministry of Transport websites:
- 1.2 Greenhouse gas emissions - In 2012, New Zealand's total greenhouse gas emissions were 76.0 million tonnes of carbon dioxide equivalent. Total emissions are now 15.4 million tonnes higher than the 1990 level of 60.6 million tonnes, which is a 25 per cent increase. Greenhouse gas emissions from the transport sector make up about 20 percent of New Zealand's total greenhouse gas emissions each year. Between 1990 and 2012, emissions from the energy sector (which contributes 42.2% of all emissions) increased by over a third, with most of this increase coming from road transport and electricity generation.
- 1.3 Climate change projections for Nelson-Tasman - The global impacts of climate change are already becoming evident and further climate change is inevitable due to the greenhouse gas emissions already in the atmosphere. The following information is mostly from "middle-of-the-range" climate change projections.

Temperatures

- 1.3.1 Temperatures are likely to be around 0.9°C warmer by 2040 and 2.0°C warmer by 2090, compared to 1990. By the end of the century, some parts of Nelson-Tasman are projected to have about 10 - 40 extra days per year where maximum temperatures exceed 25°C, with around 10 - 40 fewer frosts per year.

Rainfall

- 1.3.2 Seasonal projections show summer, autumn and winter rainfall increasing by 5 - 6 per cent in Nelson by 2090, with very little change in spring rainfall. Very heavy rainfall events are likely to become more frequent throughout the Nelson-Tasman region. For example, in Richmond heavy rainfall events are likely to occur twice as often by 2090.

Sea Level Rise

- 1.3.3 New Zealand tide records show an average rise in relative mean sea level of 1.7 mm per year over the 20th century. Sea levels are expected to continue to rise into the future. The Ministry for the Environment recommends planning for future sea-level rise of at least 0.5 metres, along with consideration of the consequences of a mean sea-level rise of at least 0.8 metres (relative to the 1980–1999 average) by the 2090s.

Extreme Wind

- 1.3.4 The frequency of extreme winds over this century is likely to increase by between 2 and 5 per cent in almost all regions of New Zealand in winter, and decrease by a similar amount in summer.

2. Climate Change Impacts in the Nelson-Tasman Region

Coastal Hazards

- 2.1 Coastal roads and infrastructure will face increased risk from coastal erosion and inundation, increased level of storms and sea-level rise.

Heavy Rain

- 2.2 The capacity of stormwater systems may be exceeded more frequently due to heavy rainfall events which could lead to surface flooding. River flooding and hill country erosion events may also become more frequent.

Specific Impacts on Transport

- 2.3 The road network and associated infrastructure (power, telecommunications and drainage) are likely to be affected by extreme rainfall events, extreme winds and higher temperatures.
- 2.4 Traffic disruption could occur, due to flooding and landslides, as well as fallen trees and power lines. Wind exposure could directly affect heavy vehicles.

3. Summary of the Ministry of Transport's Climate Change Work Programme

- 3.1 The Ministry of Transport's climate change work programme includes contributions to the New Zealand Emissions Trading Scheme, biofuels, electric vehicles, other alternative fuels and technologies and the energy efficiency of commercial fleets.

Electric Vehicles

- 3.2 The government has committed to an exemption from Road User Charges for electric vehicles until 2020. The Road User Charges Amendment Bill has been amended to give effect to this policy.

Other Alternative Fuels and Technologies

- 3.3 The government is investigating the potential of second generation transport fuels derived from diverse non-food based renewable sources such as biomass, woody biomass and landfill gas.

The Heavy Vehicle Fuel Efficiency Programme

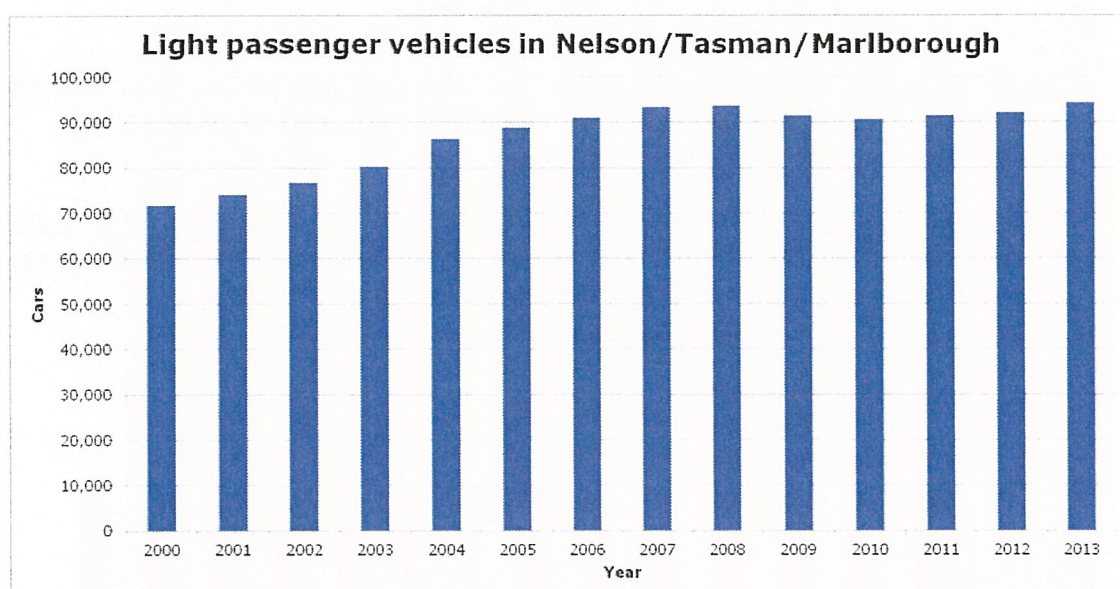
- 3.4 The heavy vehicle fleet is responsible for 20 percent of the energy used for domestic transport. On 21 September 2012 the Energy Efficiency and Conservation Authority (EECA) launched a programme for improving heavy vehicle fuel efficiency. The programme will potentially reduce fuel costs for the freight industry by 7.5 percent.

Fuel Economy

- 3.5 The government has also introduced a requirement for the fuel economy of vehicles to be displayed at their time of sale and has created a FuelSaver website where the public can compare fuel efficiency of vehicles.

Attachment 2 **New Registrations, Vehicle Age and Average Distance Travelled**

- 1.1 The official registration data source is held by the Ministry of Transport (MoT). The latest data set available for Nelson Marlborough is for the full 2013 year and unfortunately it will take the MoT until the middle of this year to update information due to the changes in WoF period that they relied on for data collection.
- 1.2 The data used in the AA submission was sourced from the Motor Trade Association and Nelson Mail articles.
- 1.3 In short, there has been a general increase in total car registrations but it has very little relationship to new car registrations. See the graph below to see total light passenger vehicle registrations in Nelson/Tasman/Marlborough per year.

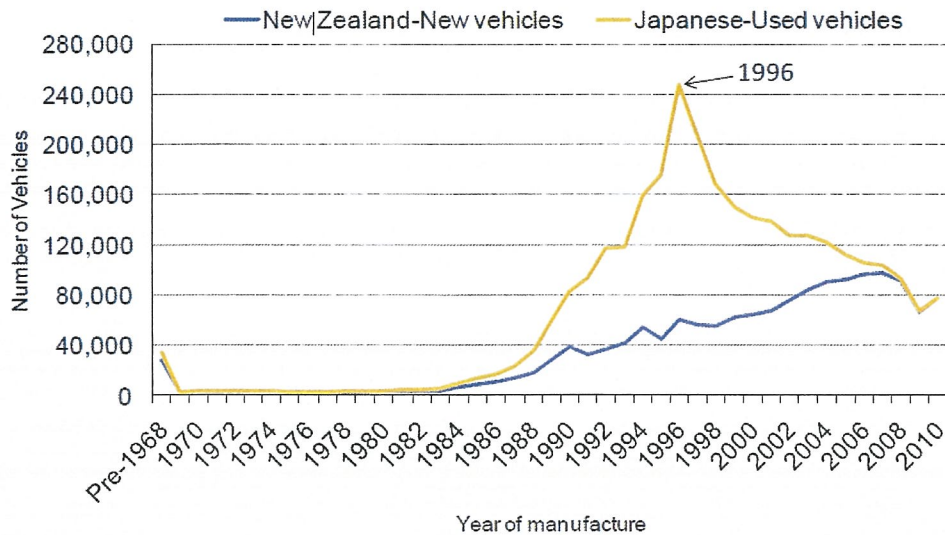


- 1.4 In 2010 the Ministry of Transport undertook research¹ on the age of the vehicle fleet. NZ has one of the oldest fleets in the developing world. The study found that over the next ten years (2011-2021) the New Zealand fleet would continue to get older. This is because past buying and importing patterns have created a peak of vehicles in the age band of 1995–1997. Over 20 percent of all light vehicles on the road in New Zealand in 2010 were manufactured in just these three years. This peak can be seen in the graph below.

¹

Ministry of Transport – Sector Report - Aging of the light vehicle fleet – May 2011
<http://www.transport.govt.nz/assets/Import/Documents/Light-vehicle-sector-report-aging-of-the-fleet-June-11.pdf>

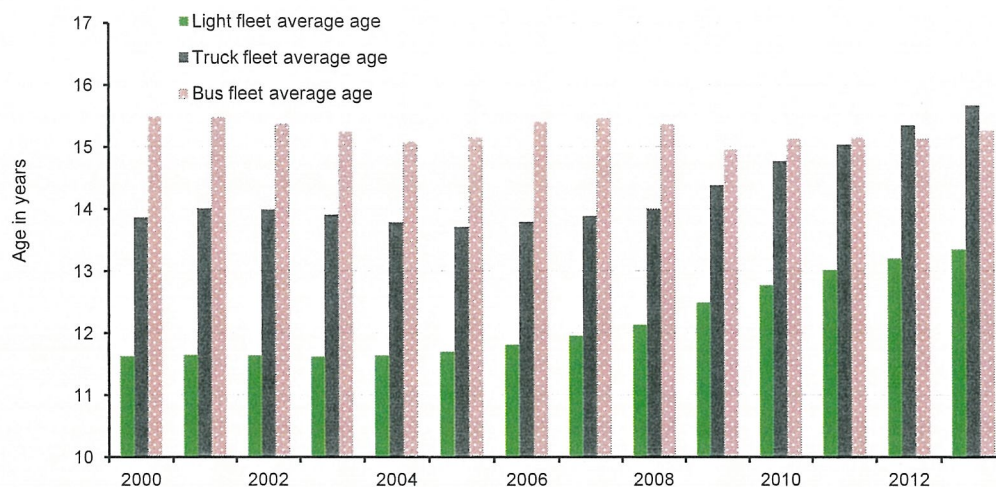
Number of light vehicles of different years of manufacture in NZ fleet (Dec 2010)



1.5 As this peak of vehicles gets older, the average age of the fleet will also get older. Significant intervention would be required to change this process.

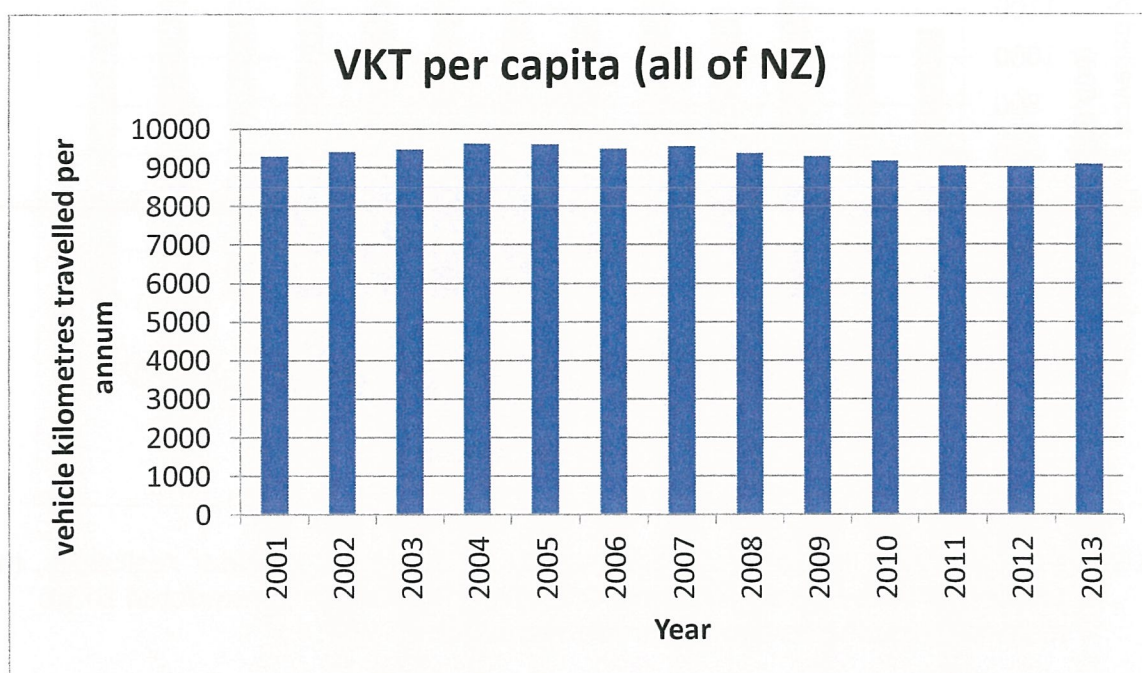
1.6 The most recent data on the vehicle fleet age shown in the graph below shows the predictions from that study were accurate however the recent spike in new car sales in 2014 may slow the aging trend.

Fleet average age



1.7 In the 2010 study the MoT do not expect an aging fleet to have implications for fuel use (greenhouse gas emissions) as age in itself, is not a good proxy for fuel economy. Average fuel economy for light vehicles has not changed significantly in the past 20 years as technical gains in engine efficiency have largely been traded off against increased vehicle weight from fitting of safety and comfort features. There has also been a steady trend towards the purchase of vehicles with larger engines.

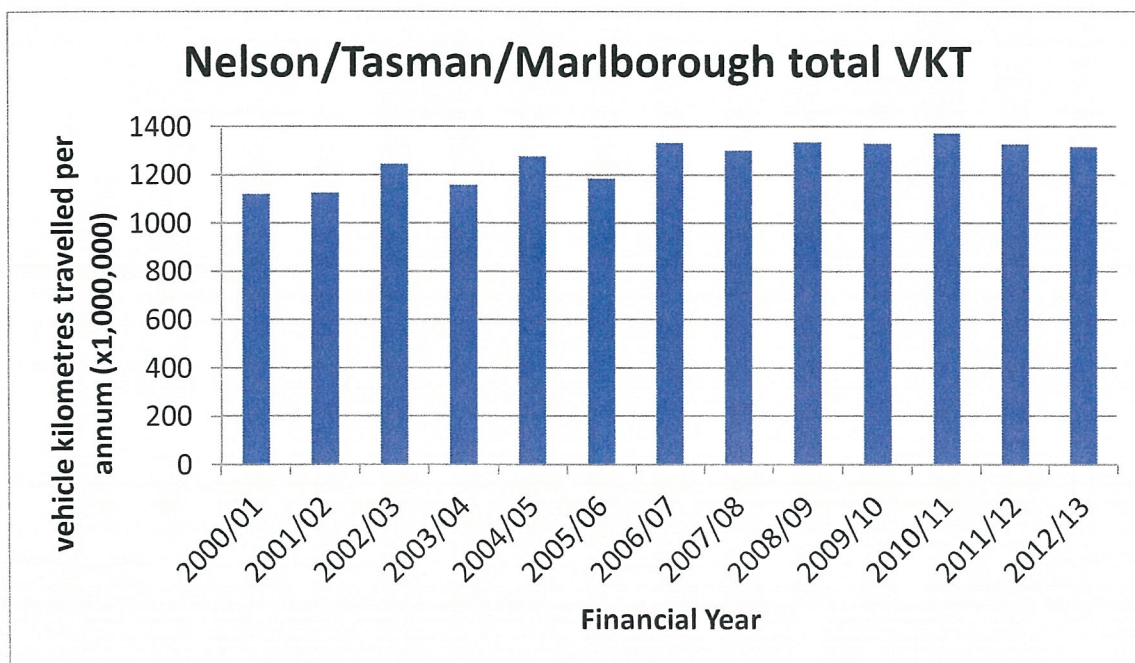
- 1.8 Nationally, the total travel per person has reduced from the peak in 2004 as shown in the graph below.² The graph shows data for all of New Zealand only as the data becomes less reliable at a regional level.



- 1.9 The graph below shows the total vehicle kilometres travelled (VKT) at a regional level.³ The results shown in this graph demonstrate the growth in population in the region being offset by the drop in VKT per capita to result in a relatively flat trend in total VKT over the last seven to eight years in particular. This has also been observed in the arterial traffic data that Council collects.

² See Ministry of Transport website <http://www.transport.govt.nz/ourwork/tmif/transport-volume/tv003/> for raw data.

³ See Ministry of Transport website <http://www.transport.govt.nz/ourwork/tmif/transport-volume/tv001/> for raw data.



- 1.10 Furthermore, research undertaken for NZTA points to older residents, in particular those over 65 years, travelling less which is expected to be also contributing to the observed reduction in VKT.⁴

⁴ See NZTA Research Report 481: Demand for transport services: impact on networks of older persons' travel as the population of New Zealand ages May 2012

<http://www.nzta.govt.nz/resources/research/reports/481/docs/481.pdf>