

Date: Tuesday 30 April 2024
Time: 12.30 pm
Meeting Room: Tasman Council Chamber
Venue: 189 Queen Street, Richmond
Zoom conference link: <https://us02web.zoom.us/j/81178644821?pwd=a2lwVTBMQkFoaldreUJQN2RoS2dvdz09>
Meeting ID: ID:811 7864 4821
Meeting Passcode: PSW:421015

**Joint Nelson Tasman Regional Transport
Committee
Regional Land Transport Plan & Regional Public
Transport Plan Deliberations
Komiti Te Kawenga Rohe o Nelson Tasman
AGENDA**

MEMBERSHIP

	Chairperson	Deputy Chairperson
	Deputy Mayor S Bryant (Tasman District Council)	Mayor N Smith (Nelson City Council)
Members	Cr B Dowler (Tasman District Council)	Deputy Mayor R O'Neill-Stevens (Nelson City Council)
NZTA Waka Kotahi Alternate Members	Ms E Speight Cr C Butler (Tasman District Council) Cr J Ellis (Tasman District Council)	Cr M Courtney (Nelson City Council) Cr J Hodgson (Nelson City Council)

(Quorum 3 members)

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AGENDA

- 1 OPENING, WELCOME, KARAKIA
- 2 APOLOGIES AND LEAVE OF ABSENCE

Recommendation

That apologies be accepted.

- 3 DECLARATIONS OF INTEREST
- 4 LATE ITEMS
- 5 CONFIRMATION OF [MINUTES](#)

The Regional Land Transport Plan and Regional Public Transport Plan Hearing minutes were confirmed at the 17 April 2024 Joint Regional Transport Committee meeting and the 29 April 2024 (reconvened 30 April 2024) Speed Management Plan Hearing minutes will be considered at the 19 June 2024 meeting.

- 6 **REPORTS**

- 6.1 Nelson Tasman Regional Land Transport Plan 2024-34 and Nelson Tasman Public Transport Plan 2024-34 Deliberations Report..... 4

- 7 **CONFIDENTIAL SESSION**

Nil

- 8 **CLOSING KARAKIA**

6 REPORTS

6.1 NELSON TASMAN REGIONAL LAND TRANSPORT PLAN 2024-34 AND NELSON TASMAN PUBLIC TRANSPORT PLAN 2024-34 DELIBERATIONS REPORT

Report To:	Joint Nelson Tasman Regional Transport Committee
Meeting Date:	30 April 2024
Report Author:	Margaret Parfitt, Manager Transport and Solid Waste, Nelson City Council
Report Authorisers:	Alec Louverdis, Group Manager, Infrastructure, Nelson City Council
Report Number:	RNTRTC24-04-3

1. Purpose of Report

- 1.1 To provide information to assist the Joint Nelson Tasman Regional Transport Committee (JNTRTC) in its deliberations on the Draft Nelson Tasman Regional Land Transport Plan 2024-2034 (RLTP) and the Draft Nelson Tasman Regional Public Transport Plan 2024-2034 (RPTP).
- 1.2 To approve the lodging of the RLTP and RPTP with the two respective councils for adoption. This will allow the RLTP to be submitted to the New Zealand Transport Agency Waka Kotahi (NZTA) by 1 August 2024 and the RPTP to be notified in accordance with the requirements of the Land Transport Management Act 2003.

2. Report Summary

- 2.1 The JNTRTC is required to prepare, consult on, deliberate on and lodge the RLTP with both councils for approval. Once approved, the RLTP needs to be submitted to NZTA by 1 August 2024.
- 2.2 Changes to the draft RLTP are proposed to ensure it is consistent with the draft Government Policy Statement on Transport (draft GPS), aligns with the recently released State Highway Investment Proposal (SHIP) and Nelson and Tasman's draft Long Term Plans (LTP). Amendments are also proposed following submitter feedback on the objectives.
- 2.3 The two councils are required to prepare, consult on, deliberate on and notify the RPTP with the parties listed in the Land Transport Management Act 2003.
- 2.4 Changes to the draft RPTP are also proposed to align with the draft GPS, remove the Stoke on Demand service, and update to reflect free travel on eBuses for total mobility card holders and caregivers.

3. Recommendation

That the Joint Nelson Tasman Regional Transport Committee:

1. **receives the Nelson Tasman Regional Land Transport Plan 2024-34 and Nelson Tasman Public Transport Plan 2024-34 Deliberations Report RNTRTC24-04-3; and**
2. **notes that consultation on the Regional Land Transport Plan and the Regional Public Transport Plan occurred simultaneously; and**

- 3. approves lodging the amended Nelson Tasman Regional Land Transport Plan 2024-34 (Attachment 1 to the agenda report) separately with the Tasman District Council and Nelson City Council for consideration, with the following changes:**
 - 3.1 amendments to ensure consistency with the draft Government Policy Statement on Land Transport; and**
 - 3.2 amendments to New Zealand Transport Agency activities and 10 year forecast to ensure consistency with their State Highway Investment Proposal; and**
 - 3.3 incorporation of Nelson City Council's East West Cycle Project in the significant activities table; and**
 - 3.4 shifting the State Highway 6, Rocks Road Offroad Shared Pathway from the Significant Activities table to the On the Horizon Activities table; and**
 - 3.5 changes to the ranking of significant activities to reflect the draft Government Policy Statement strategic direction; and**
 - 3.6 allowance for inflation in Tasman District Council's activity list; and**
 - 3.7 adding an activity 'investigate capacity issues through Motueka and on the Motueka Bridge' within the On the Horizon Activities table; and**
 - 3.8 changes to reflect community feedback to the mode shift and safety objectives.**
- 4. approves lodging the amended Regional Public Transport Plan 2024-2034 (Attachment 2 to the agenda report) with the Tasman District and Nelson City Councils for consideration, with the following changes:**
 - 4.1 amendments to ensure consistency with the draft Government Policy Statement on Land Transport; and**
 - 4.2 amendments to reflect the recent release of the draft fares and pricing requirements for public transport authorities; and**
 - 4.3 amendments to the financial tables to reflect the draft Nelson and Tasman Long Term Plans; and**
 - 4.4 amendments to remove the Stoke on Demand service; and**
 - 4.5 amendments to reflect free travel on eBuses for total mobility card holders and their caregivers.**
- 5. approves delegating changes of a minor nature, including minor changes associated with the finalisation of the Government Policy Statement on Transport, to both the Nelson Tasman Regional Land Transport Plan 2024-34 and the Nelson Tasman Regional Public Transport Plan 2024-34, to the Chair and Deputy Chair of the Joint Nelson Tasman Regional Transport Committee.**

Recommendation to Nelson City Council and Tasman District Council

That the Nelson City Council/Tasman District Council

- 1. adopts the Regional Land Transport Plan that will be submitted to New Zealand Transport Agency Waka Kotahi no later than 1 August 2024; and**
- 2. adopts the Regional Public Transport Plan that will be notified with the parties listed in section 121(1)(c)(i) of the Land Transport Management Act 2003.**

4. Background and Discussion

Regional Land Transport Plan

- 4.1 The RLTP sets out how the Nelson Tasman land transport system will develop and identifies proposed regional transport activities for investment (local and central government) over the next 10 years. It includes policy and activities related to road maintenance and improvements, public transport services and infrastructure, walking and cycling infrastructure, road safety and transport planning.
- 4.2 The Land Transport Management Act 2003 (Act) requires Unitary Authorities to prepare an RLTP every six years and review it every three years. The 2024-2034 RLTP is a mid-term review.
- 4.3 The draft RLTP is a joint document, with Nelson City Council (NCC), Tasman District Council (TDC), Department of Conservation (DOC) and New Zealand Transport Agency – Waka Kotahi (NZTA) to enable the key transport objectives and policies to provide a joint voice when competing for central government funding. Note the previous RLTP included Marlborough District Council, but they are not included in this mid-term review.
- 4.4 Two JNTRTC workshops have been held (6 June 2023 and 27 October 2023) to understand the key issues, opportunities and benefits facing the region from a transport perspective.
- 4.5 The RLTP also includes the two councils, DOC and NZTA's transport programme for 10 years. The councils are required to submit the mid-term review no later than 1 August 2024.
- 4.6 The RLTP provides the mechanism for the Council to seek investment funding from the National Land Transport Fund (NLTF) through submission of its work programme to NZTA.

Regional Public Transport Plan

- 4.7 The draft RPTP sets out the intentions and policies regarding public transport in Nelson and Tasman for the next 10 years.
- 4.8 The key direction of public transport for Nelson Tasman was discussed at the 27 October 2023 workshop. Following the significant step change in August this year with the eBus service, direction was provided by the JNTRTC members to largely maintain the current service with improvements as previously planned in the 2021-2031 RPTP, but subject to a one-year review of the services. This review is scheduled to start in August 2024 and could take up to 12 months to complete and will inform the development of the next RPTP for the 2027-37 period.

Consultation

- 4.9 When preparing an RLTP or RPTP, a Regional Transport Committee must consult in accordance with the principles specified in section 82 of the Local Government Act (LGA) and may use the special consultative procedures specified in section 83 of the LGA.
- 4.10 A regional council may carry out consultation on the proposal to adopt an RPTP in conjunction with the relevant RTC's consultation on its RLTP.
- 4.11 On 11 December 2023, the JNTRTC approved both the draft RLTP and draft RPTP documents for public consultation using the Special Consultative Procedure. Consultation occurred between 22 January 2024 and 25 February 2024.
- 4.12 Over the consultation period 76 individual submissions were received, 10 submitters spoke at the hearing on 20 March 2024.

4.13 The written submissions are included in Attachment 1.

4.14 From the submissions the following high level summary has been prepared based on the key themes the submitters made:

- a. road safety was supported by 16 submitters with three against a decrease in speed limits. The Speed Management Plan being developed by this JNTRTC will consider speed limit changes in mid 2024;
- b. positive feedback, or an improvement for the public transport service was noted 78 times, with requests for the service to start earlier, be more frequent and extend into the satellite towns the three most common themes. The feedback received will be used to inform the one year review of the eBus service;
- c. increased road capacity and/or congestion reduction was suggested by 13 submitters. Three submitters were for the Hope Bypass and three were against. Five submitters requested that alternatives or changes to the Hope bypass be investigated which aligns with the recent GPS submission made by this JNTRTC in that input into the scope of this significant project is requested to ensure it delivers the best outcomes for the community; and
- d. improvements to walking and cycling infrastructure was requested by 15 submitters with three against further development. TDC have included \$3.8m over the next 10 years for walking and cycling improvement projects and similarly NCC has \$23m, however we note that obtaining NZTA co investment for this activity class will be more challenging under the draft GPS.

5. Discussion

Regional Land Transport Plan

- 5.1 An amended RLTP is included as Attachment 2. This attachment reflects officer recommendations as detailed in this report.
- 5.2 The draft GPS from the new coalition government has a different set of strategic outcomes from the 2021 GPS and consequently has changed the activities and some details within the draft RLTP.
- 5.3 Changes to the draft RLTP are proposed to ensure it is consistent with the draft GPS. These changes are highlighted in yellow in Attachment 2.
- 5.4 Changes resulting from feedback from the consultation are highlighted in teal in Attachment 2 and include:
 - 5.4.1 The suggestion from the Ministry of Education to include the word 'education' in the mode choice strategic objective. It is proposed to read:

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

The suggestion from Nelsust to include 'regardless of mode' in the safety objective. It is proposed to read:

Communities have access to a safe transport system regardless of mode.
- 5.5 The NZTA SHIP describes the investment Waka Kotahi is seeking for state highways maintenance, operations and renewals, and the improvements needed. The SHIP is an input to RLTP's and the NLTP.

- 5.6 A revised SHIP was received on 12 April 2024. Changes to the draft RLTP to reflect the revised SHIP are highlighted in **green** in Attachment 2. Key changes from the version initially published in November 2023 include:
- 5.6.1 the Hope Bypass is delivered over a longer timeframe, with business case, project development and route protection in the first six years with detailed design starting in 2030. Construction to follow. Approx \$153m in the first 10 years of the project total estimated cost of almost \$500m;
- removal of the Rocks Road Walking and Cycling Activity. This activity is now contained within the “on the Horizon” table for projects that are important to the region but currently have not been proposed for funding by the relevant road controlling authority; and
- less investment in road safety infrastructure improvements. The Safety Intervention Programme that was aligned with Road to Zero has been renamed and aligned with the draft GPS. This places less of an emphasis on major safety infrastructure interventions, but lower cost safety interventions will be retrofitted on high-risk parts of the network where they provide value for money. The budget has reduced for Nelson State Highways from approximately \$11m over 10 years to \$2m and for Tasman State Highways \$99m down to \$30m.
- 5.7 The Significant Activities table in the RLTP which includes improvement projects that represent the highest priority for this region requires change to accommodate the amended SHIP. A workshop with the JNTRTC was held on 17 April 2024 to consider how both the draft GPS and the SHIP impacts on the ranking of the significant activities.
- 5.8 The amended ranking:
- 5.8.1 retains the Hope Bypass as the top priority; and
- 5.8.2 promotes Lower Queen Street Upgrade and Millers Acre Bus Exchange above the Commercial Vehicle Safety Centre projects in both Nelson and Tasman.
- 5.9 NCC has, through their LTP development, resolved to include the East West Cycle Project, and it is included in the Significant Activities table. This and changes to public transport budgets to match the draft LTP and better reflect forecast costs have been made to the draft RLTP. These and other minor changes are highlighted in **blue** in Attachment 2.
- 5.10 TDC in error did not factor inflation when including activity costs in the draft RLTP. This has been corrected and other minor TDC changes are highlighted in **pink** in Attachment 2.

Regional Public Transport Plan

- 5.11 An amended RPTP is included as Attachment 3. This attachment reflects officer recommendations as detailed in this report.
- 5.12 Changes to the draft RPTP from the draft GPS and the recently released ‘draft fares and pricing requirements for public transport authorities’ are highlighted in **yellow** in Attachment 3.
- 5.13 Changes resulting from feedback from the consultation or recent decisions are highlighted in **teal** in Attachment 3 and include:
- 5.13.1 amendments to remove the Stoke on Demand service recommended by the JNTRTC on 20 March 2024 and resolved by Nelson City Council on 4 April 2024; and

amendments to reflect free travel on eBuses for total mobility card holders and their caregivers resolved by the JNTRTC on 20 February 2024.

5.14 Changes to the public transport operating budgets to better reflect forecast costs have been made to the draft RLTP and RPTP. These changes are highlighted in blue in Attachment 3.

5.15 There was considerable feedback requesting improvement to the recent eBus service in the submissions, as discussed above. There is no proposed change to the RPTP at this stage, but rather the submissions will be used to inform the one year review of the new service scheduled to start August 2024.

6. Options

6.1 Three options are presented to the JNTRTC for consideration. Officers support option 2.

Option 1: No major changes to the RLTP or RPTP	
Advantages	<ul style="list-style-type: none"> Does not require additional investment compared to the proposed programme
Risks and Disadvantages	<ul style="list-style-type: none"> Puts funding from the NLTF at risk as it is a statutory requirement for an RLTP to be consistent with the GPS Ignores community input on the two plans Doesn't acknowledge recent policy and investment changes from various sources as summarised in this report
Option 2: 'Recommended option' – make changes to the RLTP and RPTP as recommended in this report	
Advantages	<ul style="list-style-type: none"> Reflects the most up to date information including changes following: <ul style="list-style-type: none"> release of the draft GPS release of the State Highway Investment Proposal release of the draft Long Term Plan proposals from both councils release of the Draft Fares and pricing requirements for public transport authorities community feedback on both the draft RLTP and RPTP recent Council and Committee decisions Meets statutory timeline for submission of RLTP to Waka Kotahi by 1 August 2024 to provide eligibility for national funding (NLTF)
Risks and Disadvantages	<ul style="list-style-type: none"> Nil

Option 3: Make other changes to the RLTP and RPTP	
Advantages	<ul style="list-style-type: none"> • Not able to determine without knowledge of proposed changes
Risks and Disadvantages	<ul style="list-style-type: none"> • Unclear impact on RLTP and RPTP until changes are known

Considerations for Decision Making	
1. Fit with Purpose of Local Government	<p>Providing a RLTP and RPTP is a requirement of the Land Transport Management Act 2003. This deliberations report will inform the final RLTP and RPTP.</p>
2. Consistency with Community Outcomes and Council Policy/Legal requirements	<p>The development of a Regional Land Transport Plan sets the key objectives, measures and activities that contribute to the community outcome “our infrastructure is efficient, cost effective and meets current and future needs”.</p>
3. Strategy and Risks	<p>The changes recommended by the officers have no substantive impact on the plan. There are risks to both Councils if NZTA financial constraints or project misalignment with the draft GPS result in the anticipated subsidy not being available. However, all RTCs and Road Controlling Authorities around the country are facing this same risk and the general approach adopted by the JNTRTC is consistent with the approach of the South Island RTCs.</p>
4. Financial impact/Budgetary implications	<p>The financial impact for each council is consistent with their draft Long Term Plans.</p>
5. Degree of significance and level of engagement	<p>As noted, the decision making process being followed complies with the requirements of the Land Transport Management Act 2003 and the principles of 82 and 83 of the Local Government Act 2002.</p>
6. Climate Impact	<p>The RLTP recognises that the transport network we have traditionally relied upon may not be appropriate for the future. This is in part due to vehicle usage effects on our natural environment and that our communities are susceptible to losing access in more frequent weather events. The plans propose a number of adaptation and mitigation measures that have a significant role to play in meeting the RLTP target of 47% reduction in transport generated carbon emissions by 2035.</p>

7. Inclusion of Māori in the decision making process

Māori have had the opportunity to provide feedback as part of the consultation process including a bespoke invite at the 14 February 2024 Te Ohu Taiao Hui.

8. Delegations

The Joint Nelson Tasman Regional Transport Committee has the following delegations to consider in relation to the RLTP and RPTP.

Areas of Responsibility:

- prepare the joint regional land transport plan in accordance with sections 14 and 16 of the Act;
- consult in accordance with sections 18 and 18A of the Act;
- lodge the joint regional land transport plan with the Joint Committee of Tasman District and Nelson City, representing the joint regional councils in accordance with section 18B of the Act; (note this delegation is in conflict with the LTMA 2003 and a separate report to both Councils for 2 May 2024 is being prepared to amend this delegation. The recommendation will be consistent with the LTMA 2003, that requires each Council to separately adopt the RPTP.

Powers to Recommend (if applicable):

The preparation of the following, for adoption by the partner councils:

- a Joint Regional Land Transport Plan, including undertaking all required consultation processes relating to the preparation of this plan and any variations.
- a Joint Regional Passenger Transport Plan, including undertaking all required consultation processes related to the preparation of this Plan.

7. Conclusion and Next Steps

- 7.1 The JNTRTC is required to prepare, consult on, and lodge the RLTP and RPTP with Council for approval.
- 7.2 Consultation has been undertaken and hearings held. Officers recommend changes as outlined above to the RLTP and RPTP.
- 7.3 Subject to approval, each Council will consider recommendations of the JNTRTC to enable the RLTP to be lodged with NZTA prior to 1 August 2024.
- 7.4 Subject to approval, each Council will consider recommendations of the JNTRTC to enable the RPTP to be notified with the parties listed in section 121(1)(c)(i) of the Land Transport Management Act 2003
- 7.5 Staff will thank submitters for their feedback.

8. Attachments

1. ↓	Nelson-Tasman Regional Land Transport Plan 2024-34	14
2. ↓	RPTP Nelson Tasman Regional Public Transport Plan 2024-34	83

NELSON TASMAN REGIONAL LAND TRANSPORT PLAN

MID TERM REVIEW

2024-2034

CONNECTING TE TAUHU (TOP OF THE SOUTH)



Te Kaunihera o
te tai o Aorere



Nelson City Council
te kaunihera o whakatū

Foreword – Chair of Nelson – Tasman Regional Transport Committee

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

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

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

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

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

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

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

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

The change of Government in 2023 has **changed central governments land transport priorities with the 2024 draft Government Policy Statement on Land Transport having the strategic priority of economic growth and productivity with supporting by three equally weighted priorities of increased maintenance and resilience, safety and value for money.** The GPS also includes the Hope Bypass as a Road of National Significance which is welcomed to increase the transport capacity through and across Richmond.

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

Final April 2024

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

Deputy Mayor Stuart Bryant

Chairman

Nelson Tasman Joint Regional
Transport Committee

Final April 2024

FOREWORD - SOUTH ISLAND REGIONAL TRANSPORT COMMITTEE CHAIRS

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

Our transport system:

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

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

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

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

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

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

Priority areas

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

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

Final April 2024

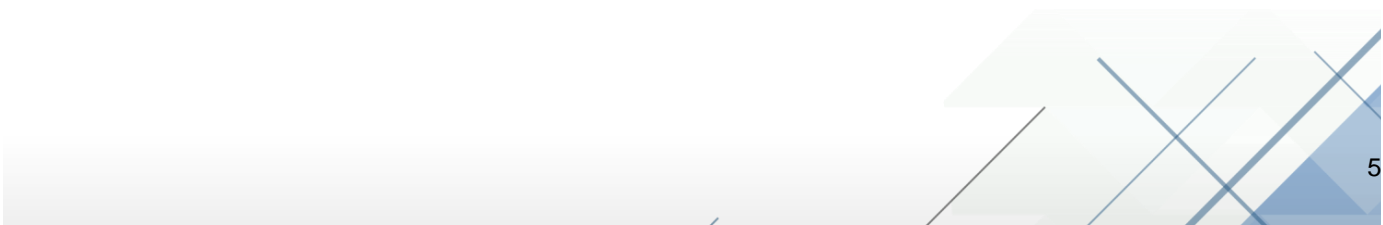
The South Island Regional Transport Committee Chairs

Regional Councils

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

Unitary Councils

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



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