

Notice is given that an ordinary meeting of the Tasman District Council will be held on:

Date: Thursday 20 June 2024
Time: 9:30 am
Meeting Room: Tasman Council Chamber
Venue: 189 Queen Street, Richmond
Zoom conference link: <https://us02web.zoom.us/j/89857822269?>
Meeting ID: 898 5782 2269
Meeting Passcode: 053608

Tasman District Council

Kaunihera Katoa

AGENDA

MEMBERSHIP

Mayor	Mayor T King	
Deputy Mayor	Deputy Mayor S Bryant	
Councillors	Councillor C Butler	Councillor M Kininmonth
	Councillor G Daikee	Councillor C Mackenzie
	Councillor B Dowler	Councillor K Maling
	Councillor J Ellis	Councillor B Maru
	Councillor M Greening	Councillor D Shallcrass
	Councillor C Hill	Councillor T Walker

(Quorum 7 members)

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AGENDA

1 OPENING, WELCOME, KARAKIA

2 APOLOGIES AND LEAVE OF ABSENCE

Recommendation

That apologies be accepted.

3 PUBLIC FORUM

- 3.1 Glenys Glover - Pakawau Revetment 5
- 3.2 Kevin Fourie - Empower Energy Sharing Integration..... 6
- 3.3 Joanna Santa Barbara - Adopting the Climate Strategy and Action Plan 7

4 DECLARATIONS OF INTEREST

5 LATE ITEMS

6 CONFIRMATION OF [MINUTES](#)

That the minutes of the Tasman District Council meeting held on Thursday, 2 May 2024, be confirmed as a true and correct record of the meeting.

That the minutes of the Tasman District Council Submissions Hearing (Long Term Plan) meeting held on Wednesday, 8 May 2024, be confirmed as a true and correct record of the meeting.

That the minutes of the Tasman District Council Deliberations (Long Term Plan) meeting held on Thursday, 23 May 2024, be confirmed as a true and correct record of the meeting.

7 REPORTS

- 7.1 Road Stopping/Exchange 8
- 7.2 Amendment to Council's Traffic Control Devices Register and
Traffic Control Bylaw 2016 17
- 7.3 Referral from the Joint Nelson Tasman Regional Transport Committee -
Nelson Tasman Regional Land Transport Plan 2024-34 and
Nelson Tasman Public Transport Plan 2024-34 Deliberations Report..... 70
- 7.4 Streets for People Post Implementation Feedback - Salisbury Road and Hill
Street..... 209
- 7.5 Waimea Water Limited - Quarterly Report 31 March 2024..... 284
- 7.6 Initiation of the Motueka Wastewater Treatment Solutions Project..... 322
- 7.7 Regional Wastewater Philosophy - Transformation to a Council/
Iwi Partnership Agreement..... 329

7.8	Community Infrastructure Capital Works Funding Approvals	337
7.9	Māpua Boat Ramp - Request for Funding Reallocation	346
7.10	Chief Executive's Update	354
7.11	Mayoral Activity Update	358
7.12	Joint Regional Cemetery - Business Case	393

8 CONFIDENTIAL SESSION

8.1	Procedural motion to exclude the public	461
8.2	Joint Cemetery - Land Acquisition Proposal.....	461
8.3	Referral from Enterprise Committee - Approval of Unbudgeted Capital Expenditure and Carry Forward of Capital Works Programme Budget.....	461
8.4	Coastal Erosion Protection Structures on Council Reserve Land Policy	461

9 CLOSING KARAKIA

3 PUBLIC FORUM

3.1 GLENYS GLOVER - PAKAWAU REVETMENT

Report To:	Tasman District Council
Meeting Date:	20 June 2024
Report Author:	Elaine Stephenson, Team Leader - Democracy Services
Report Authorisers:	
Report Number:	RCN24-06-1

1. Public Forum / Te Matapaki Tūmatanui

Glenys Glover will speak in public forum regarding the Pakawau Revetment.

2. Attachments / Tuhinga tāpiri

Nil

3.2 EMPOWER ENERGY SHARING INTEGRATION

Report To:	Tasman District Council
Meeting Date:	20 June 2024
Report Author:	Robyn Scherer, Executive Assistant and Advisor to the Mayor
Report Authorisers:	Leonie Rae, Chief Executive Officer
Report Number:	RCN24-06-2

1. Public Forum / Te Matapaki Tūmatanui
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Kevin Fourie will speak in public forum regarding Empower Energy Sharing Integration on behalf of Heaps MoreNergy-NZ.

2. Attachments / Tuhinga tāpiri
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Nil

3.3 ADOPTING THE CLIMATE STRATEGY AND ACTION PLAN

Report To:	Tasman District Council
Meeting Date:	20 June 2024
Report Author:	Robyn Scherer, Executive Assistant and Advisor to the Mayor
Report Authorisers:	Leonie Rae, Chief Executive Officer
Report Number:	RCN24-06-3

1. Public Forum / Te Matapaki Tūmatanui
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Joanna Santa Barbara will speak in public forum on behalf of the Nelson Tasman Climate Forum regarding the Council's adoption of the Climate Strategy and Action Plan.

2. Attachments / Tuhinga tāpiri
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Nil

7 REPORTS

7.1 ROAD STOPPING/EXCHANGE

Decision Required

Report To:	Tasman District Council
Meeting Date:	20 June 2024
Report Author:	Kevin O'Neil, Property Officer
Report Authorisers:	Richard Kirby, Group Manager - Community Infrastructure
Report Number:	RCN24-06-4

1. Purpose of the Report / Te Take mō te Pūrongo

- 1.1 To seek the Council's approval to publicly notify the intention to stop a portion of unformed legal road located on the corner of Stagecoach Road and Seaton Valley Road, Mahana, (**Attachment 1**) and to approve the exchange of land for road.

2. Summary / Te Tuhinga Whakarāpoto

- 2.1 The Council was approached by the applicants in 2015. At this time, they were looking to purchase the subject property and approached the Council seeking approval to a road stopping to amalgamate some road land adjoining the property they were in negotiations to purchase.
- 2.2 The applicants applied for a road stopping and this was approved in principle with a few stipulations from the road stopping panel being that the road stopping process could not proceed until the applicants officially owned the property and that the road stopping (if undertaken) would be done using the Local Government Act 1974 (LGA) not the Public Works Act 1981 (PWA). Using the LGA means that the road stopping must be publicly notified.
- 2.3 The road stopping process will be undertaken in accordance with Schedule 10 of the Local Government Act 1974. The process requires approval of the survey plan by Land Information New Zealand prior to public notification of the proposal which provides an opportunity for objections to be made to the proposal.
- 2.4 If no objections are received the road stopping will proceed and be confirmed by Council by public notice. The Council is asked to delegate to the Group Manager – Community Infrastructure the authority to sign all documents required to give effect to the stopping of the road land, and disposal of the land to adjacent landowners.
- 2.5 If objections are received, a hearing panel may consider the objections if the adjacent landowners wish to continue with the process. The Council is asked to appoint a hearings panel to consider any objections.
- 2.6 The hearings panel will make a recommendation to Council whether to uphold the objection which will bring the process to an end or refer the matter to the Environment Court to determine.

- 2.7 The vesting of the applicant's land as road will be undertaken under Section 114 of the Public Works Act 1981.

3. Recommendation/s / Ngā Tūtohunga

That the Tasman District Council

- 1. receives the Road Stopping and Exchange report RCN24-06-4 on the corner of Stagecoach and Seaton Valley Roads; and**

In relation to the road stopping

- 2. approves the preparation of survey plans for the portion of road to be stopped on the appended Staig & Smith Plan titled "Proposed Road to be stopped and Land to be taken for Road CNR Stagecoach road and Seaton Valley Roads" dated 21 July 2023, to be submitted to Land Information New Zealand for approval; and**
- 3. subject to the approval of Land Information New Zealand, proceed with public notification of the proposed road stoppings (or stopping) in accordance with Schedule 10 of the Local Government Act 1974; and**
- 4. approves the appointment of a Hearings Panel to consider any objections received to the stopping of the unformed legal roads, and to make recommendations to the Council on whether to uphold any objections or refer the matter to the Environment Court, should objections be received; and**
- 5. appoints the following Elected Members to the Hearing Panel:**
..... (Chair)
.....
.....; and
- 6. Delagates to the Chair the authority to appoint other Elected Members in substitution should an Elected Member appointed to the Hearing Panel be unavailable; and**
- 7. approves the stopping of the unformed legal road on the appended Staig & Smith Plan titled "Proposed Road to be stopped and Land to be taken for Road CNR Stagecoach Road and Seaton Valley Roads" dated 21 July 2023 pursuant to schedule 10 of the Local Government Act 1974, subject to there being no objections received; and**

In relation to the sale of stopped road

- 8. approves entering into a Sale and Purchase Agreement for the disposal of the land subject to the road stopping adjacent above, assuming there are no objections, with a requirement to amalgamate the stopped road with [title], with the land price to be determined by valuation and subject to the purchaser(s) agreeing to meet all of the Council's costs for the road stopping and disposal process (including survey, legal, valuation and staff costs); and**
- 9. delegates to the Group Manager – Community Infrastructure the authority and power to undertake all the relevant statutory requirements, including the authority to sign all relevant documentation necessary, to give effect to the sale; and**

In relation to the road exchange

10. **approves the purchase of a small portion (approx. 17 square metres) of the Gould property (Sec 23 SO 441504 – record of title 572251) at a market value to be determined by independent valuation and offset against the sale price of the road to be stopped; and**
11. **Approves that the approximately 17 square metre portion of the Gould property purchased be legalised as road; and**
12. **delegates to the Group Manager – Community Infrastructure the power to undertake all processes, including the authority to sign all relevant documentation necessary to give effect to the decision to purchase and vest the approx. 17 square metre portion of the Gould property, including the powers in Section 114 of the Public Works Act 1981 to declare land to be road.**

4. Background / Horopaki

- 4.1 The applicants were initially proposing to acquire and stop 1582m² of road land adjoining their property. The Council's Transportation Manager reviewed the plan and met with the owners on site and determined that the Council would like to retain some of the land they were interested in acquiring and the Council would also like to acquire in exchange a small strip of land to vest as road from the applicant's property to future proof the road corridor.
- 4.2 The Transportation Manager received and approved an amended plan based on the areas agreed on site whereby the applicants would receive 1395m² of road land and in return 17m² of land would vest as road in the Council with compensation payable to the Council for the additional land acquired above the land to vest as road.
- 4.3 A valuation will be obtained to determine the compensation payable to the Council for the stopped road land if the proposal is approved and the road stopping proceeds. The road land to be stopped will be amalgamated with the applicants existing title, while the land to be exchanged as road will be removed from the applicants Title and vest as road via gazette.
- 4.4 If objections are received, the adjacent landowners/applicants will have the opportunity to cease the process or continue. If they continue, a hearing will be required, and the Council is asked to appoint a hearings panel. The cost of the hearing will be met by the adjacent landowners/applicants.
- 4.5 If no objections are received, the Council is asked to delegate to the Group Manager – Community Infrastructure the authority to complete any processes and sign any documents required to give effect to the road stopping and the disposal of the land which will be by way of a Sale and Purchase Agreement. This will include the authority to give public notice that the road has been stopped, and to complete processes for the amalgamation of the titles.
- 4.6 If the road stopping fails, the costs of the road stopping process to date remain payable by the applicant.

5. Advice / Tātaritanga me ngā tohutohu

- 5.1 The applicants have been advised that the costs of the road stopping process will be payable by them, even if the application is declined following public notice. They will be required to sign a costs agreement prior to any public notification. If there are no objections, or any objections are declined by a Council hearing, and the Environment Court agrees to the road stopping, the value of the land is payable in addition to the costs.

- 5.2 This is a significant disincentive to proceed with the road stopping application, but the applicants have decided the benefit outweighs the risks. Given the road land to be stopped involves land, which is not likely to be formed as road, nor used for public recreation (given the proximity of existing recreation facilities), there is no obvious reason to not commence the road stopping process.

6. Options / Kōwhiringa

- 6.1 The options are outlined in the following table:

Option		Advantage	Disadvantage
1.	Agree to allow the road stopping and exchange to proceed to public notification under the LGA. (This is the recommended option)	In return for stopping some surplus road land the Council will acquire some additional land for road and receive payment for the road land to be stopped.	None identified.
2.	Not agree to progress the road stopping to public notification under the LGA.	No further work is required.	Council will not receive any money for the surplus road land.

- 6.2 **Option 1 (above) is recommended.**

7. Legal / Ngā ture

- 7.1 Schedule 10 of the Local Government Act 1974 is quite prescriptive in setting out the process for a road stopping. The land is first surveyed. After the land is surveyed, public notification is undertaken. This includes at least two notices in Newsline, information on the Council's website, and signage erected on the relevant sites. The public has 40 working days to provide an objection. If objections are received, the Council hears the objection, and can either uphold the objection, or send the matter to the Environment Court.
- 7.2 At any stage of the process, the adjacent landowners/applicants would have the opportunity to stop the process. If objections are received, the applicant would have the opportunity to stop the process (considered reasonably likely) given the high cost of a Council hearing, and a potential Environment Court process.
- 7.3 Schedule 10 only provides for the Council to notify its intention to stop the road. The Act does not seem to contemplate the scenario of a private person applying to have road land stopped. Thus, the public notice will advise of the Council's intention to stop the road.
- 7.4 The Council will acquire the exchange land for road using the powers in the Public Works Act 1981 (PWA).
- 7.5 The Council has the power to enter into an agreement to acquire land for a public work (in this case road) under Section 17 of the PWA. The Minister for Land Information may gazette land to be road under Section 114 of the Public Works Act 1981. The Council must consent under Section 114. In effect, this involves the Council entering into an agreement with the landowner to acquire the land for road and then asking the Minister to declare the land to be

road. The agreement would be conditional upon the relevant parcels of road being stopped and offered in exchange for the developer's land desired for road.

- 7.6 Consent to road land being stopped: The Council must obtain consent to the road stopping under the LGA from the Minister for Land Information (LINZ) who has the final decision on whether or not to stop the parcel of legal road. In the unlikely event the Minister declined to stop the road, the acquisition described in 7.4 would not occur.
- 7.7 If the Minister agrees to allow the road to be stopped and the Council to acquire land for road, the Council will be able to use Section 117 of the Public Works Act 1981 (dealing with stopped roads) and Section 120 (registration) to complete the raising of Title and subsequent legal transfer of land ownership to the applicant for amalgamation with their adjacent land.
- 7.8 This proposal does not contravene any policy or plan.

8. Iwi Engagement / Whakawhitiwhiti ā-Hapori Māori

- 8.1 This road stopping and exchange proposal was entered into the Iwi Engagement Portal (Whakawhitiwhiti Whakaaro) and has been discussed with all the local Iwi as part of the engagement process. We will also notify Wakatū re the proposed road stopping and exchange as they sit outside the portal. As the road stopping is being undertaken via the Local Government Act 1974 there is also provision for Iwi to object to the proposal at this stage as can any other member of the public.
- 8.2 To date one Iwi informally expressed their concerns re the road stopping proposal. We are waiting for a formal response. The applicant has been made aware of this and that they may face an objection if the road stopping goes to public notification under the Local Government Act, but at this stage they wish to proceed with the process.

9. Significance and Engagement / Hiranga me te Whakawhitiwhiti ā-Hapori Whānui

- 9.1 This decision is considered to be of low to moderate significance given the area where the portion of road is located.

	Issue	Level of Significance	Explanation of Assessment
1.	Is there a high level of public interest, or is decision likely to be controversial?	Low	As the road stopping is predominantly in the landowners benefit the Council is requiring that the road stopping proceed under the Local Government Act 1974, so there will be a requirement for public notification.
2.	Are there impacts on the social, economic, environmental or cultural aspects of well-being of the community in the present or future?	No	

	Issue	Level of Significance	Explanation of Assessment
3.	Is there a significant impact arising from duration of the effects from the decision?	No	
4.	Does the decision relate to a strategic asset? (refer Significance and Engagement Policy for list of strategic assets)	Low	The entire road network is a strategic asset. This proposal will maintain the existing road network.
5.	Does the decision create a substantial change in the level of service provided by Council?	No	
6.	Does the proposal, activity or decision substantially affect debt, rates or Council finances in any one year or more of the LTP?	No	
7.	Does the decision involve the sale of a substantial proportion or controlling interest in a CCO or CCTO?	No	
8.	Does the proposal or decision involve entry into a private sector partnership or contract to carry out the deliver on any Council group of activities?	No	
9.	Does the proposal or decision involve Council exiting from or entering into a group of activities?	No	
10.	Does the proposal require particular consideration of the obligations of Te Mana O Te Wai (TMOTW) relating to freshwater and Affordable Waters services?	No	

10. Communication / Whakawhitiwhiti Kōrero

- 10.1 As the road exchange will occur under the provisions of the Local Government Act 1974, there will be a requirement for public notification and any members of the public will be able to submit an objection to the road stopping and exchange. Affected Iwi have also been notified. Given there will be no physical changes to the road network, this proposal is considered of low significance.

11. Financial or Budgetary Implications / Ngā Ritenga ā-Pūtea

- 11.1 The landowners/applicants have agreed to cover all costs pertaining to this transaction, so there are no detrimental financial or budgetary implications arising from this decision. The

Council will receive payment following a valuation to assess the level of compensation payable for the road land to be stopped if the proposal comes to fruition.

12. Risks / Ngā Tūraru

- 12.1 This report seeks to minimise the risks associated with the sale of road land by undertaking the statutory requirement to publicly notify the intention to stop the road and dispose of the land. If there is significant opposition the Council will be able to terminate the process if objections are sustained at the hearing. If by any chance, there was significant opposition the adjacent owners/applicants would have the opportunity to stop the process.
- 12.2 Because the public notice is issued in the name of the Council any significant public backlash could be directed at the Council itself, whereas the reality is that the Council is responding to an application from the adjoining owner. The way schedule 10 of the LGA 1974 is worded only the Council can propose a road stopping.

13. Climate Change Considerations / Whakaaro Whakaaweawe Āhuarangi

- 13.1 The intention to stop this portion of road land will have no obvious impact on the Council's climate change obligations or objectives.

14. Alignment with Policy and Strategic Plans / Te Hangai ki ngā aupapa Here me ngā Mahere Rautaki Tūraru

- 14.1 There is no formal road stopping policy. The present process has evolved over many years, with applications considered by a staff committee, ahead of a decision by the Council on whether to proceed with a road stopping. Each road stopping has its own unique aspects. Development of a formal policy would be very difficult given wide variation of reasons to seek to stop roads. The present system is considered to work well.

15. Conclusion / Kupu Whakatepe

- 15.1 This exchange is considered to be of most benefit to the landowners. However, the Council will gain a small strategic amount of land to vest as road and receive payment for the difference in the value of land exchanged. The section of road is not required by the transportation team and there seems to be no obvious reason to reject the road stopping proposal.

16. Next Steps and Timeline / Ngā Mahi Whai Ake

- 16.1 If approved within the next month or two the Council will enter into a formal agreement with the landowners to proceed with the road exchange. The agreement notes that the Council cannot guarantee LINZ will agree to allow the exchange. A substantial deposit will be required prior to undertaking any further work. The deposit will cover all anticipated costs up to a potential hearing.
- 16.2 Once public notification has been undertaken, 40 working days are allowed for objectors to submit their arguments. If objections are received, the adjacent owners/applicants will have the opportunity to cease the process or agree to meet the cost of a hearing.

- 16.3 If no objections are received, a notice is undertaken formally stopping the road. A Title to the land subject to the road stopping will be raised and incorporated into the landowners existing land Title by way of amalgamation and the land in Section 2 will vest as road in exchange.

17. Attachments / Tuhinga tāpiri

1. Site of proposed road stopping.



7.2 AMENDMENT TO COUNCIL'S TRAFFIC CONTROL DEVICES REGISTER AND TRAFFIC CONTROL BYLAW 2016

Decision Required

Report To:	Tasman District Council
Meeting Date:	20 June 2024
Report Author:	Mike van Enter, Senior Transportation Engineer
Report Authorisers:	Jamie McPherson, Transportation Manager
Report Number:	RCN24-06-5

1. Purpose of the Report / Te Take mō te Pūrongo

- 1.1 The purpose of this report is to gain the Council's approval to make changes to the Traffic Control Devices Register and map display, to ensure these are enforceable under the Traffic Control Bylaw 2016.

2. Summary / Te Tuhinga Whakarāpoto

- 2.1 The Council's Traffic Control Bylaw 2016, and its accompanying Traffic Control Devices Register and map display, is the mechanism for the Council to record all authorised traffic control devices such as parking restrictions and regulatory traffic signs.
- 2.2 This report requests the Council's approval for various changes and additions to the Traffic Control Devices Register.
- 2.3 A summary of the changes can be found in Section 5, and a diagrammatic description of each change is in **Attachment 1**.

3. Recommendation/s / Ngā Tūtohunga

That the Tasman District Council

- receives the Amendment to Council's Traffic Control Devices Register and Traffic Control Bylaw 2016 report RCN24-06-5; and**
- approves amendments to regulations, controls, restrictions and prohibitions in the Traffic Control Devices Register of the Tasman District Traffic Control Bylaw 2016 (Chapter 7 of Tasman District's Consolidated Bylaw) pursuant to clause 7(3) of the Bylaw, as proposed by the Diagrammatic Descriptions and associated GIS co-ordinates in Attachment 1 to the agenda report, with effect from 21 June 2024 or the date the traffic control device is installed, whichever is later; and**
- notes that the Traffic Control Devices Register of the Traffic Control Bylaw 2016 be updated accordingly.**

4. Background / Horopaki

- 4.1 The Council's Traffic Control Bylaw enables the Council to establish, alter or remove traffic control devices by resolution, amending the Traffic Control Devices Register and map display.
- 4.2 Parking restrictions and certain regulatory Traffic Control Devices are managed through this bylaw. Changes require a resolution of the Council to become legally enforceable.
- 4.3 Consultation should be appropriate and in accordance with the Local Government Act Section 82, which sets out the principles of consultation. The consultation principles include:
 - 4.3.1 That persons who will or may be affected by, or have an interest in, the decision or matter should be provided by the local authority with reasonable access to relevant information in a manner and format that is appropriate.
 - 4.3.2 The nature and significance of the decision or matter, including its likely impact from the perspective of the persons who will or may be affected by, or have an interest in, the decision or matter.
 - 4.3.3 The costs and benefits of any consultation process or procedure.
- 4.4 Some of the proposed Traffic Control Device changes are considered to have minor or very isolated effects. Where the effects are considered isolated, consultation is typically via letter inviting feedback from adjacent property owners and businesses. Changes that may be wider reaching are typically associated with more significant transportation projects.

5. Analysis and Advice / Tātaritanga me ngā tohutohu

- 5.1 River Road (Appleby) Heavy vehicle restriction. Request from residents concerned about the safety of increasing volume of trucks on River Road and using the intersection with SH60. Both River Road (Appleby) and its intersection with SH60 do have geometric challenges.

Residential Parking Management

- 5.2 Toru Street, Māpua no parking restrictions. Request due to cars parking outside of inset parking bays restricting through movements to one-lane.
- 5.3 Crescent Street, Richmond no parking restrictions. Through our residential streets project there has been ongoing contact and feedback with residents regarding parking to maximise parking, ensure residents can turn out of driveways and providing width for FENZ fire trucks.
- 5.4 Rototai Road / Meihana Street, Tākaka no parking restriction. Requested no parking lines on the intersection due to vehicles parking too close to the limit line reducing sight distance from vehicles and crossing sight distance for pedestrians at the intersection.
- 5.5 Olympus Way, Richmond no parking restriction. Request due to parking occurring in a too short space was making driveway access difficult.
- 5.6 Hunter Avenue, Richmond no parking restriction. Request due to parked vehicles and a vertical crest making driveway visibility difficult.
- 5.7 Waverley Street, Richmond no parking restriction. Request due to parked vehicles on Waverley Street in front of the kerb/footpath build-out adjacent to the new Kainga Ora development restricting traffic flows as well turning traffic from Gladstone Road SH6.

- 5.8 Greenwood Street, Motueka no parking restriction at Vosper Street and Wilkinson Street intersections. Request concerning the lack of sightlines when turning out of Wilkinson Street at Greenwood Street.
- 5.9 Heritage Crescent, Richmond no parking restriction. Request from locals to create parking order with park limit lines while protecting clearance setback for vehicle accessways.

Commercial Parking Management

- 5.10 Reilly Street/Junction Street, Tākaka no parking restriction. Request from Golden Bay Community Board.
- 5.11 Elizabeth Street/Gibbs Road, Collingwood no parking restriction. Due to safety concerns because of parked vehicles obscuring intersection sightlines.
- 5.12 Talbot Street, Richmond no parking restriction. To allow through vehicles to bypass vehicles waiting to right turn into KFC.
- 5.13 230 High Street, Motueka P10 time restricted parking. Change from P60 to P10 at the request of On The Spot business to support higher turnover business.
- 5.14 Barros Place, Richmond no parking restriction. Request to allow larger vehicles to access driveways.
- 5.15 Wallace Street, Motueka no parking restriction. To reinforce the legal requirement to keep clear of the Fire Hydrant.
- 5.16 Aranui Road, Māpua Disability parks. Updating our Bylaw to reflect existing layout.
- 5.17 Aranui Road, Māpua Loading Zone parks. Updating our Bylaw to reflect existing layout and extending the time restriction to 15min to reflect feedback.
- 5.18 Estuary Place, Richmond no parking restriction. To address sightline concerns at the Queen Street Holiday Park vehicle access.
- 5.19 Richmond Town Hall to convert all day parks to P180 time restricted.

Recreational Parking Management

- 5.20 Railway Reserve at Jubilee Park, Richmond no parking restriction. Requested to keep cycleway clear of parked cars.

School Parking Management

- 5.21 Main Road Tapawera P10 time restricted parking. New P10 parking restriction to allow a drop off / pick up zone on the school side of the main road.
- 5.22 Paton Road, Richmond no parking restriction. Requested parking restriction in front of the school's main pedestrian entrance, to discourage drivers from parking in this area and blocking the sightline of drivers and pedestrians.
- 5.23 Golden Bay High School Innovative Streets layout. The existing layout was recommended by the Golden Bay Community Board and approved by the Operations Committee. The Bylaw should be updated to reflect the current layout.
- 5.24 Gardner Valley Road, Upper Moutere, School Bus Bay and no parking restriction. There are often times the bus cannot use the shoulder and parents are not able to pull into the NZTA land (State Highway Road Reserve land) as too many cars are parked in the way and the school bus also has to negotiate where to pull in if a car or truck is parked.

Residential Development

5.25 Whakarewa Street / Manoy Street, Motueka roundabout and associated no parking restrictions. Upgrade of the intersection for Motueka West development.

Transport Choices

5.26 Transport Choices Motueka and Richmond. Remove previously approved traffic control devices that will not be constructed and revert to existing.

Streets for People Mapua

5.27 Streets for People Māpua. The Council approved layout changes to the Aranui Road Streets for People project at its 2 May 2024 meeting that require traffic control device Bylaw changes including a wharf bound cycle lane, no parking restrictions and shared path changes.

6. Options / Kōwhiringa

6.1 The options are outlined in the following table:

Option		Advantage	Disadvantage
1.	Approve changes proposed in the report and in Attachment 1 with effect from 21 June 2024, or the date the traffic control device is installed, whichever is later. This is the recommended option.	Improved function and safety of the road network at these locations. Positive feedback from the community who raised some of the concerns and proposals with Council staff.	Minor reduction in on-road parking.
2.	Approve some of the proposed changes	Some improved function and safety of the road network at these locations. There would be some positive feedback from the community who raised concerns with some of the proposals from the Council.	Minor reduction in on-road parking. If changes are not approved, there could be safety issues and negative feedback from the community.
3.	Do not approve the proposed changes.	Nil identified.	There could be safety issues and negative community feedback.

6.2 Option one is recommended.

7. Legal / Ngā ture

7.1 The proposed changes meet the requirements of the Tasman District Council Traffic Control Bylaw 2016.

8. Iwi Engagement / Whakawhitiwhiti ā-Hapori Māori

- 8.1 Staff used the Tasman District Council iwi portal for engagement and the Transport Choices Motueka project team held a hui with interested Iwi.
- 8.2 No specific iwi engagement has occurred for the changes that are not part of the Transport Choices project. These changes are relatively minor operational issues and isolated in effects.

9. Significance and Engagement / Hiranga me te Whakawhitiwhiti ā-Hapori Whānui

- 9.1 The following table describes the level of significance of this decision. Overall, the level of significance is considered low as the changes are generally minor and we have consulted with directly affected residents, businesses, and stakeholders.

	Issue	Level of Significance	Explanation of Assessment
1.	Is there a high level of public interest, or is decision likely to be controversial?	Low	<p>Changing road layouts can create a high level of interest, particularly on more highly trafficked roads.</p> <p>This decision affects a relatively small number of roads in the District.</p> <p>The changes associated with projects have had consultation undertaken on the proposed changes and a decision made to proceed with the project.</p> <p>For non-project changes, Council staff have consulted with immediately adjacent landowners.</p> <p>Several proposed changes have come from members of the community who are directly affected.</p> <p>There will be improved road safety or function for many transport system users at the locations of the proposed changes.</p>
2.	Are there impacts on the social, economic, environmental or cultural aspects of well-being of the community in the present or future?	Low	<p>Good management of traffic controls and parking can contribute towards the success of a place; poorly managed and designed traffic controls and</p>

	Issue	Level of Significance	Explanation of Assessment
			<p>parking can undermine efforts to create highly liveable urban areas.</p> <p>The parking restrictions proposed are to address issues identified.</p>
3.	Is there a significant impact arising from duration of the effects from the decision?	Low	Traffic devices are not permanent and can be changed if required.
4.	Does the decision relate to a strategic asset? (refer Significance and Engagement Policy for list of strategic assets)	Low	The Council's roading network is considered a strategic asset. The changes are intended to improve safety and accessibility of our transport network to a variety of user types.
5.	Does the decision create a substantial change in the level of service provided by Council?	Low	
6.	Does the proposal, activity or decision substantially affect debt, rates or Council finances in any one year or more of the LTP?	Low	Delivering some of the proposed traffic control devices now as part of the Streets for People projects with external funding, may reduce planned expenditure to deliver these changes in future years.
7.	Does the decision involve the sale of a substantial proportion or controlling interest in a CCO or CCTO?	No	
8.	Does the proposal or decision involve entry into a private sector partnership or contract to carry out the deliver on any Council group of activities?	No	
9.	Does the proposal or decision involve Council exiting from or entering into a group of activities?	No	
10.	Does the proposal require particular consideration of the obligations of Te Mana O Te Wai (TMOTW) relating to freshwater and Affordable Waters services?	No	

10. Communication / Whakawhitiwhiti Kōrero

- 10.1 The Transport Choices and Streets for People projects have included extensive communications.
- 10.2 Directly affected residents and businesses have been engaged to provide feedback on the proposed changes.

11. Financial or Budgetary Implications / Ngā Ritenga ā-Pūtea

- 11.1 The cost of installing the proposed traffic control devices, and updating the register, will be met from existing budgets.

12. Risks / Ngā Tūraru

- 12.1 There are safety risks associated with not approving some of the traffic control devices.

13. Climate Change Considerations / Whakaaro Whakaaweawe Āhuarangi

- 13.1 Providing improved facilities for walking, cycling and public transport, are likely to reduce transport emissions.

14. Alignment with Policy and Strategic Plans / Te Hangai ki ngā aupapa Here me ngā Mahere Rautaki Tūraru

- 14.1 The proposed traffic control device changes are consistent with the Council's Walking and Cycling Strategy, the Richmond and Motueka Town Centre Parking Strategy 2018–2038, and the Regional Public Transport Plan (RTP).

15. Conclusion / Kupu Whakatepe

- 15.1 The changes to traffic control devices are proposed to ensure the safe functioning of the road network at these locations, and to contribute to achieving the objectives of the Transport Choices projects, the Walking and Cycling Strategy, and the Regional Public Transport Plan.

16. Next Steps and Timeline / Ngā Mahi Whai Ake

- 16.1 If the Council approves the proposed changes:
 - 16.1.1 Staff will provide instructions to our contractors to implement the changes required.
 - 16.1.2 Staff will update the Traffic Control Devices Register as soon as changes are in place.
- 16.2 Community Infrastructure staff will provide the Communications team with details of the significant approved changes to be included in Newsline and on the Council's website

17. Attachments / Tuhinga tāpiri

- 1.   Traffic Control Devices Diagramatic Description - June 2024

Traffic Control Devices Updates May 2024 - Diagrammatic Descriptions



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River Road (Appleby) Heavy Vehicle Restriction

New prohibition for Heavy Vehicles using River Road as a **through** road. Access to properties for Heavy Vehicles will remain unrestricted.

Feedback:

Request from resident concerned about safety of increasing volumes of trucks on River Road and using intersection with SH60.

- General support from local property owners. Some requested lower weight limit, some higher. Some raised other concerns regarding vehicle speeds.
- Police support a new bylaw.
- la Ara Transporting NZ – understand concerns and do not oppose restriction, provided other intersection improvements on SH60 will still be progressed.



Street name	Primary Restriction	Start NZTM X	Start NZTM Y	End NZTM X	End NZTM Y
River Road (Appleby)	No through road for Heavy Vehicles >3,500kg (Local access only)	1609932.35	5425637.58	1610558.60	5426997.92

Thriving and resilient Tasman communities

Residential Parking Management

Toru Street

New **no-parking** restrictions where inset parking is not present.

Feedback:

Request due to cars parking outside of inset parking bays restricting through movements to one-lane.



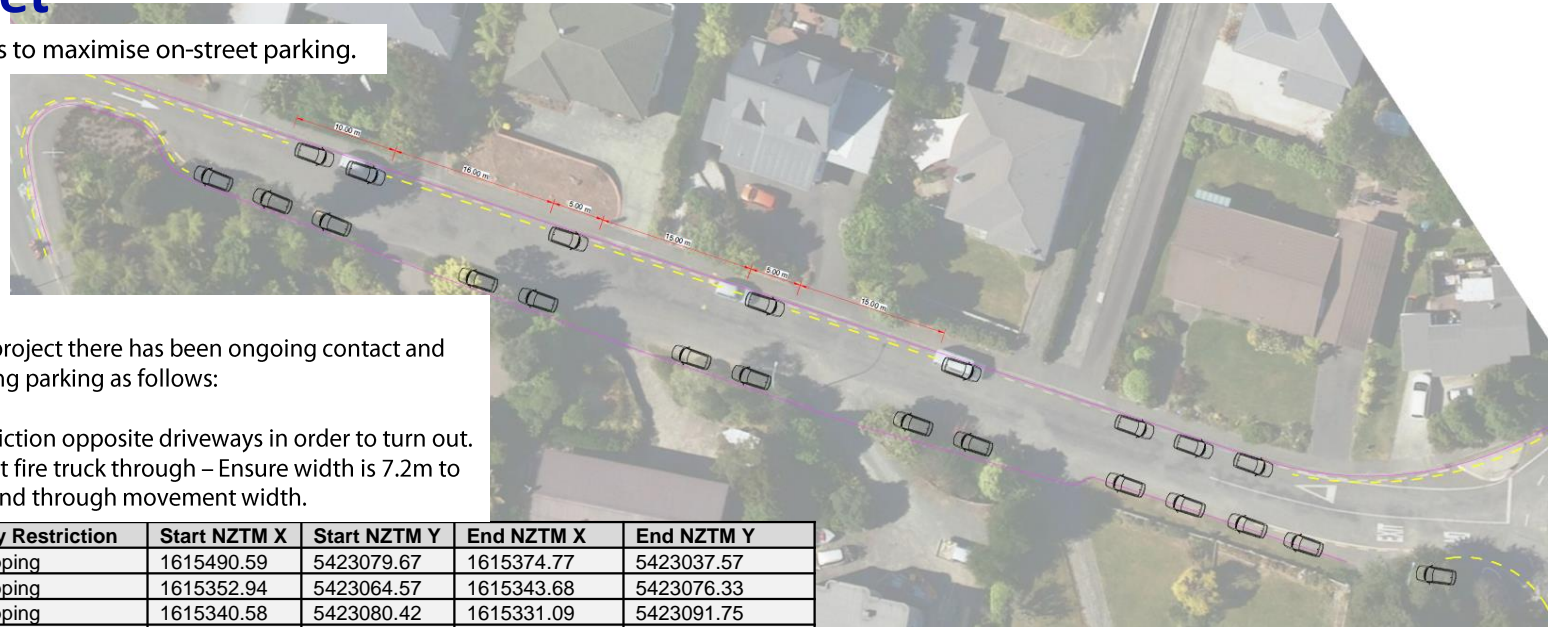
Street name	Primary Restriction	Start NZTM X	Start NZTM Y	End NZTM X	End NZTM Y
Toru Street	No-stopping	1608059.11	5433068.80	1608067.06	5433078.88
Toru Street	No-stopping	1608107.22	5433102.26	1608127.15	5433113.68
Toru Street	No-stopping	1608175.90	5433142.66	1608191.87	5433152.33
Toru Street to Iwa Street	No-stopping	1608244.35	5433184.13	1608270.25	5433181.92

Thriving and resilient Tasman communities

Residential Parking Management

Crescent Street

Adjust no-parking restrictions to maximise on-street parking.



Feedback:

Through our residential streets project there has been ongoing contact and feedback with residents regarding parking as follows:

- Residents: Maximise parking
- Residents: Need parking restriction opposite driveways in order to turn out.
- FENZ: Need more width to get fire truck through – Ensure width is 7.2m to allow parking on both sides and through movement width.

Street name	Primary Restriction	Start NZTM X	Start NZTM Y	End NZTM X	End NZTM Y
Crescent Street	No-stopping	1615490.59	5423079.67	1615374.77	5423037.57
Crescent Street	No-stopping	1615352.94	5423064.57	1615343.68	5423076.33
Crescent Street	No-stopping	1615340.58	5423080.42	1615331.09	5423091.75
Crescent Street	No-stopping	1615328.06	5423096.06	1615318.17	5423108.45
Crescent Street	No-stopping	1615311.72	5423115.95	1615337.85	5423201.05
Blair Terrace	No-stopping	1615403.54	5422990.30	1615385.49	5423019.72
Crescent Street	No-stopping	1615301.84	5423119.25	1615271.25	5422910.46

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Residential Parking Management

Rototai Road / Meihana Street

New **no-parking** restrictions at the intersection as shown.

Feedback:

Requested no parking lines on the intersection due to vehicles parking too close to the limit line reducing sight distance from vehicles and Crossing Sight Distance for pedestrians at the intersection.

Feedback from adjacent landowner confirms they have no concerns with this proposal.



Street name	Primary Restriction	Start NZTM X	Start NZTM Y	End NZTM X	End NZTM Y
Rototai Road	No-stopping	1583851.37	5478034.66		
Meihana Street	No-stopping			1583852.49	5478009.65

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Residential Parking Management

Olympus Way

- 52 Olympus Way Frontage - Parking Restriction

The proposal is to install 4m of No Stopping lines between the vehicle accessways of No. 52 and the shared accessway of 46,48 & 50 Olympus Way.

Council received concerns from several residents that uses the shared access that vehicles being parked in front of No.52 were making it difficult when turning into and from the shared access. The distance between the two accessways is approximately 4.5m which is too short for a vehicle and when allowing for the legal requirement of 1 metre clearance from a vehicle access.

One submission was received from the owner of 52 Olympus Way opposing the parking restriction.

Street name	Primary Restriction	Start NZTM X	Start NZTM Y	End NZTM X	End NZTM Y
Olympus Way	No-stopping	1615483.20	5422451.21	1615487.76	5422451.04



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Residential Parking Management

Hunter Avenue

- 18 Hunter Ave Richmond

The proposal involves restricting the parking along the southern side of Hunter Ave between the vehicle accesses of No. 18 and 18A Hunter Ave by installing 8m of No Stopping lines. The request came from the owner of 18A Hunter Ave who's access is just below the brow of the vertical curve in Hunter Ave. When a vehicle is parked in front of No. 18, Drivers exiting 18A have problems seeing around the parked vehicle while unable to see a west bound vehicle approaching over the brow of the hill.

Consultation was undertaken by letter drop to local residents. Three submissions were received with one in support and the other two neutral. The complaint mainly from the Two neutral submissions was regarding speeding traffic on Hunter Ave.



Street name	Primary Restriction	Start NZTM X	Start NZTM Y	End NZTM X	End NZTM Y
Hunter Ave (Richmond)	No-stopping	1616017.61	5422590.53	1616011.38	5422585.04

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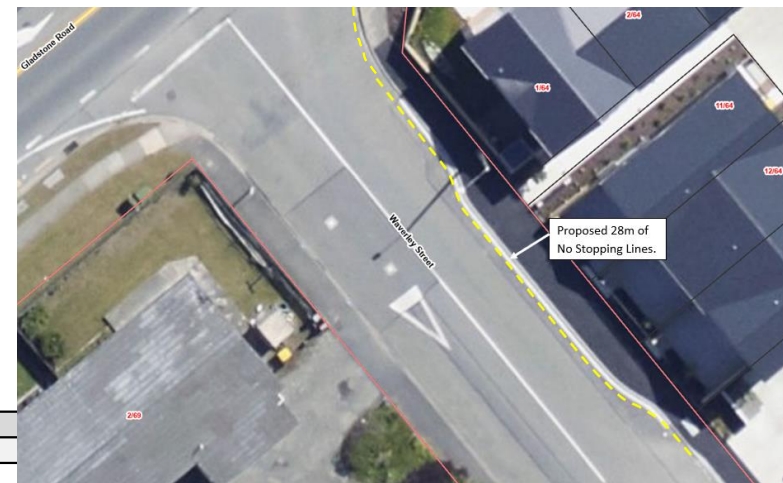
Residential Parking Management

Waverley Street

- Waverley St - Narrowing Infront of the New Kainga Ora Housing Development.

Council received complaints regarding parked vehicles on Waverley Street in front of the kerb/footpath build-out adjacent to the new Kainga Ora development that restricts traffic flows as well turning traffic from Gladstone Road SH6.

Consultation was carried out by letter drop to nearby residential addresses. No submissions were received.



Street name	Primary Restriction	Start NZTM X	Start NZTM Y	End NZTM X	End NZTM Y
Waverley Street	No-stopping	1614919.20	5423609.48	1614937.41	5423577.83

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Residential Parking Management – Greenwood-Wilkinson and Vosper Streets Intersections

- Proposed Parking restrictions Greenwood St at the intersections of Wilkinson & Vosper Streets.

A request was received concerning the lack of sightlines when turning out of Wilkinson Street at Greenwood Street, due to vehicles being parked too close to the corner on Wilkinson Street. On investigation it was found that a similar situation when turning right out of Vosper Street on to Greenwood Street.

The proposal includes marking in 6m of No Stopping lines along the southern side of Greenwood Street either side of Wilkinson Street intersection and likewise 6m of No Stopping lines on the northern side of Greenwood Street on the eastern side of the intersection with Vosper Street. Consultation was carried out. No submissions opposing the proposals were received.

Street name	Primary Restriction	Start NZTM X	Start NZTM Y	End NZTM X	End NZTM Y
Greenwood Street	No-stopping	1601179.37	5449014.90	1601188.03	5449014.46
Greenwood Street	No-stopping	1601206.84	5449015.80	1601214.60	5449016.17
Greenwood Street	No-stopping	1601188.10	5449026.03	1601179.97	5449026.47



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Residential Parking Management

Heritage Crescent

- Heritage Crescent Richmond

This proposal includes a short section of No Stopping lines in front of No. 23 Heritage Crescent at the intersection of Templemore drive. This restriction came about from the request from locals to create parking order with park limit lines while protecting clearance setback for vehicle accessways. Consultation was carried out with the affected party.



Street name	Primary Restriction	Start NZTM X	Start NZTM Y	End NZTM X	End NZTM Y
Heritage Crescent	No-stopping	1616813.17	5423757.70	1616813.99	5423763.79

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Commercial Parking Management

Reilly Street / Junction Street

New **no-parking** restrictions at the intersection as shown.

Reilly Street and Junction Street. The request came from the GBCB. I have spoken with the owner of #1 on the corner and she has no objections to the proposed NP lanes (sounded pleased to have them installed as at times people have parked over her driveway).

Street name	Primary Restriction	Start NZTM X	Start NZTM Y	End NZTM X	End NZTM Y
Reilly Street	No-stopping	1583542.27	5476929.97		
Junction Street	No-stopping			1583542.56	5476895.41



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Commercial Parking Management

Elizabeth Street / Gibbs Road

New **no-parking** restrictions at the intersection as shown.

The Council has been advised of safety concerns for vehicles using the Elizabeth Street and Gibbs Road intersection as a result of vehicles parking in the proximity of the intersection restricting visibility and a request for no-stopping lines to be installed. The Council therefore plan to install “No-Stopping” markings to allow for safe travel through this intersection. See below diagram.

Feedback:

Adjacent property feedback was supportive.



Street name	Primary Restriction	Start NZTM X	Start NZTM Y	End NZTM X	End NZTM Y
Elizabeth Street	No-stopping	1573164.96	5497000.76		
Gibbs Road	No-stopping			1573182.20	5496997.88

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Commercial Parking Management

Talbot Street (Richmond) Removal of carpark Opposite KFC Restaurant

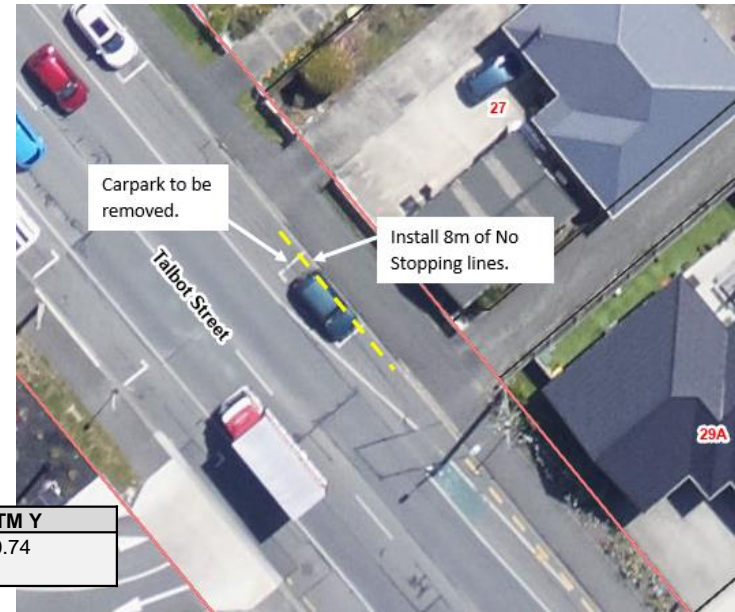
Carpark Removal – Frontage 27 Talbot St Richmond

The proposal involves removing a single carpark on Talbot Street which is almost directly opposite the entrance into KFC Restaurant and installing 8m of No Stopping lines.

Reason: Vehicles parked in this location restrict South bound drivers from under passing a vehicle turning right into KFC premises, causing traffic to back up along Talbot St. The proposal was consulted on and letters delivered to nearby businesses and residential properties.

One submission was received in support of the proposal with no submissions received against it.

Street name	Primary Restriction	Start NZTM X	Start NZTM Y	End NZTM X	End NZTM Y
Talbot Street (Richmond)	No-stopping	1615798.35	5423488.32	1615804.36	5423480.74



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Commercial Parking Management

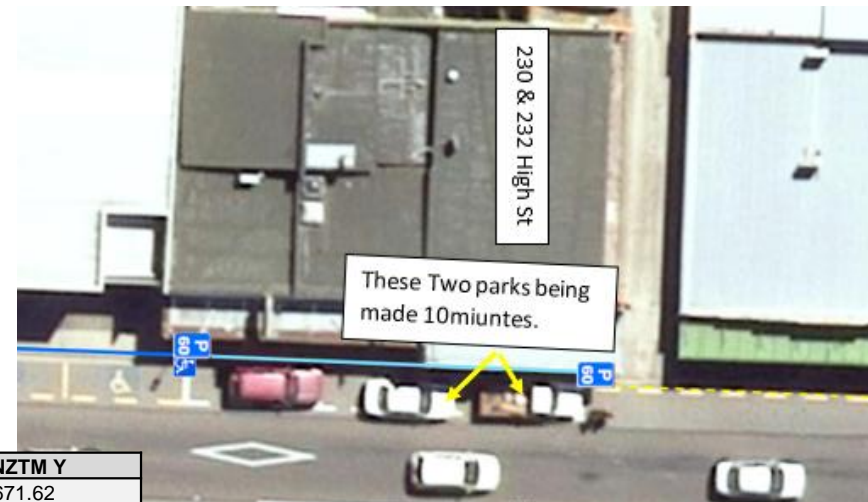
230 High St Motueka

- 230 High St – Parking Time Limit Change from 60minutes to 10minutes

The proprietor of the dairy "On The Spot" at 230 High Street, requested the parking time limit for the two parks in front of his business, be changed from 60minutes to 10minutes, due to the short business transactions of his customers. This shorter time limit would increase the turn-over of these parks.

Consultation was carried out including sending letters to nearby businesses as well as the Ministry of Social Development.

No submissions were received opposing this proposal.



Street name	Primary Restriction	Start NZTM X	Start NZTM Y	End NZTM X	End NZTM Y
High Street	P10	1600914.71	5448659.31	1600915.79	5448671.62

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Commercial Parking Management

Barros Place

- Barros Pl Richmond

This proposed restriction came about from several businesses requesting parking be kept clear of their accessway to enable large loads to be able to be maneuvered onto site. The scope of this review was then widened to include the entire length of this short industrial cul-de-sac.

Consultation was carried out with all local businesses, there were several submissions received which have been included in the final layout for approval.

Street name	Primary Restriction	Start NZTM X	Start NZTM Y	End NZTM X	End NZTM Y
Barros Place	No-stopping	1614334.00	5425054.63	1614334.75	5425059.89
Barros Place	No-stopping	1614336.39	5425065.90	1614337.47	5425068.51
Barros Place	No-stopping	1614342.34	5425077.45	1614345.87	5425081.28
Barros Place	No-stopping	1614352.10	5425086.61	1614356.17	5425090.05
Barros Place	No-stopping	1614371.14	5425102.63	1614375.62	5425106.46
Barros Place	No-stopping	1614384.91	5425114.24	1614389.22	5425117.36



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Commercial Parking Management

Wallace St Motueka

- Wallace St Motueka

In Wallace St along the Northern side there is a Fire Hydrant that is located within a Carpark. The proposed restriction is to reinforce the legal requirement to keep clear of the Fire Hydrant at all times.



Street name	Primary Restriction	Start NZTM X	Start NZTM Y	End NZTM X	End NZTM Y
Wallace St	No Parking	1601095.33	5448825.51	1601095.16	5448821.42

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Commercial Parking Management

Aranui Road Mapua, Wharf End

- Aranui Rd At Mapua Wharf

Updating our Bylaw to match the existing extent and layout of the Loading Zone and disability parks.

Street name	Primary Restriction	Start NZTM X	Start NZTM Y	End NZTM X	End NZTM Y
Aranui Road	120 Minute Disability Park	1608462.39	5432760.80	1608472.09	5432756.99
Street name	Primary Restriction	Start NZTM X	Start NZTM Y	End NZTM X	End NZTM Y
Aranui Road	120 Minute Disability Park	1608460.07	5432755.87	1608470.08	5432752.14



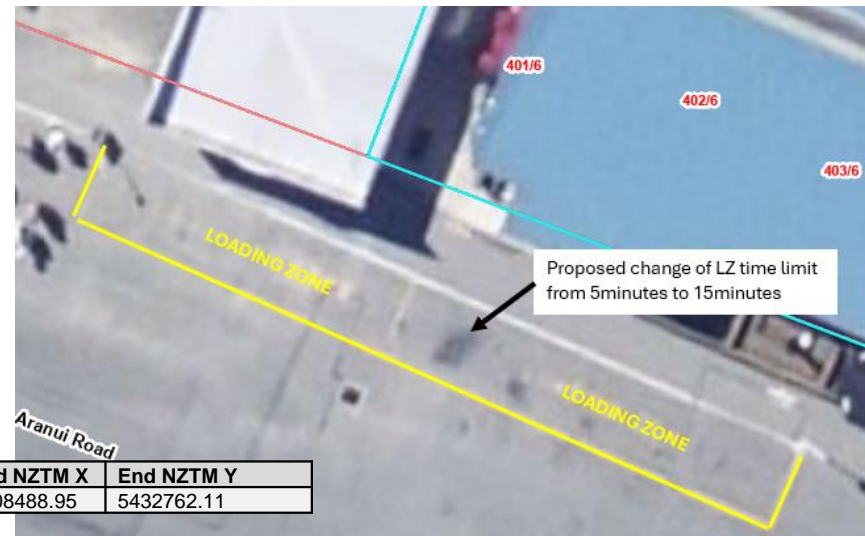
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Commercial Parking Management – Mapua

• Aranui Road Mapua – Loading Zone Time Limit

Requests were received from businesses at Mapua Wharf for the Loading Zone time limit to be increased from 5minutes to 15minutes and updating our Bylaw to match the existing extent of the Loading Zone.

Consultation was carried out with Mapua waterfront tenants. There were no objections received.



Street name	Primary Restriction	Start NZTM X	Start NZTM Y	End NZTM X	End NZTM Y
Aranui Road	Loading Zone P15	1608469.25	5432770.81	1608488.95	5432762.11

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Commercial Parking Management

Queen Street Holiday Park Vehicle Access to Estuary Place

- Estuary Pl Richmond – Queen St Holiday Park Vehicle Access

The proposal is to install 5m of No Stopping lines either side of the holiday park Estuary Place exit. Concerns were raised from residents of the holiday park regarding workers cars being parked to close to the entrance restricting sight lines when exiting the access.
No submissions were received opposing the proposal.



Street name	Primary Restriction	Start NZTM X	Start NZTM Y	End NZTM X	End NZTM Y
Estuary Place	No-stopping	1614706.71	5424784.65	1614710.78	5424787.56
Estuary Place	No-stopping	1614716.75	5424792.86	1614720.33	5424795.92

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Central Business Parking Management

Richmond Town Hall

• Richmond Townhall – Proposed Time Limited Parking

Council was requested by users of the Town Hall, to create a number of 180minute time limited parks around the hall, as the closest parks to the hall were for All Day parking and were always full. From a site meeting held with the requestors, 10 All day parks were identified for conversion to 180minutes. Consultation was carried out with submissions closing 31st May 24. One submissions was received from one nearby business stating there were not sufficient All Day parks nearby and within walking distance. There are approximately 180 All day parks in Warring, Papps and Harkness carparks pluss those on surrounding streets, which are all within walking distance for able body people. Another submission claimed that All Day parkers would simply move their car every 3 hours.



Street nam	Primary Restriction	Start NZTM X	Start NZTM Y	End NZTM X	End NZTM Y
Richmond Town Hall	P180	1615353.93	5423600.62	1615363.82	5423585.69
Richmond Town Hall	P180	1615326.95	5423547.25	1615331.58	5423541.43
Richmond Town Hall	P180	1615345.38	5423554.19	1615348.89	5423549.71

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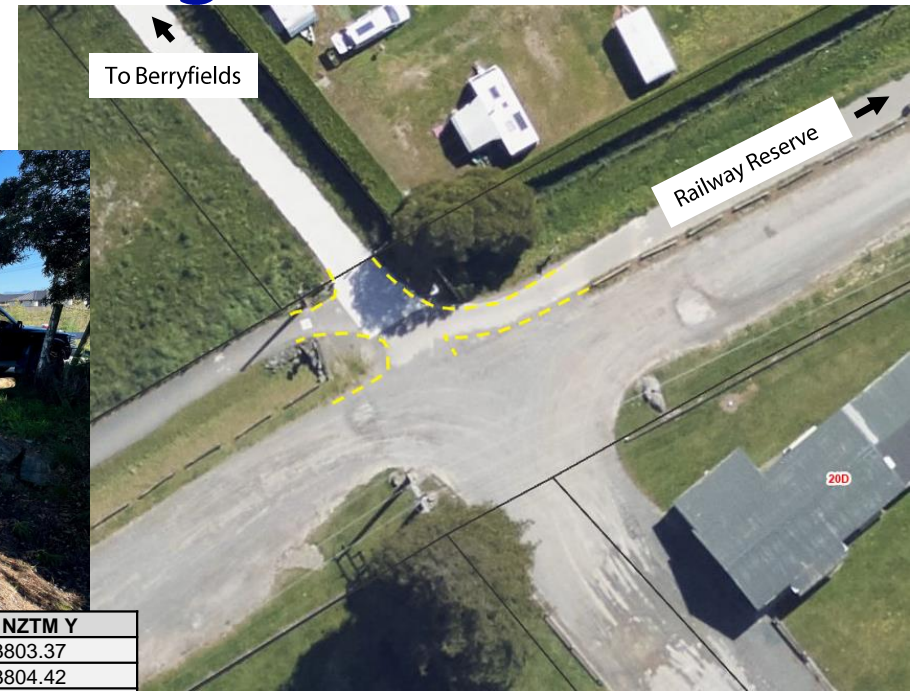
Recreational Parking Management

Railway Reserve at Jubilee Park

New **no-stopping** restriction at the Railway Reserve / Berryfields shared path intersection at Jubilee Park.

Feedback:

Difficult to ride through here as shown by provided photograph



Street name	Primary Restriction	Start NZTM X	Start NZTM Y	End NZTM X	End NZTM Y
Railway Reserve	No-stopping	1614857.32	5423808.67	1614847.77	5423803.37
Railway Reserve	No-stopping	1614838.51	5423800.31	1614836.20	5423804.42
Railway Reserve	No-stopping	1614835.45	5423806.65	1614838.14	5423810.01
Railway Reserve	No-stopping	1614841.57	5423811.06	1614855.01	5423810.01

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School Parking Management

Main Road Tapawera

New P10 parking restrictions.

Feedback:

There are safety concerns with high vehicle speeds when students were crossing the road from parked cars or dropped off on the opposite side of the road. A solution to have the drop off activity occur on the same side of the road as the school was proposed.

Feedback received from the Tapawera Area School Executive Officer - We are really keen to proceed with the parking outside the school.

Street name	Primary Restriction	Start NZTM X	Start NZTM Y	End NZTM X	End NZTM Y
Main Road Tapawera	P10	1585254.61	5417569.23	1585255.21	5417552.06



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School Parking Management

Paton Road - Hope School

• Paton Road – Hope School Frontage

Hope School requested a parking restriction in front of the school's main pedestrian entrance, to discourage drivers from parking in this area and blocking the sightline of drivers and pedestrians. The restriction has been taken as far as Aniseed Valley Rd to protect the pedestrian corridor along this side. No Stopping signs will also be required to reinforce the no stopping requirement.



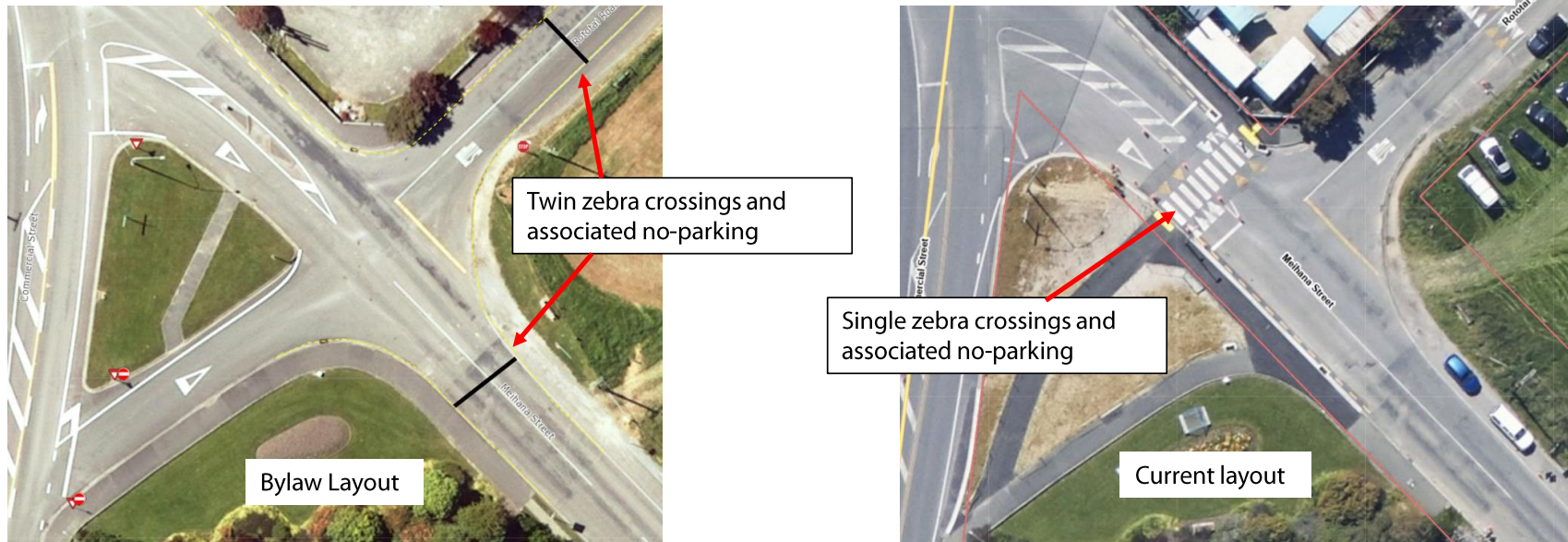
Street name	Primary Restriction	Start NZTM X	Start NZTM Y	End NZTM X	End NZTM Y
Paton Road	No Stopping	1612142.94	5420228.39	1612204.54	5420279.54

Thriving and resilient Tasman communities

Golden Bay High School Innovative Streets

Sheet 1

At the end of the trial period the project was initially approved with a twin zebra layout and added to our Bylaw. Before permanent construction, a change was approved by the Operations Committee to a single zebra layout. The Bylaw needs to be updated to reflect the current layout.



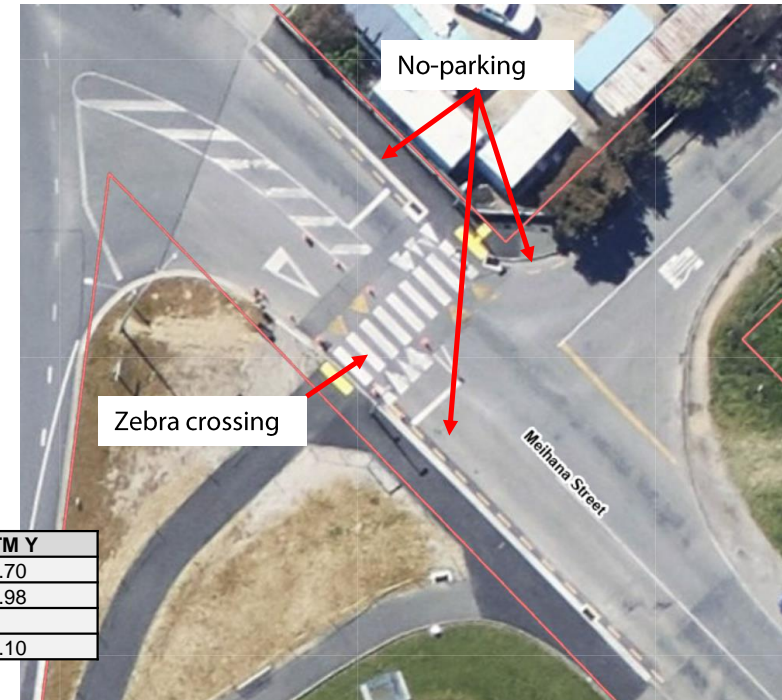
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Golden Bay High School Innovative Streets

Sheet 2

1. Remove redundant pedestrian crossings, no-parking and no-entry.
2. Add new pedestrian crossing as currently exists.
3. Add new no-parking restrictions as currently exists.

Street name	Primary Restriction	Start NZTM X	Start NZTM Y	End NZTM X	End NZTM Y
Meihana Street	Pedestrian Crossing	1583832.81	5478033.24	1583824.97	5478025.70
Meihana Street	No-stopping	1583845.35	5478005.84	1583827.59	5478023.98
Meihana Street	No-stopping	1583819.67	5478045.70		
Rototai Road	No-stopping			1583925.22	5478116.10



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Rural School Bus

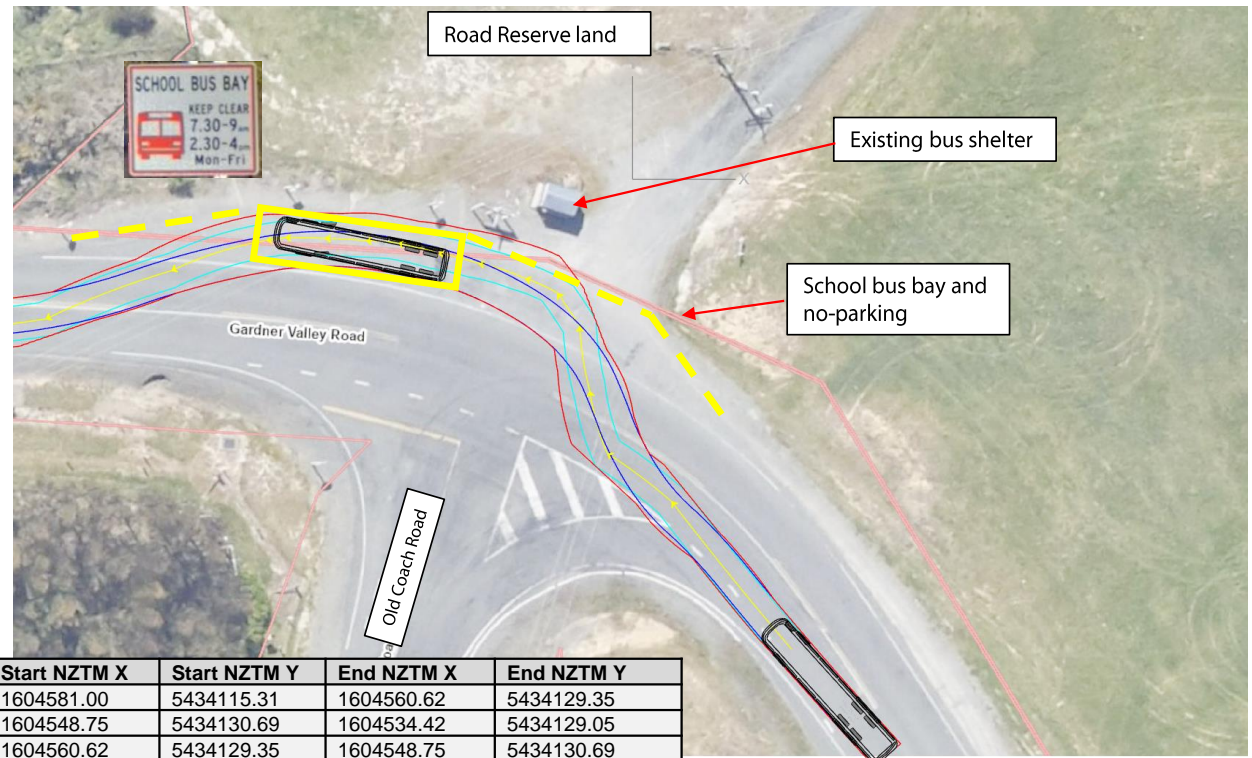
Gardner Valley Road – School Bus Bay

New School Bus Bay 7:30-9am and 2:30-4pm.
New No-stopping restriction.

Feedback:

We have received feedback that the bus bay is dangerous, as the direction the bus parks requires school students to access the door via the live traffic lane and sometimes more difficult to use when other vehicles are parked on the sealed shoulder.

There are often times the bus cannot use the shoulder and parents are not able to pull into the NZTA land (Road Reserve land) as too many cars are parked in the way and the school bus also has to negotiate where to pull in if a car or truck is parked.



Street name	Primary Restriction	Start NZTM X	Start NZTM Y	End NZTM X	End NZTM Y
Gardner Valley Road	No-stopping	1604581.00	5434115.31	1604560.62	5434129.35
Gardner Valley Road	No-stopping	1604548.75	5434130.69	1604534.42	5434129.05
Gardner Valley Road	School Bus Bay	1604560.62	5434129.35	1604548.75	5434130.69

Page 50

Transport Choices – Motueka

Tudor/Thorp St and Harbour Road– Remove Dual Crossings

Remove previously approved traffic control devices that will not be constructed and revert to existing.

- Three new **dual cycle and pedestrian Crossings** on Tudor Street, Thorp Street and Harbour Road.
- Short section of **shared path** at dual crossings
- **No Parking** restrictions as shown
- **STOP** control on Tudor Street and Harbour Road



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Transport Choices – Motueka

Harbour Road – Remove Shared Path

Remove previously approved traffic control devices that will not be constructed and revert to existing.

- New **shared path** on existing path along golf course frontage



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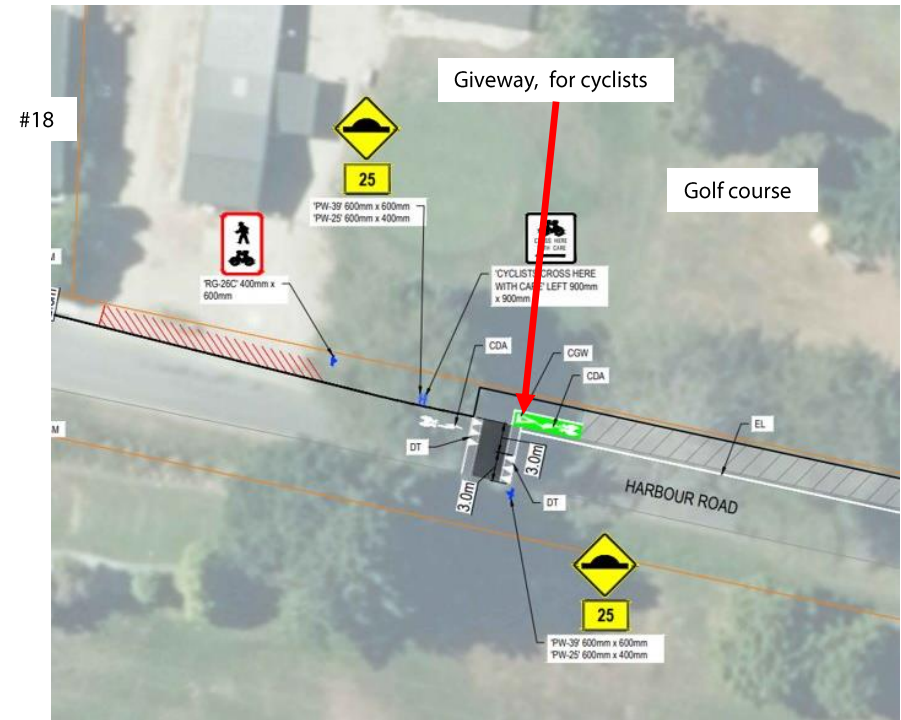
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Transport Choices – Motueka

Harbour Road – Remove Shared Path

Remove previously approved traffic control devices that will not be constructed and revert to existing.

- New **Giveway** for cyclists
- **Shared path** on existing gravel path ends east of #18 Harbour Road



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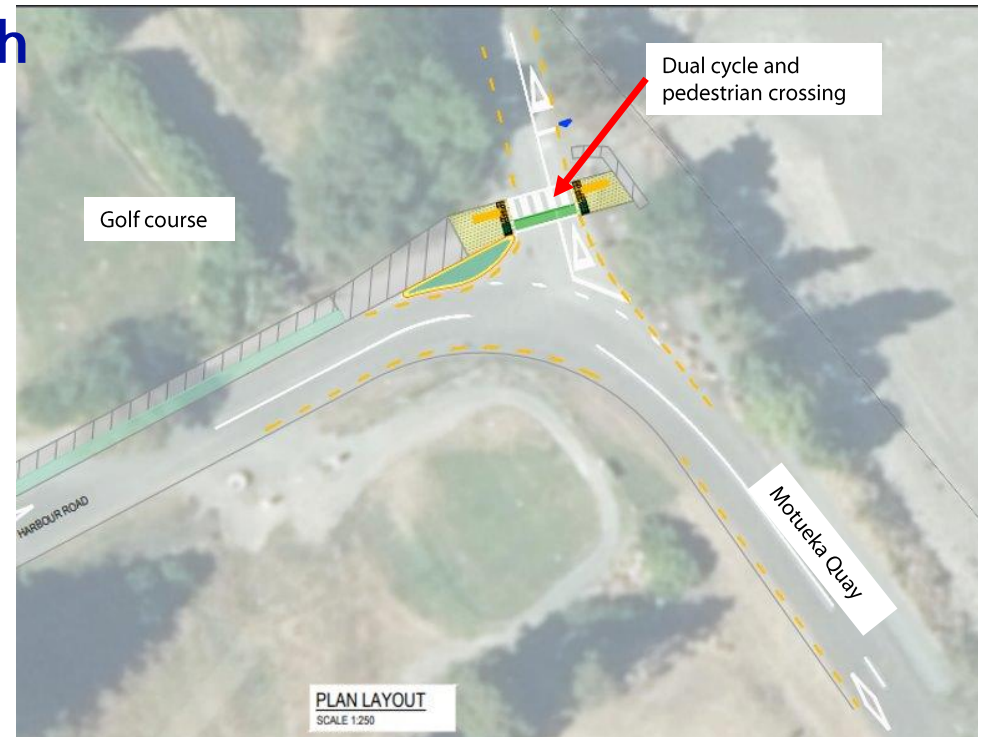
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Transport Choices – Motueka

Harbour Road – Remove Shared Path

Remove previously approved traffic control devices that will not be constructed and revert to existing.

- New dual cycle and pedestrian Crossing on Motueka Quay.
- No Parking restrictions as shown
- Shared path on existing gravel path ends at Motueka Quay



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Page 55

- No Parking** restriction at Harbour Road / Edwin Chambers Drive intersection as shown.
- Stop** control on Edwin Chambers Road

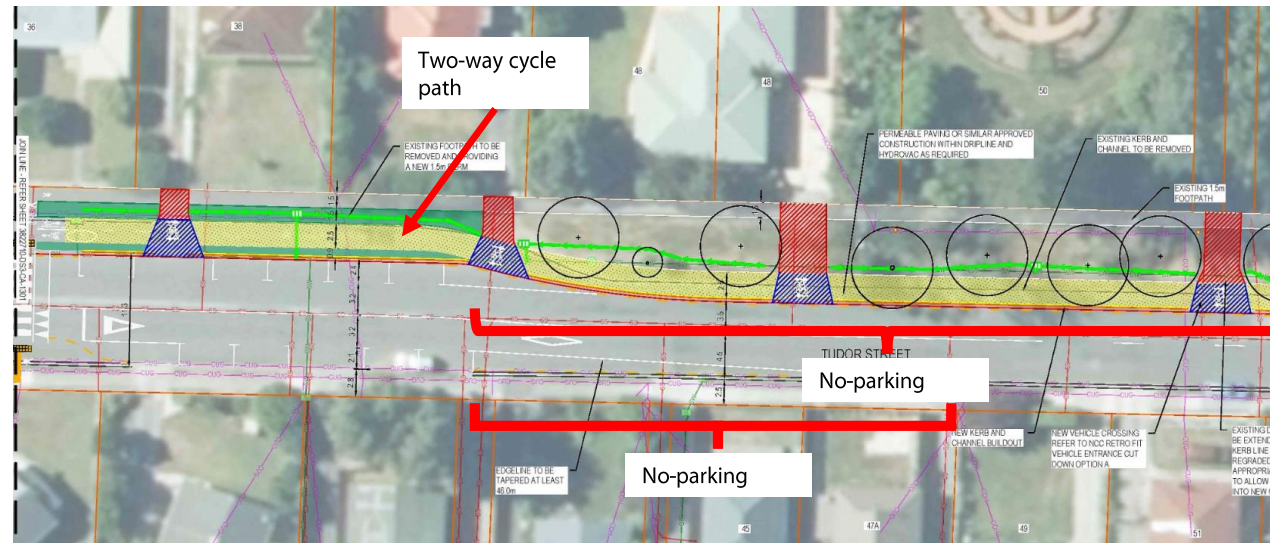


Transport Choices – Motueka

Tudor Street – Remove cycle path

Remove previously approved traffic control devices that will not be constructed.

- **No Parking** restrictions as shown.
- **New Cycle Path** from Wilkinson Street to Ledger Avenue



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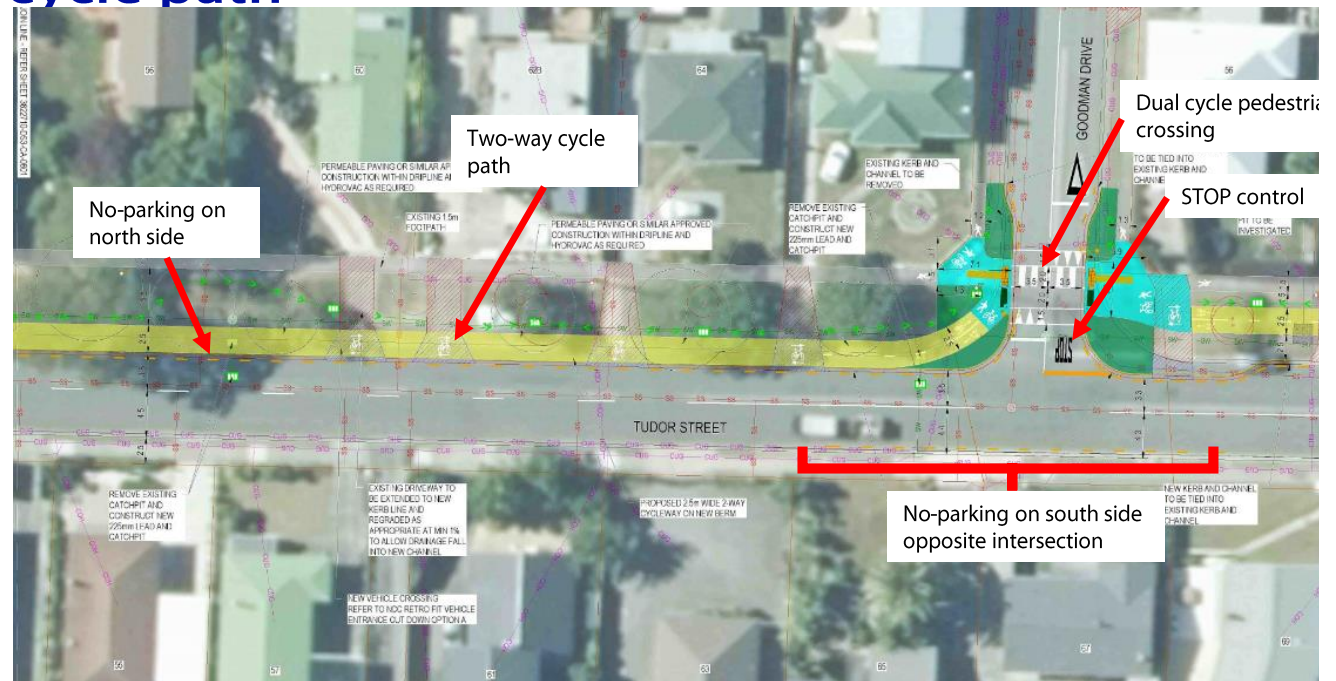
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Transport Choices – Motueka

Tudor Street – Remove cycle path

Remove previously approved traffic control devices that will not be constructed.

- **No Parking** restrictions as shown.
- **New Cycle Path** from Wilkinson Street to Ledger Avenue
- **New dual cycle and zebra Crossing** across Goodman Drive
- **Alter Goodman Drive to STOP** control.
- **Short shared path** section at the dual cycle and zebra crossing



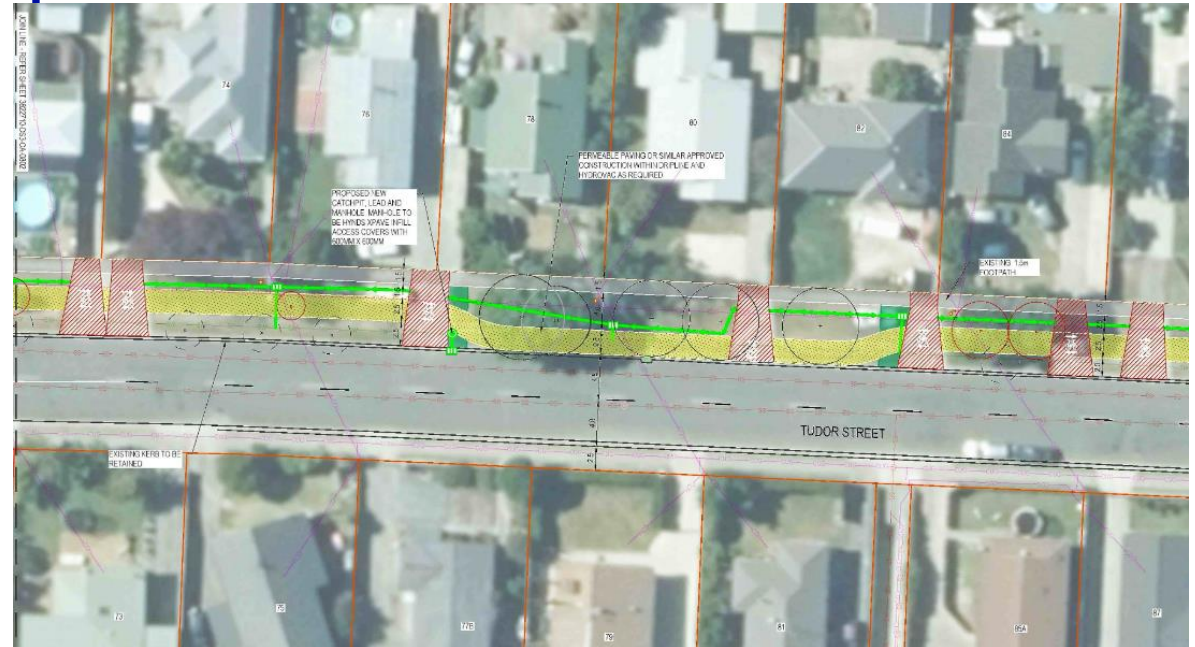
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Transport Choices – Motueka

Tudor Street – Remove cycle path

Remove previously approved traffic control devices that will not be constructed.

- New Cycle Path from Wilkinson Street to Ledger Avenue



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Page 59

- **New Cycle Path** from Wilkinson Street to Ledger Avenue
- **No Parking** restriction as shown
- **New dual cycle and zebra Crossing** across Ledger Avenue
- Alter Ledger Avenue to **STOP** control.
- **New Shared path** from Ledger Avenue to Thorp Street.

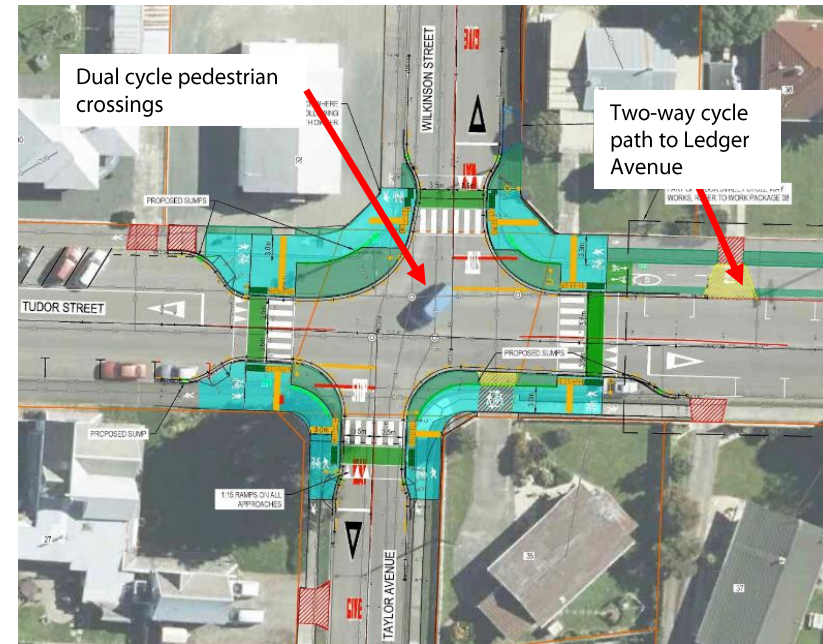


Transport Choices – Motueka

Tudor, Wilkinson and Taylor Streets Intersection – Remove crossings

Remove previously approved traffic control devices that will not be constructed.

- Four New **dual cycle and zebra Crossing** across Tudor Street, Wilkinson Avenue and Taylor Avenue
- Alter Taylor and Wilkinson Avenue to **STOP** control.
- Short **Shared paths** either side of the dual crossings as shown.



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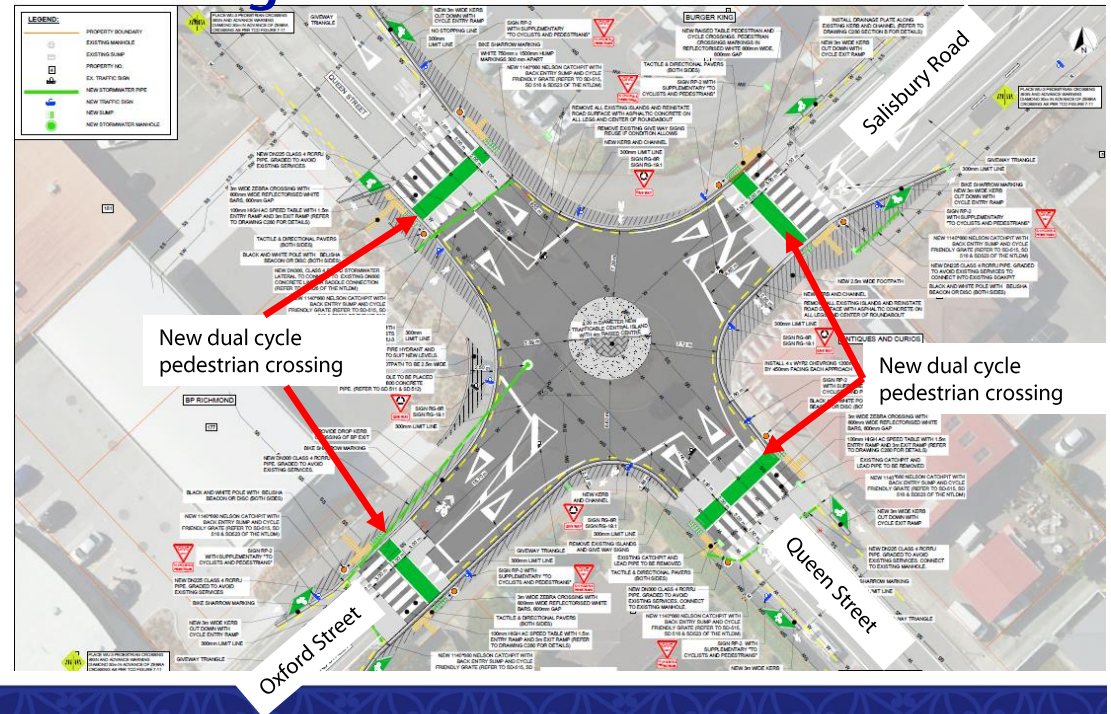
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Transport Choices – Richmond

Queen/Salisbury – Remove Dual Crossings

Remove previously approved traffic control devices that will not be constructed.

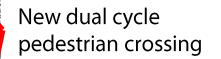
- New dual cycle and pedestrian crossing.



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Remove previously approved traffic control devices that will not be constructed.

- New dual cycle
pedestrian crossing

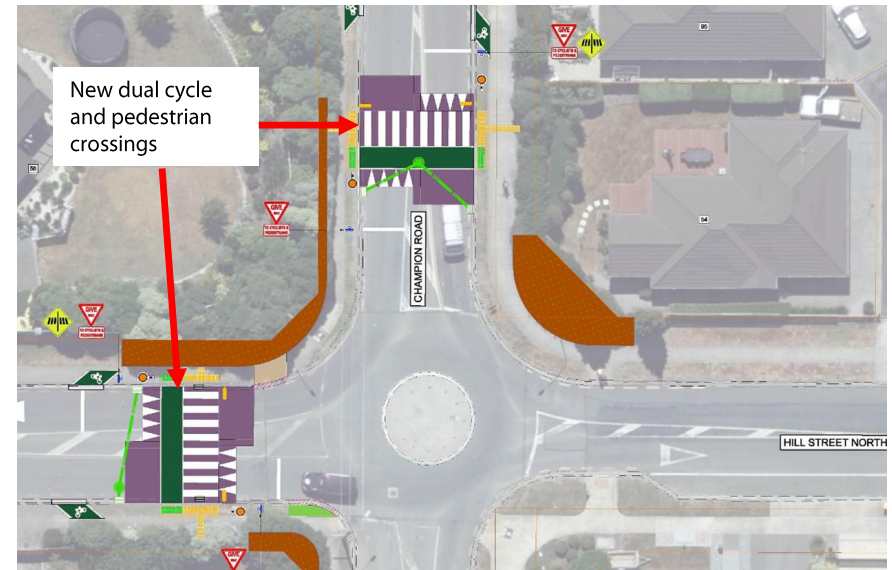


Transport Choices – Richmond

Hill Street / Champion Road – Remove Dual Crossings

Remove previously approved traffic control devices that will not be constructed.

- New dual cycle and pedestrian crossings at Hill Street / Champion Road roundabout



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te tai o Aorere

Page 64

- **New dual cycle and pedestrian crossings at Hill Street near Queen Street.**



Streets for People – Mapua

Sheet 1 - Overview

Council approved layout changes to the Aranui Road Streets for People project at its 2 May 2024 meeting as follows:

1. Remove the arrows in opposing directions on the cycleway - Change the on-road separated space to a, wharf bound **cycle lane**.
2. Remove planter boxes and replace with yellow lines – Add **no-stopping** restrictions where necessary.
3. Remove white plastic bollards – No traffic control devices Bylaw change.
4. Create defined space on the road section of shared path heading towards the wharf for one-way cycling - Change the on-road separated space to a standard, wharf bound **cycle lane**. Pedestrians will stick to footpath. Tasman's Great Taste Trail section remains a **shared path**.
5. Encourage cyclists to take the lane when heading away from the wharf - No traffic control devices Bylaw change.
6. Extend the corner footpath by the school for cyclists - No traffic control devices Bylaw change.

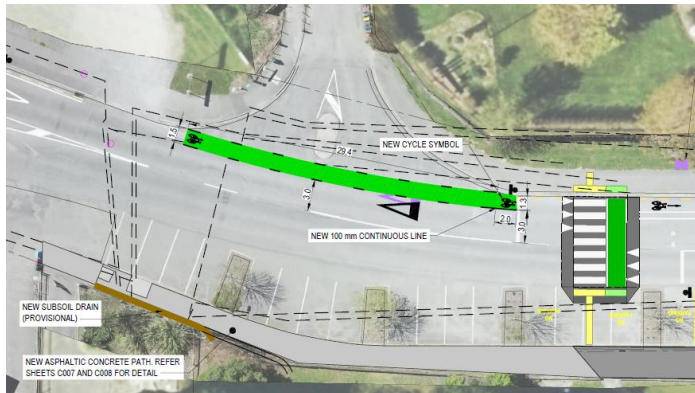
The following sheets will show further detail for each traffic control device change associated with the amended layout.

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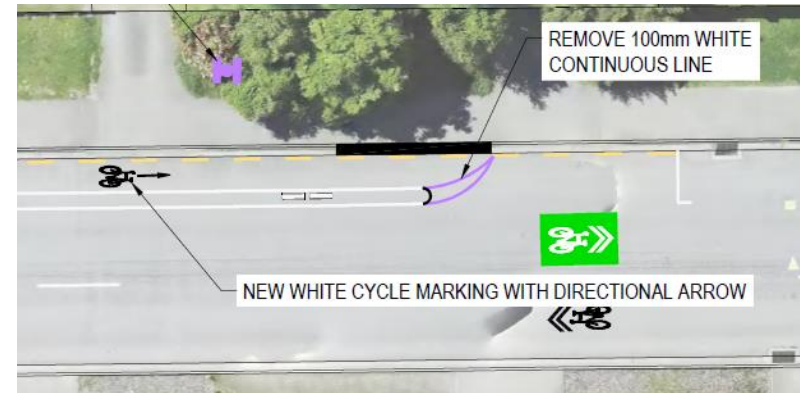
Streets for People – Mapua

Sheet 2 – Cycle lane and shared path

Alter on-road separated space to a wharf bound cycle lane, with a break in the cycle lane through the town centre area.
Amend shared path extent to end at Tasman's Great Taste Trail route past the Mapua Playground.



Cycle lane start at school end



Cycle lane end prior to Java Hut

Street name	Primary Restriction	Start NZTM X	Start NZTM Y	End NZTM X	End NZTM Y
Aranui Road	Cycle lane	1607603.69	5433751.08	1607825.50	5433381.49
Aranui Road	Shared path	1607592.81	5433829.03	1607935.53	5433234.16

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Streets for People – Mapua

Sheet 3 – Cycle lane and shared path

Alter on-road separated space to a wharf bound cycle lane, with a break in the cycle lane through the town centre area
Retain shared path at curve in Aranui Road



Cycle lane restart at Toru Street



Cycle lane end prior to curve in Aranui Road and shared path through curve.

Street name	Primary Restriction	Start NZTM X	Start NZTM Y	End NZTM X	End NZTM Y
Aranui Road	Cycle lane	1608039.61	5433094.47	1608194.19	5432893.79
Aranui Road	Shared path	1608189.87	5432901.54	1608257.99	5432847.62

Thriving and resilient Tasman communities

Streets for People – Mapua

Sheet 4 – No Parking

Remove planter boxes and replace with yellow lines – Add **no-stopping** restrictions where necessary.



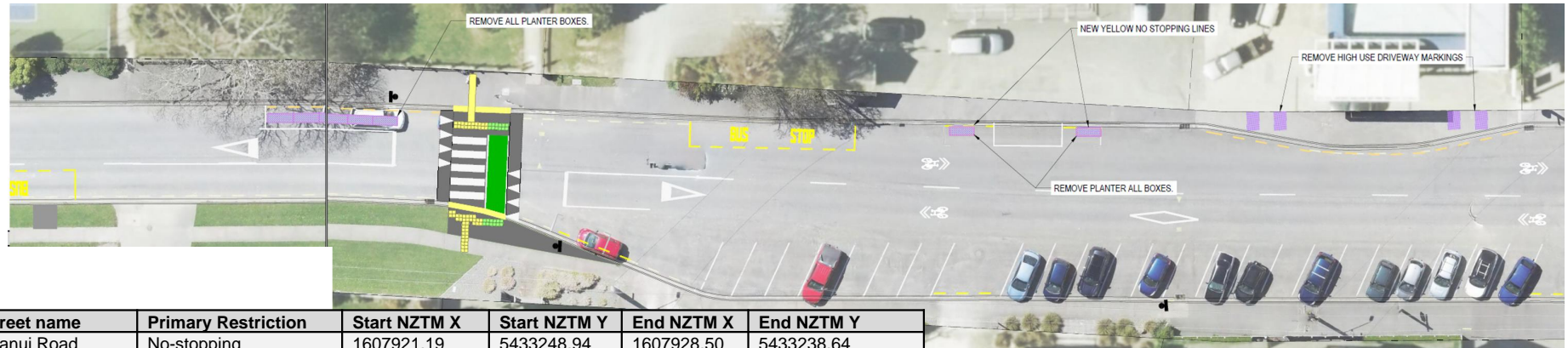
Street name	Primary Restriction	Start NZTM X	Start NZTM Y	End NZTM X	End NZTM Y
Aranui Road	No-stopping	1607837.43	5433364.64	1607845.83	5433353.44
Aranui Road	No-stopping	1607863.07	5433329.18	1607875.28	5433312.09

Thriving and resilient Tasman communities

Streets for People – Mapua

Sheet 5 – No Parking

Remove planter boxes and replace with yellow lines – Add **no-stopping** restrictions where necessary.



Thriving and resilient Tasman communities

7.3 REFERRAL FROM THE JOINT NELSON TASMAN REGIONAL TRANSPORT COMMITTEE - NELSON TASMAN REGIONAL LAND TRANSPORT PLAN 2024-34 AND NELSON TASMAN PUBLIC TRANSPORT PLAN 2024-34 DELIBERATIONS REPORT

Report To:	Tasman District Council
Meeting Date:	20 June 2024
Report Author:	Bill Rice, Senior Infrastructure Planning Advisor - Transportation; Elaine Stephenson, Team Leader - Democracy Services
Report Authorisers:	Dwayne Fletcher, Strategic Policy Manager
Report Number:	RCN24-06-6

1. Purpose of the Report / Te Take mō te Pūrongo

- 1.1 To provide the recommendations of the Joint Nelson Tasman Regional Transport Committee regarding the Nelson Tasman Regional Land Transport Plan 2024-34 and the Nelson Tasman Public Transport Plan 2024-34. The Joint Nelson Tasman Regional Transport Committee recommends that the Council approve these plans.
- 1.2 At its 30 April 2024 meeting, the Joint Nelson Tasman Regional Transport Committee deliberated on the Nelson Tasman Regional Land Transport Plan 2024-34 and the Nelson Tasman Public Transport Plan 2024-34.
- 1.3 The Committee resolved as follows:

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 to 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, including:*
 - 5.1 *minor changes associated with the finalisation of the Government Policy Statement on Transport,*
 - 5.2 *changes to align with both Council's Long Term Plan 2024 – 2034 budgets,*
 - 5.3 *minor editorial amendments,*
 - 5.4 *updating the Chair's foreword in the Nelson Tasman Regional Land Transport Plan 2024-34 relative to the latest information in the SHIP.*

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.*
- 1.4 The report to the 30 April 2024 Joint Nelson Tasman Regional Transport Committee meeting is appended as **Attachment 1**.



2. Recommendation/s / Ngā Tūtohunga

That the Tasman District Council

- 1. **receives the Referral from the Joint Nelson Tasman Regional Transport Committee - Nelson Tasman Regional Land Transport Plan 2024-34 and Nelson Tasman Public Transport Plan 2024-34 Deliberations Report RCN24-06-6; and**

2. adopts the Regional Land Transport Plan that will be submitted to New Zealand Transport Agency Waka Kotahi no later than 1 August 2024, subject to the same agreement by Nelson City Council; and
3. adopts the Nelson Tasman 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, subject to the same agreement by Nelson City Council.

3. Attachments / Tuhinga tāpiri
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- | | | |
|--|---|----|
| 1.   | Report to 30 April 2024 Joint Nelson Tasman Regional Transport Committee NTRLTP and NTPTP Deliberations | 73 |
|--|---|----|



Joint Nelson Tasman Regional Transport Committee -

30 April 2024

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; and**

30 April 2024

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

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 SH6 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 GPS 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 following changes 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 Nelson Tasman Regional



Joint Nelson Tasman Regional Transport Committee -

30 April 2024

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

Public Transport Plan 2024-34 to the Chair and Deputy Chair of the Joint Regional Transport Committee.

PREVIEW



Joint Nelson Tasman Regional Transport Committee -

30 April 2024

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

Recommendation to Nelson City Council and 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.**

30 April 2024

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

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.

30 April 2024

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

- 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:
- 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;
 - 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;
 - 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
 - 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:

30 April 2024

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

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

30 April 2024

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

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

30 April 2024

NELSON TASMAN REGIONAL LAND TRANSPORT PLAN 2024-34 AND NELSON TASMAN PUBLIC TRANSPORT PLAN 2024-34 DELIBERATIONS 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 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.
2. Consistency with Community Outcomes and Council Policy/Legal requirements The development of a Regional Land Transport Plan sets the key objectives, measures and activities that contribute to the community

30 April 2024

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

<p>outcome “our infrastructure is efficient, cost effective and meets current and future needs”.</p>
<p>3. Strategy and Risks</p> <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>
<p>4. Financial impact/Budgetary implications</p> <p>The financial impact for each council is consistent with their draft Long Term Plans.</p>
<p>5. Degree of significance and level of engagement</p> <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>
<p>6. Climate Impact</p> <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>
<p>7. Inclusion of Māori in the decision making process</p> <p>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.</p>
<p>8. Delegations</p> <p>The Joint Nelson Tasman Regional Transport Committee has the following delegations to consider in relation to the RLTP and RPTP.</p> <p><i>Areas of Responsibility:</i></p> <ul style="list-style-type: none"> • 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



Joint Nelson Tasman Regional Transport Committee -

30 April 2024

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

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
2. RPTP Nelson Tasman Regional Public Transport Plan 2024-34

NELSON TASMAN REGIONAL LAND TRANSPORT PLAN

MID TERM REVIEW

2024-2034

CONNECTING TE TAUHU (TOP OF THE SOUTH)



Foreword – Chair of Nelson – Tasman Regional Transport Committee

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

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

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

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

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

Alongside this RLTP has been development of a Te Taihū Intergenerational strategy which outlines a vision, tūpuna pono, to be good ancestors. It has te ora ngā tauhū, 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 tauhūtanga (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.

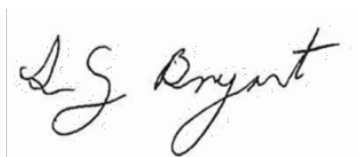
The change of Government in 2023 has changed central governments land transport priorities with the 2024 draft Government Policy Statement on Land Transport having the strategic priority of economic growth and productivity with supporting by three equally weighted priorities of increased maintenance 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

Attachment 1

Nelson Tasman Regional Land Transport Plan 2021-31

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

Deputy Mayor Stuart Bryant

Chairman

Nelson Tasman Joint Regional
Transport Committee

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 Regions Regional Land Transport Plan for the 2024 – 2027 for inclusion in the 2024 National Land Transport Program.

Priority areas

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

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

Final April 2024

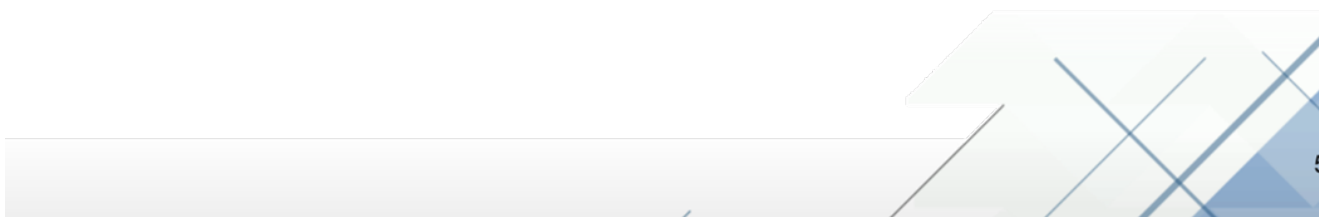
The South Island Regional Transport Committee Chairs

Regional Councils

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

Unitary Councils

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



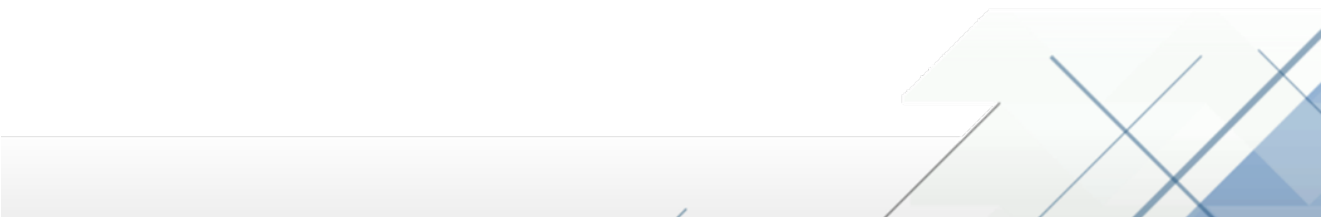
CONTENTS

Foreword - South Island Regional Transport Committee Chairs	4
Contents	6
Executive Summary	8
Introduction.....	9
Strategic Context.....	11
Our Region	11
Our People	11
Our Transport System	17
Future Scenarios and Opportunities.....	23
Strategic Planning	27
Strategic Framework.....	27
Nelson - Tasman Strategic Objectives:	28
Headline Targets	28
Objectives and Policies	29
Objective 1: Mode Choice	29
Objective 2: Safety	29
Objective 3: Network Management	29
Objective 4: Economic Prosperity	29
Objective 5: Resilience	29
Objective 6: Environmental Outcomes	29
Ten Year Transport Priorities.....	30
Investment Logic Mapping (ILM).....	30
Transport Priority 1: Growth/Congestion.....	31
Transport Priority 2: Safety.....	31
Transport Priority 3: Resilience / Network Condition.....	32
Transport priority 4: Environmental Impact	32
Programming and funding	34
Committed Activities	34
Significant Activities.....	35
Other Proposed Activities.....	37
Regionally significant expenditure from other funding sources.....	38
On the horizon Activities	39
Ten year forecast.....	41
Tasman District Council (Unitary Council)	41
Department of CONservation (Tasman District)	42
Nelson City Council (Unitary Council)	43
Waka Kotahi (State Highways).....	44
Monitoring Indicator Framework	45

Attachment 1

Tasman Regional Land Transport Plan 2021-31

Objective: Inclusive Access.....	45
Outcome: Healthy and Safe People	45
Outcome: Environmental Sustainability	45
Outcome: Resilience and Security	46
Outcome: Economic Prosperity.....	46
Appendix A – Approved Organisations	47
Appendix B – Significant Projects Summaries	48
Appendix C – Strategic Documents	57
Appendix D – Significance Policy.....	61
Appendix E – Legislative Context.....	62
Appendix F – Compliance with Section 14 of the Act	64
Appendix G – Relationship with Police Activities.....	65
Appendix H – Consultation	66
Appendix I – Glossary.....	67



EXECUTIVE SUMMARY

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

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

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

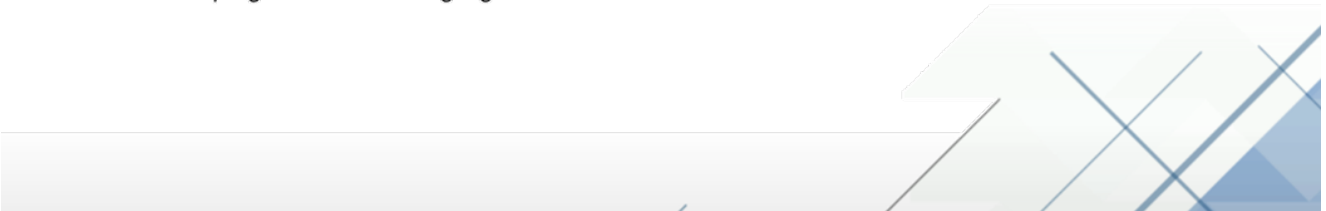
- vehicle usage growth and its effects on access
- safety on our roads
- our communities are susceptible to losing access in more frequent weather events
- maintenance has been underfunded in the past and road condition is getting worse
- vehicle usage is affecting our natural environment.

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

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

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

- Waka Kotahi will work on making improvements to the state highway network on specific projects such as SH6 Hope Bypass and three new heavy commercial safety centres spread across the region. They will also work on value for money safety improvements on the state highway network. These will include the design and delivery of safety retrofits in high-risk corridors and intersections, and the design and delivery of speed limit changes focused on areas of high safety concerns.
- The state highway maintenance, operations, and renewals programme in Nelson-Tasman builds scale for the first 3 years and proposes investment in activities to restore the condition of the network and service levels over the 10-year period.
- Nelson and Tasman will deliver safer speeds determined through the joint speed management plan including making improvements in rural and urban areas for our most vulnerable school road users.
- Nelson and Tasman will continue to improve their cycling networks in line with their Walking and Cycling Strategies.
- Nelson and Tasman will continue to cooperatively provide the eBus public transport service network. Only modest improvements are proposed in the 2024 – 27 period, including weekend services to Wakefield and Motueka, with a full review in August 2024 to inform next steps.
- Waka Kotahi will continue to work on improving network resilience for communities at risk of losing access in storm events. They will continue to reduce the risk of landslips on Takaka Hill and the Whangamoa and have a programme of treating high risk rock fall sites



INTRODUCTION

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

Figure 1 shows the location and extent of the Councils.

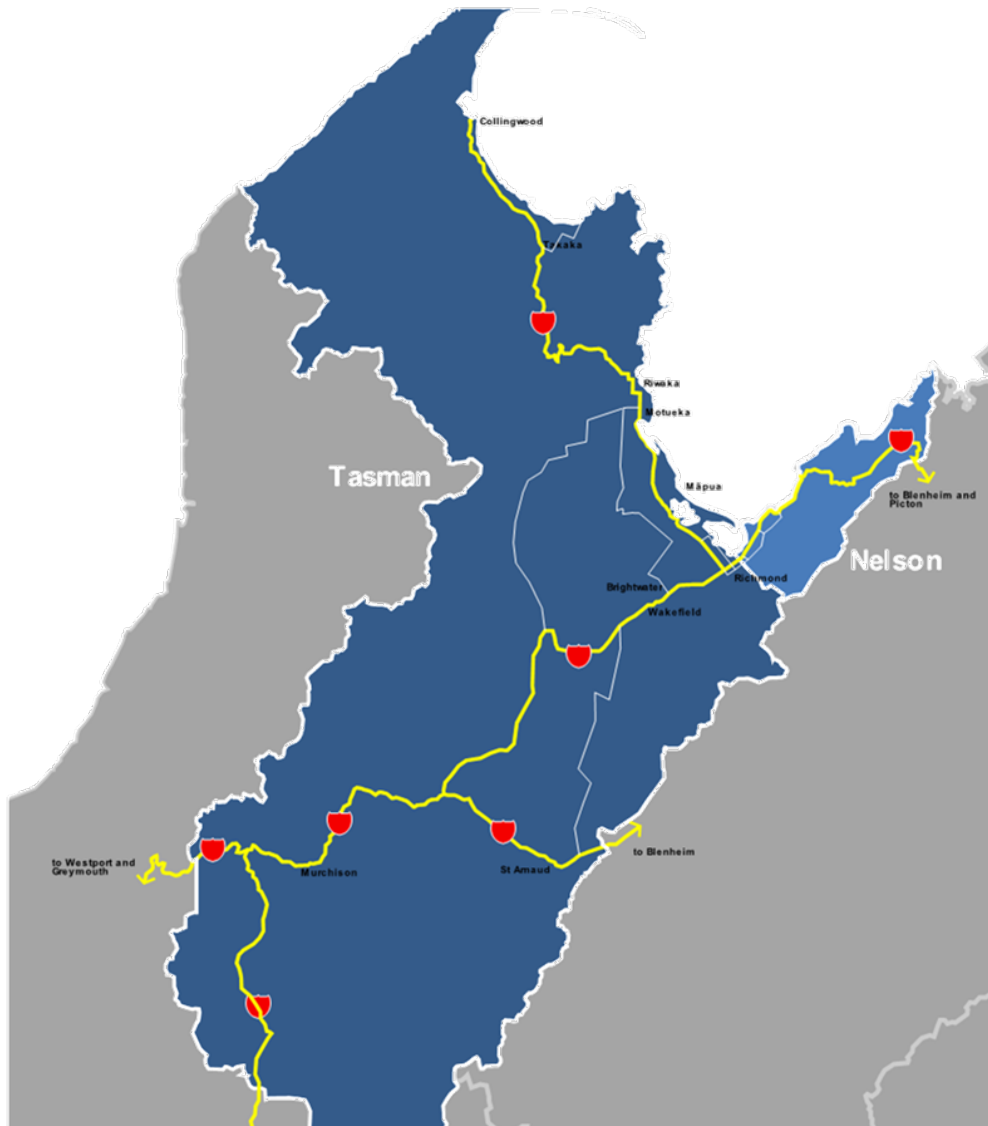
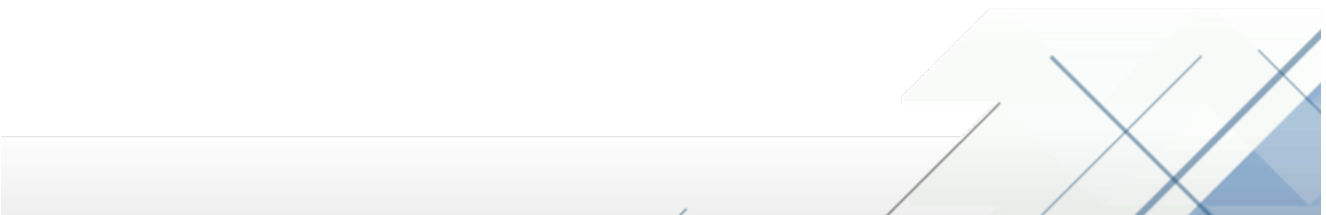


Figure 1: Location and Boundaries of Nelson and Tasman Councils

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



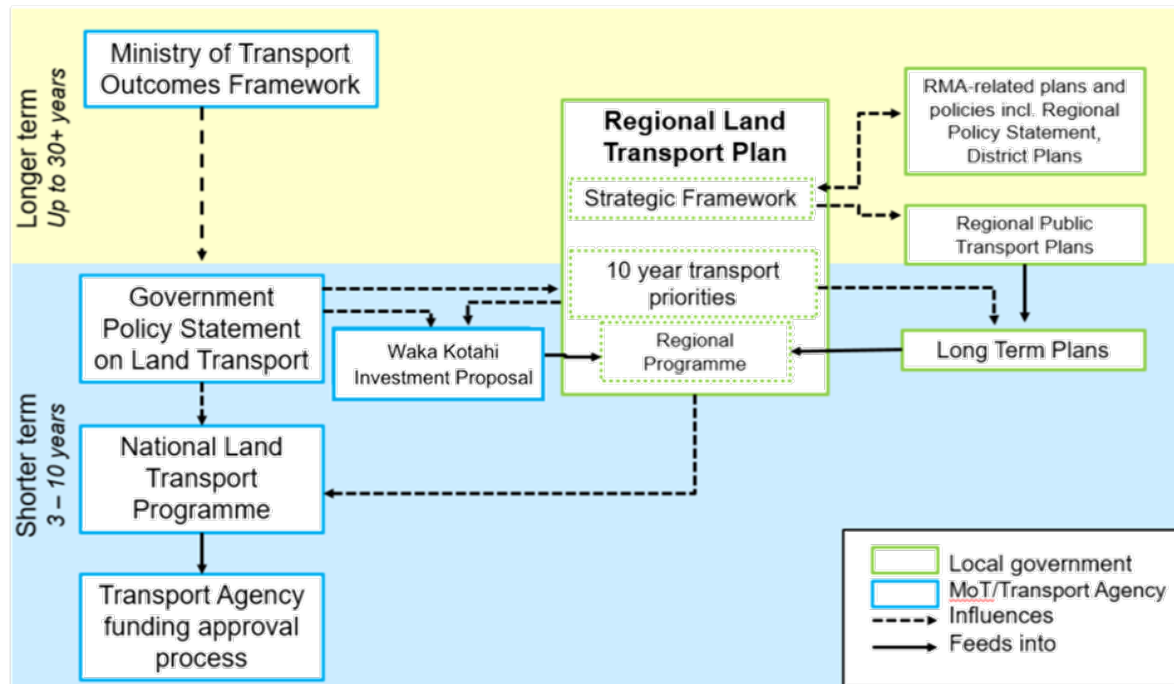
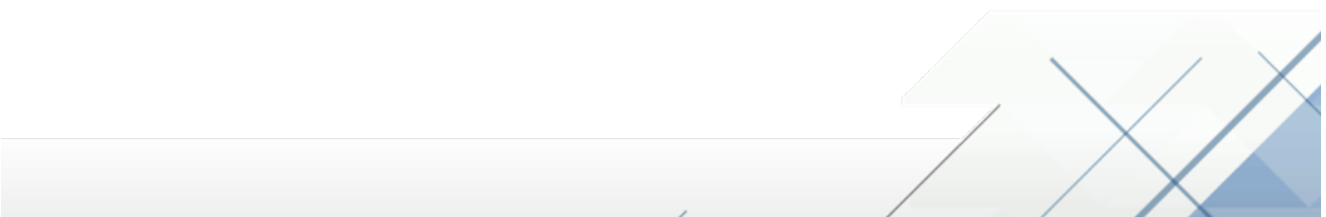


Figure 2: RLTP Planning and Funding Context

This RLTP:

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



STRATEGIC CONTEXT

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

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

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

OUR REGION

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

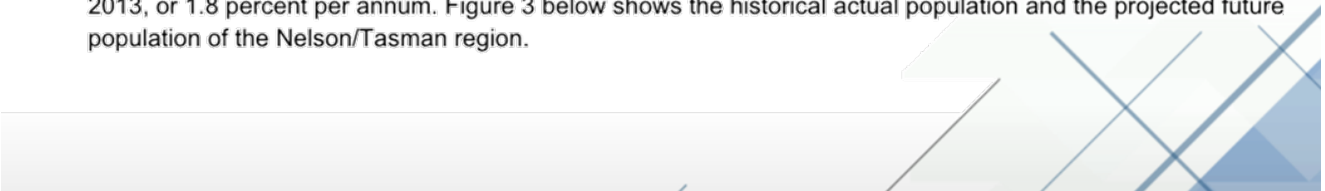
The Tasman District is located in the north west of the South Island. It covers the area from the boundary of Nelson City in the east, the West Coast in the south, the coastline in the north-west and Marlborough to the east. According to the 2018 census, Tasman District has a resident population of 52,400.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

OUR PEOPLE

DEMOGRAPHICS

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

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



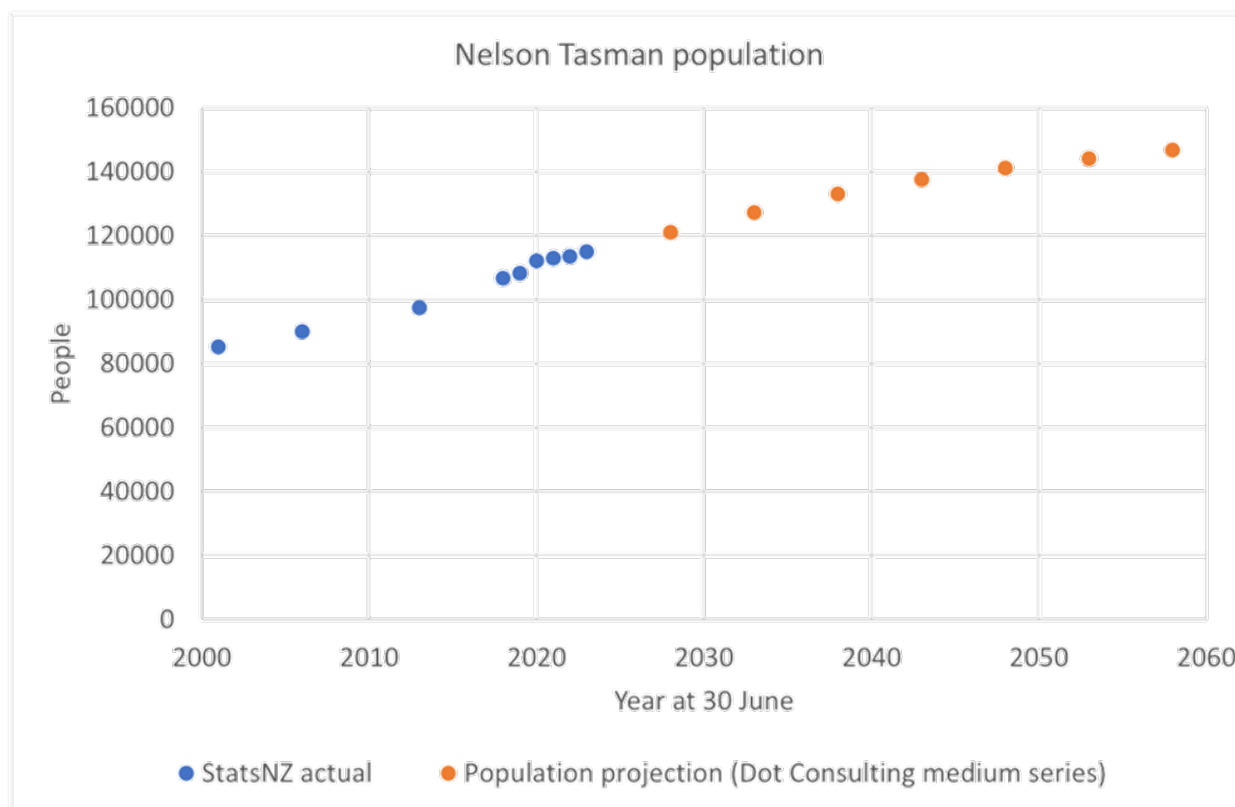
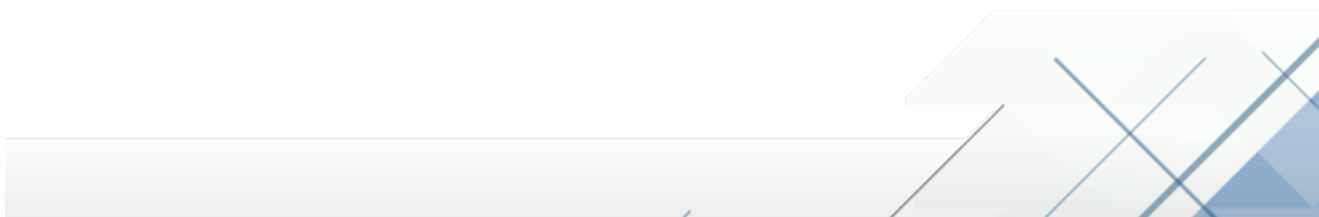


Figure 3: Nelson and Tasman Population – Actual and Forecast

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

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

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



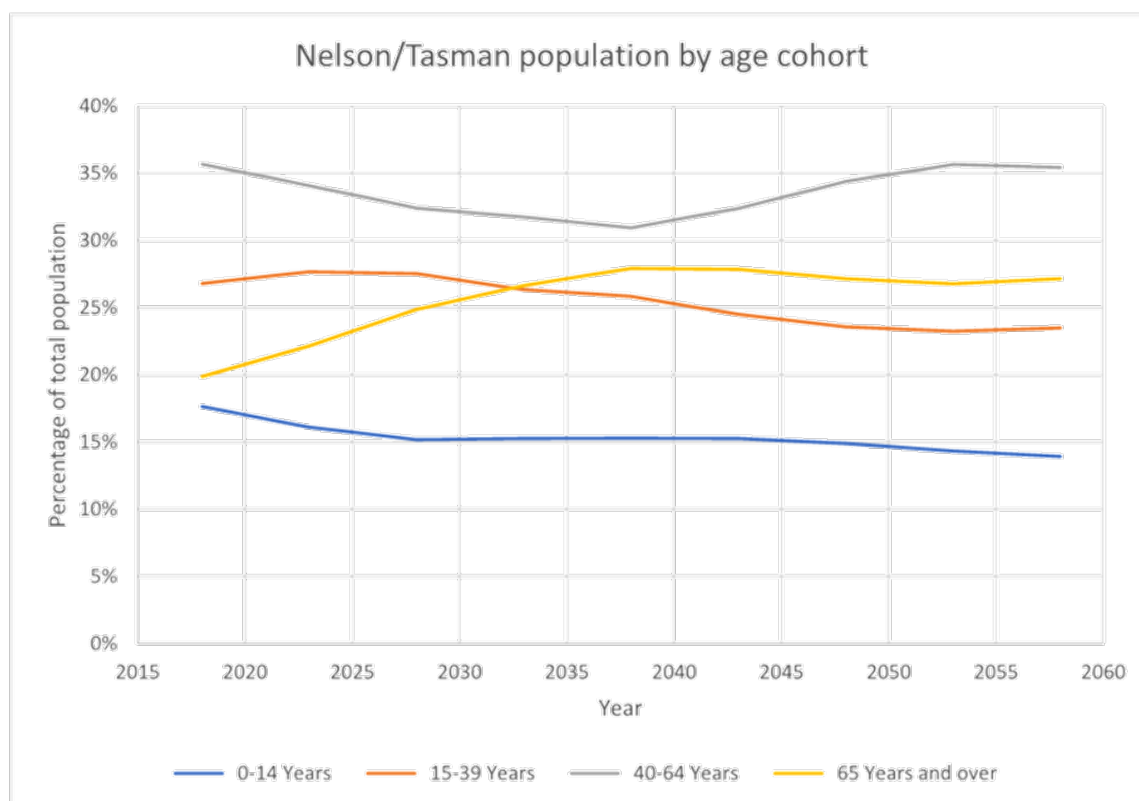


Figure 4: Nelson and Tasman Population age group distribution

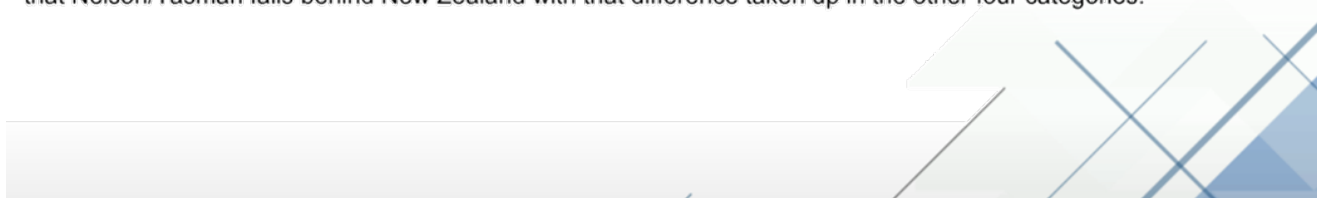
The demographics of the region have been slowly changing over time to become more diverse, as can be seen in the ethnic group responses within the Census data in Table .

Table 1: Nelson - Tasman Ethnic Groups

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

ECONOMIC DRIVERS

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



Economic structure by broad sector, 2022

% of total, year to March 2022

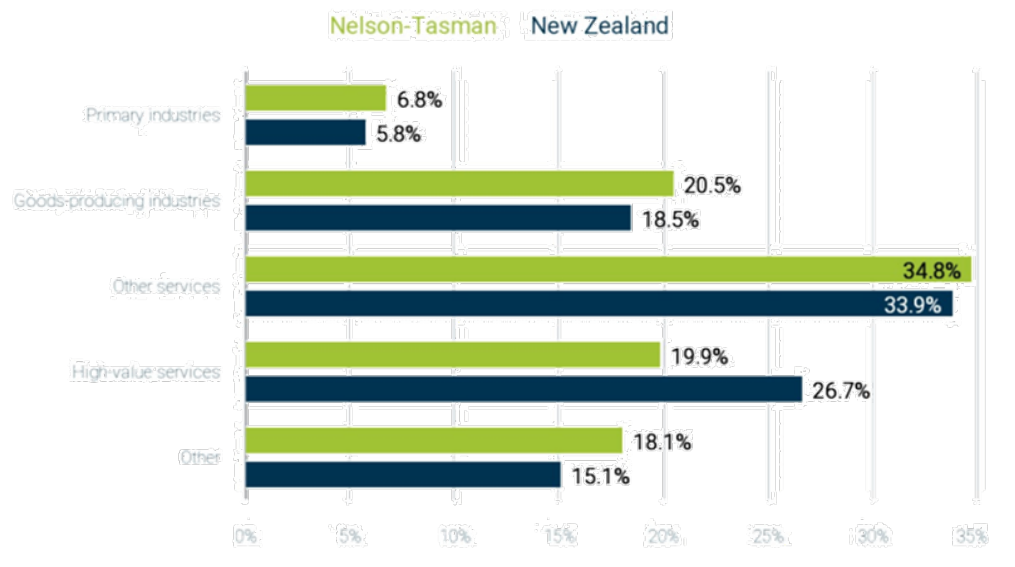


Figure 5: Nelson and Tasman Economic Drivers

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

Top five industries, ANZSIC Level 1, 2021 - 2022

Absolute change in GDP, March years, 2022 prices

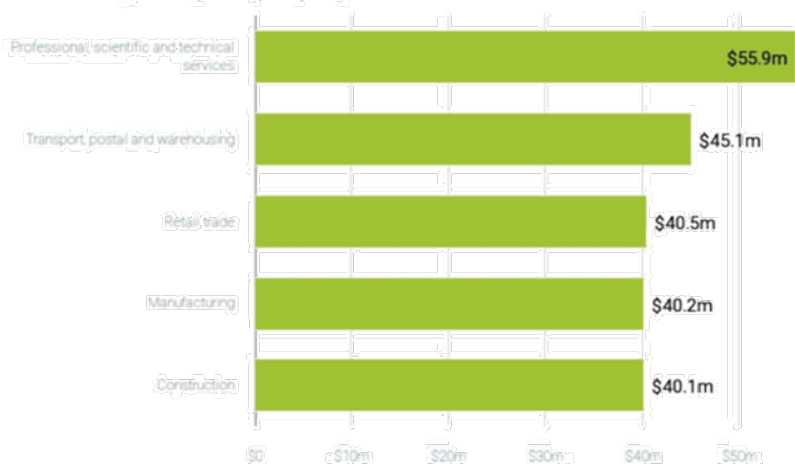


Figure 6a: Highest growth industries.

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

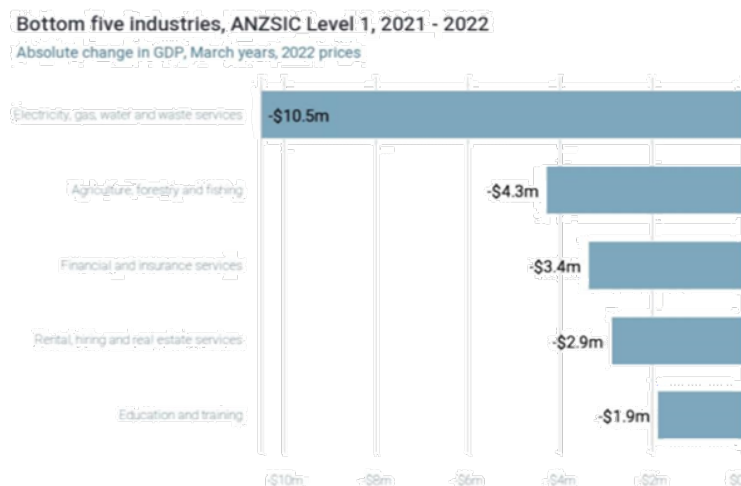


Figure 6b: Lowest growth industries.

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

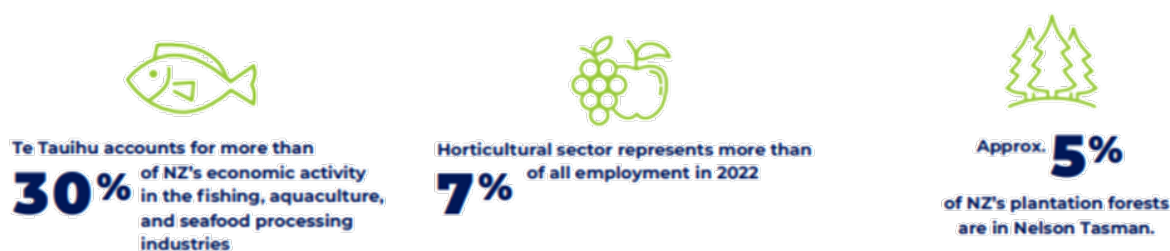


Figure 7: Key industries as a proportion of New Zealand activity.

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

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

TANGATA WHENUA

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

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

NGĀTI APA KI TE RĀ TŌ

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

NGĀTI KOATA

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

NGĀTI KUIA

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

NGĀTI RĀRUA

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

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

NGĀTI TAMA KI TE TAU IHU

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

NGĀTI TOA RANGATIRA

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

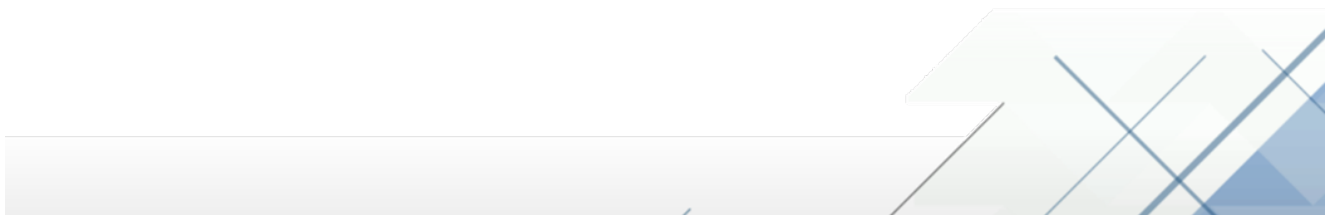
RANGITĀNE O WAIRAU

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

TE ĀTIAWA O TE WAKA-A-MĀUI

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

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



OUR TRANSPORT SYSTEM

ROAD NETWORK

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

Table 2: Regional Transportation Summary

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

A third of the roads in the region are unsealed.

Figure 8 below shows the vehicle kilometres travelled (vkt) between 2010/11 and 2022/23. The records show that there has been steady growth in vkt in the region up to 2021/22 before a small dip in 2022/23.

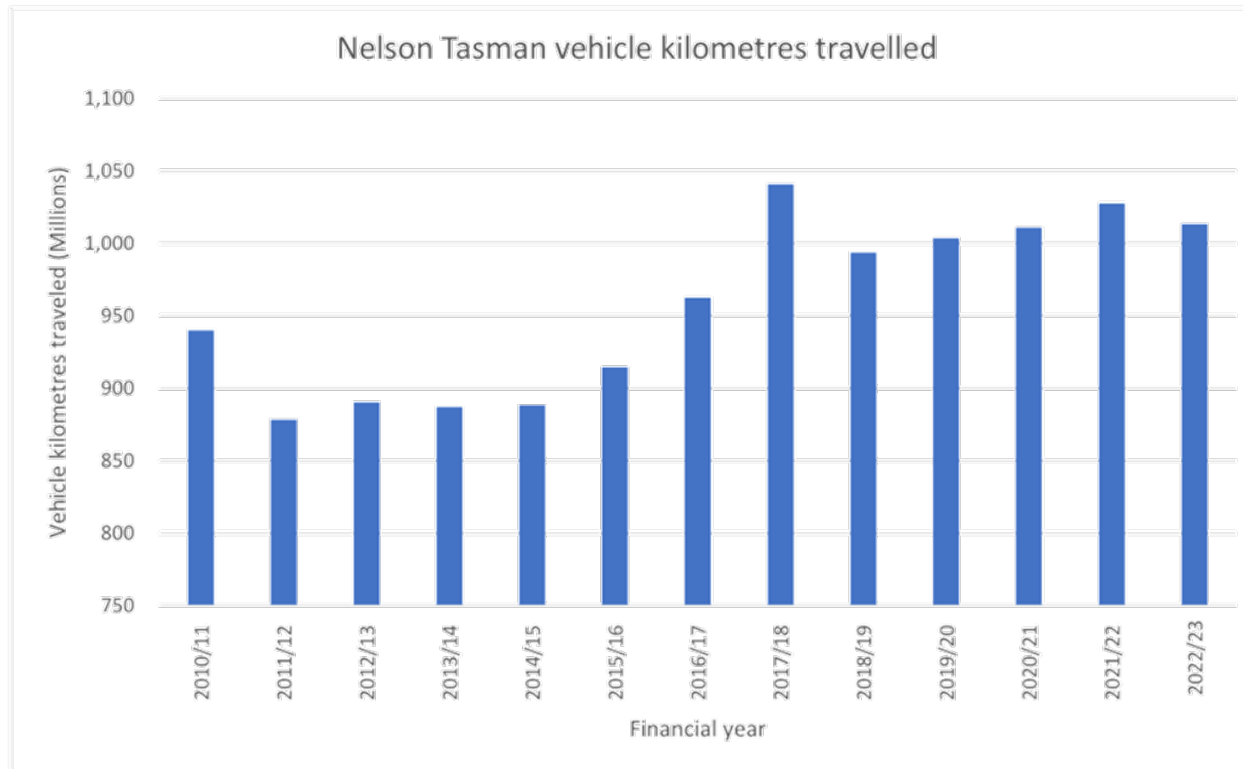


Figure 8 Vehicle Kilometers Travelled in Te Taihū

ELECTRIC VEHICLE CHARGING

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

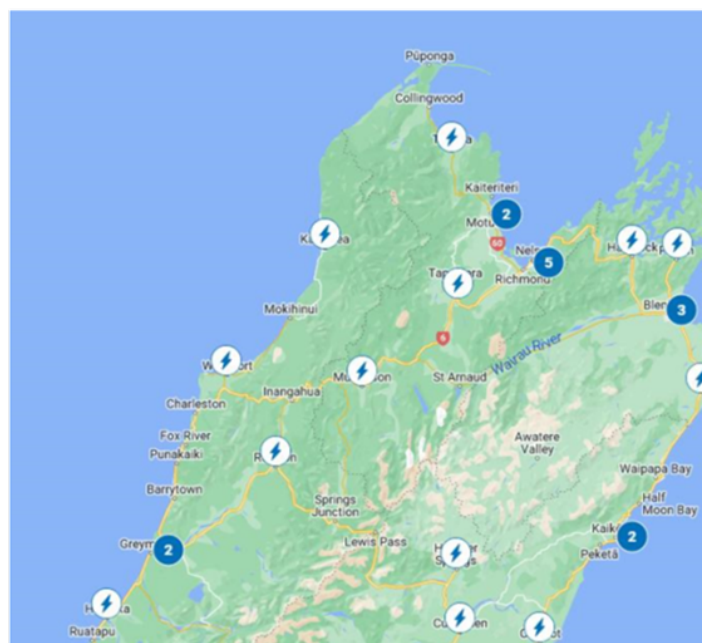
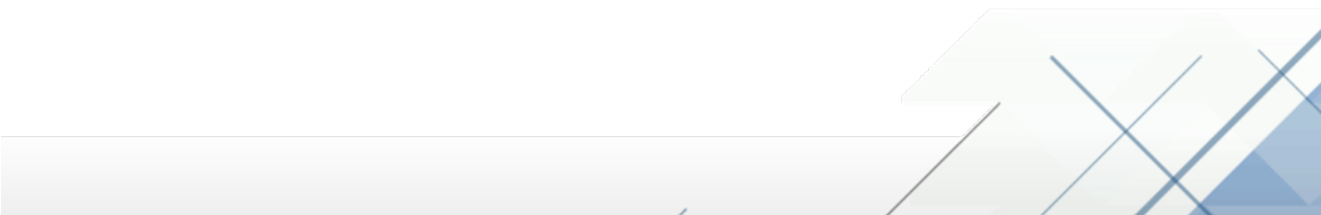


Figure 9 EV charger distribution in the top half of the South Island



CRASH HISTORY

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

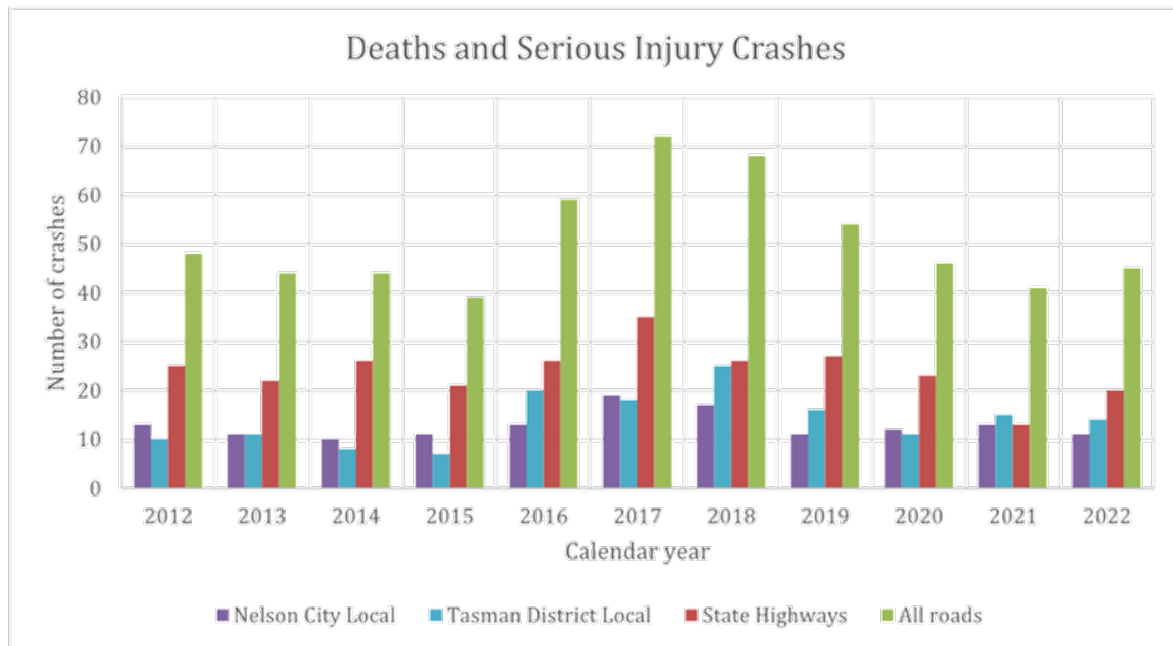


Figure 10: Local Road Fatal and Serious Injury Crashes

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

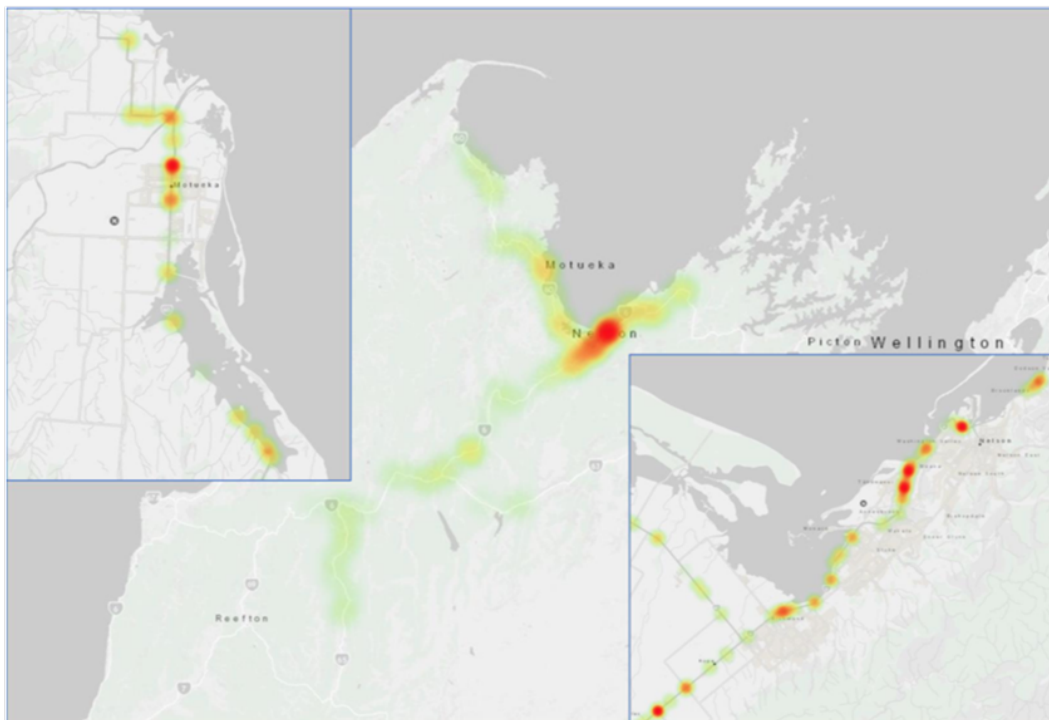


Figure 11: Te Taihuhu Fatal and Serious Injury Crash Heatmap

FREIGHT ROUTES

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

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

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

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

SEA

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

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

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

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

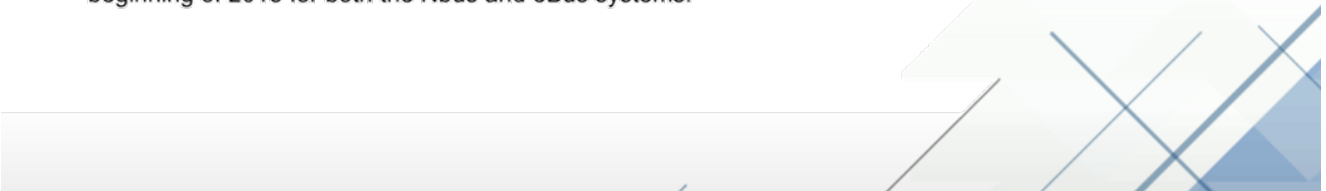
The hours of land transport freight receipt/dispatch operation coincide with the greatest traffic volumes and there is a limited ability to shift truck movements to low periods of traffic at night time. Access to the port for freight carriers is important and congestion and unplanned closures has decreased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

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

PUBLIC TRANSPORT

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

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



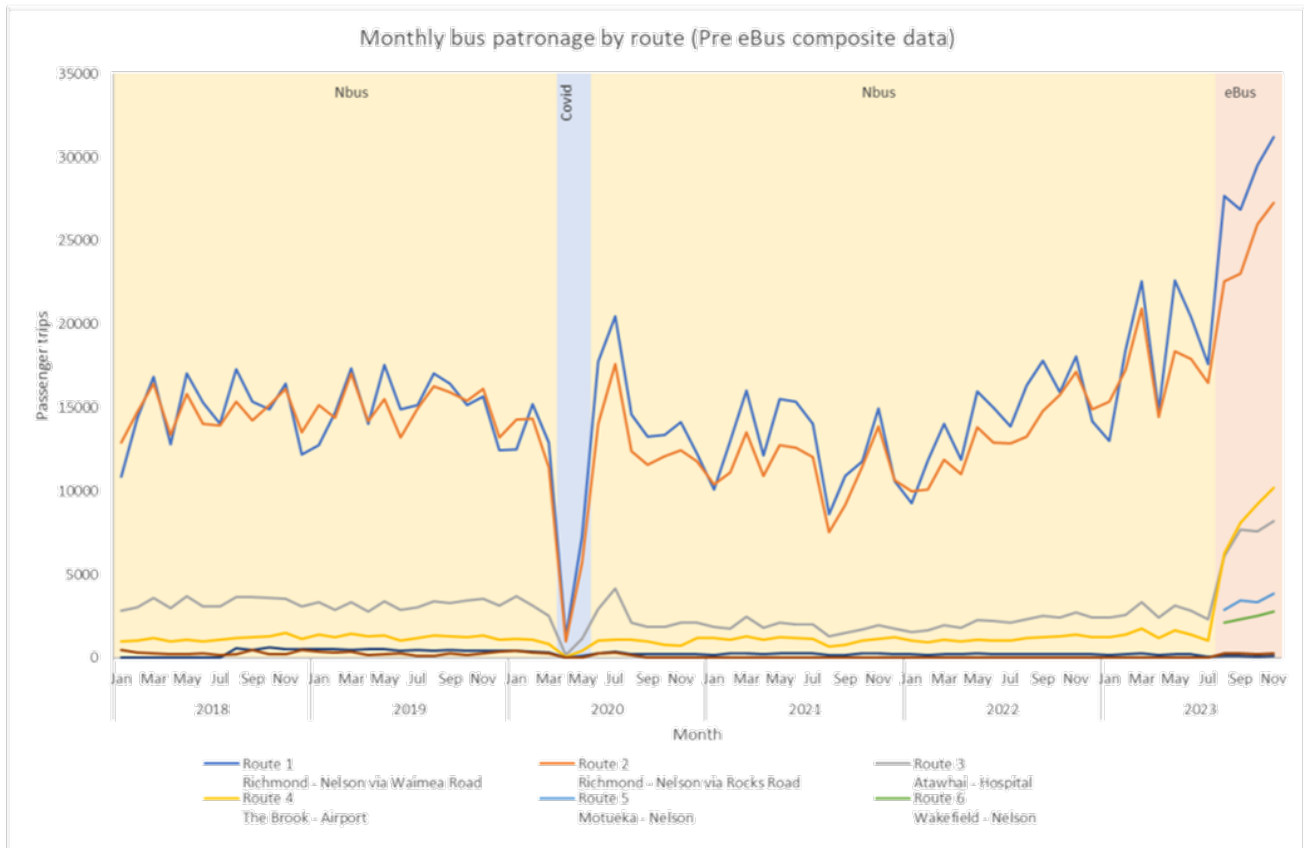


Figure 12: Bus patronage over time.

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

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

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

Achieving a significant increase in the mode share of public transport is likely to be a fundamental requirement in order to reduce the reliance on single occupancy vehicles in our main urban areas, provide sustainable modes to meet emissions targets, and accommodate the travel demands of sustained economic and population growth. This RLTP and the associated RPTP are focused on achieving a continual increase in public transport patronage as one critical part of an integrated approach to accommodating travel demand. **The draft GPS signals that alternative funding sources to deliver major public transport investments will be required, and that increasing the public transport fare-box recovery portion (i.e. the portion paid by fares) and third-party revenue will be expected.**

ACTIVE TRANSPORT

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

CYCLING

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

Table 3: Proportion of Commuters Cycling – 2018 Census

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

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

The Nelson Tasman Cycle Trails Trust have proposed the Te Taihu cycle highways concept. This would consist of an extensive network of rural cycling facilities connecting urban and tourist locations in Nelson Tasman with Picton and Blenheim. These trails or routes are aimed primarily at recreational cycle users but can also double as commuter routes. This concept is supported in principle, but no funding is allocated in the next 10 years.

WALKING

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

Table 4: Proportion of Commuters Walking or Jogging

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

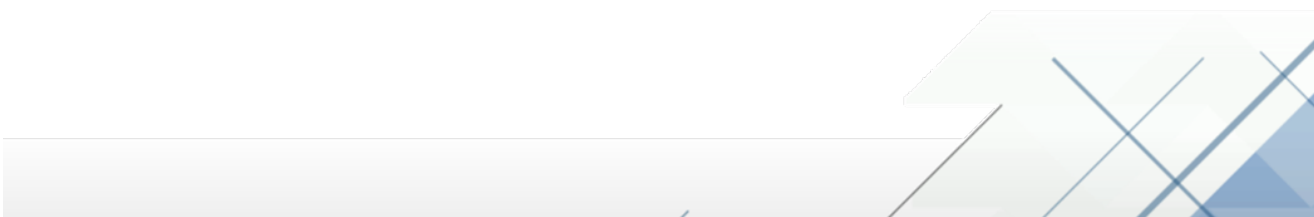
AVIATION

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

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

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

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



FUTURE SCENARIOS AND OPPORTUNITIES

RESIDENTIAL GROWTH

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

FUTURE SCENARIO - NELSON/TASMAN

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

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

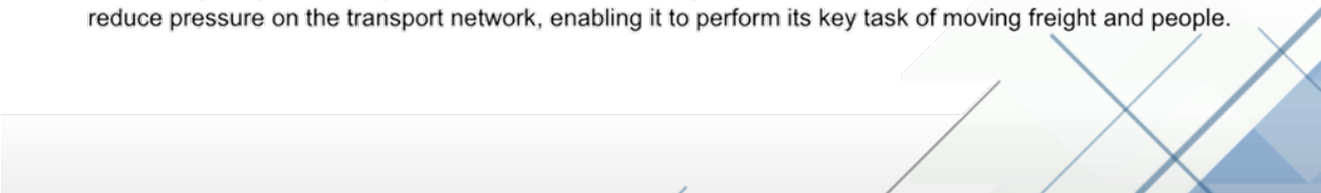
- Prioritising intensification of housing development in Nelson, Richmond, Brightwater, Wakefield, Māpua and Motueka.
- Providing for managed greenfield expansion around Nelson, Richmond, Brightwater, Wakefield and Māpua.
- Providing for some managed greenfield expansion around the rural towns of Murchison,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

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

OUTCOMES

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

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



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

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

FREIGHT DEMANDS

CURRENT

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

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

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

FUTURE SCENARIO

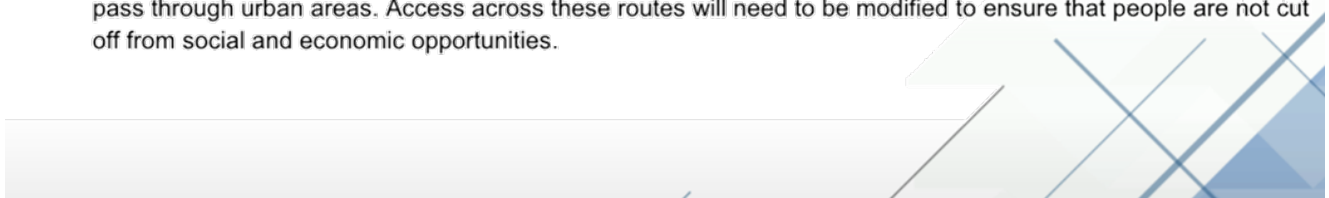
There are several indicators to show that freight volumes on roads will continue to increase at a similar rate into the future. This will see heavy commercial vehicles being a greater proportion of overall traffic volumes on roads, combined with the desired reduction in the use of private motor vehicles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

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

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

OUTCOMES

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



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

ACTIVE TRANSPORT DEMAND

CURRENT

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

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

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

FUTURE SCENARIO

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

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

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

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

OUTCOMES

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

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

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

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



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

The draft GPS focusses improvement in the active transport space were increasing economic growth or clear benefit for improving safety and demonstrated volumes of pedestrians and cyclists already exist.

FINANCIAL CONSTRAINTS

CURRENT

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

The National Land Transport Fund (NLTF) which provides 100 percent funding for eligible Waka Kotahi programmes and 51 percent for eligible council programmes also has significant financial pressure. A high proportion of the funding from the NLTF is already committed for the next three years. The draft GPS has the strategic priority of economic growth and productivity, supported by three equally weighted priorities of increased maintenance and resilience, safety and value for money. In addition, the draft GPS has signalled its programme of roads of national significance. The commitment to the Hope Bypass in Richmond plus the forward commitment on a suite of roads of national significance would indicate little available additional investment for other improvements in Nelson - Tasman's transport networks.

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

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

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

FUTURE SCENARIO

Despite the limited availability of NLTF discretionary funding over the next three years, funding will continue to increase in the long term with the draft GPS signalling an appetite to utilise tolling, Public Private Partnerships and require more user pays to fund the transport system.

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

OUTCOMES

Councils and Waka Kotahi will be looking for cost effective ways of providing transport solutions. The draft GPS signals change in the following areas to drive better value for money:

- Increased public transport fare box recovery and third-party revenue is expected from local Government.
- Reduce expenditure on temporary traffic management while maintaining worker and road user safety.
- Focus on outcomes in road maintenance investment to deliver smoother and more reliable journeys.
- Review of road safety investment to ensure investment is focused on efficient changes.
- Making better use of existing assets by allowing time of use charging or similar to manage demand.
- Focus on whole-of-life costs to maximise long-run value.
- Making better use of existing digital infrastructure and information systems.

STRATEGIC PLANNING

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

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

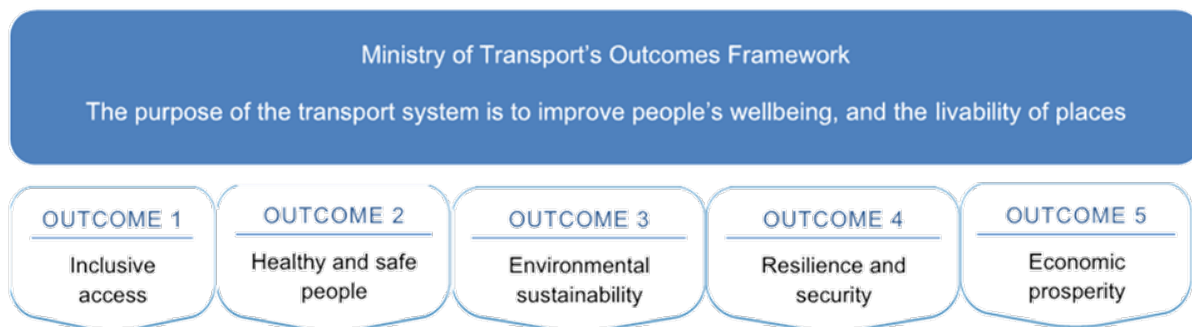
The regional outcomes in this section will be supported through the strategic framework and programme.

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

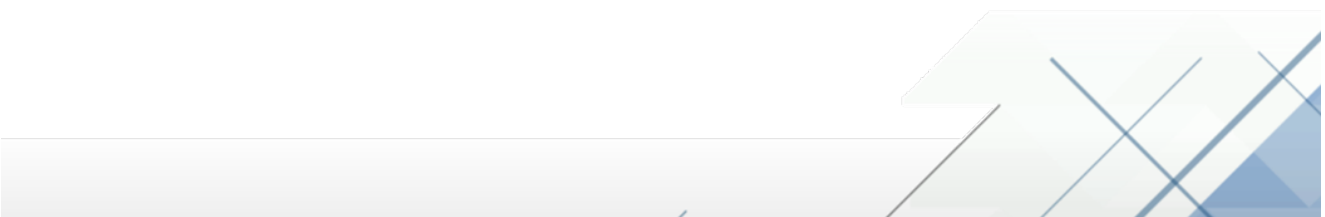
STRATEGIC FRAMEWORK

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

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



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

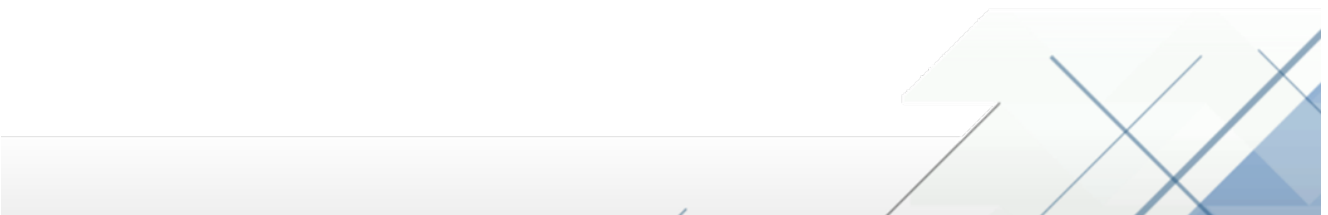
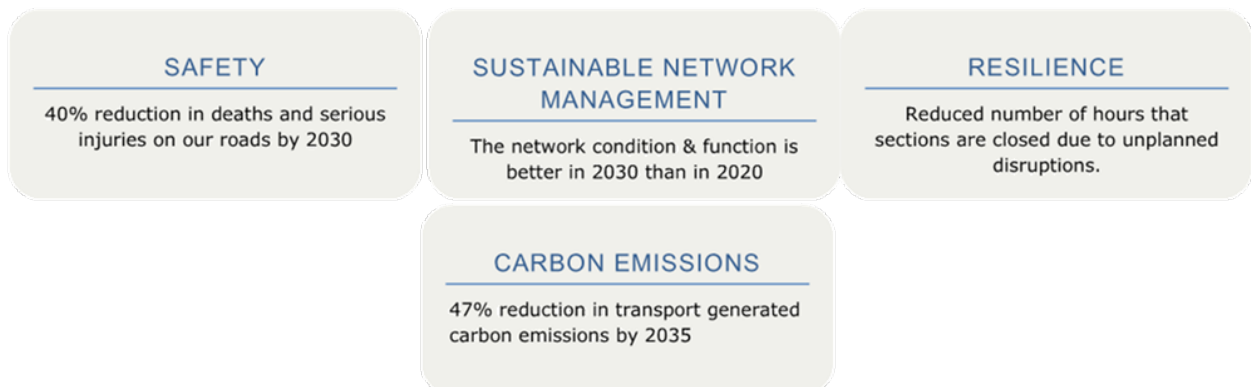


NELSON - TASMAN STRATEGIC OBJECTIVES:

The strategic objectives are aligned the Ministry of Transport's outcomes and also take into account the regional challenges facing Nelson - Tasman. The focus of this RLTP will look to improve accessibility to a range of travel options in the urban area, improve travel safety and support the local economy. The relationship between the vision, objectives and targets is shown below and provides a line of sight between the objectives and the transport programme.

HEADLINE TARGETS

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



OBJECTIVES AND POLICIES

OBJECTIVE 1: MODE CHOICE

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

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

OBJECTIVE 2: SAFETY

Policies to support communities having access to a safe transport system regardless of mode:

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

OBJECTIVE 3: NETWORK MANAGEMENT

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

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

OBJECTIVE 4: ECONOMIC PROSPERITY

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

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

OBJECTIVE 5: RESILIENCE

Policies supporting communities having access to a resilient transport system:

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

OBJECTIVE 6: ENVIRONMENTAL OUTCOMES

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

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

TEN YEAR TRANSPORT PRIORITIES

INVESTMENT LOGIC MAPPING (ILM)

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

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

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

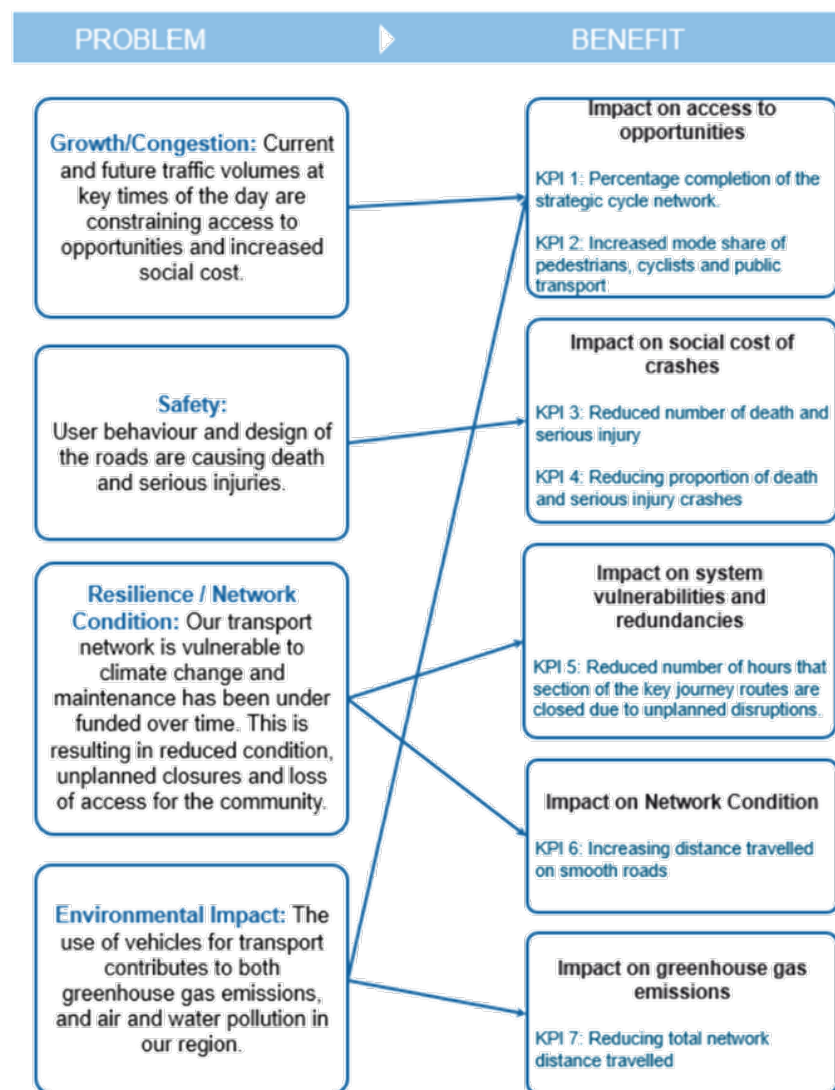


Figure 13: Investment Logic Map

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

TRANSPORT PRIORITY 1: GROWTH/CONGESTION

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

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

SUMMARY OF EVIDENCE

Population growth from Statistics New Zealand Census 2018 population changes:

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

Vehicle growth on roads

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

Commercial vehicle growth on roads

https://www.portnelson.co.nz/media/ipbox33/port-nelson-2023-annual-report_final_web.pdf

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

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

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

THE CASE FOR INVESTMENT

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

TRANSPORT PRIORITY 2: SAFETY

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

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

SUMMARY OF EVIDENCE

User behaviour

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

Roads that are not fit for purpose

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

Deaths and serious injuries on roads

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

THE CASE FOR INVESTMENT

The evidence shows rural roads (with their higher speeds) continue to have the most accidents that result in death or serious injury whilst in the urban areas the greatest concern is accidents involving pedestrians, cyclists and at intersections. The communities at risk register also identifies cyclists as generally being at

higher risk in Te Taihupo than most other regions in New Zealand. Specific roads have been identified as 'requiring a difficult conversation' and some sort of engineering intervention. This indicates that the roads need some change and are not suitable for how they are currently being used.

TRANSPORT PRIORITY 3: RESILIENCE / NETWORK CONDITION

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

Benefit: Impact on system vulnerabilities and redundancies

SUMMARY OF EVIDENCE

Official state highway detour routes <https://detours.myworksites.co.nz/>

State highway resilience

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

Road condition

Tasman AMP – Link TBC

Nelson AMP – Link TBC

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

THE CASE FOR INVESTMENT

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

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

TRANSPORT PRIORITY 4: ENVIRONMENTAL IMPACT

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

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

SUMMARY OF EVIDENCE:

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

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

The HAPINZ study: [EHINZ](#)

THE CASE FOR INVESTMENT:

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

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

SIGNIFICANT ACTIVITIES

The improvement projects are the highest cost projects for Nelson Tasman for the next 3 years and represent the highest priority for this region. The prioritisation methodology reflects both the degree to which each of the projects will achieve the strategic objectives **plus alignment with the draft GPS.**

Project name	A/C	Road Controlling Authority	Cost (000's) Year1 (24/25) (000's)	Cost (000's) Year2 (25/26) (000's)	Cost (000's) Year3 (26/27) (000's)	Cost (000's) Year4 (27/28) (000's)	Cost (000's) Year5 (28/29) (000's)	Cost (000's) Year6 (29/30) (000's)	Total cost for six years (000's)	Total cost for ten years (000's)	Funding source	Rank
SH6 Hope Bypass	State Highway Improvements	NZTA	1,635	1,635	1,635	145	2,156	2,156	9,362	152,922	100% NZTA	1
Waimea Road priority lanes	Local Road Improvements	NCC	0	0	0	214	219	2,047	2,480	24,597	49% NCC 51% NZTA	2
Lower Queen Street Upgrade	Local Road Improvements	TDC	500	6,120	1,561	-	-	-	8,181	8,181	49% TDC 51% NZTA	3
SH6 Dellows Bluff & Others - Preventative Rockfall Treatment	State Highway Improvements	NZTA	1,075	7,070	6,104	-	-	-	14,249	14,249	100% NZTA	3
SH60 Takaka Hill Resilience Improvements	State Highway Improvements	NZTA	545	530	8,611	10,028	-	-	19,714	19,714	100% NZTA	5
Millers Acre Bus Interchange	Public Transport Infrastructure	NCC	3,690	-	-	-	-	-	3,690	3,690	49% NCC 51% NZTA	6
SH6 Wakefield and Murchison Commercial Vehicle Regional Safety Centre	State Highway Improvements	NZTA	151	871	3,576	5,777	3,815	-	14,190	14,190	100% NZTA	6
SH6 Hira Commercial Vehicle Regional Safety Centre	State Highway Improvements	NZTA	130	247	218	3,706	2,180	-	6,481	6,481	100% NZTA	6
Nelson East West Cycle Corridor	Local Road Improvements	NCC	-	511	3,663	749	-	-	4,923	4,923	49% NCC 51% NZTA	9
Tasman Share Value For Money Safety Improvement Programme	State Highway Improvements	NZTA	3,039	3,039	3,039	3,039	3,039	3,039	18,236	30,394	100% NZTA	9
Nelson Share Value For Money Safety Improvement Programme	State Highway Improvements	NZTA	219	219	219	219	219	219	1,316	2,193	100% NZTA	9

LINKING TRANSPORT OBJECTIVES AND SIGNIFICANT ACTIVITIES

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

Organisation name	Project name	RLTP priorities				2024 GPS priorities				Rank	Total cost for ten years
		Environmental impact/emissions	Safety	Resilience	Economic Growth/Congestion	Value for money	Safety	Increased maintenance and resilience	Economic growth and productivity		
NZTA (Tasman)	SH6 Hope Bypass									1	\$153M
Nelson City Council	Waimea Road priority lanes									2	\$25M
Tasman District Council	Lower Queen Street Upgrade									3	\$8M
NZTA (Tasman)	SH6 Dellows Bluff & Others - Preventative Rockfall Treatment									3	\$14M
NZTA (Tasman)	SH60 Takaka Hill Resilience Improvements									5	\$20M
Nelson City Council	Millers Acre Bus Interchange									6	\$4M
NZTA (Tasman)	SH6 Wakefield and Murchison Commercial Vehicle Regional Safety Centre									6	\$14M
NZTA (Nelson)	SH6 Hira Commercial Vehicle Regional Safety Centre									6	\$6M
Nelson City Council	East West Cycle Corridor									9	\$5M
NZTA (Tasman)	Tasman Share Value For Money Safety Improvement Programme									9	\$30M
NZTA (Nelson)	Nelson Share Value For Money Safety Improvement Programme									9	\$2M

	Aligns strongly
	Aligns
	Neutral
	Poor alignment

OTHER PROPOSED ACTIVITIES

STATE HIGHWAY ACTIVITIES

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

LOCAL ROAD ACTIVITIES

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

RICHMOND PROGRAMME BUSINESS CASE AND NELSON FUTURE ACCESS

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

REGIONALLY SIGNIFICANT EXPENDITURE FROM OTHER FUNDING SOURCES

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

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

ON THE HORIZON ACTIVITIES

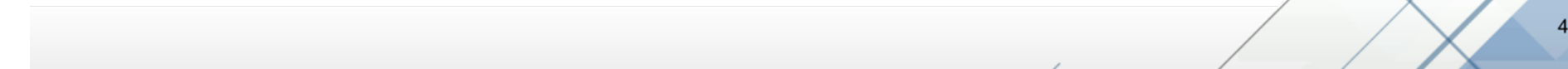
The following table includes activities that are important to the transport system and broader community but that currently have not been proposed for funding by the relevant road controlling authority. These activities are included in this RLTP 'On the Horizons' table below to demonstrate their importance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

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

Attachment 1

Tasman District Council Regional Land Transport Plan 2021-31

Activity	Description	Signaled in strategy	Organisation name	Activity class
SH60 / McShane / Pugh	Intersection safety improvements	Richmond Programme Business Case	NZTA	State highway improvements
Hill Street	Potential additional road link between Suffolk Road and Hill Street (subject to outcome of investigation)		NCC	Local road improvements
Revoke Gladstone Road State Highway status	Follows the Hope Bypass being made State Highway and Gladstone Road being handed to Tasman District Council to administer	Richmond Programme Business Case	TDC	Local road improvements
Public Transport park and ride (Tasman)	Development of a car parking area to serve as a park and ride on the eBus.	Richmond Programme Business Case	TDC	Public transport infrastructure
Richmond Bus interchange	Development of an improved bus interchange for users of the eBus	Richmond Programme Business Case	TDC	Public transport infrastructure
Motueka Capacity Improvements	Investigate capacity issues through Motueka and on the Motueka Bridge		NZTA/TDC	State highway improvements



TEN YEAR FORECAST

TASMAN DISTRICT COUNCIL (UNITARY COUNCIL)

	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	2030/31	2031/32	2032/33	2033/34
Subsidised Activities - Expenditure (by Activity Class)										
Public Transport Services	\$1,997,329	\$2,241,276	\$2,501,249	\$2,551,273	\$2,602,299	\$2,654,345	\$2,707,432	\$2,761,580	\$2,816,812	\$2,873,148
Public Transport Infrastructure	\$61,000	\$62,220	\$63,464	\$64,734	\$66,028	\$67,349	\$68,696	\$70,070	\$71,471	\$72,901
Walking and Cycling Improvements	\$250,000	\$255,000	\$390,150	\$397,953	\$405,912	\$414,030	\$422,311	\$430,757	\$439,372	\$448,160
Local Road Improvements	\$2,192,749	\$7,471,421	\$3,088,575	\$3,853,477	\$1,411,036	\$1,438,830	\$1,465,331	\$1,434,030	\$1,458,894	\$1,483,136
Local Road Maintenance	\$24,646,120	\$27,348,829	\$24,572,690	\$24,823,969	\$25,125,648	\$25,211,340	\$25,801,766	\$25,725,059	\$26,013,072	\$25,914,607
Investment Management	\$15,000	\$88,119	\$34,639	\$16,035	\$93,882	\$36,858	\$17,003	\$99,215	\$38,861	\$17,895
Total expenditure	\$30,822,885	\$42,669,485	\$34,072,476	\$36,223,766	\$32,529,353	\$33,266,111	\$34,208,349	\$35,530,737	\$35,951,400	\$36,407,785
Subsidised Activities - Revenue										
Approved Organisation Revenue	\$14,738,360	\$20,534,255	\$16,313,876	\$17,359,617	\$15,541,145	\$15,894,312	\$16,348,530	\$16,989,202	\$17,188,031	\$17,404,544
NLTF Revenue	\$15,339,926	\$21,372,388	\$16,979,749	\$18,068,173	\$16,175,478	\$16,543,060	\$17,015,816	\$17,682,639	\$17,889,583	\$18,114,934
Other Revenue	\$744,599	\$762,842	\$778,851	\$795,976	\$812,730	\$828,739	\$844,003	\$858,895	\$873,787	\$888,307
Total revenue	\$30,822,885	\$42,669,485	\$34,072,476	\$36,223,766	\$32,529,353	\$33,266,111	\$34,208,349	\$35,530,737	\$35,951,400	\$36,407,785
Unsubsidised Activities - Expenditure										
Unsubsidised Operational Expenditure	\$669,360	\$685,106	\$911,450	\$702,284	\$988,817	\$835,137	\$1,054,947	\$913,928	\$946,381	\$948,775
Unsubsidised Capital Expenditure										
Total expenditure	\$669,360	\$685,106	\$911,450	\$702,284	\$988,817	\$835,137	\$1,054,947	\$913,928	\$946,381	\$948,775
Unsubsidised Activities - Revenue										
Local Authority Revenue	\$433,404	\$443,369	\$664,640	\$450,047	\$731,271	\$572,518	\$787,491	\$641,753	\$669,486	\$667,279
Other Revenue	\$235,956	\$241,737	\$246,810	\$252,237	\$257,546	\$262,619	\$267,456	\$272,175	\$276,894	\$281,496
Total revenue	\$669,360	\$685,106	\$911,450	\$702,284	\$988,817	\$835,137	\$1,054,947	\$913,928	\$946,381	\$948,775

DEPARTMENT OF CONSERVATION (TASMAN DISTRICT)

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

NELSON CITY COUNCIL (UNITARY COUNCIL)

	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	2030/31	2031/32	2032/33	2033/34
Subsidised Activities										
Expenditure (by Activity Class)										
Public Transport Services	\$8,668,950	\$8,832,714	\$10,331,546	\$10,787,711	\$10,709,138	\$15,419,734	\$15,667,576	\$15,816,389	\$14,191,872	\$14,428,412
Public Transport Infrastructure	\$2,144,997	\$2,529,192	\$705,590	\$977,265	\$889,107	\$1,019,304	\$1,374,478	\$379,480	\$505,716	\$1,482,817
Walking and Cycling Improvements	\$400,000	\$2,064,440	\$4,991,805	\$5,781,240	\$1,452,550	\$2,290,055	\$1,824,960	\$1,655,183	\$1,094,982	\$1,478,503
Walking and Cycling Maintenance	\$5,509,001	\$6,951,264	\$6,650,648	\$1,144,803	\$9,741,385	\$12,190,864	\$11,088,614	\$14,458,695	\$15,033,606	\$12,332,102
Local Road Improvements	\$2,835,000	\$5,549,460	\$6,352,255	\$2,477,441	\$5,956,679	\$7,615,011	\$10,627,634	\$9,045,142	\$9,566,211	\$11,627,483
Local Road Maintenance	\$8,240,372	\$5,140,794	\$6,399,419	\$7,763,177	\$7,193,639	\$6,368,656	\$7,614,618	\$6,872,208	\$8,120,684	\$9,682,832
Local Road Pothole Prevention	\$5,509,001	\$6,951,264	\$6,650,648	\$1,144,803	\$9,741,385	\$12,190,864	\$11,088,614	\$14,458,695	\$15,033,606	\$12,332,102
Investment Management	\$2,614,856	\$2,681,896	\$2,827,245	\$3,034,584	\$2,966,465	\$3,027,246	\$3,139,519	\$3,150,273	\$3,308,487	\$3,430,872
Total expenditure	\$35,922,177	\$40,701,024	\$44,909,156	\$33,111,025	\$48,650,347	\$60,121,734	\$62,426,014	\$65,836,065	\$66,855,164	\$66,795,122
Revenue for subsidised activities										
Approved Organisation Revenue	\$19,721,673	\$22,234,364	\$25,868,945	\$26,564,830	\$27,308,146	\$30,051,381	\$33,493,345	\$33,310,432	\$36,224,992	\$37,926,621
NLTF Revenue	\$14,661,874	\$15,473,050	\$18,289,358	\$18,016,349	\$17,682,247	\$21,458,992	\$23,483,248	\$22,769,660	\$23,684,793	\$24,947,405
Other Revenue sub	\$1,991,612	\$2,038,985	\$2,517,127	\$2,605,389	\$2,631,313	\$3,316,012	\$3,423,042	\$3,457,502	\$3,534,008	\$3,623,724
Total revenue	\$36,375,159	\$39,746,399	\$46,675,430	\$47,186,568	\$47,621,706	\$54,826,385	\$60,399,635	\$59,537,594	\$63,443,793	\$66,497,750
Unsubsidised Activities - Expenditure										
Unsubsidised Operational Expenditure	\$6,527,866	\$6,443,969	\$6,602,112	\$6,927,451	\$6,995,998	\$7,121,255	\$7,253,179	\$7,441,313	\$7,686,428	\$7,762,207
Unsubsidised Capital Expenditure	\$4,759,585	\$5,252,634	\$16,098,332	\$14,385,564	\$3,077,050	\$3,740,842	\$4,842,844	\$3,068,651	\$2,904,635	\$4,872,718
Total expenditure	\$11,287,451	\$11,696,603	\$22,700,444	\$21,313,015	\$10,073,048	\$10,862,097	\$12,096,023	\$10,509,964	\$10,591,063	\$12,634,925
Revenue for Unsubsidised Activities										
Local Authority Revenue	\$4,093,196	\$4,417,798	\$4,906,482	\$5,310,936	\$5,370,163	\$7,142,919	\$7,418,497	\$7,766,878	\$7,098,938	\$7,214,958
Other Revenue unsub	\$6,701,619	\$8,199,370	\$15,567,105	\$8,398,499	\$4,857,828	\$5,646,527	\$5,772,346	\$5,889,344	\$6,007,505	\$6,128,056
Total revenue	\$10,794,815	\$12,617,168	\$20,473,587	\$13,709,435	\$10,227,991	\$12,789,446	\$13,190,843	\$13,656,222	\$13,106,443	\$13,343,014

WAKA KOTAHI (STATE HIGHWAYS)

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

MONITORING INDICATOR FRAMEWORK

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

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

OBJECTIVE: INCLUSIVE ACCESS

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

OUTCOME: HEALTHY AND SAFE PEOPLE

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

OUTCOME: ENVIRONMENTAL SUSTAINABILITY

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

OUTCOME: RESILIENCE AND SECURITY

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

OUTCOME: ECONOMIC PROSPERITY

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

APPENDIX A – APPROVED ORGANISATIONS

NELSON

Nelson City Council

TASMAN

Tasman District Council

CENTRAL GOVERNMENT

NZ Transport Agency Waka Kotahi

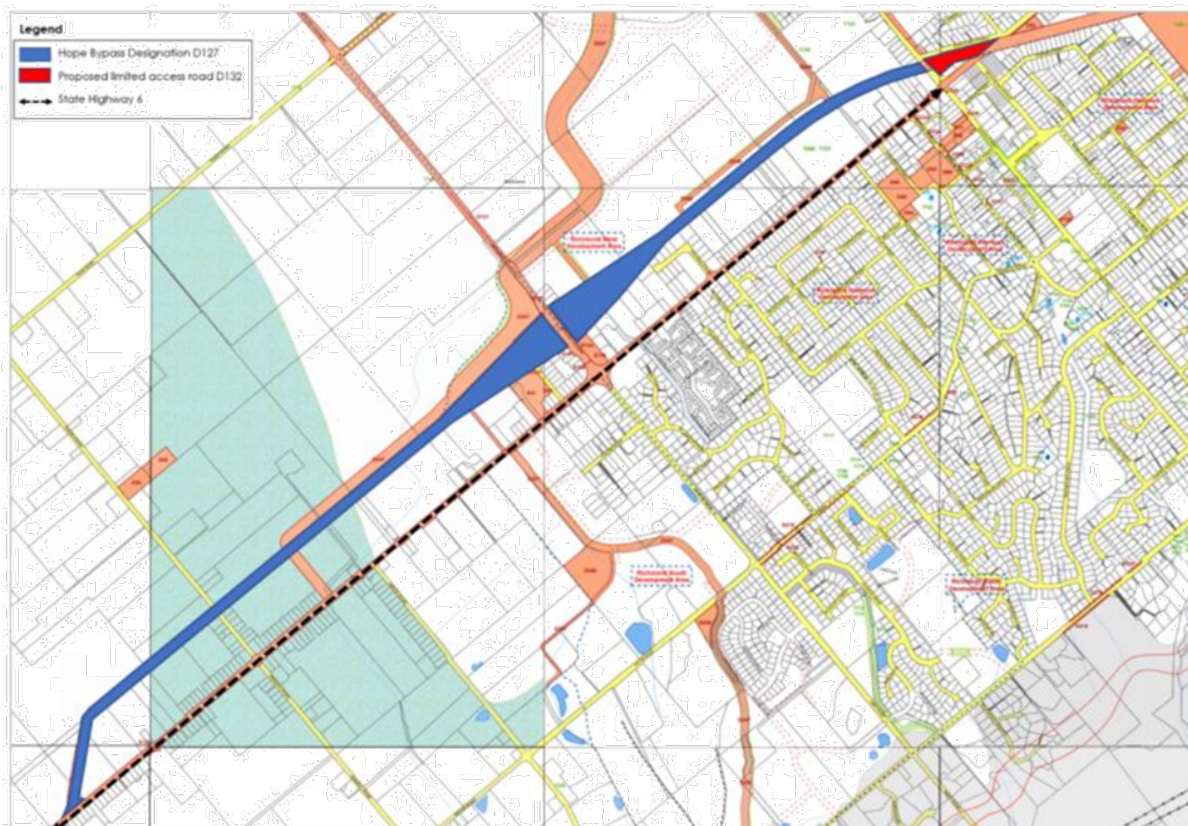
Department of Conservation

KiwiRail

Kāinga Ora—Homes and Communities

APPENDIX B – SIGNIFICANT PROJECTS SUMMARIES

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



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



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

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



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



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



Attachment 1

Nelson Tasman Regional Land Transport Plan 2024-34

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

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

Activity Name	Tasman Share Value for Money Safety improvement Programme
Activity Description	Over the next three years we'll roll out lower-cost, value for money safety improvements on the state highway network. These will include the design and delivery of safety retrofits in high-risk corridors and intersections, and the design and delivery of speed limit changes focused on areas of high safety concern.
Key Problems Issues	<ul style="list-style-type: none"> • High speed head-on vehicle crashes resulting in death and serious injury. • High speeds crashes in general resulting in death and serious injury.
Activity Objectives	Reduce the severity of crashes.
Activity link to Regional Objective	<ul style="list-style-type: none"> • Safety
Activity status	Investigation and Implementation depending on individual works
Links to detailed information	https://www.nzta.govt.nz/assets/resources/state-highway-investment-proposal-2024-34/state-highway-investment-proposal-2024-34.pdf



Activity Name	Nelson Share Value for Money Safety Improvement Programme
Activity Description	Over the next three years we'll roll out lower-cost, value for money safety improvements on the state highway network. These will include the design and delivery of safety retrofits in high-risk corridors and intersections, and the design and delivery of speed limit changes focused on areas of high safety concern
Key Problems Issues	Vehicle speeds during crashes are general resulting in death and serious injury.
Activity Objectives	Reduce the severity of crashes.
Activity link to Regional Objective	<ul style="list-style-type: none"> Safety
Activity status	Investigation and Implementation depending on individual works
Links to detailed information	https://www.nzta.govt.nz/assets/resources/state-highway-investment-proposal-2024-34/state-highway-investment-proposal-2024-34.pdf



APPENDIX C – STRATEGIC DOCUMENTS

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

Document & Website Reference	Relevant Points	How it affects this RLTP?
<p>The draft 2024 Government Policy Statement on Land Transport (GPS)</p> <p>https://www.transport.govt.nz/assets/Uploads/GPS-on-land-transport-2024-Consultation-4-March-2023-.pdf</p>	<p>The GPS sets out the Government's land transport strategy including:</p> <ul style="list-style-type: none"> • what it expects to be achieved from its investment in land transport through the National Land Transport Fund (NLTF) • what it expects to be achieved from its direct investment in land transport • how much funding will be provided and how the funding will be raised • how it will achieve its outcomes and priorities through investment in certain areas, known as "activity classes" (eg. the maintenance of state highways or road policing) • a statement of the Minister's expectations of how the New Zealand Transport Agency gives effect to this GPS. <p>The Draft 2024 GPS has the strategic priority of economic growth and productivity with support by three equally weighted priorities of:</p> <ul style="list-style-type: none"> • increased maintenance and resilience; • safety; and • value for money. 	<p>The GPS helps to guide investment in land transport by providing a long term strategic view of the Government's priorities for investment in the land transport network.</p> <p>The GPS provides direction and guidance to those who are planning, assessing, and making decisions on transport investment from the National Land Transport Fund (NLTF). It also provides signals for co-investment by local government.</p> <p>At the time of writing the new Government's draft GPS was made available, but the final GPS once released, will come into effect by July 2024.</p>
<p>Arataki 2023</p> <p>https://www.nzta.govt.nz/assets/planning-and-investment/arataki/arataki-30-year-plan/docs/arataki-executive-summary.pdf</p>	<p>Arataki represents Waka Kotahi's 10-year view of what is needed to deliver on the government's current priorities and long-term objectives for the land transport system.</p> <p>The projected outcomes of Arataki include:</p> <ul style="list-style-type: none"> • A system view • A shared evidence base • A place-based focus • Clarity of roles • Sector capability and focus 	<p>Desired changes include:</p> <ul style="list-style-type: none"> • Shared evidence and insights as a basis for engagement with partners • A clear view of where we will target investment for the best national outcomes • Targeted and staged investment and other levers to deliver shared outcomes • A long-term approach to deliver government objectives and ensure the land transport system meets future needs • A place-based approach that ensures integrated land-use and transport planning

Document & Website Reference	Relevant Points	How it affects this RLTP?
One Network Framework (ONF) https://www.nzta.govt.nz/assets/Road-Efficiency-Group/docs/ONF-draft-movement-and-place-classification-high-level-concepts.pdf	<p>The ONF aims to:</p> <ul style="list-style-type: none"> • Create a framework that caters for active or public transport modes and 'off road' routes which make it useful as a land transport planning tool in urban and rural environments. • Shift the emphasis to the overall movement of people and goods, by any mode, rather than only considering the volume of vehicles a route can support (the Movement function). • Consider the role transport corridors play in providing social spaces for people to interact and enjoy and the interplay with travel across and along a transport corridor (the Place function). • Consider the aspirational use of the corridor in the medium to long term so that planning can be put in place to achieve that aspiration. 	<p>Movement and Place are key elements of the ONF. Both the Richmond Network Operating Framework and the Nelson Future Access Programme (NFAP) already have adopted a hierarchy approach.</p> <p>The application of this new framework will provide a more detailed perspective of New Zealand transport network, providing a better connection between people and places,</p>
NZ Rail Plan https://transport.cwp.govt.nz/assets/Uploads/Rail/The-Draft-NZ-Rail-Plan-December-19.pdf	<p>The Government's strategic priorities are in two parts:</p> <ul style="list-style-type: none"> • Establishing a new long-term planning and funding framework under the Land Transport Management Act • Investment priorities for a reliable and resilient rail network <ul style="list-style-type: none"> - Investing in the national rail network to maintain freight rail, and provide a platform for future investments for growth - Investing in metropolitan rail to support growth in our largest cities. 	<p>The Waitohi/Picton terminal precinct redevelopment project has been halted and the future direction is not currently known. This was a major investment in improving the inter-island rail connection in Marlborough. This will have some impact on wider south island freight movements.</p>
Active Travel Plans http://www.nelson.govt.nz/assets/Our-council/Downloads/Plans-strategies-policies/Revised-Out-About-Policy-Update-Oct-2018-Appendix-added.pdf https://www.tasman.govt.nz/my-region/recreation/walking-and-cycling/	<p>There is ongoing work to further develop, refine, improve, fund, construct, operate and maintain active travel alternatives within the region.</p>	<p>Active travel and public transport are significant priorities for the region.</p>
Nelson - Tasman Future Development Strategy https://www.tasman.govt.nz/my-council/key-documents/more/future-development-strategy/	<ul style="list-style-type: none"> • The FDS is a high-level plan that sets out the general direction for growth that will help to promote the long term social, economic and environmental wellbeing of the Nelson - Tasman region. • The FDS identifies the choices and trade-offs that have to be made, as well as the benefits that will flow from well managed development. 	<p>The FDS identifies areas that will generate future traffic demand and growth.</p>

Attachment 1

Nelson Tasman Regional Land Transport Plan 2024-2030

Document & Website Reference	Relevant Points	How it affects this RLTP?
Road to Zero (New Zealand's Road Safety Strategy 2020-2030) https://www.transport.govt.nz/assets/Uploads/Our-Work/Documents/Road-to-Zero-strategy_final.pdf	<p>As a step towards achieving the vision, there is a target of a 40 percent reduction in deaths and serious injuries by 2030.</p> <p>The new Government has signaled via the draft GPS that its focus for road safety will be on enforcement and safety gains from the Roads of National Significance.</p>	Road Safety is a significant priority for the region.
Climate Change Response (Zero Carbon) Amendment Act 2019 http://www.legislation.govt.nz/act/public/2019/0061/latest/LMS183736.html	<p>The Act provides a framework by which New Zealand can develop and implement climate change policies that contribute to the global effort under the Paris Agreement to limit the global average temperature increase to 1.5° Celsius above pre-industrial levels and allows New Zealand to prepare for, and adapt to, the effects of climate change:</p>	Transportation makes up 40% of carbon emissions. The Climate Change Commission Report, gives recommendations on significant increases in public transport and active modes.
National Policy Statement on Urban Development	<p>The NPS-UD car parking policies have the effect of removing minimum car parking rates from the district plans of tier 1, 2 and 3 territorial authorities. The purpose of this direction is to enable more housing and commercial developments, particularly in higher density areas where people do not necessarily need to own or use a car to access jobs, services, or amenities.</p>	Nelson, Tasman and Marlborough are either tier 2 or tier 3 territorial authorities. This means that they will have to remove minimum car parking requirements for their district plans. This will mean that Councils will have to improve management of Council off-street parking and on-street parking.
Waka Kotahi Sustainability Action Plan Toitū Te Taiao	<p>The plan emphasizes Waka Kotahi's vision for a low carbon, safe and healthy land transport system.</p> <p>The Plan sets out the commitment of Waka Kotahi to environmental sustainability and public health in the land transport sector. It describes how Waka Kotahi will use the levers within our control and influence to deliver on our Vision.</p>	Toitū Te Taiao, the new sustainability action plan, supports Arataki by setting out the actions Waka Kotahi will take to tackle climate change and create a sustainable land transport system.

APPENDIX D – SIGNIFICANCE POLICY

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

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

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

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

The Significance Policy is defined below.

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

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

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

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

APPENDIX E – LEGISLATIVE CONTEXT

The Land Transport Management Act 2003

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

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

The Act requires three key documents to be developed:

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

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

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

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

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

The intention is that the RLTP should:

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

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

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

APPENDIX F – COMPLIANCE WITH SECTION 14 OF THE ACT

Spatial Planning Act 2023

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

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

Alternative Objectives

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

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

National Energy Efficiency and Conservation Strategy

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

APPENDIX G – RELATIONSHIP WITH POLICE ACTIVITIES

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

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

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

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

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

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

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

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

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

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

APPENDIX H – CONSULTATION

When preparing a RLTP every Regional Transport Committee:

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

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

- a) The Joint Nelson Tasman Regional Transport Committee has carried out an assessment of those activities requiring prioritisation.
- b) Consultation on the Draft Nelson Tasman Regional Transport Plan, and the Nelson-Tasman Regional Public Transport Plan will take place in January and February 2024.
- c) Following public hearings and deliberations on the submissions, a final RLTP will be developed and submitted to the Joint Nelson Tasman Council for adoption prior to submission to Waka Kotahi.
- d) If either Council wish to seek amendments it can submit to Waka Kotahi an unapproved RLTP, along with an explanation why it has not approved the RLTP. Council is required to submit the RLTP to Waka Kotahi by **1 August 2024**; and
- e) Waka Kotahi consider the RLTP and adopt its National Land Transport Programme **before 1 September 2024**.
- f) The final version of the RLTP will be published in early September 2024

APPENDIX I – GLOSSARY

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

The Act means the Land Transport Management Act 2003

Activity -

- a) means a land transport output or capital project; and
- b) includes any combination of activities

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

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

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

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

Economic growth – measured by Gross Domestic Product (GDP)

FDS – Nelson – Tasman Future Development strategy

Fund means the national land transport fund

Draft GPS means the Draft Government Policy Statement on land transport 2024

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

HPMV means high productivity motor vehicle(s)

ILM means Investment Logic map

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

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

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

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

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

NLTP – National Land Transport Programme

NLTF – National Land Transport Fund

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

ONRC – One Network Road Classification

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

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

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

Policies - describe how we will deliver upon the strategic objectives

RLTP – Regional Land Transport Plan**RPTP** – Regional Public Transport Plan

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

RTC – Regional Transport Committee

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

SH means State Highway.

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

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

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

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

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

T.A - Territorial Authority

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

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

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

Waka Kotahi – NZ Transport Agency Waka Kotahi

REGIONAL PUBLIC TRANSPORT PLAN

2024-2034



Table of Contents

1.	Summary	3
2.	Introduction	6
3.	Purpose of the RPTP	7
4.	Unit to Which the RPTP Applies	7
5.	Objectives	7
6.	Strategic Alignment	8
7.	Current Services	11
7.1	Context	11
7.2	Service Goals	11
7.3	Current Routes	12
7.4	Fare Structure	25
7.5	Customer Journeys	28
7.6	Institutional Framework	29
7.7	Accessibility of Public Transport	30
7.8	Regional Transport Priorities and Planning Context	30
8.	Current Performance	34
8.1	Patronage Trends	34
8.2	eBus Daily Patronage	35
8.3	eBus Patronage by Route	35
9.	Public Transport Infrastructure	37
10.	Public Feedback	37
10.1	Consultation on Draft Regional Public Transport Plan	38
10.2	Assessment	38
11.0	Proposed Improvement Investment Programme	39
12	Impacts	41
13	Specific Council Policies Relating to Bus Services	43
13.1	Fares Policy	43
13.2	Integration with Other Transport Modes	44
13.3	Objectives and Policies	45
	APPENDIX A - Service use graphs	50
	APPENDIX B - Background and context	52
	APPENDIX C – Regional Public Transport Plan Significance Policy	55

1. Summary

This Regional Public Transport Plan (RPTP) details the investment programme required to increase the role public transport (PT) plays in the delivery of a multimodal sustainable transport future for the Nelson Tasman region. Both Nelson City Council and Tasman District Council have placed climate change and carbon emission reduction amongst their highest priorities and community outcomes for the coming years.

This RPTP has been prepared to deliver ongoing improvement to the public transport network system in the wider Nelson Tasman area over the next 10 years. It focuses on delivering a system that builds on the step change that was delivered by the recent introduction of eBus services.

This programme of investment has been developed recognising:

1. Very strong community support for the recently introduced eBus service, but that increased service frequency and more timely journeys are desired by users.
2. The extent of public transport mode shift required to meet the targets of the Emissions Reduction Plan including reducing the vehicle kilometres travelled by 20%.
3. Align with of recommendations of the Nelson Future Access Study (NFA) and the Richmond Business Case (RBC). Mode shift is an essential aspect of the overall packages of works to achieve the outcomes of these two projects critical to the management of the future travel requirements of our growing communities across Nelson and Tasman. The NFA has identified specific public transport use targets within the overall package of projects and targets, similarly the RBC includes public transport improvements in the key packages of work required.

The RPTP supports accessibility and good urban design, provides a large proportion of our residents with a viable alternative to using the private car, is sustainable, affordable, and contributes to meeting our emission reduction targets.

It has been prepared as a partnership between Tasman District Council and Nelson City Council, with our funding partner Waka Kotahi NZ Transport Agency (Waka Kotahi), with the intent of providing the wider community with an aligned, improved public transport service integrated across the district.

Investment is proposed to continue the service delivery of the eBus and integrate public transport with other active mode options. The programme links closely with investments in active transport, linking journeys, accessibility between modes, minimising journey barriers and enabling users to enjoy all the health, choice, access and wellbeing benefits that transport choices provide.

The Future Development Strategy (FDS) has provided an important direction to this Plan, since it indicates where population is expected to increasingly concentrate in the future, both within the urban area and in the surrounding regional areas. The planned growth and intensification is likely to amplify demand for public transport services between these areas and from them to the Nelson-Richmond urban area.

This RTPP has been prepared in conjunction with the Regional Land Transport Plan (RLTP). These two investment programmes are aligned in their long-term outcomes, objectives, and investment focus. It takes into account other on-going strategies such as Nelson City Council's and Tasman District Council's Active Transport and Parking Strategies, which together will deliver an overall viable travel alternative to the use of private vehicles reducing both carbon emissions and the number of vehicle kilometres travelled.

It has also recognised that the services must deliver value for money for the co-investors, continue to maintain or improve levels of service for existing users and attract new users to improve fare revenue and reduce overall transport related carbon emissions.

The RTPP achieves this by identifying public transport improvements in three yearly stages from 2024 to 2027, within Waka Kotahi guidelines, coordinating with the objectives of the draft 2024-2034 RLTP, the Nelson Future Access Project, the Richmond Programme Business Case, Nelson Tasman Future Development Strategy, the wider regional strategic objectives of the two Councils Long Term Plans, and the Draft Government Policy Statement on Transport 2024 (GPS).

The focus in this programme is to consolidate the recently delivered eBus service. The feedback from the community since the new service started has been generally positive from both existing users and the broader community.

The new eBus service aligns strongly with the Land Transport Benefits Framework and Management Approach Guidelines August 2020 for impact on Mode Choice benefits (Benefits No:10.2.2 to 10.2.9) and with the first ever Emissions reduction plan (ERP) for Aotearoa New Zealand released in May 2022, which sets out actions needed across every sector of the economy to reduce emissions. Transport has a significant role to play, with a target of 41% reduction in emissions from the transport sector by 2035.

The following stages are proposed in this plan.

Stage 1:

- Review the eBus step change following 12 months of services that began on 1 August 2023 including analysing real time operational data and public feedback to inform potential adjustments and improvements to service reliability, frequency, and accessibility.
- Implementation of minor network adjustments identified in the 12-month review as necessary **to meet budget but strike a balance between** enhancement of the network including but not limited to improving reliability, meeting capacity demands, increasing geographic coverage and supporting mode shift **and considering savings from poor performing services**
- Review of fare policy and concession categories. This is likely to include continuation of funding support for half price public transport concessions for Community Services Card holders and half price concessions for Total Mobility services (75% discount). However, Crown funding for free fares for 5-12 year olds and half price fares for 13-24 year olds on public transport will end on 30 April 2024.
- Respond to any central government change in policy on community connect.
- Bus stop infrastructure and information/wayfinding improvements to build and improve convenience and broaden public awareness of the current services.
- Continuing improvements to the eBus website and information systems to enhance customer service levels and experience.

- Implement National Ticketing Solution to replace the Bee Card.
- Millers Acre Bus Hub.
- Bus signal priority measures.
- Additional weekend bus services on regional routes.

Stage 2: - Implementation will follow and be informed by the 12-month eBus review and timing will be adjusted as required. Additional routes and any route changes will be identified in the 2027-37 RTP review:

- Increased peak hour frequencies on key urban routes,
- Supporting community transport options for Golden Bay, and Hira,
- Bus priority measures, with the inclusion of any priority measures from the Nelson Future Access Project and Richmond Programme Business Case,

Maximising the benefits from investment in the frequency, service and network improvements requires a commitment to the delivery of focussed short and longer term bus priority on the road network. These will target the improvement in the reliability of the services timetable, increasing the attractiveness of public transport compared to private cars, and a visual demonstration of the priority public transport has in the overall transport network. Both the NFA and the RBC have included bus priority measures in the short-term programme priorities for investment, with priority lanes in the longer term.

Implementation of these proposals over the coming 10 years will enhance the recent eBus step change in service to ensure the service continues to provide an affordable, frequent, accessible public transport service to the key Nelson Tasman urban areas. This RTP takes into account other on-going strategies such as Nelson City Council's and Tasman District Council's Active Transport Strategies, Parking Strategies and Speed Management reviews.

2. Introduction

This RTP sets out the joint Tasman District Council (TDC) and Nelson City Council (NCC) intentions and policies regarding public transport in Nelson and Tasman for the next 10 years. It considers all relevant national and local policies, and the public transport funding from Waka Kotahi likely to be available to the two Councils.

This plan focuses on embedding the recently introduced eBus public transport service.

The Councils have taken a collaborative approach to this review to deliver an integrated public transport service. The service has been planned to coordinate with development of walking and cycling infrastructure to fully support mode shift and sustainable growth, and, in so doing, provide a regional integrated network.

The plan's primary focus is on Nelson City, and Tasman District north of Wakefield and east of Motueka. This includes the Nelson-Richmond urban area.

The plan is based on a public transport review undertaken jointly by the two councils in 2020 that sought to achieve an integrated enhanced Nelson Tasman public transport network. This has been partly implemented with the introduction of the eBus. The 2020 plan reflected input from a wide range of stakeholders and interested parties, including:

- Nelson City and Tasman District Councils (as Unitary Authorities),
- Waka Kotahi which co-funds public transport with councils,
- the bus operator SBL Group,
- Nelson Youth Council,
- Nelson 2020 Residents Survey, and
- The public through engagement using online surveys and the Shape Nelson platform.

Better public transport was one of the “big ideas from the community” as part of the development of the Te Taihū Intergenerational Strategy. Ongoing engagement with our Iwi partners will develop and confirm achieving this goal.

3. Purpose of the RPTP

The Land Transport Management Act 2003 (LTMA) states that the purpose of an RPTP is to provide:

- A means of encouraging Council and public transport operators to work together in developing public transport services and infrastructure; and
- An instrument for engaging with the public on the design and operation of the public transport network; and
- A statement of:
 - The public transport services that are integral to the public transport network;
 - The policies and procedures that apply to those services; and
 - The information and infrastructure that support those services.

This RPTP has been prepared in accordance with the LTMA requirements.

4. Unit to Which the RPTP Applies

For the purposes of the LTMA the combined NCC and TDC administrative boundaries define the geographic area ("unit") to which this Regional Public Transport Plan applies.

5. Objectives

This Regional Public Transport Programme is based on a customer focused approach to provide a regional integrated network which:

- Provides frequent, attractive, economic, and viable transport choices for most sectors of the community;
- Reduces the reliance on private cars;
- Is sustainable and reduces carbon emissions.

6. Strategic Alignment

This RPTP has been prepared to align with national and regional direction for public transport together with local strategies, policies and plans, as shown in Table 1 below.

This RPTP also takes into account other strategies and policies such as the NCC's and TDC's Future Development Strategy, Active Transport Strategies, Parking Strategies and Speed Management reviews.

Table 6.1: Strategic alignment with other documents

Document	Relevance
Land Transport Management Act 2003	Part 5 sets out the statutory provisions relating to the regulation and management of public Transport in NZ. This RPTP aligns with these requirements.
Draft Government Policy Statement on Transport 2024 (GPS)	Identifies the Government priorities for land transport and funding allocations for next 10 years. The draft GPS notes that effective public transport provides commuters with more choice and helps to reduce travel times, congestion, and emissions, however the draft GPS also signals that increased public transport fare-box recovery and third-party revenue will be expected from local government.
Climate Commission Report 2021	This RPTP aligns with the draft Climate Change Commissions recommendation to increase public transport patronage by 120% by 2030.
Land Transport Benefits Framework August 2020	This document provides a framework to assess the Benefits and Measures of projects to achieve the GPS targets. This RPTP is aligned with measures 10.2.2 to 10.2.9.
Te hau mārohi ki anamata, Emissions Reduction Plan 2022	Identifies actions in relation to transport emissions. This RPTP and the recent eBus step change aligns with two of the key transport actions: 'Improving the reach, frequency and quality of public transport and making it more affordable for low-income New Zealanders' 'Requiring only zero-emissions public transport buses to be purchased by 2025'.
Draft Nelson Tasman Regional Land Transport Plan 2024-2034	This RPTP is an important part of the delivery of both the short and longer term goals, objectives and desired outcomes of the Draft Nelson Tasman RLTP. Public transport is a cornerstone element in achieving the sustainable transport vision for the region through improving access, transport choices, supporting and integrating with active options, improving

Document	Relevance
	health, wellbeing and urban amenity whilst contributing to reducing carbon emissions.
Nelson City Council LTP 2024-2034	The Nelson LTP outlines the projects and services that are planned for a ten-year period, including those from the Transportation Activity Management Plan. These projects include the operation and ongoing development of a regional public transport service.
Tasman District Council LTP 2024-2034	The Tasman LTP outlines the projects and services that are planned for a ten-year period, including those from the Transportation Activity Management Plan. These projects include the operation and ongoing development of a regional public transport service.
Tasman Resource Management Plan	The TRMP is the principal document that determines where commercial and residential growth will occur within the Tasman region, which in turn influences future demand for public transport services.
Nelson Plan	The Draft Whakamahere Whakatū Nelson Plan is a resource management plan for managing how Nelson grows and develops, and for protecting our natural environment. This RPTP supports the sustainable transport aspects of the draft plan.
TDC Transport Activity Management Plan (AMP)	The TDC Transport AMP is the key document that lays out changes to the transport activities in the region, including active and public transport.
NCC Transport Activity Management Plan (AMP)	The NCC Transport AMP provides the strategic investment activities for the next 10 years. Public transport is a key part of this framework for investment.
Nelson Tasman Future Development Strategy (FDS)	The Nelson Tasman Future Development Strategy outlines a long-term picture of future urban growth in the region over the next 30 years. This RPTP aligns with the FDS by taking into account urban growth, both greenfield and intensification, in the operation and development of our Public Transport network.
Richmond Business Case (RBC)	The RBC seeks to provide a sustainable and liveable urban environment and optimise the transport system within the Richmond area and includes PT priority measures. The RPTP includes PT operations and improvements in Richmond and

Attachment 2

Item 7.3 - Nelson Tasman Regional Public Transport Plan 2021-31

Document	Relevance
	regional Tasman which support the RBC programme of investment.
Nelson Future Access Project (NFA)	The Nelson Future Access Project outlines a 30-year investment plan for the central Nelson transport network. Central to this plan is the operation of a public transport service that will in time use priority lanes both on SH6 through Tahunanui and on Waimea Road.
Richmond Network Operating Framework (NOF)	The Richmond NOF is a framework that seeks to plan for an integrated transport network that provides access to all mode users. This RPTP aligns closely with the Richmond NOF by planning to achieve the NOF's strategic objective for public transport
Nelson Network Operating Framework (NOF)	The Nelson NOF provides the transport framework for the areas of Nelson not included in the NFA.
Richmond and Motueka town centre parking strategy 2018 – 2038	This document sets out Council's approach to managing town centre parking for cars and other vehicles in Motueka and Richmond.
Nelson Parking Strategy	The Nelson Parking Strategy outlines a high-level plan for the management of parking in the Nelson city
Zero Carbon Act	Recognises PT must respond to the environmental priorities set by government

7. Current Services

7.1 Context

Public transport services have operated in the Nelson-Richmond urban area since 1927. The public bus network dates from 1998, when four local routes (to Atawhai, The Brook, Toi Toi/Hospital, and Washington Valley) were introduced to Nelson along with the Late Late Bus. The network expanded to include the two major and previously commercially operated Nelson-Richmond routes when a new contract was introduced in 2012. Services gradually evolved to include a Stoke loop service, which was introduced in 2015 but withdrawn and replaced with three off-peak only local routes in 2017; as well as a pair of local Richmond routes, which were introduced on 3 August 2020; as well as other minor changes.

A significant step change was achieved on 1 August 2023 with the introduction of the new eBus service.

7.2 Service Goals

The RPTP 2021-2031 set out clear goals for the new eBus network (described in that plan as Stage 1). The specific goals that made up that step change were almost all successfully achieved upon the launch. Table 7.1 below summarises the current status of those step changes three months on.

Table 7.1 Current Status of the RPTP 2021-2031 Stage 1 Step Changes

Step Changes Achieved as at 1 August 2023
<ul style="list-style-type: none"> • A new simplified urban route network, which will operate seven days a week with improved service levels; • All day 30-minute frequencies on all urban routes, 7 days; • A new demand responsive service to replace the current loop routes in Stoke; • New weekday regional commuter services from Motueka and Wakefield to Richmond (and onwards to Nelson as express services); • New low emission buses; • A new fare structure based around a single urban fare zone; • Information improvements; • New branding; • Rights for advertising on the buses to be retained by Council (This may need a Council policy.); and • The services are delivered by a dedicated single regional staff member who will manage the contract procurement and operation, reporting to the two Councils jointly.
Step Changes remaining progress as at 1 August 2023
<ul style="list-style-type: none"> • New high-quality super stops at Richmond, Stoke, Tahunanui, Hospital and Nelson; • Continued bus stop improvements elsewhere in the network; and • Supporting community transport options in Tasman (Wakefield, Tapawera, Mapua, Motueka and Golden Bay) and Hira.
Step Changes carried through to this RPTP 2024-2027
<ul style="list-style-type: none"> • Supporting community transport options in Tasman (Wakefield, Tapawera, Mapua, Motueka and Golden Bay) and Hira; • New high-quality super stops at Richmond, Stoke, Tahunanui, Hospital and Nelson; • Continued bus stop improvements elsewhere in the network.

The step change has successfully created a public transport network that has:

- Introduced 17 electric vehicles to the network in partnership with the bus services contractor SBL Group Limited and removed 9 diesel buses from the regional public transport network (three diesel buses remain, two on the long distance Motueka and Wakefield routes and one on the On demand route);
- Introduced an On demand ride sharing bus service to the Stoke area and a customised App for booking management; **Poor patronage on this service has resulted in termination in May 2024**
- Stimulated bus stop infrastructure improvements including the installation of electronic timetables providing accessible real time information at 8 key stops in the region and an upgraded Nelson City Centre Interchange at 27 Bridge Street;
- Improved customer information systems with the creation of a dedicated mobile friendly eBus website and the provision of real time bus tracking data for website customers;
- Provided integration with other transit systems including Google maps; and
- Successfully rebranded the regional public transport services as eBus.

7.3 Current Routes

The eBus network consists of 7 fixed route services, and the Late Late Bus. The eBus network schematic is shown below in Figure 7.1

The eBus network provides consistent services levels across the 4 main urban routes with services on each route operating in both directions every 30 minutes, 7 days per week. The routes, frequency and hours of operation are described in more detail at Table 7.2. The only route that has been carried over from the previous network is the Late Late Bus service.

Figure 7.1 eBus Network Schematic (NOTE STOKE ON DEMAND REMOVED May 2024)

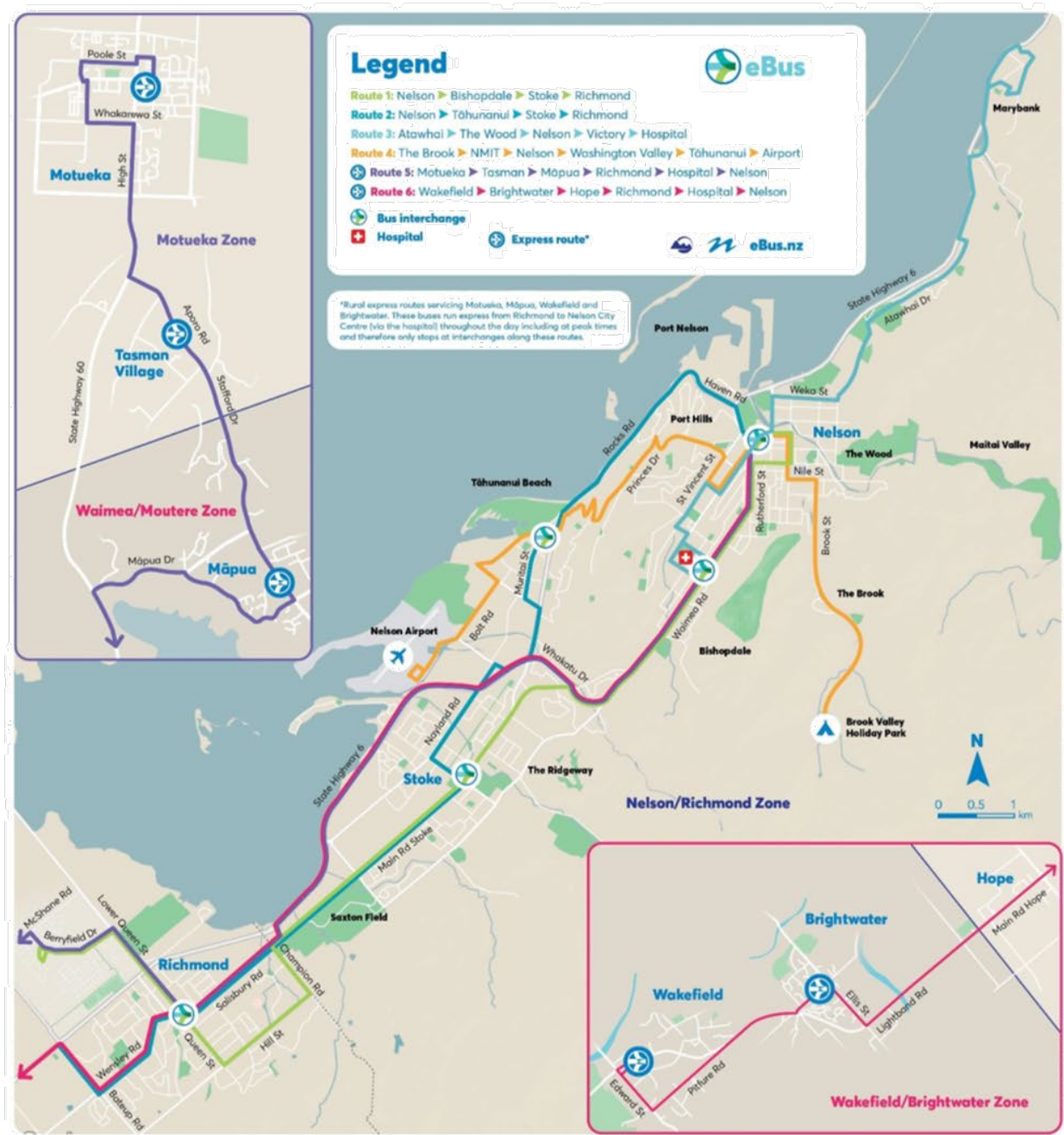


Table 7.2 Summary of Current eBus Routes Frequency and Hours of Operation

eBus Route	Route Name	Route Description	Monday - Friday	Weekend Days	Public Holidays	School Holidays
Route 1	Richmond - Nelson via Waimea Road	Berryfield Drive, Richmond to Nelson city centre via Queen Street, Hill Street, Main Road Stoke, Waimea Road and return	Every 30 minutes departing at 7:07am from Richmond and at 7:25am from Nelson	Every 30 minutes departing at 7:07am from Richmond and at 07:25am from Nelson	Public holidays excluding Christmas Day and Good Friday. Every 60 minutes departing at 7:33am from Richmond and at 7:25 am from Nelson	Every 30 minutes departing at 7:07am from Richmond and at 07:25am from Nelson
Route 2	Richmond - Nelson via Rocks Road	Bateup Road, Richmond to Nelson city centre to via Wensley Road, Salisbury Road, Main Road Stoke, Nayland Road, Tahunanui Drive, Rocks Road and return	Every 30 minutes departing at 6:55am from Richmond and at 7:40am from Nelson	Every 30 minutes departing at 7:22am from Richmond and at 7:40am from Nelson	Public holidays excluding Christmas Day and Good Friday. Every 60 minutes departing at 7:16am from Richmond and at 8:10am from Nelson	Every 30 minutes departing at 6:55am from Richmond and at 7:40am from Nelson
Route 3	Atawhai - Hospital	Tresillian Avenue, Atawhai Drive, Weka Street, Trafalgar Street, Nelson city centre, Victory Square, Toi Toi, Hospital and return	Every 30 minutes departing at 7:20 am from Atawhai and at 7:16am from Hospital (Franklyn Street)	Every 30 minutes departing at 7:20 am from Atawhai and at 7:16am from Hospital (Franklyn Street)	Public holidays excluding Christmas Day and Good Friday. Every 60 minutes departing at 7:20am from Atawhai and at 7:46am from Hospital (Franklyn Street)	Every 30 minutes departing at 7:20 am from Atawhai and at 7:16am from Hospital (Franklyn Street)
Route 4	The Brook - Airport	Brook Street, Collingwood Street, Nelson city centre, Washington Valley, Moana Avenue, Tahunanui interchange, Golf Road, Airport terminal and return	Every 30 minutes departing at 7:10am from Brook Valley Holiday Park and at 7:19 from Nelson Airport	Every 30 minutes departing at 7:10am from Brook Valley Holiday Park and at 7:22 from Nelson Airport	Public holidays excluding Christmas Day and Good Friday. Every 60 minutes departing at 7:10am from Brook Valley Holiday Park and at 7:52 from Nelson Airport	Every 30 minutes departing at 7:10am from Brook Valley Holiday Park and at 7:19 from Nelson Airport

Attachment 2

Nelson Tasman Regional Public Transport Plan 2021-25

eBus Route	Route Name	Route Description	Monday - Friday	Weekend Days	Public Holidays	School Holidays
Route 5	Motueka - Nelson	Motueka, Tasman Village, Mapua, Richmond, Hospital, Nelson city centre and return. Express between Richmond and Nelson city centre.	Four times per day in each direction departing Motueka at 6:53 am and Nelson at 8:27am	No services	No services	Monday to Friday only. Four times per day in each direction departing Motueka at 6:53 am and Nelson at 8:27am
Route 6	Wakefield - Nelson	Wakefield, Brightwater, Hope, Richmond, Hospital and Nelson city centre	Six times per day in each direction departing Wakefield at 7:04 am and Nelson at 7:58am	No services	No services	Monday to Friday only. Six times per day in each direction departing Wakefield at 7:04 am and Nelson at 7:58am
Route 7	Peak Overflow Richmond - Nelson via Waimea Road	Richmond Interchange to Nelson city centre via Queen Street, Hill Street, Main Road Stoke, Waimea Road and return	Once a day in each direction departing Richmond at 8:01 am and Rutherford Street at 3:15pm	No services	No services	No services
Route 8	Late Late Bus	Nelson city centre to Richmond Interchange via Tahunanui and Main Road Stoke	Friday and Saturday nights hourly departing Nelson at 10pm to 3:15am and Richmond at 10:30pm to 3:35am	Friday and Saturday nights hourly departing Nelson at 10pm to 3:15am and Richmond at 10:30pm to 3:35am	No services	Friday and Saturday nights hourly departing Nelson at 10pm to 3:15am and Richmond at 10:30pm to 3:35am
eBus on Demand	eBus on Demand	Stoke-area	Monday to Friday 9am to 3pm	No services	No services	Monday to Friday 9am to 3pm

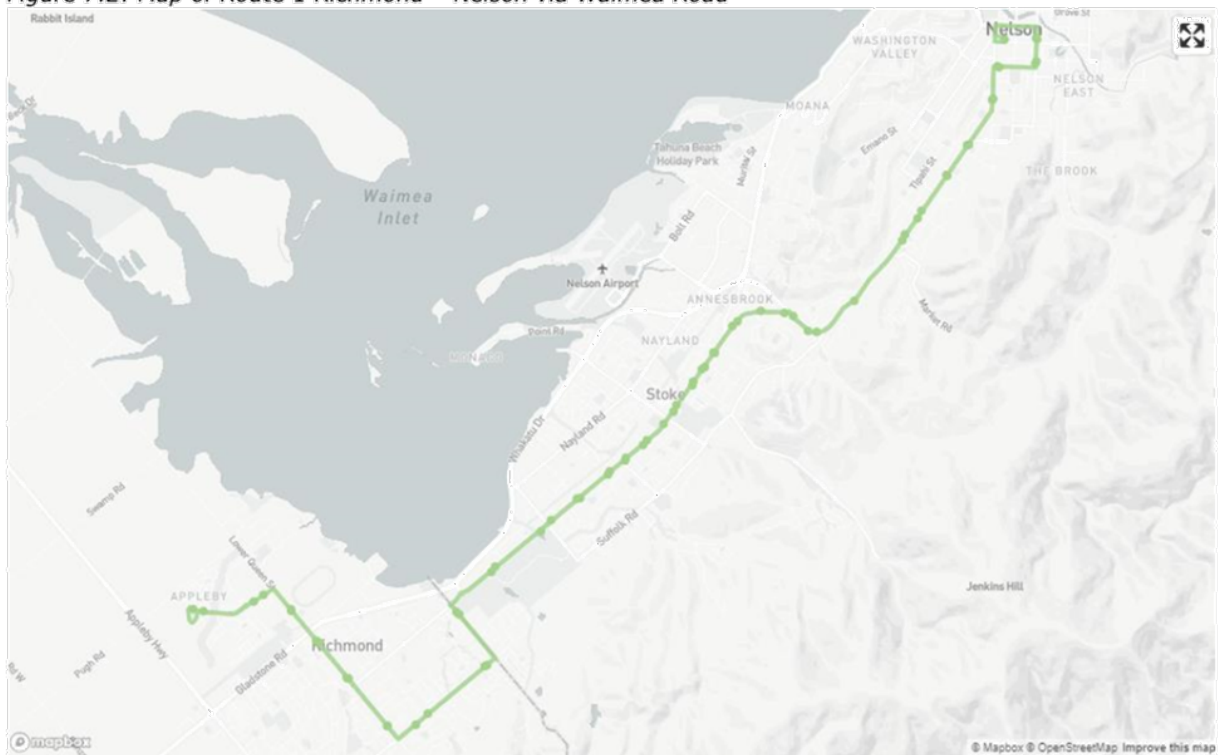
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 Item 7.3 - Attachment 2
 Item 7.3 - Attachment 3
 Item 7.3 - Attachment 4
 Item 7.3 - Attachment 5
 Item 7.3 - Attachment 6
 Item 7.3 - Attachment 7
 Item 7.3 - Attachment 8
 Item 7.3 - Attachment 9
 Item 7.3 - Attachment 10
 Item 7.3 - Attachment 11
 Item 7.3 - Attachment 12
 Item 7.3 - Attachment 13
 Item 7.3 - Attachment 14
 Item 7.3 - Attachment 15
 Item 7.3 - Attachment 16
 Item 7.3 - Attachment 17
 Item 7.3 - Attachment 18
 Item 7.3 - Attachment 19
 Item 7.3 - Attachment 20
 Item 7.3 - Attachment 21
 Item 7.3 - Attachment 22
 Item 7.3 - Attachment 23
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 Item 7.3 - Attachment 25
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 Item 7.3 - Attachment 27
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 Item 7.3 - Attachment 29
 Item 7.3 - Attachment 30
 Item 7.3 - Attachment 31
 Item 7.3 - Attachment 32
 Item 7.3 - Attachment 33
 Item 7.3 - Attachment 34
 Item 7.3 - Attachment 35
 Item 7.3 - Attachment 36
 Item 7.3 - Attachment 37
 Item 7.3 - Attachment 38
 Item 7.3 - Attachment 39
 Item 7.3 - Attachment 40
 Item 7.3 - Attachment 41
 Item 7.3 - Attachment 42
 Item 7.3 - Attachment 43
 Item 7.3 - Attachment 44
 Item 7.3 - Attachment 45
 Item 7.3 - Attachment 46
 Item 7.3 - Attachment 47
 Item 7.3 - Attachment 48
 Item 7.3 - Attachment 49
 Item 7.3 - Attachment 50
 Item 7.3 - Attachment 51
 Item 7.3 - Attachment 52
 Item 7.3 - Attachment 53
 Item 7.3 - Attachment 54
 Item 7.3 - Attachment 55
 Item 7.3 - Attachment 56
 Item 7.3 - Attachment 57
 Item 7.3 - Attachment 58
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Route 1 operates between 7:07 am and 7:51pm at 30-minute frequencies in each direction, 7 days per week.

The service travels between Nelson City Interchange at 27 Bridge Street, Nelson and Central Park, Berryfield Drive, Richmond. In the Tasman region it incorporates the section of Lower Queen Street previously part of the NBus Richmond Loop 8W.

The inclusion of Hill Street in the east and Berryfield Drive in the west has improved PT access for residents living each of these growing residential areas compared with the old service.

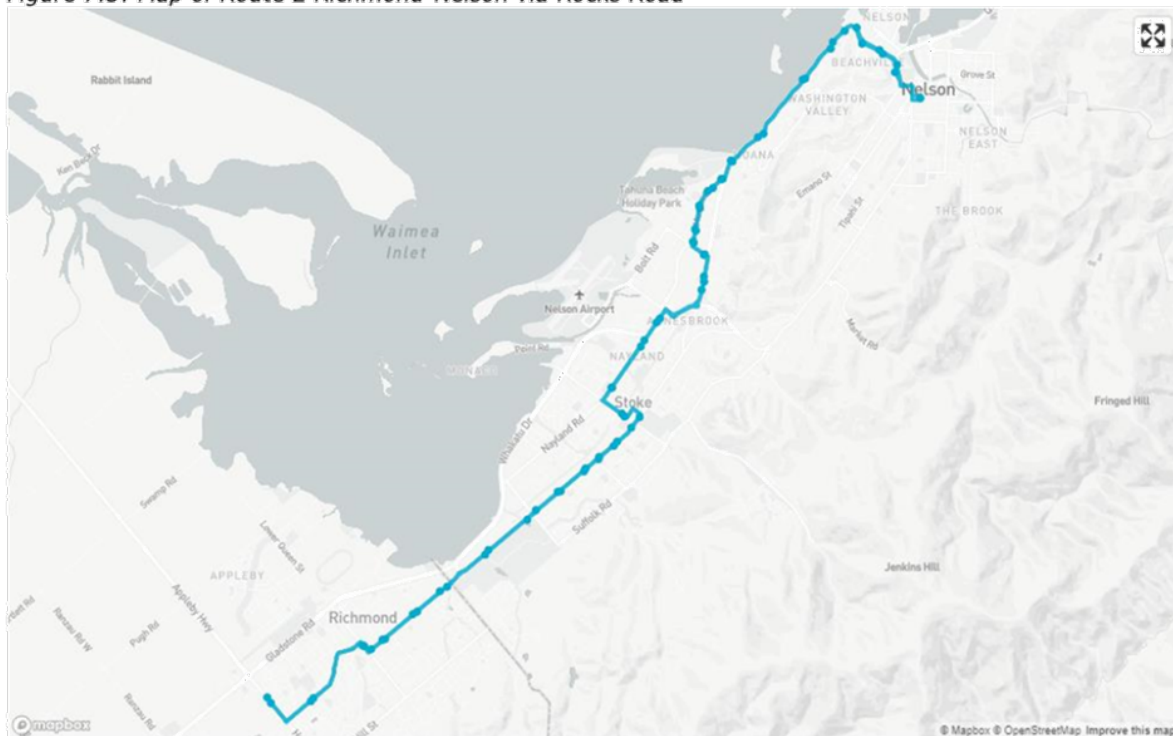
Figure 7.2: Map of Route 1 Richmond – Nelson via Waimea Road



Route 2 operates between 6:55 am and 7:46pm at 30-minute frequencies in each direction, 7 days per week.

The service travels between Nelson City Interchange at 27 Bridge Street, Nelson and Bateup Road, Richmond. In the Tasman region it has incorporated Bateup Road and Wensley Road which were previously served by NBus Richmond Loop route 8W. In Nelson, it includes Nayland Road which was previously served by NBus Stoke Loop route 7A providing better connectivity between Richmond, Stoke and Tahunanui as well as better access to schools and employment in the Annesbrook area.

Figure 7.3: Map of Route 2 Richmond-Nelson via Rocks Road

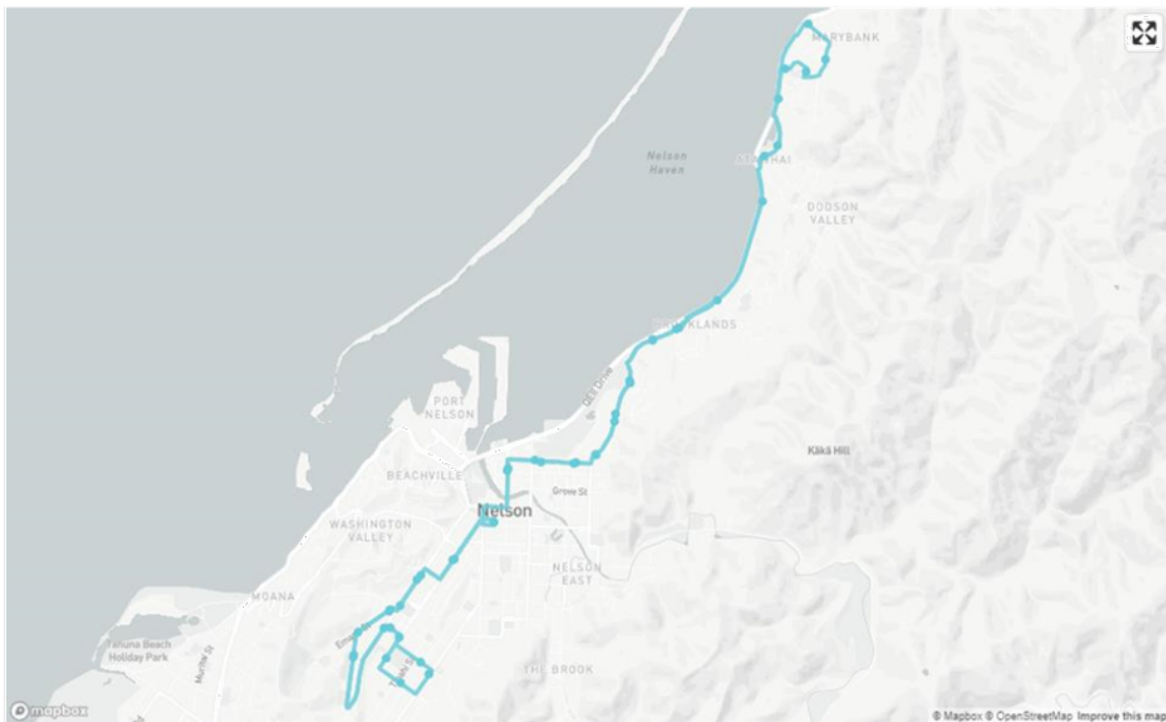


Route 3 Atawhai – Hospital operates between 7:16am and 7:24 pm at 30-minute frequencies in each direction, 7 days per week.

The service travels between Tresillian Avenue, Atawhai and Nelson Hospital, Franklyn Street. Serving only the Nelson region it incorporates sections of the previous NBus routes 3 and 5 to create a north – south Nelson route improving access to schools and the hospital from the north.

At this stage some amendments to the route in the Toi Toi area have been necessitated due to the significant degradation of the road surface. Investigations showed that the road surface in the area could not be easily fixed to allow multiple buses a day to travel over the area therefore the route will be varied to incorporate Toi Toi Street in substitution.

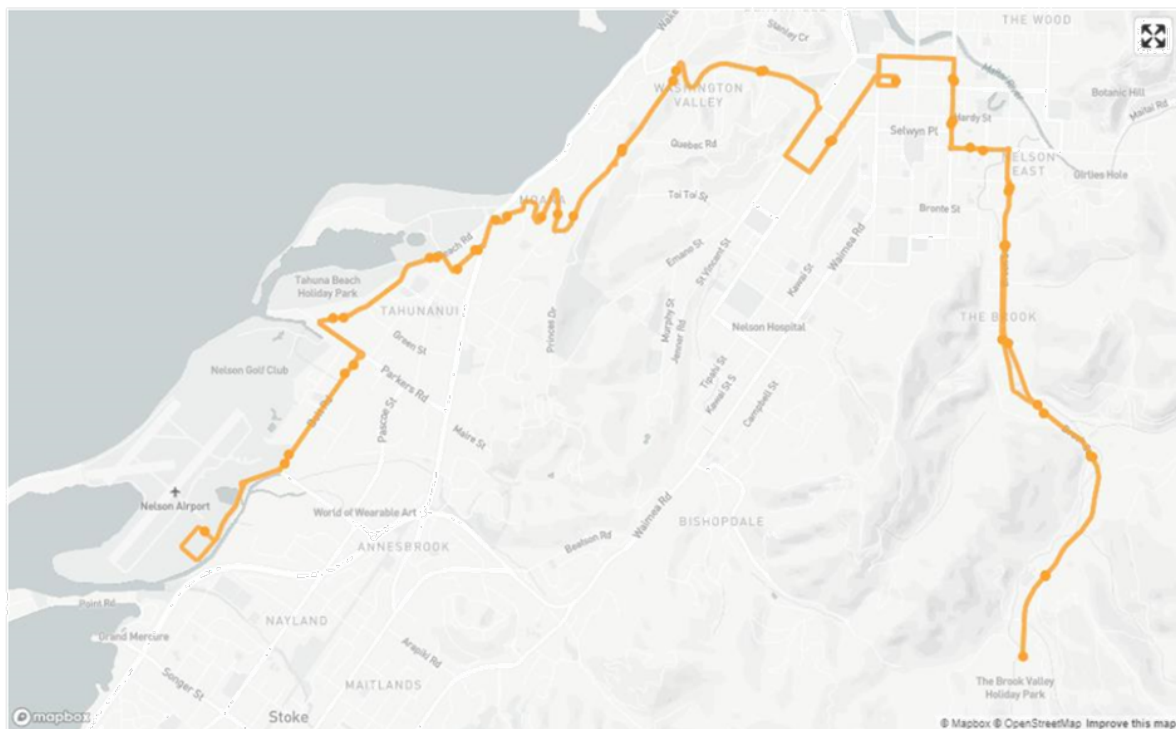
Figure 7.4: Map of Route 3 Atawhai - Hospital



Route 4 the Brook – Airport operates between 7:10am and 6:58 pm at 30-minute frequencies in each direction, 7 days per week.

The service travels between the Brook Valley Holiday Park and the Nelson airport terminal. Serving only the Nelson region it incorporates sections of the previous NBUS routes 4 and 6 to create an east - west Nelson route providing access to a range of destinations across the wider city including NMIT, Brook Valley conservation and recreation areas and an airport link to the central city. It has improved access to Washington Valley and surrounding areas improved connectivity with Tahunanui and employment in the Annesbrook area.

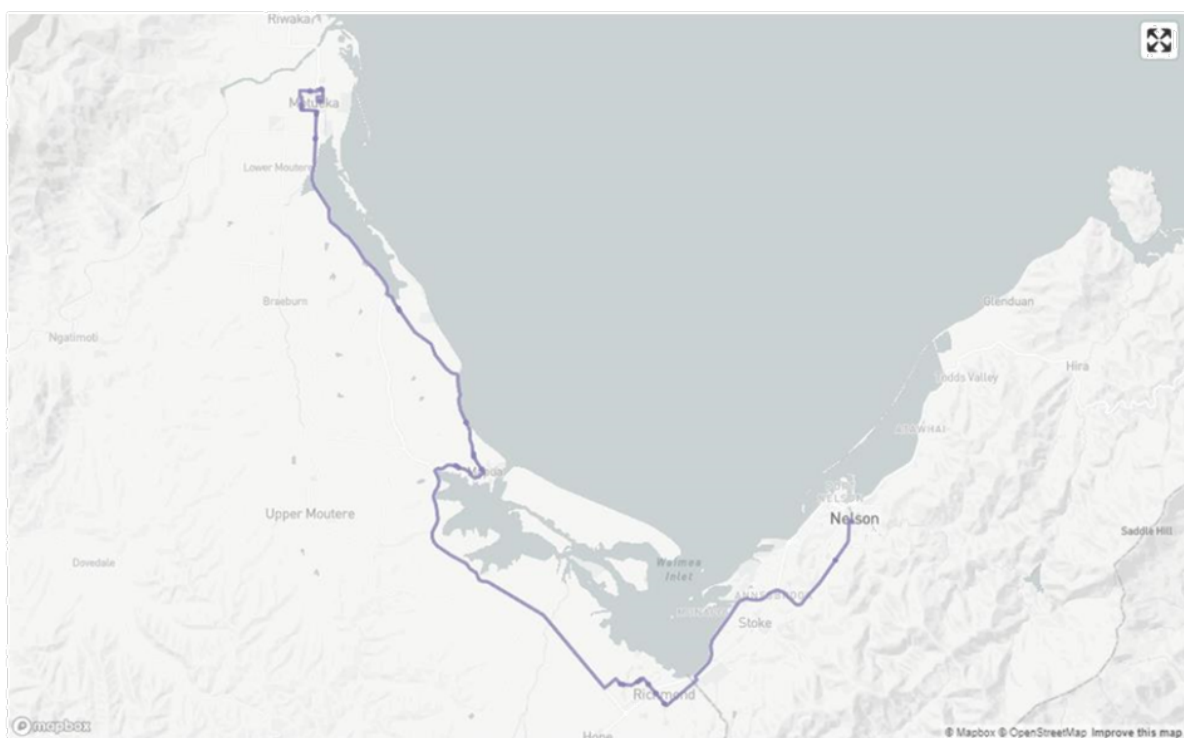
Figure 7.5: Map of Route 4 The Brook – Airport



Route 5 Motueka – Nelson operates between 6:53am and 6:40 pm, 4 times per day in each direction, Monday to Friday only. The is a regional commuter and express service linking Motueka, Tasman Village, Mapua, Richmond (including Richmond west at Berryfield Drive, with the Hospital and Nelson City Centre. Between Richmond Interchange and Nelson Interchange it is an express service via Wakatu Drive stopping only at the Hospital Interchange.

The limited stop express pattern reduces regional passengers' travel time and provides an express alternative for urban area passengers at the key nodes at Richmond Interchange, Hospital Interchange and Nelson City Centre Interchange.

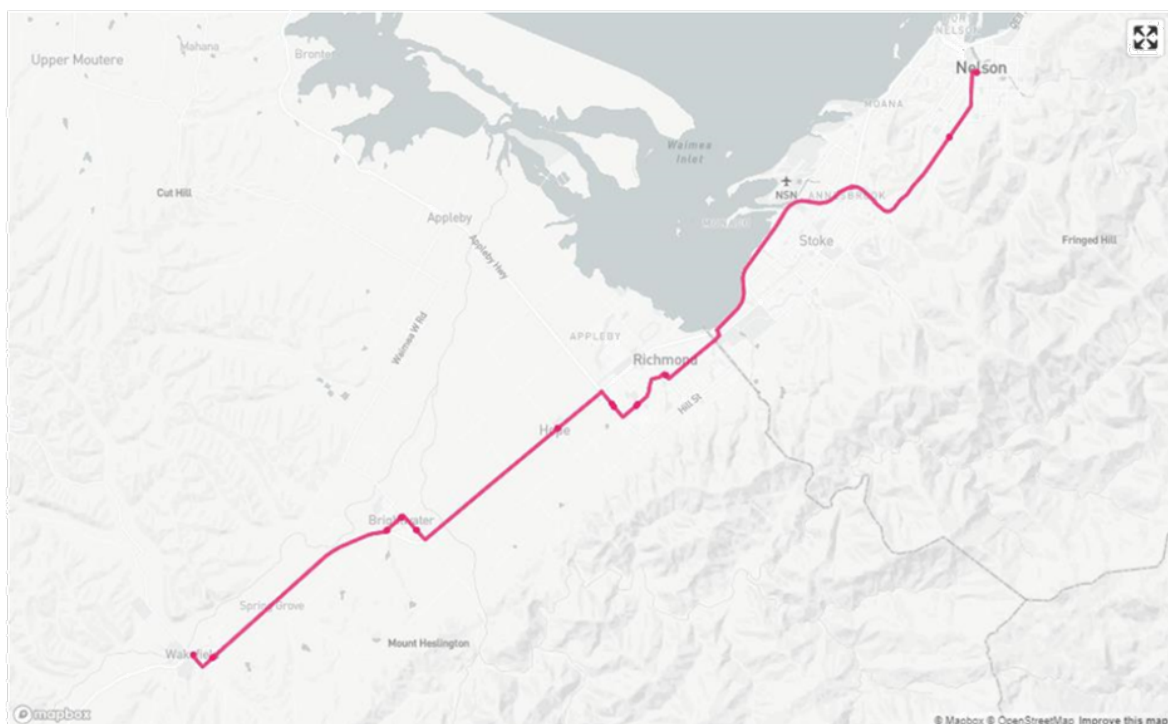
Figure 7.6: Map of Route 5 Motueka – Nelson



Route 6 Wakefield - Nelson operates between 7:04am and 6:10 pm, 6 times per day in each direction, Monday to Friday only. This is a regional commuter and express service linking Wakefield, Brightwater, Hope, Richmond (including Richmond south at Bateup Road, with the Hospital and Nelson City Centre. Between Richmond Interchange and Nelson Interchange it is an express service via Wakatu Drive stopping only at the Hospital Interchange.

As with route 5, the limited stop express pattern reduces regional passengers' travel time and provides an express alternative for urban area passengers at the key nodes at Richmond Interchange, Hospital Interchange and Nelson City Centre Interchange.

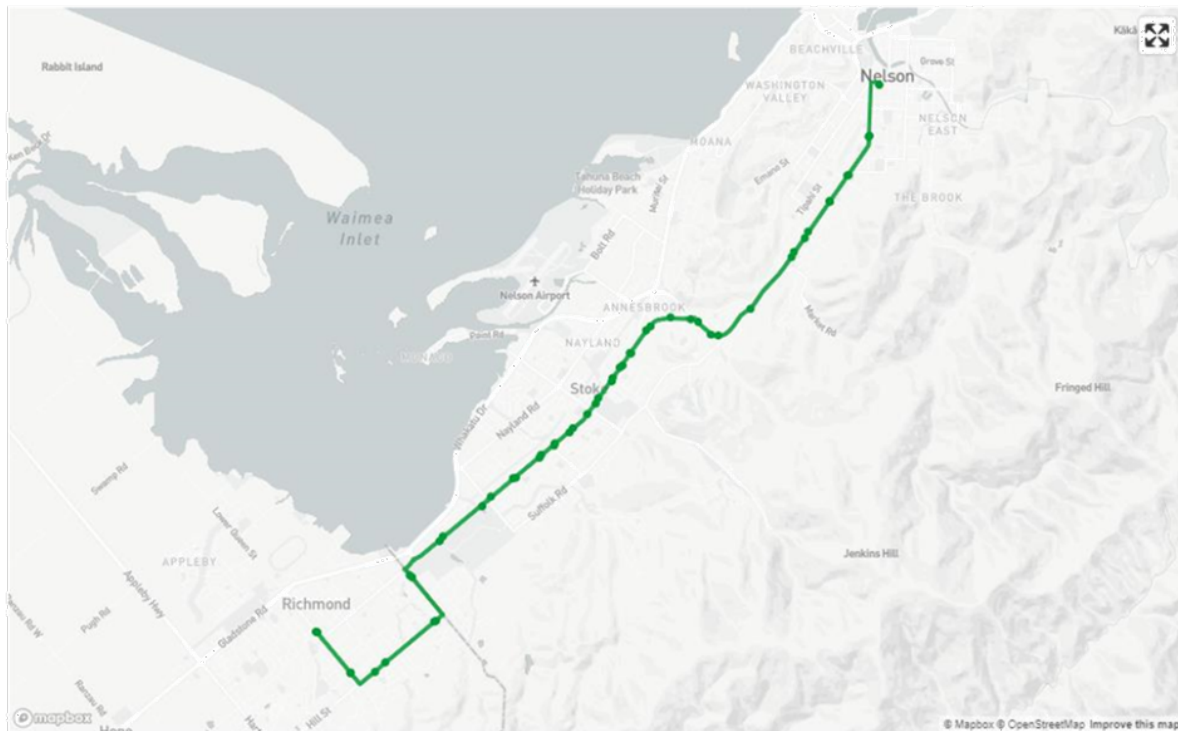
Figure 7.7: Map of Route 6 Wakefield – Nelson



Route 7 Peak Overflow provides a single overflow trip once per day in each direction, Monday to Friday only during school terms.

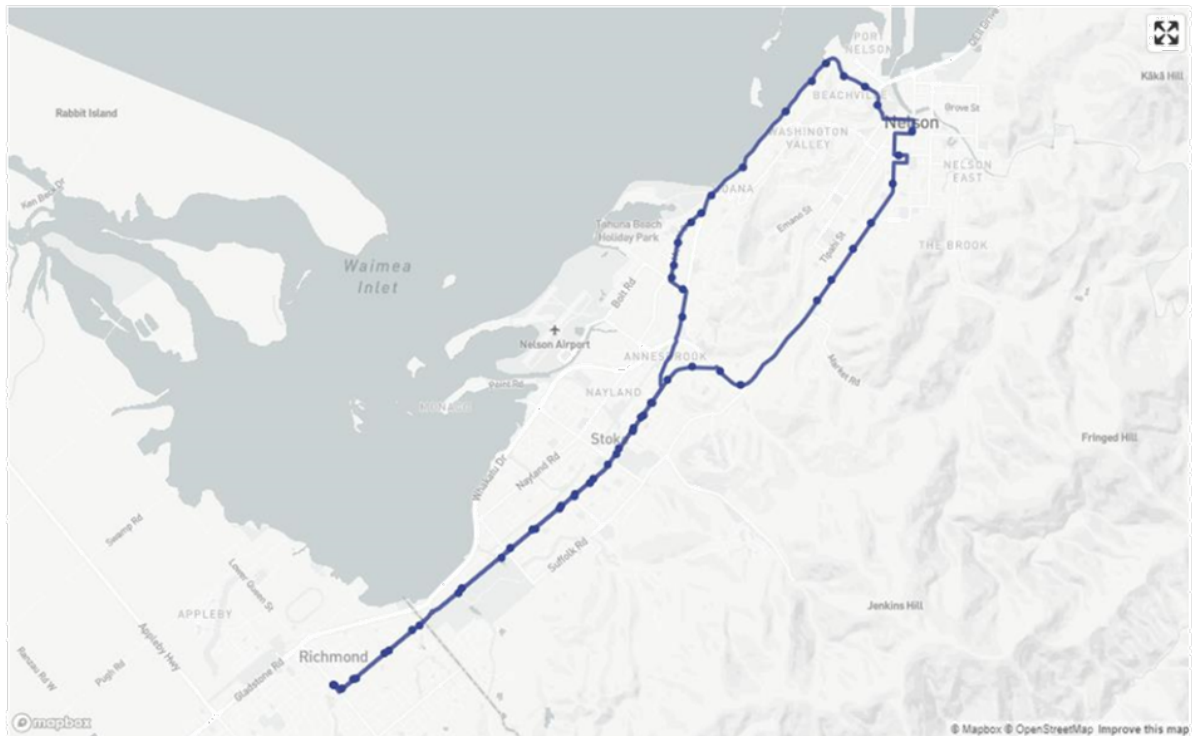
The service travels from Richmond Interchange at 8:01 towards Nelson City following the same route as the Route 1 service and returns from Rutherford Street near Nelson College for Girls at 3:15pm. The service provides extra capacity at peak commuting times to allow for higher levels of patronage, particularly for secondary school students travelling to and from Richmond and the Nelson colleges.

Figure 7.8: Map of route 7 Peak Overflow



The Late Late Bus is the only fixed route service that has been carried over from the NBus network. It is a late-night weekend only route that follows a one-way loop between central Richmond and central Nelson via Main Road Stoke, Waimea Road, (northward) and Tahunanui, Annesbrook and Main Road Stoke (southward). It operates between 10:00pm and 4:00am on Friday and Saturday nights only, at a 30-minute frequency.

Figure 7.9: Map of the Late Late Bus



Service Terminated May 2024

eBus On-Demand services are unscheduled services operating within the Stoke area, 9am to 5pm, Monday to Friday. The geographical location is outlined in figure 7.10.

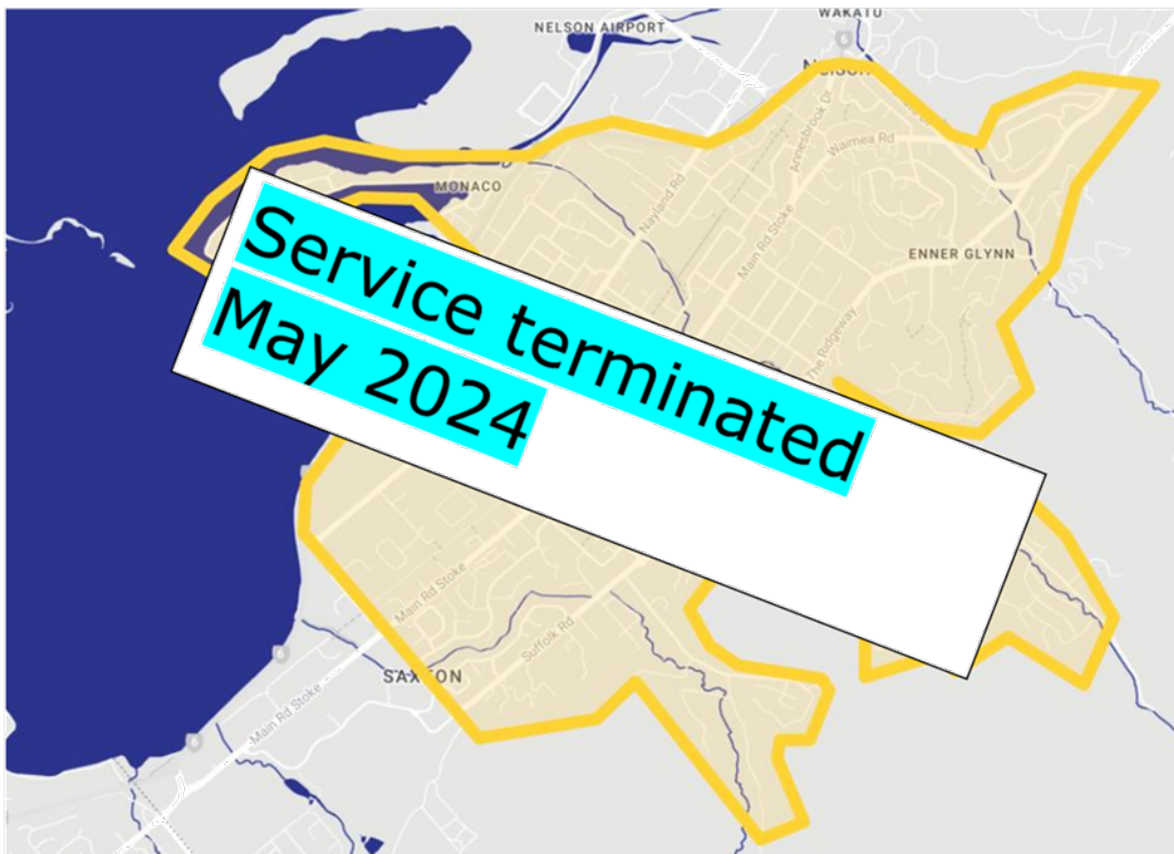
The On-demand service is a ride-sharing service that provides improved access to public transport for residents of Monaco and the parts of Stoke, such as the Marsden and Ngawhatu valleys, that fall outside a 5-10 minute walk to access fixed route services 1 and 2. The service is operated by a Mercedes Sprinter with capacity for 12 seated passengers and one wheelchair passenger.

The service provides a greater degree of accessibility than the scheduled services with an average 50-100m walk to a meeting point for pickups and drop offs and for wheelchair passengers it operates as a door to door service wherever vehicle access allows.

The On-demand service is supported by a dedicated app that allows customers to make bookings up to seven days in advance. The app is supported by Apple and Android platforms and can be downloaded for free from the App Store and Google Play. Customers who are unable or unwilling to use the app for making bookings can phone the NCC customer service desk to request a booking.

Fares for the service fall within the single urban fare zone and can be paid by Bee Card or cash as with the scheduled service routes and transfers to scheduled service routes are free within one hour.

Figure 7.10: Map of the area served by the On-Demand Bus



Community Transport - Volunteer-run and community-supported community transport offers an effective means of providing basic access in regional areas, and Nelson Tasman Community Transport Trust has been operating since 2018 which initially serviced Wakefield and Motueka. With the introduction of the eBus, community services have altered to meet the weekend demand, provide services to the Moutere along with a volunteer drivers' transport service in Mapua. Trials are underway for a Wakefield to Tapawera connection. Some support is provided to these services through council grants or a small amount of transport system investment which has included Waka Kotahi funding. Stage 2 includes community transport support for Hira.

A trial of subsidised trips for local residents for trips between Motueka and Takaka on Golden Bay Coachlines was undertaken in 2023. As a result of this trial, it was agreed to continue to subsidise local trips until July 2024.

Supporting community transport such as Nelson Tasman Community Transport Trust and offering reduced rates on Golden Bay Coachlines are integral to our public transport service in order to service our rural communities.

7.4 Fare Structure

The current electronic payment system, the Bee Card, was introduced to the Nelson and Tasman regions on 3 August 2020, in conjunction as the urban bus routes to Richmond.

The Bee Card is a tag-on tag-off prepay travel card that can be used on public transport systems in many regions around New Zealand, including the Nelson-Tasman network. It provides a means of payment and improved data reporting capability. Bee Card users receive discounted fares and national concessions are applied via the Bee Card system.

From 1 August 2023 a new fare zone and tariff structure was introduced to the Nelson-Tasman region. This structure further simplified regional public transport fares with the creation of the single Nelson and Richmond urban fare zone and two regional zones with a flat fare structure within each zone.

The single urban zone is separated from the Moutere Waimea zone by White Road and Swamp Road; and the Motueka Zone is separated from that at Stafford Drive Ruby Bay from Pine Hill Drive north. An illustration of the new fare zones is shown in figure 7.11.

Figure 7.11 Illustration of Public Transport Fare Zones from 1 August 2023



The single urban fare zone was introduced to drive patronage growth and to make public transport more cost effective for longer urban journeys. The intention is for public transport to compete with private cars, reduce congestion and support mode shift.

At the same time that the simplified public transport fares were introduced, the Nelson Tasman region implemented additional concessions funded by Waka Kotahi under an extension of the Community Connect scheme. The extended scheme introduced free travel for children aged under 12 years and new concession categories for youths aged 13-18 inclusive and for young people aged 19-24 inclusive. The application of these concessions reduced the fares for children and young people beyond the level proposed by the Public Transport Fares and Pricing Policy which was due to come into effect from 1 July 2023.

The new Government has signalled the continuation of funding support for half price public transport concessions for Community Services Card holders and half price concessions for Total Mobility services (75% discount). However, Crown funding for free fares for 5-12 year olds and half price fares for 13-24 year olds on public transport will end on 30 April 2024.

The simplified fare zone and tariff structure is outlined below in figure 7.12.

Figure 7.12 Simplified fare zone and tariff structure

Cash			
Travelling within	1 Zone	2 Zones	3 Zones
Adult	\$3.00	\$6.00	\$9.00
Infant under 5	\$0.00	\$0.00	\$0.00
Child 5 – 12*	\$0.00	\$0.00	\$0.00
Youth 13 – 18*	\$2.00	\$3.00	\$4.00
Cash concession	\$2.00	\$3.00	\$4.00

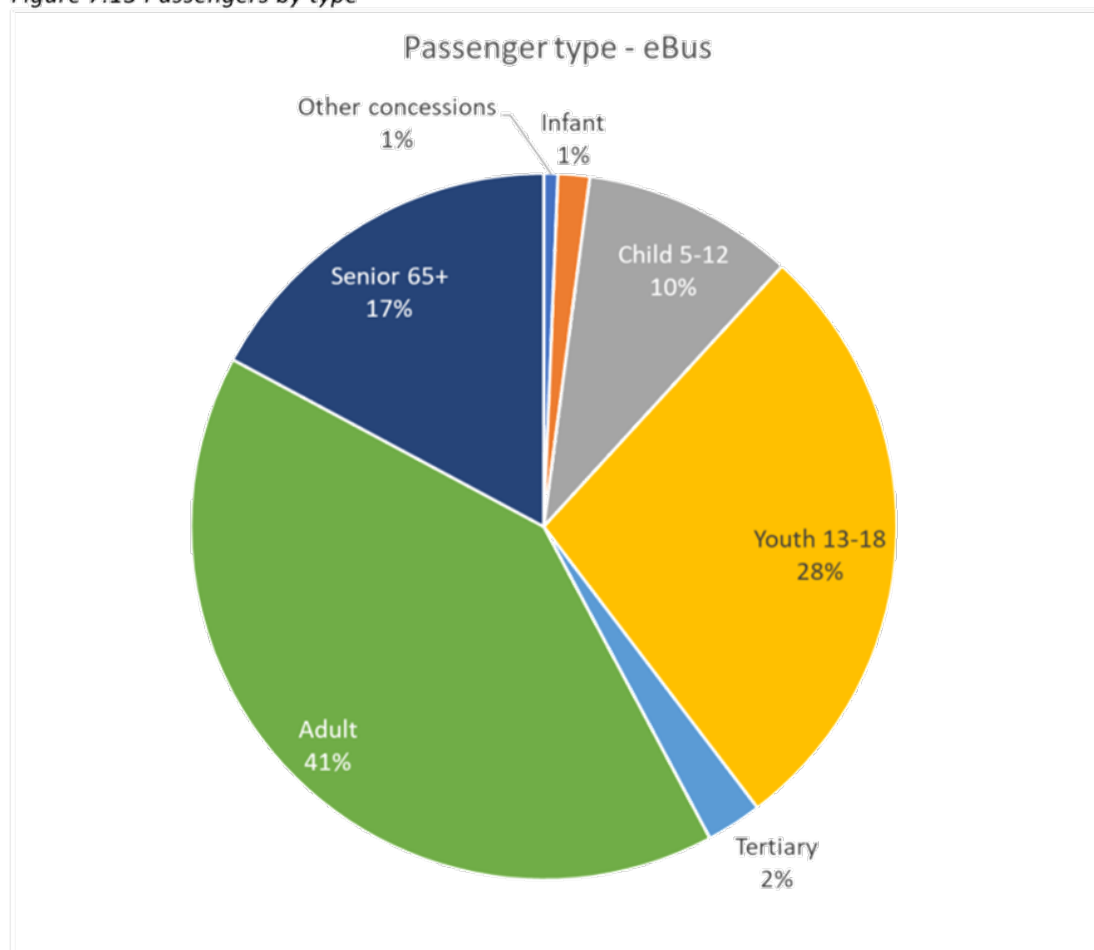
Bee Card			
Travelling within	1 Zone	2 Zones	3 Zones
Adult	\$2.00	\$4.00	\$6.00
Infant under 5	\$0.00	\$0.00	\$0.00
Child 5 – 12*	\$0.00	\$0.00	\$0.00
Youth 13 – 18*	\$0.50	\$1.00	\$1.50
Youth Plus 19 – 24	\$1.00	\$2.00	\$3.00
Community Connect Card	\$1.00	\$2.00	\$3.00
SuperGold Card**	\$0.00	\$0.00	\$0.00

7.5 Customer Journeys

7.5.1 Customer Profile

The eBus network has a customer base that is typical of provincial centres and suburban areas in the larger centres. Figure 7.13 shows that adult and concession fare users account for 41% and 42% of current customers respectively, with the balance being primarily seniors with a SuperGold Card. The largest concession group is the Youth 13-18 year old category. This concession group has benefited from increased funding under the Community Connect scheme.

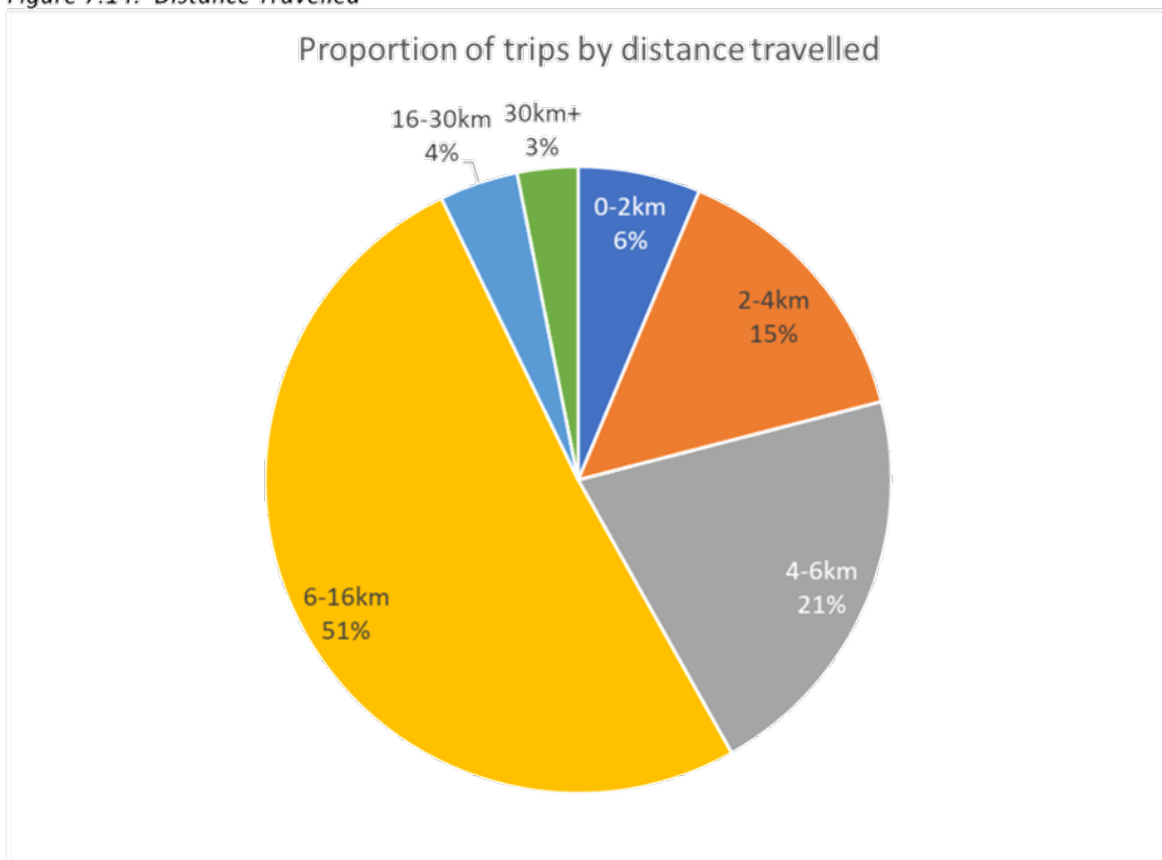
Figure 7.13 Passengers by type



7.5.2 Journey Distances

Figure 7.14 shows the typical distance travelled by customers using the eBus services and shows that 58% of customers using the network travelled longer trips of over 6km. This suggests that the network is predominantly used for longer journeys to destinations that fall outside of a reasonable journey by active modes, such as walking or cycling, and highlights that the current network can support mode shift away from private vehicle use.

Figure 7.14: Distance Travelled



7.6 Institutional Framework

The current bus network is branded as eBus. Services are operated by SBL Group Limited under contract to NCC and TDC jointly, through a single unit gross contract which commenced on 1 August 2023 for a term of nine years.

Each unitary authority provides financial assistance towards costs of the services and infrastructure that are not otherwise funded via ticket revenue and Waka Kotahi financial assistance.

Financial services that cross the regional boundary are allocated between the authorities by route length. The ticket revenue is divided between the regions on the same basis. Each authority is responsible for the provision and maintenance of public transport infrastructure within its area.

The current services are provided under a Public Transport Operating Model (PTOM) which aims to increase patronage with less reliance on subsidy whilst growing both:

- The commerciality of public transport services and incentives for public transport services to become fully commercial; and
- The confidence that public transport services are priced efficiently and there is access to public transport markets for competitors.

7.7 Accessibility of Public Transport

7.7.1 Total Mobility Scheme

All of the eBus fleet are wheelchair accessible. However, there are some customers with disabilities that are either unable to physically access the bus network or can only use them at some times during the day. NCC currently provides administration support and funding for the Total Mobility Scheme in Nelson and Tasman. In the past this scheme provides transport assistance to people with disabilities though the provision of half-priced taxi fares. Nelson/Tasman had a capped fare of \$30. With the Community Connect subsidy applied (which increased Waka Kotahi contribution) the current discount rate for Nelson-Tasman is 75% to a maximum discount of \$22.50 per trip.). Total Mobility operates in Nelson, Richmond and Motueka, with about 2,868 people using the scheme.

Approximately 43,924 trips are made annually through the scheme in Nelson and Tasman. The annual operational cost of this service is approximately \$587,000. Waka Kotahi meets 60% of this cost^[1]; NCC meets its share of the costs incurred in Nelson, and TDC meets the costs incurred in Tasman district.

The scheme also provides taxi-vans capable of carrying people in wheelchairs and provides for an extra \$10 subsidy per trip for the use of these taxi-vans in recognition of the costs and time involved in carrying passengers using a wheelchair. This cost, approximately \$18,000pa is fully met by Waka Kotahi. Assistance with the costs of installing the necessary equipment into the vans to enable them to carry wheelchairs and electric chairs is 60% reimbursed by Waka Kotahi and 40% by the operator but subsidy must be applied for through Council as the approved organisation.

NCC administers the scheme, using an electronic ID card system (known as RIDEWISE). NCC administers payments to the service providers including taxi companies through this system.

Because Total Mobility is a nation-wide scheme, there are certain rules aimed at ensuring consistency between the places where the scheme operates and about how the scheme is run. Councils will continue to comply with these rules and thus ensure Nelson and Tasman members of the scheme can use the scheme elsewhere in NZ.

The Regional Transport Committee **has approved** ~~will soon consider~~ supplementing the Total Mobility scheme with a new accessibility concession that will enable Total Mobility card holders to utilise the eBus network with the support of a caregiver. ~~Proposed options will look at the potential to allow~~ **Caregivers travel free to enable customers with disabilities the option of utilising bus services.** ~~Consideration will be given to this following a Ministry of Transport led national review.~~ **This concession is operational from 1 May 2024.**

7.8 Regional Transport Priorities and Planning Context

There are several regional plans that outline the integration of PT into the overall planning for the Nelson Tasman region. They recognise the role PT has to play in the delivery of the overall transport system, how it contributes to ensuring our changing demographics have access to all services and places, how economic activity can be supported by improved PT, and how growth can be supported by good PT planning and delivery.

The investment programme identified in this RPTP has been closely aligned to contribute towards achieving the targets and objectives set in the regional plans and is discussed in later sections of this document.

^[1] The Waka Kotahi subsidy rate is 60%, but it also provides an additional \$10 payment for each wheelchair trip.

The objectives have a strong sustainability emphasis, which is consistent with the RLTP objectives. The RPTP specific objectives identified in Section 5 provide clear justification for investment in improvements to coverage and service levels, and to other improvements that will increase its competitiveness with private vehicles, such as bus priority, or make it generally more attractive and easier to use as a transport option.

7.8.1 Regional Land Transport Plans (RLTP)

Nelson and Tasman RLTPs are jointly developed by NCC and TDC to provide a coordinated transport planning approach for Nelson Tasman region.

The RLTP for the period 2024-2031 sets out objectives that are consistent with the Government Policy Statement. Public transport is directly related to all the following RLTP objectives: mode choice, safety, network management, resilience and environmental outcomes.

7.8.2 Nelson Tasman Future Development Strategy

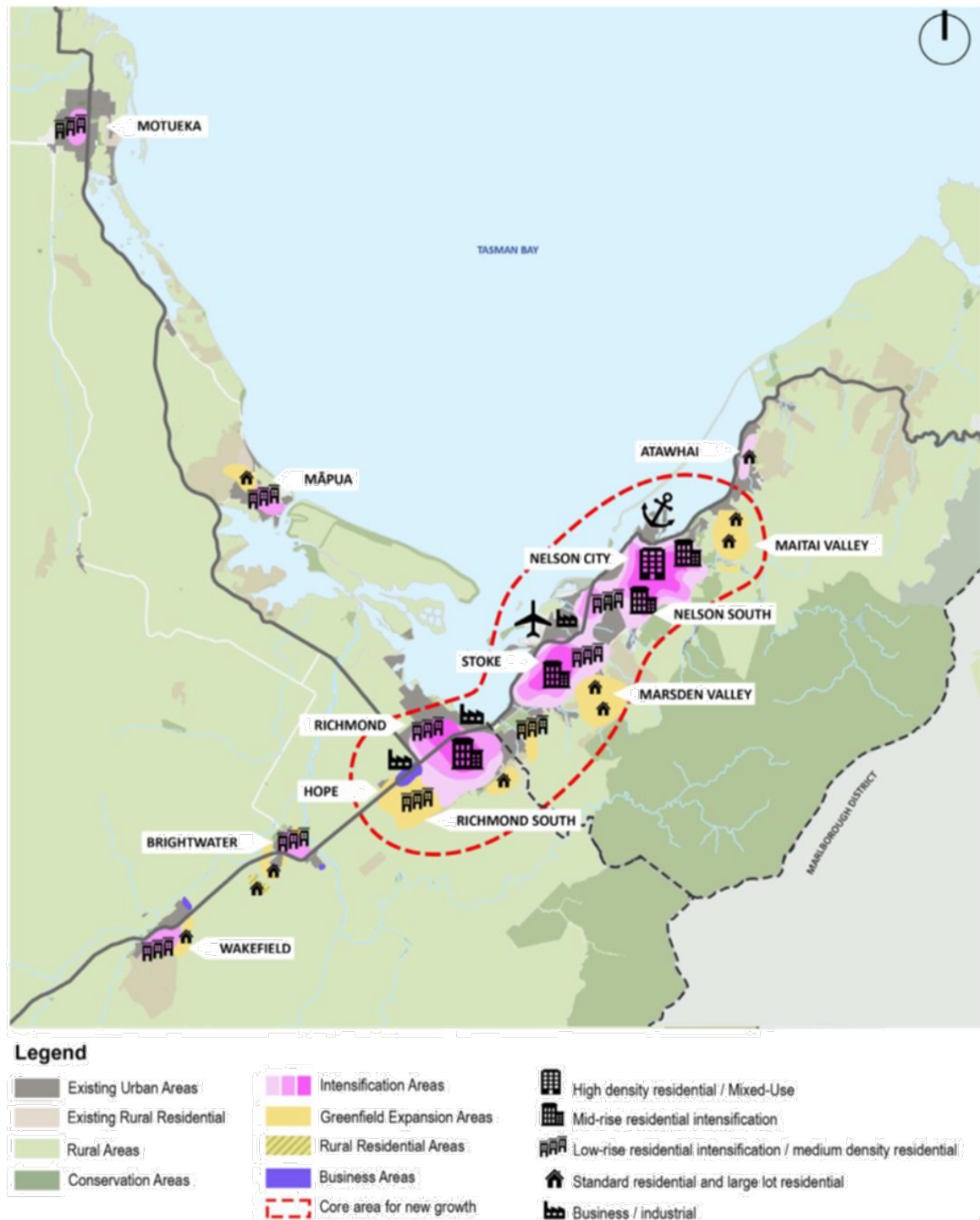
The [Nelson-Tasman Future Development Strategy](#) (FDS) supports intensification of current urban settlements, especially Nelson, Stoke, Richmond and Motueka. However, this is unlikely to provide sufficient housing capacity or housing choices. Therefore, some greenfield development will also be needed,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

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

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

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

Figure 7.15: Growth Pattern Anticipated by the FDS



Many of the growth areas in the FDS have been identified as areas where PT will have a significant role to play in catering to the transport demand generated by population growth, particularly in the Nelson-Richmond urban area. With respect to public transport, the FDS consequently identifies specific actions to:

- promote intensification in a way that supports public transport and active modes,

- develop a transport system that is supportive of intensification, such as a public transport spine,
- support more frequent and efficient public transport services, and
- invest in transport projects that help to lead urban growth, such as proactive development of public transport.

The FDS complements the RLTP and RPTP by supporting investment in public transport improvements, particularly to coverage and service levels, to enable the public transport network to take on an increasingly important role within the Nelson Tasman transport system. A clear link is also drawn between the roles of public transport and the complementary active transport modes. Improvements to walking and cycling routes around the urban areas in Nelson and Richmond will mean that more people can safely and easily access their nearest bus stops on foot, bike or scooter, thereby combining PT and active transport options to achieve Nelson Tasman's vision for a more sustainable transport system.

7.8.3 Nelson Future Access and Richmond Business Case

The **Nelson Future Access Study (NFA)** was led by Waka Kotahi, working with NCC and local iwi. NFA planned a transport system by identifying an investment programme supporting the community's aspirations for a thriving City Centre, a people focused waterfront and a healthy environment.

The public was consulted on three long term packages in mid-2020. All assumed significant investment in public transport services and infrastructure, including intersection bus priority, with one package proposing future investment in priority lanes on the Waimea Road and State Highway 6 corridors.

The study is completed and the recommended programme, designed with stakeholders, includes investment in a range of different activities within Nelson City over the next 30 years. The programme increases the availability of attractive walking and cycling paths and public transport options close to areas of planned dense urban living, focuses on reliable journeys to support regional economic development, improves safety for everyone and makes urban neighbourhoods more liveable. In the medium to long term the programme focuses on improving the efficiency of public transport journeys across the network including the provision of priority lanes in select locations on the Waimea Road and State Highway 6 corridors. For more detail refer

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

The **Richmond Programme Business Case (RPBC)** was completed in 2021 by Waka Kotahi and TDC. It seeks to provide a sustainable and liveable urban environment and optimise the transport system within Richmond by addressing problems relating to increasing traffic volumes resulting from growth, and delays caused by traffic congestion. The implementation stage recommended upgrading intersections with bus optimisation, creating localised priority lanes, and building park and ride facilities. These changes would improve the level of service to bus routes in the Tasman district. For more detail refer

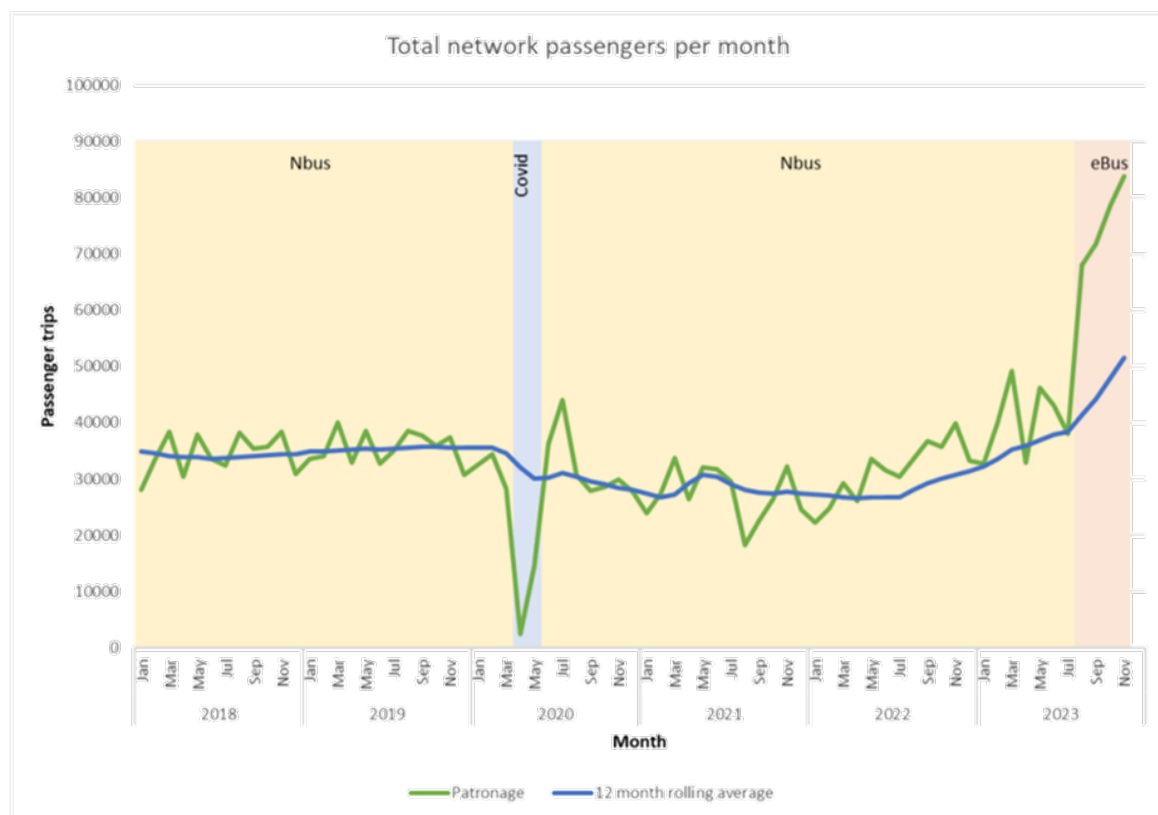
<https://www.nzta.govt.nz/projects/richmond-transport-programme-business-case/>

8. Current Performance

8.1 Patronage Trends

Patronage is a key indicator of public transport performance, both its level and rate of growth. Figure 8.1 shows the patronage performance of the Nelson Tasman regional bus networks between January 2018 and October 2023. This period includes the transition from the previous NBus to the first 3 months of the eBus services from 1 August 2023 and shows patronage levels before, during and after the impact of Covid-19, which had a negative patronage impact due to the Level 4 and 3 lockdown and social distancing requirements at Level 2 and above, although patronage rebounded at Level 1.

Figure 8-1: Total Monthly Patronage on Regional Bus Networks



The chart shows that under the previous NBus network patronage was steady between 34,000 and 35,000 boardings until declining from March 2020 to its lowest level of 26,832 in July 2022.

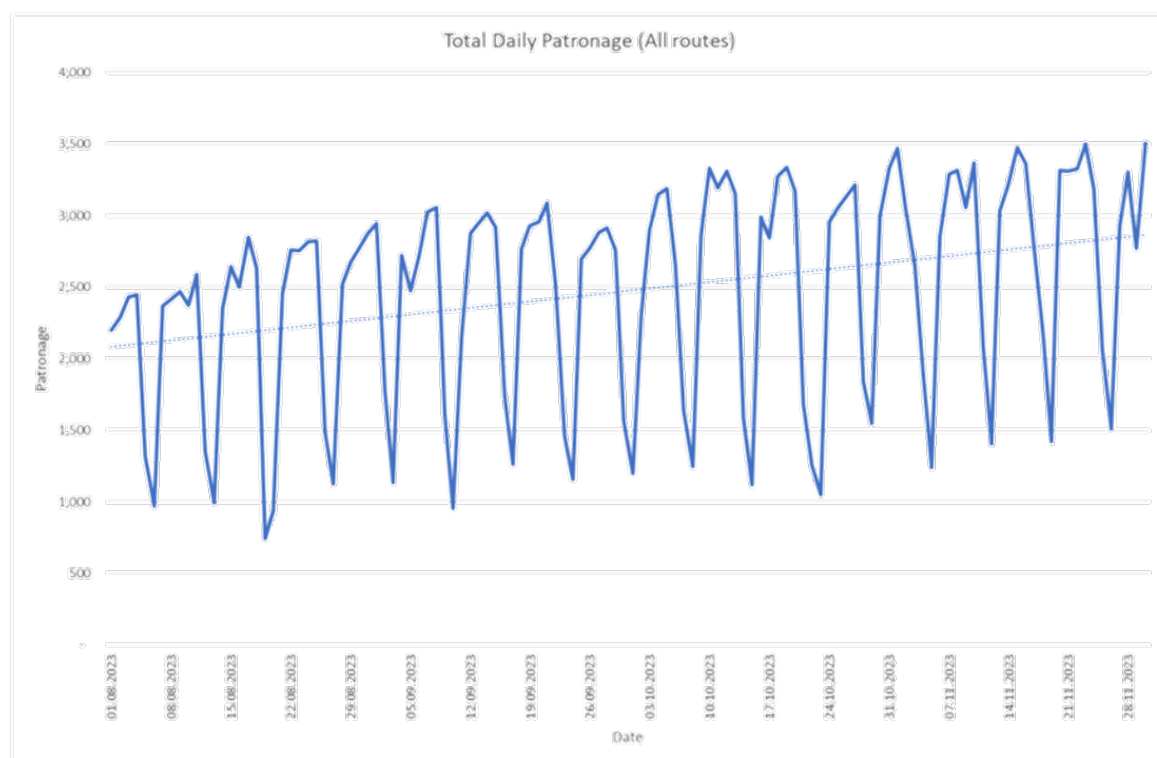
NBus patronage levels returned to pre-Covid levels in March of 2023 before reaching its highest level in July 2023. This growth phase may be attributable in part to government subsidies to enable half price bus fares introduced April 2022. The subsidy scheme was initially until 30 June 2022 but was extended twice. In the Nelson Tasman regions, the half price fare scheme was maintained until 31 July 2023 with the councils themselves funding the scheme from 1 July to 31 July when most other public transport authorities implemented the Community Connect Extension scheme. This local funding enabled

customers to transition to the new fare structure and new concessions at the time the eBus services started.

8.2 eBus Daily Patronage

Patronage levels on the eBus network have shown growth steadily from 2,197 passengers per day on 1 August, the first day of the services, to 3,500 on 30 November 2023 (Figure 8.2, below). Customer satisfaction surveys have not yet been conducted to determine the factors that are driving the growth. It is possible to infer from the patronage data that the impact of the step change improvements to routes, frequencies, connections and reliability have played a role. It is also likely that reduced fares and levels of concessions will have supported the success of the step change in the public transport network.

Figure 8.2: Total Daily Patronage on the eBus Network



8.3 eBus Patronage by Route

Table 8.1 below shows patronage by route across the eBus network for the first three months – August to October. It shows the dominance of two Nelson-Richmond routes, which serve a large population base and range of key destinations along the north-south spine, and consequently carry more people in total and per service km than the other urban routes. The main urban arterial services, Routes 1 and 2, account for 37.1% and 32.1% of the total patronage respectively, transporting an average of 11,732 passengers per week.

The next most patronised routes are Route 4 and Route 3 at 10.8% and 9.8% respectively and an average of 3,456 passengers between them.

When compared to the patronage under the NBus services (Table 8.2 below), the data suggests that the new network is seeing an increase in patronage across all scheduled urban services. The Late Late Bus which has experienced a slight decline in patronage, although it is

provided for primarily social and safety reasons, and the On demand service is yet to reach the patronage levels of the previous Stoke Loop services. The 12-month review at Stage One of this RPRT will help inform improvements to both services.

Table 8-1: eBus Performance by Route Since Launch 1 August -31 October 2023

eBus route	Aug-Oct 2023 patronage	Share of total patronage	Passengers per week	Average Passengers per trip	Passengers per service km
Route 1	80,952	37.1%	6,227	18.45	0.87
Route 2	71,566	32.8%	5,505	16.66	0.85
Route 3	21,382	9.8%	1,645	4.84	0.32
Route 4	23,549	10.8%	1,811	5.46	0.34
Route 5	9,611	4.4%	739	18.48	0.35
Route 6	6,963	3.2%	536	8.93	0.29
Route 7	3,114	1.4%	240	26.50	0.94
On Demand	534	0.2%	41	4.11	0.17
Late Late Bus	600	0.3%	46	1.94	0.39
Total	218,271	100%	16,790		

Table 8.2 NBus Patronage by Route Since Launch 1 August -31 October 2023

Bus Route	Annual Patronage	Share of Total Patronage	Passengers Per Week	Passengers Per Round Trip	Passengers Per Service Km
Route 1	183,068	43%	3560	34.9	1.37
Route 2	181,373	42%	3527	34.6	1.24
Route 3	22,942	5%	446	5.5	0.34
Route 4	12,803	3%	249	3.1	0.30
Route 5	15,549	4%	302	3.7	0.37
Route 6	2,414	1%	47	3.1	0.29
Routes 7A, B, C	5,692	1%	111	4.4	0.24
Late Late Bus	3,227	1%	63	6.3	0.23
Total	427,068				

9. Public Transport Infrastructure

The eBus network has been supported by improvements to infrastructure at key locations such as Tahunanui Interchange, Richmond Interchange, and Nelson Airport. The improvements consist of a mixture of shelters and the installation of e-reader tablets with an audio function providing real time departure information for the services at that stop.

In addition to the interchange locations, e-readers have also been installed on Collingwood Street near Prices Pharmacy, at the Motueka Library stop, and in Wakefield.

Nelson City Centre Interchange at Bridge Street has been remodelled to provide a customer waiting room, a real time electronic timetable display and improved safety and amenity. Of the key interchanges only the hospital stops are still to be upgraded and this work is likely to tie in with building development work at the hospital itself.

Ongoing infrastructure improvements, including the installation of more seats and shelters, the acquisition of more e-readers, and provision of supporting facilities such as secure cycle parking will be made over time. Work in progress currently includes improvements to bus stop signage to enhance wayfinding across the network making stops more easily identifiable and improve visibility of the routes served by each stop.

The 12 stop locations proving to be the most patronised stops on the eBus network are shown in Table 9.1 below.

Table 9.1 Most Patronised Bus Stops (Boardings Since Launch 1 August -31 October 2023)

Stop ranking	Stop
1	Nelson City Centre Interchange
2	Richmond Interchange Eastbound
3	Nelson Hospital Interchange Southbound
4	Main Road Stoke at Countdown
5	Stoke Interchange Southbound
6	Richmond Interchange Westbound
7	Rutherford Street at Nelson College for Girls
8	Main Road Stoke opposite Polstead Road
9	Collingwood Street at Prices Pharmacy
10	Motueka Library Wallace Street

10. Public Feedback

Since the launch of the eBus services, the Councils have invited the public to provide feedback on all aspects of the bus services. This feedback will be collated and analysed after 12 months of service to inform the second stage of this RPTP.

While no formal analysis of the feedback received has been undertaken, common themes arising include but are not limited to the following:

- Requests for weekend services between Motueka and Nelson and Wakefield to Nelson,
- Timetabling improvements, including requests for earlier and later trips,
- Infrastructure improvements such as requests for seats and shelters,

- Route changes in particular requests to extend Route 3 in the Dodson Valley area,
- Suggestions for additional bus stop locations,
- Suggestions to improve accessibility to the buses and at bus stops,
- Requests to operate smaller buses on some sections of urban routes.

10.1 Consultation on Draft Regional Public Transport Plan

A draft plan was shared with the community in parallel with the Regional Land Transport Plan in January and February 2024.

10.2 Assessment

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 1 year review of the eBus service.

*

11.0 Proposed Improvement Investment Programme

The proposed programme is based on a programme of ongoing improvement and consolidation of the step changed introduced on 1 August 2023. It focuses on improved service levels, increased regional connections and increasing priority measures. It allows the Councils to reflect on 12 months of service data and feedback to deliver the adjustments required to optimise service delivery. Table 11.1 below summarises the staged change approach.

Continuing the staged approach will ensure that the most important programme elements are allowed sufficient time to settle and provide a good platform on which to build, with improvements incrementally increasing service levels to further strengthen the overall public transport offering. The staged approach will maintain affordability for ratepayers and taxpayers, since significant public investment will be required, and the benefits will accrue over a long period.

Bus priority, both short and long term, will be required to maintain public transport reliability and manage operating costs as traffic congestion worsens on key corridors. Any investment in priority will also improve public transport’s travel time competitiveness relative to private vehicles, which is a key element of encouraging mode shift.

Both councils and Waka Kotahi support the establishment of bus priority via the Nelson Future Access and Richmond Programme Business Cases. The locations proposed are where traffic congestion is a problem, particularly at and near intersections, where delay is typically most acute and the benefit to public transport is the highest.

Table 11.1 Staged Change Approach to Improvements

Stage 1- July 2024-June 2027
Implementation will follow and be informed by the 12-month eBus review and timing will be adjusted as required.
<ul style="list-style-type: none">Review the eBus step change following 12 months of services that began on 1 August 2023 including analysing real time operational data and public feedback to inform potential adjustments and improvements to service reliability, frequency, and accessibility.Implementation of minor network adjustments identified in the 12-month review as necessary to meet budget but strike a balance between enhancement of the network including but not limited to improving reliability, meeting capacity demands, increasing geographic coverage and supporting mode shift and considering savings from poor performing servicesReview of fare policy and concession categories and respond to the central government change in policy on Community Connect. This is likely to include continuation of funding support for half price public transport concessions for Community Services Card holders and half price concessions for Total Mobility services (75% discount). However, Crown funding for free fares for 5-12 year olds and half price fares for 13-24 year olds on public transport will end on 30 April 2024.Respond to any central government change in policy on community connect.

<ul style="list-style-type: none"> • Bus stop infrastructure and information/wayfinding improvements to build and improve convenience and broaden public awareness of the current services. • Continuing improvements to the eBus website and information systems to enhance customer service levels and experience. • Implement National Ticketing Solution to replace the Bee Card • Millers Acre Bus Hub. • Bus signal priority measures. • Additional weekend bus services on regional routes.
<p>Stage 2 – July 2027 – June 2030</p> <p>Implementation will follow and be informed by the 12-month eBus review and timing will be adjusted as required.</p> <p>Additional routes and any route changes will be identified in the 2027-37 RTP review:</p> <ul style="list-style-type: none"> • Increased peak hour frequencies on key urban routes. • Supporting community transport options for Golden Bay, and Hira. • Park and ride facility in Tasman. • Bus priority measures, with the inclusion of any priority measures from the Nelson Future Access Project and Richmond Programme Business Case.
<p>Stage 3 (Reviewed in 2027 RTP)</p> <ul style="list-style-type: none"> • Review of urban development and intensification proposals to target any new PT opportunities.

11.1 Longer Term Investment

The programme has a 10-year focus, based on the RTP horizon. However, it is expected that improvements will continue beyond the first decade, and some revisions/additions to the network maybe be required should growth justify it. The following may be considered:

- Diversion of Route 1 between Hill Street in Richmond and Suffolk Road/Saxton Road in the Saxton area if a new road link is constructed, to provide better access to the sports complex and the southeast area of Stoke;
- Route changes or a new route connecting The Ridgeway, and the Marsden and Ngawhatu valleys (which would be facilitated via a road link between the two), with Stoke, if development in the area reaches sufficient scale;
- Route changes or a new route serving the southwest area of Stoke;
- Extension of Route 3 beyond Atawhai to Todds Valley and possibly beyond;
- Route changes or a new route serving the southeast area of Richmond if development in the area reaches sufficient scale;
- Route changes or a new route connecting the Maitai Valley with Nelson if development in the area reaches sufficient scale;

- A route to service the Princes Drive/ Tahunanui Hills area;
- Connecting the above new routes with each other or possibly Route 3, to provide better access to a range of destinations;
- Route changes or a new route connecting Kaiteriteri with Motueka;
- Additional park and ride at gateway locations, such as the southern side of Richmond and at Atawhai or Todds Valley; and
- Ferry links where suitable wharf facilities are available, potentially supported by park and ride.

All of the above have been considered through this review and cannot be justified at present, but they may be justifiable beyond the first decade.

11.2 Total Mobility

- Continue to administer and support the region-wide Total Mobility scheme;
- Continue to improve the administration and management of the scheme, and to meet Waka Kotahi requirements;
- All taxi companies in the scheme are required to have contracts with Council;
- Facilitate the provision of wheelchair hoist vehicles where demand warrants it and funding permits;
- Admittance to become a service provider is at the discretion of Council and is not restricted to taxi companies. Each application will be considered on its merits, but generally the requirements are that drivers be appropriately licensed and trained, the service availability hours are at least 7am to 7pm, and the fare structure is clear, similar to other providers and has been approved by Council. The provision of a wheelchair service is desirable but not mandatory;
- Review fares and the rules applying to the fares as part of the fare level and fare structure reviews;
- **Investigate** Extension of the Total Mobility subsidy to include all public transport services.

12 Impacts

12.1 Anticipated Service Levels and Patronage

Table shows projected network patronage demand over the decade, including that resulting from the impact of the 2023 improvements and those associated with the proposed programme.

The full patronage impact of any intervention can take up to a decade, so some of the long term effect of later stage improvements falls outside of the timeframe shown in the table. Whilst the patronage increases primarily reflect the effect of service level increases and fare reductions, some allowance has been made for the system effect of the full suite of improvements.

Table 12.1: Projected Network Patronage

Financial Year	23-24	24-25	25-26	26-27	27-28	28-29	29-30	30-31
2021 RTPP projected patronage (000)	746	829	979	1,031	1,076	1,124	1,208	1,261
2024 RTPP revised projected patronage (000)	997	1108	1308	1378	1438	1502	1614	1685

The ramp up effect of changes may be faster or slower than shown in the table, so performance and patronage will be monitored to identify the response over time. A faster than anticipated response to early stage improvements may require the implementation of some or all of the later stage improvements to be accelerated, particularly if additional peak capacity is needed to meet demand, since peak frequency improvements are not scheduled for introduction on Routes 1 and 2 until 2029.

12.2 Costs

Operating costs, shown in table 12.2, including Total Mobility costs, form the bulk of costs, totalling \$121.5m for the Nelson Tasman Region over the decade.

Net costs are subject to patronage and to any inflation over the period and could be positively or negatively impacted by the competitiveness of the bus contract retendering process in 2032. The cost projections in the table are deliberately conservative given this uncertainty.

Table 12.2 Projected Public Investment Requirements – Services and Infrastructure

	Year 1 24/25 (\$k)	Year 2 25/26 (\$k)	Year 3 26/27 (\$k)	Year 4 27/28 (\$k)	Year 5 28/29 (\$k)	Year 6 29/30 (\$k)	Year 7 30/31 (\$k)	Year 8 31/32 (\$k)	Year 9 32/33 (\$k)	Year 10 33/34 (\$k)
Services	\$8,669	\$8,833	\$10,332	\$10,788	\$10,709	\$15,420	\$15,668	\$15,816	\$14,192	\$14,428
Infrastructure (Nelson)	\$2,145	\$2,529	\$706	\$977	\$889	\$1,019	\$1,374	\$379	\$506	\$1,483
Infrastructure (Tasman)	\$61	\$62	\$63	\$65	\$66	\$67	\$69	\$70	\$71	\$73

The Millers Acre hub is likely to have the largest direct capital cost impact in the Nelson Region together with completion of works at Tahunanui and the Hospital.

Bus priority requirements and costs recommended by the Nelson Future Access and Richmond Transport business cases are excluded from the above as more investigation on the type of vehicle to use the lane and thus the funding category is required. Park and Ride carpark requirements and costs are also subject to further investigation.

13 Specific Council Policies Relating to Bus Services

13.1 Fares Policy

It is a statutory requirement to include fares and a pricing policy in the regional public transport plan. This in turn must be prepared in accordance with any relevant Waka Kotahi guidelines¹.

Waka Kotahi requires fare levels to be reviewed annually, and the fare structure will be reviewed every six years. This review of fare levels has taken into account matters such as inflation (particularly relating to the cost of providing the bus service), fare-box recovery, Council and Waka Kotahi funding levels and policies, and users' ability to pay.

This revised Fare Policy will be in accordance with the relevant Waka Kotahi guidelines.

The contractor's views will be sought as part of any fare review.

In March 2024 NZTA issued a document "Draft Fares and pricing requirements for public transport authorities", for consultation. The draft describes requirements and guidance for public transport fares and pricing policy.

The draft document sets out Waka Kotahi expectation of what is required to meet these statutory requirements.

Fares and pricing policy in RTPs **must**:

- Provide clear objectives that balance financial sustainability, transport system efficiency and equity.
- Reflect the important role of passenger fares in helping cover the cost of public transport and include public transport cost recovery measures as defined by NZTA.
- Ensure fare revenue supports the level of NLTF funding approved by NZTA and is consistent with the revenue and financing policy in council long-term plans.
- Specify any national, Crown and regional fare concessions, including eligibility criteria and fare levels or discounts that apply in the region for those concessions (refer fare concession requirements).
- Specify the method for setting and reviewing fares, with fare pricing reviews to occur annually and fare structure reviews at least six-yearly.
- Ensure annual fare pricing reviews consider the effectiveness of alternative interventions for achieving the fare and pricing policy objectives including other potential revenue sources, reducing operating costs and/or wider system efficiencies.
- Specify any fares and pricing measures and targets advised by NZTA (refer fares and pricing measures below).

Public Transport Authorities **should** seek to minimise the use of cash over time and include in the fares and pricing policy a position regarding use of cash.

The joint Nelson/Tasman RTP is cognisant of these guidelines and once finalised take these into account in the next fare review.

¹ [LTMA section 124\(a\)\(iii\)](#)

13.2 Integration with Other Transport Modes

The fundamental outcome of the 10-year vision for transport in the Nelson-Tasman region is to provide a fully integrated and sustainable transport system where:

- All modes of transport are catered for and complement each other;
- The barriers for access are removed;
- The benefits of alternative transport modes for individuals, the community and the environment are fully apparent and recognised; and
- Public transport services in the region are a fundamental part of an integrated network of transport services.

These goals recognise that all journeys usually involve other modes of transport as well as the bus trip (there is almost always a walking component of any bus journey, and increasingly, a cycling component). Other factors that will be considered to ensure the public transport system integrates with other modes include:

- The needs of bus passengers who use wheelchairs;
- The bike rack capacity of buses;
- If bus-stops are conveniently situated and are easily accessible by all active modes;
- If car-parking facilities are available near to stops (particularly in Richmond) to enable car users to include public transport or multimodal journey options in their journey planning; and
- How car parking availability and charges impact on bus use.

13.3 Objectives and Policies

Objectives

Historically the basic objectives of the Council provided public transport network have been to provide services which:

- Reduce traffic congestion between Richmond and Nelson; and
- Meet the basic needs of the community, particularly those without access to private vehicles, to provide transport choices.

These two objectives are replaced with three objectives which closely align with draft 2023 Government Policy Statement on Transport, the Councils' community outcomes and carbon emission reduction. That is to provide a regional integrated public transport network that:

1. Provides attractive, economic and viable transport choices for all sectors of the community,
2. Reduces the reliance on private cars,
3. Is sustainable and reduces carbon emissions.

These link to all of the six Te Taihū strategic objectives adopted in the Regional Land Transport Plan 2021-31 below:



Policies

Services provided

- Jointly deliver public transport in the Nelson Tasman region as a coordinated integrated service and network
- Provide and fund bus services which:
 - Contribute to the development of a sustainable transport framework in the Nelson Tasman region; and/or
 - Are planned to provide transport choices and specifically provide choices and improve accessibility for those without other transport options;

- Provide transport choices within both the urban and regional areas;
- Regularly assess the needs of the community with regard to its public transport and accessibility needs;
- Work with its bus contractors to improve its services and increase patronage levels.

New services

- New services will be provided:
 - Where there is demand;
 - To encourage behaviour change;
 - To improve accessibility and urban spaces; and
 - Where local and Waka Kotahi funding is available.

Funding

- Fund its share of the services set out in this RPTP;
- Seek appropriate funding contributions from Waka Kotahi;
- Both councils to jointly collaborate to continue to secure funding for the bus services;
- Seek funding from Waka Kotahi for any service improvements.

Contractors

- For all new contracts:
 - Prepare a business plan in conjunction with each contractor setting out the actions, aimed at improving the service that will be taken during the next year of the contract;
 - Review the business plan annually;
 - Regularly meet with the contractors to discuss progress with achieving the actions set out in the business plan, progress generally with the services, and ways to increase passenger numbers;
- Meet regularly with existing contractors to discuss contractual matters, including how the service might be improved and patronage increased;
- Generally involve the contractor in decisions relating to the service, while at the same time recognising that it is the Councils that are the primary decision maker regarding the services.

Contract format

- The tendering of the bus contracts will follow the process set out in the Council's Procurement Strategies and Waka Kotahi Procurement Manual;
- Subject to the Procurement Strategy and Procurement Manual, contract length will generally be nine years;
- Contracts will require operators to tender on the annual gross price of providing the service and Council will retain passenger revenue;
- The services will be operated as a single operating unit,
- There will be one contract per unit, and thus currently there will be one contract;

- All new contracts will contain a financial incentive mechanism aimed at encouraging the contractor to increase patronage;
- Tenders will reflect the policies in this RPTP and the two Councils.

Procurement Strategy

- Tenders will be evaluated on price and quality. Quality features will include relevant experience, track record, relevant management and technical skills, methodology and vehicle quality.

Vehicles and drivers

- All buses should comply with the vehicle standards set out in Waka Kotahi's guidelines, including modern low floor buses on all routes,
- Vehicle specifications to include low or zero emission buses,
- Comply with the vehicle standards as set out in Waka Kotahi guidelines.

Requirements for all buses as a minimum.

- Require bike racks on all routes,
- Wifi,
- Require electronic ticket systems on all buses,
- Require GPS tracking on buses to assist with real time tracking for customers and monitoring by Council,
- Include, in any new public transport contract, a suitable driver standard with which all bus drivers must comply,
- Require branding as specified by Council.

Fare system

- Require electronic ticketing on all buses that records all trips and issues tickets as appropriate,
- Enable introduction of national ticketing incentives including Project Next,
- Enable introduction and removal of incentives that lower the fare from national or regional organisations (e.g. Community Connect)
- Fares:
 - Child fares will be available
 - i) Children are defined as those aged 5-15 **18** inclusive, or enrolled at school while wearing a school uniform or on presentation of a school ID card,
 - ii) The child fare will be approximately ~~two-thirds~~² **half** of the adult fare,
 - iii) Children under 5 travel free.
 - A tertiary students/Community Service Card holder cash fare will be available to those ~~aged 18 and under or~~ **aged 18 and under or** enrolled in a Nelson or Tasman tertiary institution on presentation of an ID

² The exact discount will be influenced by the necessary rounding

- card, and Community Services Card holders on presentation of their card,
- The SuperGold Card scheme providing free off-peak travel³ is available to those with a SuperGold Card and travelling with a Bee Card (generally those over 65 years of age),
- Fares will be set on a zone structure or as adopted in this RPTP,
- For the Late Bus, a separate fare structure will apply (currently a flat fare),
- Smartcards will be available from designated outlets (NCC and TDC council offices, and Nelson, Stoke and Richmond libraries),
- An accessibility concession that enables total mobility card holders and eligible support persons to ride for no charge.
- Fare levels will be reviewed annually, which may result in the above fares and ticket availability changing,
 - The contractor will be involved in these discussions. In setting fares, the primary considerations will be the level of inflation as it relates to the costs of providing the service, affordability, Waka Kotahi, TDC and NCC funding levels and policies, and the joint Council Fare Policy⁴,
- Fare structures will be reviewed up to every six years. The last review was in 2017, implemented in 2020, this RPTP has included a fare structure review for implementation in 2024³,

SuperGold Card

- Bus contractors will be required to participate in the SuperGold Card scheme as it relates to public transport,
- NCC and TDC will jointly administer the SuperGold Card scheme subsidies,

Monitoring

- Monitor services based on Waka Kotahi requirements,
- Collect monthly patronage data,
- Contracts will provide for reliability data to be collected by the contractor and made available to the Councils,
- Vehicles on all bus service to have a GPS monitoring system to assist in measuring service reliability,
- In conjunction with the contractor, regularly review the routes and timetables to ensure they continue to meet the needs of the community,
- Undertake an annual survey of passengers as required by Waka Kotahi

Infrastructure

³ For travel between 9am and 3.00pm weekdays, and on Saturdays, Sundays and public holidays

⁴ This policy is re-produced in Appendix E

- Look to improve the central urban bus stops in Nelson and Richmond through the provision of improved shelter, seats, timetable information and other facilities,
- Develop 'superstop' facilities at up to 5 locations: Nelson and Richmond City Centres, Stoke, Tahunanui and the Hospital, ultimately this level of facility will be developed in other key locations,
- Conveniently located bus stops,
- Look to improve bus-stop facilities including providing shelters and easy access to the stops for those in wheelchairs.

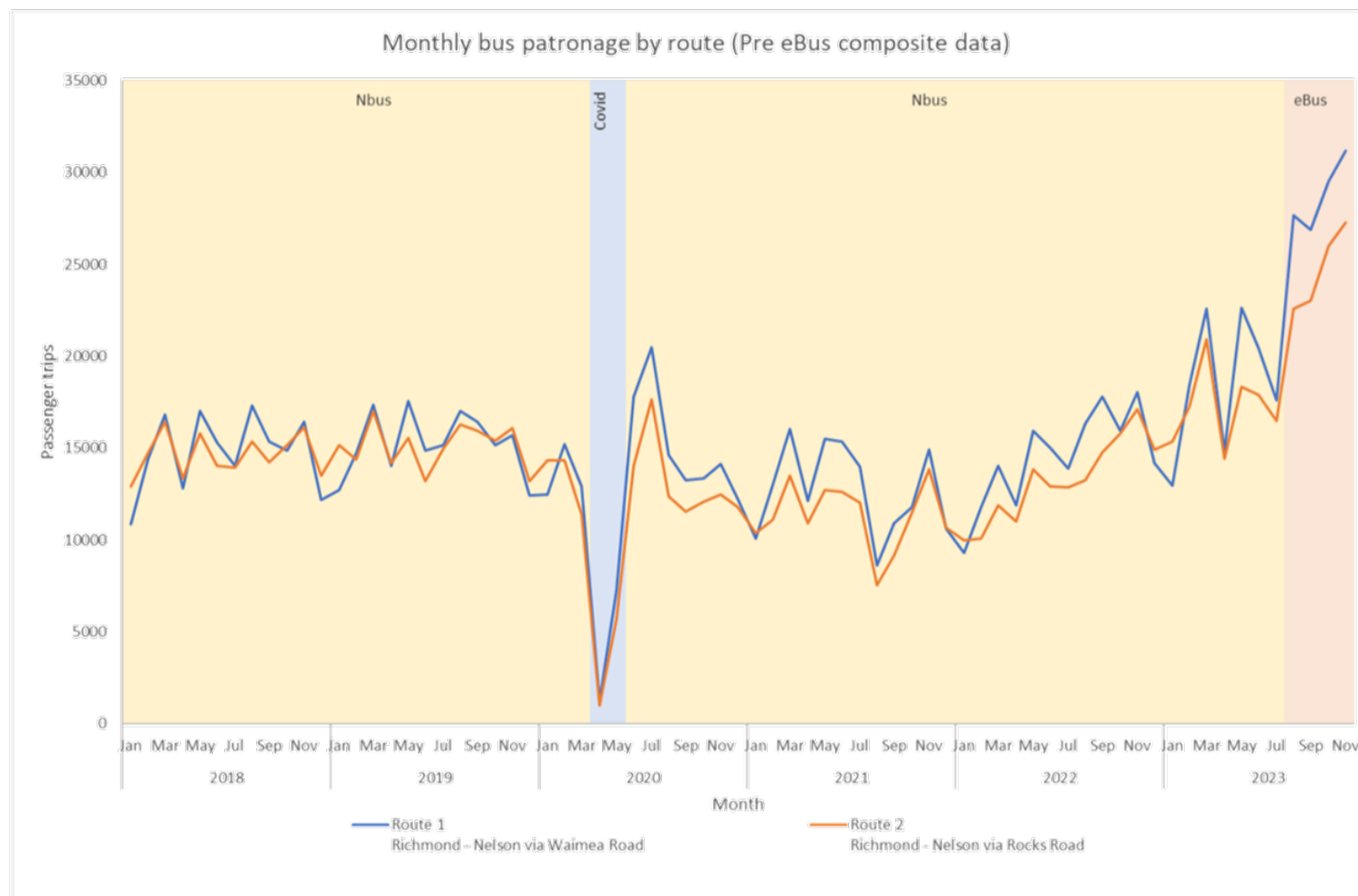
Integration with other transport modes

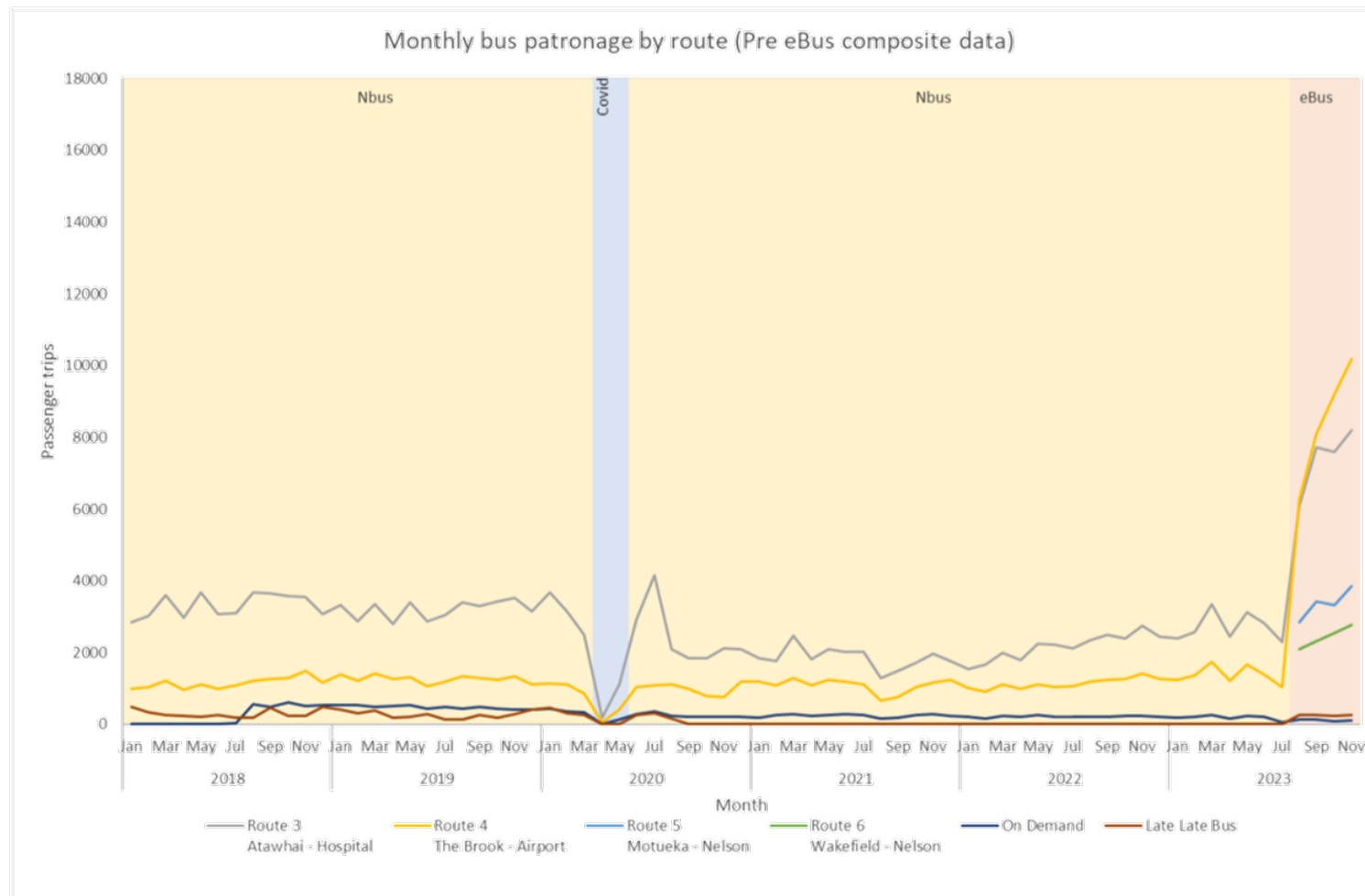
- Actively deliver public transport investment as part of the sustainable 10-year transport vision for the region,
- Encourage further integration between the buses and walking and cycling through promotion, infrastructure, and specific facilities, including road crossing safety, safety for vulnerable users accessing bus stops, public transport access around schools, NMIT, nodes of employment, shopping, recreation and activity centres
- Require bike racks on all buses,
- Consider buses when addressing car-parking availability and charging,
- Ensure bus-stops are conveniently located, high quality and easily accessible.

Promotion and advertising

- Undertake an innovative and enhanced promotion campaign to increase the attractiveness of PT to the wider community, to identify how everyone can benefit and gain by increased PT use, to promote opportunities to improve health, wellbeing, urban spaces and amenity, whilst contributing to achieving the emission reduction targets,
- Through information being available at key bus stops and on the NCC and TDC website,
- Through the production of a freely available printed timetable,
- Through strong social media,
- Through an easy to use phone app, and Google Transit,
- Through local newspapers (including community newsletters) and radio,
- On-bus advertising, including opportunities to advertise on buses
- Buses will provide for the internal display of Councils and public transport promotional material.

APPENDIX A - Service use graphs





APPENDIX B - Background and context

Legislative requirements

Section 124 of the Land Transport Management Act 2003 requires that a Regional Public Transport Plan must:

- Contribute to the purposes of the LTMA;
- Have been prepared in accordance with Waka Kotahi guidelines;
- Be consistent with any Regional Land Transport Plan;
- Apply the principles specified in the Act, namely:
 - Councils and operators should work in partnership to deliver services and infrastructure necessary to meet the needs of passengers;
 - The provision of services should be coordinated with the aim of achieving the levels of integration, reliability, frequency, and coverage necessary to encourage passenger growth;
 - Competitors should have access to public transport markets to increase confidence that services are priced efficiently;
 - Incentives should exist to reduce reliance on public subsidies to cover the cost of providing public transport services;
 - The planning and procurement of public transport services should be transparent.
- Take into account:
 - Any national energy efficiency and conservation strategy;
 - Any relevant district plan;
 - The public transport funding likely to be available;
 - The need to obtain the best value for money, having regard to the desirability of encouraging a competitive and efficient market for public transport services;
 - The views of public transport operators;

Council has taken into account all the above requirements when preparing this RPTP.

Assistance of the transport disadvantaged

The RPTP is required to describe how it will assist the *transport disadvantaged*¹⁵. This RPTP assists the transport disadvantaged through supporting routes, timetables designed to take passengers from where they live to places they want to go at a reasonable fare.

Fare-box Recovery Policy

NZTA Waka Kotahi (NZTA) has previously required Councils to include a *Fare-box Recovery Policy* in their RPTP. Fare-box recovery is the percentage of the costs of providing the service that are covered by passenger fares. NZTA Waka Kotahi were

previously concerned that fare-box recovery was declining nationally, and wanted to reverse that trend. NZTA Waka Kotahi has previously set out what a fare-box policy must contain, which includes a target ratio of costs that are to be covered by passenger fares, and how the target is to be achieved.

In March 2024 NZTA issued a document "Draft Fares and pricing requirements for public transport authorities", for consultation. The draft describes requirements and guidance for public transport fares and pricing policy:

- to support the efficient delivery of the national ticketing solution
- as a step towards aligning with government direction as signalled in the draft Government Policy Statement on land transport 2024 with further work due to commence
- to replace lapsed NZTA fare policy published in 2010
- to provide greater certainty for all parties

In November 2020 Waka Kotahi issued a Draft Public Transport Fares Investment Policy with Draft updated regional public transport plan (RPTP) guidelines for regional fare policy development, for consultation.

The guidelines are still in draft and clearly recognise the role fare policy plays in achieving transport outcomes and that this should be made explicit when planning public transport systems. They encourage clear RPTP objectives that outline how regional fare policy will deliver and balance financial sustainability, system efficiency and greater equity, with a strong focus on fare revenue management, and sustainable cost recovery.

NZTA previously had fare policy which has lapsed. This included a national farebox recovery policy and fare policy decision-making guide published in 2010 and fare policy guidelines for RPTPs published in 2013.

This document rescinds prior farebox policy and guidance and specifies updated base requirements and guidance. Except where otherwise stated, the content in the consultation document is not new per se. Rather it aims to simplify and consolidate prior material and provide greater certainty for all parties.

The document specifies a new definition of farebox recovery as being the private share of operating costs. The new definition differs to the prior lapsed definition. The primary differences relate to making a more accurate distinction between public and private funding sources. For example, Crown funding for SuperGold card concessions was previously counted as fare revenue. Under the new definition all sources of Crown funding are counted as part of the public share of operating costs along with local and NZTA funding sources.

NZTA is currently working with the Ministry of Transport to ensure alignment with government policy and will provide further information on farebox recovery requirements in due course.

However the draft document signals the future expectation that Public Transport Authorities **must** utilise the following definition of farebox recovery when setting and assessing any relevant targets in their fares and pricing policy:

• **Formula**

$$\text{Farebox recovery} = \frac{\text{Private share of operating expenditure}}{\text{Total operating expenditure}}$$

~~This consultation document indicates National Land Transport funding is limited, and that there will “no longer be a national farebox recovery target but there is still an expectation that fare policy and adjustments to fare settings are managed as part of the broader 3-year transport revenue plan”. The consultation document also indicates Waka Kotahi support Regional Councils considering other income source and operating cost savings and efficiencies to ensure “a satisfactory level of revenue is collected to meet the costs of the public transport serves an Authorised Organisation has committed to provide”.~~

~~At this stage there has been no indication of how a ‘satisfactory level of revenue’ is quantified.~~

~~The revised guidelines indicate Waka Kotahi supports small annual fare increases, but states clearly “Waka Kotahi does not support the introduction of fare free public transport at a network level as this places the sustainability of public transport provision at risk and makes it difficult to reinstate fares if required.” It is clear from this consultation document Waka Kotahi will not support free PT services and that they see some potential to remove cash fare payments.~~

~~The guidelines clearly indicate funding is conditional on taking these guidelines for regional fare policy development into account when setting fare policy objectives. Councils must provide evidence that a robust 3-year PT revenue plan is in place.~~

Significance Policy

All regional public transport plans are required by the LTMA to include a “significance policy”. This policy determines if any proposed change to a RTP is significant (in which case it must follow certain consultation requirements as set out in the Act) or not (in which case an abbreviated process can be used).

The Council significance policy in relation to this RTP is set out in **Appendix C**. Essentially the policy states that small changes, and changes that have already been the subject of consultation, can be treated as “not significant” and thus need not be the subject of extensive consultation. More significant changes may require the preparation of a new Regional Public Transport Plan (and associated consultation).

APPENDIX C – Regional Public Transport Plan Significance Policy

This policy is required, in accordance with section 120(4) of the Land Transport Management Act 2003, to set out how to determine the significance of proposed variations to this RPTP.

Application

This RPTP can be varied at any time. However in accordance with section 126(4) of the Land Transport Management Act 2003, the usual consultation will not be required if the proposed variation is considered not significant under this policy.

The approach to consultation will reflect the level of significance of any proposed variation. Consideration will be given to the costs and benefits of any consultative process or procedure and the extent to which consultation has already taken place.

The implication of not meeting the significance threshold is that the full consultation requirements of the LTMA will not need to be followed. However, the two Councils may undertake targeted consultation on matters affecting specific communities and stakeholders, even if the significance threshold outlined in this policy is not invoked.

General determination of significance

The significance of variations to this RPTP will be determined by the two Councils on a case by case basis. When determining the significance of a variation, consideration must be given to the extent to which the variation:

- Signals a material change to the planned level of investment in the public transport network;
- Impacts on the purpose of the LTMA;
- Affects residents (variations with a moderate impact on a large number of residents, or variations with a major impact on a small number of residents will have greater significance than those with a minor impact);
- Affects the integrity of this RPTP, including its overall affordability;
- Has already been the subject of consultation with affected parties.

Significant and non-significant matters

Matters that will always be considered 'significant' are:

- Any variation that amends this policy on significance;
- Major changes to existing services, or the introduction of new services, (other than changes to or the introduction of trial services), for which no consultation regarding the change or introduction has occurred.
- Matters that will usually be considered 'significant' are:
- Changes to units that significantly affect the financial viability of the contractor of that unit.

Matters that will always be considered 'not significant' are:

- Minor editorial and typographical amendments to this RPTP;

- Minor changes to fare levels in accordance with current policy and funding levels;
- A matter that has already been consulted on, including the addition, removal or amendment of any matter or service;
- Minor changes to the description of services following a review of that service e.g. changes to the frequency, route or hours of a service which result in the same, or better, level of service;
- Changes to the description of services or grouping of services as a result of an area wide service review, provided that there is no significant increase in cost;
- Minor changes of routes and/or timetables to existing services;
- The introduction, alteration or deletion of trial services;
- The introduction of a new unit provided the contractors of existing units are not affected.

Targeted consultation on non-significant variations

Where the two Councils determine that a proposed variation is not significant, it may still undertake targeted consultation as follows:

a. Consultation for minor changes in the delivery of existing public transport services

For minor changes in service delivery which are required to improve the efficiency of existing services, such as the addition or deletion of trips and minor route changes, and which have only a local impact, consultation will generally be undertaken at a low level with the operator/s involved, the relevant territorial authority, and passengers who use the services. If consultation has already occurred as part of a service investigation or review, no additional consultation need occur.

b. Addition of new services

Where a new service is proposed and the new service has been the subject of community consultation, no additional consultation need occur.

c. Other non-significant variations

Any proposals for changes that affect only a sector of the community or the industry (e.g. a change in Total Mobility provision, or a change to specific vehicle quality standards) may be worked through with those most likely to be affected, as well as other relevant stakeholders.

7.4 STREETS FOR PEOPLE POST IMPLEMENTATION FEEDBACK - SALISBURY ROAD AND HILL STREET

Decision Required

Report To:	Tasman District Council
Meeting Date:	20 June 2024
Report Author:	Joe Bywater, Project Manager; Jamie McPherson, Transportation Manager
Report Authorisers:	Richard Kirby, Group Manager - Community Infrastructure
Report Number:	RCN24-06-7

1. Purpose of the Report / Te Take mō te Pūrongo

- 1.1 The purpose of this report is to summarise and present feedback and relevant data on the Salisbury Road and Hill Street pilot cycleways that have been installed as part of the Streets for People (SfP) programme, and request approval from the Council on the next steps.

2. Summary / Te Tuhinga Whakarāpoto

- 2.1 On 2 May 2024, staff presented a report to the Council requesting a decision about the Streets for People pilot projects on Aranui Road, Champion Road, and Queen Street. The Council endorsed the decision to maintain the pilot cycleways on Champion Road and Queen Street 'as is' and the pilot on Aranui Road with some changes.
- 2.2 The SfP project team has since completed collecting feedback on the pilot cycleway installations on Salisbury Road (between Champion Road and Queen Street), and Hill Street (between Champion Road and Queen Street).
- 2.3 All these pilots (Salisbury Road, Hill Street, Champion Road, Queen Street and Aranui Road) deliver initiatives from the Walking and Cycling Strategy (adopted in 2022), which has overarching targets of increasing the proportion of trips made within our urban areas by walking or cycling.
- 2.4 Staff have commissioned an external provider to summarise qualitative and quantitative data, including vehicle speeds, user numbers, and customer perceptions (**Attachment 2**).
- 2.5 Staff have also considered feedback received through other formats including service request, emails and meetings.
- 2.6 Understanding the performance of the fast, low-cost pilot projects will assist the Council in improving these projects in the short term, and in planning future permanent changes to street layouts to deliver against its strategic objectives in the long term.
- 2.7 The feedback has not raised any new issues that would suggest the Council should move away from delivering on-street cycle lanes in order to make progress towards achieving its strategic objectives for walking and cycling.
- 2.8 Based on the analysis and consideration of feedback, staff recommend the following changes for the Salisbury Road pilot.

Salisbury Road

- Options 2 and 3 - retain with changes. Proposed changes are:
 - Replace some concrete separators with a more visible/durable product.
 - Maintain two carparking spaces on road in front of the Florence Medical Centre.

2.9 Staff recommend the following changes for the Hill Street pilot:

Hill Street

- Option 5 – retain the existing pilot with removal of the 30 km/h zone between Queen Street and William Street.

2.10 If approved, staff will work with our contractors to action any changes as soon as possible.

3. Recommendation/s / Ngā Tūtohunga

That the Tasman District Council

1. **receives the Streets for People Post Implementation Feedback - Salisbury Road and Hill Street report RCN24-06-7; and**
2. **approves the following design changes:**

2.1 Salisbury Road

2.1.1 Retain pilot but replace some concrete separators with a more visible product.

2.1.2 Retain pilot but reinstate two car parking spaces in front of Florence Medical Centre.

2.2 Hill Street

2.2.1 Retain pilot but remove the 30 km/h zone between William Street and Queen Street.

4. Background / Horopaki

Walking and Cycling Strategy

- 4.1 In May 2022, the Council adopted its Walking and Cycling Strategy 2022-52. This strategy outlined goals as follows:
 - Improving network capacity, by encouraging people to walk or cycle to relieve congestion from cars;
 - Looking after our environment, by reducing emissions;
 - Healthy communities, by encouraging more people to engage in physical activity; and
 - Vibrant urban communities, where better urban design helps reduce the need to travel by motor vehicle.
- 4.2 Among other things, the strategy outlined a network of new and improved cycle lanes in Tasman's urban areas. Safer infrastructure was the number one action that the community said would make them more likely to walk or cycle.
- 4.3 The strategy set a target of increasing walking and cycling for short local journeys around the urban area from 19% in 2018, to 40% by 2030 and 60% by 2050.

- 4.4 For more background information regarding the relevance of the Richmond Programme Business Case and growth and intensification, please see the report presented to the Council on 2 May 2024 (RCN24-05-7, included in **Attachment 1**).

Delivery of Streets for People Project

- 4.5 Since the start of the project in 2022, staff have held numerous Governance Panel meetings and workshops, and have had designs endorsed for all streets in the SfP programme.
- 4.6 These designs have also been approved and relevant elements including cycle lanes and zebra crossings incorporated into the Traffic Control Devices Bylaw register.
- 4.7 Projects which have been implemented, and had data and feedback received and analysed, are on Aranui Road, Champion Road, Queen Street, and now Hill Street and Salisbury Road.
- 4.8 The SfP programme does not follow the 'standard' project lifecycle where a detailed design is produced, consulted on, refined, approved, and constructed in permanent and relatively high-cost ways. Rather, it is implemented rapidly using lower-cost materials and refined over time based on feedback and ongoing engagement with users.
- 4.9 All pilot projects have been delivered using relatively low-cost materials which can be refined with minimal investment.
- 4.10 The simplified steps for each site's feedback process were as follows (all post the bylaw approval from the Council):
- 4.10.1 Pre-construction experience survey.
 - 4.10.2 Construction.
 - 4.10.3 Post-construction experience survey (at least two weeks after construction completion) open for at least four weeks.
 - 4.10.4 Tube count data in February/March (annual tube count data).
 - 4.10.5 Collation of feedback received and theming/coding to feedback into multiple themes.
 - 4.10.6 Interpret and summarise themed feedback (undertaken externally).
- 4.11 The Council engaged an external consultant to collate and interpret the range of qualitative and quantitative data. The report summarising this data is included in **Attachment 2**.

<h3>5. Analysis and Advice / Tātaritanga me ngā tohutohu</h3>
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- 5.1 Staff advise that those who are satisfied with the pilot cycleways are less likely to provide feedback, as they are not seeking a change. The same people who submitted in favour of the installation of cycleways for the Walking and Cycling Strategy in 2021/2022 may not have submitted for this round of feedback on Salisbury Road and Hill Street.
- 5.2 Staff note that the Hill Street survey was the last of 12 surveys specifically for Streets for People projects in the last couple of years. While all residents of Hill Street received a survey after implementation, there was a marked reduction in the number of surveys completed compared with other previous surveys. This is possibly due to consultation fatigue on the part of the community.
- 5.3 Council staff also sent out a randomised set of surveys to 150 residents of Richmond, but only received 23 responses. These were more positive than those received from the more

targeted Hill Street resident group and generally in favour of active mode safety improvements. This is consistent with the premise that while most people agree with the objectives of improving walking and cycling, most people would also rather not lose on-street parking outside their property.

- 5.4 The loss of on-street parking is an issue that was discussed at length during the development of the Walking and Cycling Strategy in 2021/22. Ultimately the Council acknowledged in that strategy that the benefits of allocating space for safer on-street cycling outweigh the inconvenience of loss of on-street parking. This has led directly to the delivery of the on-street cycle lanes on key routes in Richmond.
- 5.5 For more background to this analysis and advice, as well as the Monitoring and Evaluation Indicators used, please refer to the report (RCN24-05-7) presented to the Council on 2 May 2024 (**Attachment 1**).

Monitoring and Evaluation Results to Date

Hill Street

- 5.6 The Hill Street pilot installation included separated cycle lanes on each side of Hill Street, from William Street to Champion Road. From William Street to Queen Street, rather than separated cycleways, the speed limit was dropped to 30 km/h, and parking retained on both sides of the road.
- 5.7 Since the installation, general perceptions of safety have improved, with a 10% increase in survey respondents saying they feel safer, and an 8% decrease in perceptions of being unsafe.
- 5.8 When asked about the perceived safety for children walking, biking, and scootering to school, responses show a 20% reduction in lack of safety (from 41% to 21%), and a 21% increase in perception of safety for children (from 41% to 62%).
- 5.9 Vehicle speeds decreased slightly, though it is notable that operating speeds within the pilot 30km/h zone between Queen Street and William Street remain similar to speeds in the 50km/h areas, and well above 30km/h.
- 5.10 Datasets on cyclist numbers are not complete due to the installation having been in place only a short time, but early indicative results suggest they have increased by 15% from 2023 to 2024. Future counts will be carried out to track and verify changes in cyclist numbers and measure progress towards targets in the Walking and Cycling Strategy and Transportation Activity Management Plan.
- 5.11 Key feedback themes centre around support for the increased safety for active modes, particularly for pedestrians. Residents have expressed a preference for fewer separated cycle lanes and more raised crossing facilities. There was also significant feedback expressing concern around the lack of carparking (although note that a survey conducted on Hill Street pre-change showed a utilisation/parking occupation rate of 8.0% between Champion Road and Queen Street).
- 5.12 As a result of this feedback, staff recommend maintaining the pilot cycle lanes between William Street and Champion Road but discontinuing the 30 km/h section from William Street to Queen Street. The lower speed limit has had negligible effect on traffic speed, so this section is not providing safety benefits to cyclists, and there is not sufficient time to install higher cost traffic calming features before the project funding expires on 30 June 2024.

Salisbury Road

- 5.13 The Salisbury Road SfP pilot installation included a buffered cycle lane on both sides of the road with all on-street parking being removed, apart from existing indented parking by the school and shops.
- 5.14 Since the pilot cycleways were installed, average motor vehicle speeds have not changed significantly along Salisbury Road.
- 5.15 Datasets on cyclist numbers are not complete due to the installation having been in place only a short time, but early indicative results suggest they have increased by 14.7% from 2023 to 2024. Future counts will be carried out to track and verify changes in cyclist numbers and measure progress towards targets in the Walking and Cycling Strategy and Transportation Activity Management Plan.
- 5.16 Since the installations, general perceptions of safety have improved. Before the installation, 47% of respondents thought the area was 'very unsafe' or 'unsafe' for school children or teens to walk, scoot, skate or cycle. After the installation, this reduced to 20%.
- 5.17 Key feedback centres around sentiments that the changes have improved safety, but significant concern about the removal of previous space available for car parking and dislike of the concrete separators. The concern about loss of car parking is largely focused on the area in front of the Florence Medical Centre.
- 5.18 As a result of the feedback, staff recommend maintaining the pilot as is, but incorporating two carparking spaces in front of Florence Medical Centre and replacing some of the concrete separators, which are in areas more prone to vehicle strike, with a more visible product.
- 5.19 Given the overall off-street parking capacity and proximity to nearby side streets, staff note that these cycleways are a key element of progressing the integrity of the Richmond cycle network and achieving strategic objectives. The 'network effect' of creating linked-up cycleways is critical to achieving the targets and objectives of the Walking and Cycling Strategy.
- 5.20 See engagement feedback below for additional commentary.

Engagement Feedback

General Comments

- 5.21 Early results suggest the installations are contributing positively towards the objectives of the Walking and Cycling Strategy, noting that changes in user behaviour (for example, choosing to walk or cycle rather than drive for a short trip) take time and results should be tracked and measured across multiple years.
- 5.22 Some schools in the pilot area have suggested that they have more students cycling to school since the cycle lanes were installed, as evidenced by cycle racks being full to overflowing.
- 5.23 Hill Street received 225 individual feedback submissions post construction, and Salisbury Road received 612 responses. Staff acknowledge that the residents that completed this survey were self-selecting and may therefore not be a statistically representative sample size.
- 5.24 Staff consider it is likely that many residents that were supportive of the pilot installations may not have filled out the post-construction survey, as the pilots were satisfactory in their view.

Salisbury Road, Richmond

5.25 The Summary of Findings report identifies the five main positive themes, and the five main negative themes from the feedback data. The five main negative themes are as follows:

- Concern about car parking removal (124 responses from the 612 total).
- Concerns about impact to safety (87 responses from the 612 total).
- Lack of clear rationale or data to support change (47 responses from the 612 total).
- Opposition to concrete separators (47 responses from the 612 total).
- Opposition to materials/bollards/fit out (44 responses from the 612 total).

Hill Street, Richmond

5.26 The Summary of Findings Report lists the top positive and negative feedback themes received for Hill Street. The top five themes from the question “what do you dislike about the project?” (excluding the general opposition theme) was as follows:

- Concern about car park removal (91 responses from the 225).
- Concerns about impact to safety (30 responses from the 225 total).
- Opposition to colours, markings, signage (23 responses from the 225 total).
- Opposition to cycle lanes (15 responses from the 225 total).
- Consider accessibility needs (12 responses from the 225 total).

5.27 Opposition to the removal of car parking is not unexpected. It takes a significant amount of time before the community adjusts to the required change in habits due to any change in infrastructure.

5.28 Staff also note that a survey conducted on Hill Street pre-change showed a utilisation/ parking occupation rate of 8.0% between Champion Road and Queen Street prior to the installation of the pilot cycle ways.

5.29 While not a key feedback theme from the community, the speed data indicates that the 30 km/h speed zone between William Street and Queen Street has not been effective and therefore the pilot has delivered no benefits to cyclists on this section. Rather than install traffic calming features, which will not be achievable within the SfP project funding deadline of 30 June 2024, staff recommend restoring a 50km/h speed limit with an acknowledgement that no improvement to cycling was achieved on this section through either the pilot or by removing the pilot.

<h2>6. Options / Kōwhiringa</h2>

6.1 The options for **Salisbury Road** are outlined in the following table:

Option		Advantage	Disadvantage
1.	Retain pilot projects as is and continue to monitor the site.	<ul style="list-style-type: none"> • Maintains increased level of protection to cyclists and other active mode users. • Continues to build connection to the wider developing cycle network. • Follows through on policies and objectives approved through the Walking and Cycling Strategy. • Allows for more time to see an increase in active mode user numbers as the network continues to grow and link up. • Takes action to make it safer for significant numbers of children to get to school safely. 	<ul style="list-style-type: none"> • Members of the community who do not like the project, or elements of the project, may not feel listened to. • Does not respond to some of the issues that staff recommend warrant some minor change. For example, parking and accessibility to the Florence Medical Centre.
2.	Retain pilot with the replacement of some concrete separators with a more durable and visible product.	<ul style="list-style-type: none"> • Increase visibility of the separators while maintaining the safety element of having physical separation between the cycle lane and live traffic. • Less maintenance cost. • Responds to a frequent theme in the consultation feedback. 	<ul style="list-style-type: none"> • Additional cost to replace the current concrete separators. • The public may not like the more 'temporary' look of the more visible separator replacements. • Additional period of road works necessary.

Option	Advantage	Disadvantage
<p>3. Retain pilot project with the reinstatement of two carparks in front of the Florence Medical Centre.</p> <p>(Realign cycle lane to go around the carparking and rejoin the original pilot after the Salisbury Road/Talbot Street intersection).</p>	<ul style="list-style-type: none"> Will allow predominately elderly patients to park directly in front of the Medical Centre. Demonstrates that feedback can result in change (this was a common theme in the feedback). 	<ul style="list-style-type: none"> Cyclists would need to navigate their way around any parked cars and opening doors, which decreases the level of safety for cyclists although for a short, localised area only.
<p>4. Retain pilot project with the following change:</p> <p>Reinstate parking on one side of the road and install sub-standard dual-direction cycleway.</p>	<ul style="list-style-type: none"> Would reinstate parking on one side of the road. 	<ul style="list-style-type: none"> Cycleway width would be well below the minimum standard for a dual direction facility. Dual directional cycle ways are also less safe than single direction. This option creates ambiguity within the full network of cycleways. Not achievable within the Streets for People timeframes so would need to be funded within the transportation activity budget.
<p>5. Remove pilot installation entirely.</p>	<ul style="list-style-type: none"> Satisfies those community members who want on-road parking re-instated. 	<ul style="list-style-type: none"> Increases risk for pedestrians and cyclists. Fails to give the project a long enough chance to gain traction. Contrary to the objectives and targets of the Walking & Cycling Strategy and Transportation Activity Management Plan.

6.2 **Options 2 and 3 (retain pilot with some changes) are recommended for Salisbury Road.**

6.3 The options for **Hill Street** are outlined in the following table:

Option		Advantage	Disadvantage
1.	Retain pilot project as is	<ul style="list-style-type: none"> • Maintains increased level of protection to cyclists and other active mode users, with the exception of the William Street to Queen Street section. • Continues to build connection to the wider developing cycle network. • Follows through on policies and objectives approved through the Walking and Cycling Strategy. • Allows for more time to see an increase in active mode user numbers as the network continues to grow. 	<ul style="list-style-type: none"> • Members of the community who do not like the project, or elements of the project, may feel not listened to. • 30 km/h shared zone between William Street and Queen Street will continue to operate with poor speed limit compliance, putting cyclists at risk.
2.	Retain pilot project with the following changes: Reinstate parking on one side of the road and install sub-standard dual-direction cycleway. Return speed limit to 50 kmph.	<ul style="list-style-type: none"> • Partially satisfies residents who want on-street parking. 	<ul style="list-style-type: none"> • Insufficient road width means dual directional cycle way would be below minimum standards, so would not operate safely. • Dual directional cycle ways are also generally less safe than single direction. • This option creates ambiguity within the full network of cycleways. • Not achievable within the project timeframes so will need to be funded wholly by the Council. • Fails to take steps to action the targets and policies in numerous approved Council strategies.

Option		Advantage	Disadvantage
3.	Retain pilot with additional traffic calming measures between William Street and Queen Street to achieve 30km/h zone.	<ul style="list-style-type: none"> This may reduce operating speeds to the required 30kmh, making it safer for cyclists while still retaining parking 	<ul style="list-style-type: none"> Installs additional humps for emergency services and buses to navigate. Will likely attract significant negative feedback from commuters using this road (as we have for Wensley Road) when alternative options exist. Not be able to be completed by 30 June 2024 therefore costs would be wholly absorbed by the Council, rather than 90% by NZTA.
4.	Retain pilot, with additional removal of on-street parking between Queen Street and William Street, installation of cycle lanes and resumption of 50km/h speed limit in this section.	<ul style="list-style-type: none"> Provides a more consistent and complete cycleway network in accordance with the Strategy. Provides benefits to cyclists 	<ul style="list-style-type: none"> More removal of on-street parking Limited time to implement before funding ends on 30 June 2024
5.	Retain pilot, with removal of 30km/h zone between Queen Street and William Street.	<ul style="list-style-type: none"> Aligns vehicle operating speeds with speed limit, which is generally safer than having poor speed limit compliance. 	<ul style="list-style-type: none"> Does not provide safe facility for cyclists as envisaged by the Walking & Cycling Strategy.

Option		Advantage	Disadvantage
6.	Remove pilot installation entirely	<ul style="list-style-type: none"> Satisfies community members who want on-road parking reinstated along the length of Hill Street. 	<ul style="list-style-type: none"> Inconsistent with the targets and objectives of the Walking & Cycling Strategy Increases risk for cyclists. Fails to give the project a long enough chance to gain traction. Limits the connectedness of the Richmond cycle network. Fails to take steps to contribute to meeting the targets and policies in approved Council strategies.

6.4 Option 5 (retain overall pilot, with removal of 30km/h zone) is recommended for Hill Street on the basis that the required traffic calming is not affordable for the Council. This option provides no real change from the current pilot level of service.

7. Legal / Ngā ture

7.1 Any changes to traffic control devices will need to be reflected in the Traffic Control Devices Bylaw register through a subsequent Council resolution.

8. Iwi Engagement / Whakawhitiwhiti ā-Hapori Māori

8.1 Staff held multiple hui with iwi during early concept design. Given that works included retrofitting areas already allocated as road reserve, iwi did not request to be actively engaged for the remainder of the project.

8.2 To note, this engagement was undertaken before the Whakawhitiwhiti Whakaaro (Iwi Engagement Space) was developed.

9. Significance and Engagement / Hiranga me te Whakawhitiwhiti ā-Hapori Whānui

9.1 This report is of high significance to residents that live on any of the SfP streets as the ability to utilise on-street parking has been removed.

9.2 This report is of high significance to residents wanting to utilise cycle lanes and with an interest in improving the effectiveness of the transport network in Richmond.

9.3 Relative to many Council projects, the Walking & Cycling Strategy and SfP projects have had a high degree of engagement with our community.

	Issue	Level of Significance	Explanation of Assessment
1.	Is there a high level of public interest, or is decision likely to be controversial?	High	The responses to our experience surveys have been high, indicating that public interest is high. There is anecdotal evidence that the recommended option will be controversial.
2.	Are there impacts on the social, economic, environmental or cultural aspects of well-being of the community in the present or future?	High	The recommended option will positively impact the wellbeing of the community in the future, as evidenced during development and engagement on the Walking & Cycling Strategy. This is due to safer cycle lanes giving residents freedom of transport choice. This will free up congestion for those that must drive and reduce emissions with less of the population driving. With active transport modes being promoted and being a safe option, it will lead to a healthier community with wider economic benefits.
3.	Is there a significant impact arising from duration of the effects from the decision?	Low	The pilot projects demonstrate that road layouts can be modified relatively quickly and easily.
4.	Does the decision relate to a strategic asset? (refer Significance and Engagement Policy for list of strategic assets)	Low	Roads are a strategic asset, but this decision relates to a small part of the network.
5.	Does the decision create a substantial change in the level of service provided by Council?	Moderate	A decision to remove the pilot installations would decrease the Councils ability to achieve performance measure targets for cycling.
6.	Does the proposal, activity or decision substantially affect debt, rates or Council finances in any one year or more of the LTP?	No	
7.	Does the decision involve the sale of a substantial proportion or controlling interest in a CCO or CCTO?	No	

	Issue	Level of Significance	Explanation of Assessment
8.	Does the proposal or decision involve entry into a private sector partnership or contract to carry out the deliver on any Council group of activities?	No	
9.	Does the proposal or decision involve Council exiting from or entering into a group of activities?	No	
10.	Does the proposal require particular consideration of the obligations of Te Mana O Te Wai (TMOTW) relating to freshwater or particular consideration of current legislation relating to water supply, wastewater and stormwater infrastructure and services?	No	

10. Communication / Whakawhitiwhiti Kōrero

- 10.1 Staff have run a significant feedback process both pre- and post-implementation of pilot projects on Salisbury Road and Hill Street. A summary of this feedback process is included in **Attachment 2**.
- 10.2 For additional information about the communication and feedback process for these pilots and the Walking and Cycling Strategy, refer to the report (RCN24-05-7) presented to the Council on 2 May 2024 (**Attachment 1**).

11. Financial or Budgetary Implications / Ngā Ritenga ā-Pūtea

- 11.1 The recommended options provided in this report are achievable within the existing budgets for the SfP projects.
- 11.2 Any works that cannot be completed by 30 June 2024 will not be eligible for 90% subsidy from NZTA.

12. Risks / Ngā Tūraru

- 12.1 Should the Council approve the recommended options, there may be a risk that parts of the community may feel their voices weren't listened to.
- 12.2 There is a risk that residents who agreed with the pilots did not engage in the feedback process as they were satisfied that the pilots had addressed their prior concerns.
- 12.3 If the options to remove any or all of the pilot cycle lanes is adopted, there is a risk that significant numbers of the community will be unhappy that what was considered progress towards safer cycling, trips to school, and environmental benefits have been retracted.
- 12.4 If the options to remove any or all the pilot cycle lanes is adopted, there is a risk that the significant number of residents, schools and community groups that strongly supported the Walking and Cycling Strategy will see this decision as the Council not adhering to a high-profile plan that was widely consulted on and adopted.

- 12.5 If the pilot projects are removed, there is a risk that members of the community will perceive this decision as Tasman District Council failing to take action to tackle climate change.

13. Climate Change Considerations / Whakaaro Whakaaweawe Āhuarangi

- 13.1 The matter requiring a decision in this report was considered by staff in accordance with the process set out in the Council's 'Climate Change Consideration Guide 2024'.
- 13.2 The recommended options may reduce the greenhouse gas emissions associated with use of the Council's transport network, which is one of the goals of the Walking and Cycling Strategy.
- 13.3 The options for removing the pilot cycle lanes may increase or keep the greenhouse gas emissions associated with the Council's transport network the same. This is based on the existing cycle network staying the same and the proportion of commuters cycling staying the same. According to the Walking and Cycling Strategy, if the proportion of people undertaking their commute by car versus cycling or walking stays the same as 2018, there will be 16,600 more cars on the road by 2050 (accounting for population growth projections).
- 13.4 For more information about climate change considerations, refer to the report (RCN24-05-7) presented to the Council on 2 May 2024 (**Attachment 1**).

14. Alignment with Policy and Strategic Plans / Te Hangai ki ngā aupapa Here me ngā Mahere Rautaki Tūrarū

- 14.1 There is significant strategy and policy in place, adopted and endorsed by Tasman District Council over the last several years that outlines the installation of cycling infrastructure to make these goals and targets achievable. The actions proposed come directly from the actions and networks that form part of the Walking and Cycling Strategy 2022.
- 14.2 The pilot cycle lanes installed on Salisbury Road and Hill Street align closely with the maps consulted on for the Walking and Cycling Strategy (2022) and support the principles, policies and targets identified in the strategy.
- 15.3 For more information on the high level of strategic alignment with existing Council and regional plans, refer to the report (RCN24-05-7) presented to the Council on 2 May 2024 (**Attachment 1**).

15. Conclusion / Kupu Whakatepe

- 15.1 The pilot projects including cycleways that make up the Salisbury Road and Hill Street Streets for People projects are closely aligned to a wealth of strategy and policy decisions already endorsed by Tasman District Council.
- 15.2 The projects are the physical actions that have resulted from carrying out the plans and step changes identified in the Walking and Cycling Strategy 2022.
- 15.3 Robust consultation and engagement were undertaken for the prior strategies that form the genesis of the Streets for People projects, and for the pilot cycle ways themselves.
- 15.4 Despite the brief amount of time that they have been installed, staff have measured an increase in active mode use, and an increase in perception of safety.
- 15.5 Feedback was received that some members of the community are unhappy with the reallocation of road space to cycleway, but this feedback is expected and not unusual for

this type of project. Feedback was also received confirming that the roads now feel safer for people walking or cycling.

- 15.6 Staff recommend that the Council retains the pilot project on Hill Street (with changes between Queen Street and William Street where the 30km/h zone is not effective) and retain the pilot on Salisbury Road (with changes based on feedback from the community, specifically replacing some of the concrete separators and reinstating two car parks in front of the Florence Medical Centre).

16. Next Steps and Timeline / Ngā Mahi Whai Ake

- 16.1 If the recommendations in this report are approved by the Council, staff will take action to make the identified changes as quickly as possible.
- 16.2 NZTA funding for all Streets for People projects expires on 30 June 2024, so all changes will be implemented by this time.
- 16.3 Staff will continue to collect information on vehicle speeds, cyclist numbers and perceptions of safety as the pilots continue.

17. Attachments / Tuhinga tāpiri

- | | | | |
|----|---|--|-----|
| 1. |  | Streets for People Report 2 May 2024 | 224 |
| 2. |  | Folkl Summary of Findings Salisbury Hill | 256 |

7.8 STREETS FOR PEOPLE IMPLEMENTATION FEEDBACK - ARANUI ROAD. QUEEN STREET AND CHAMPION ROAD

Decision Required

Report To:	Tasman District Council
Meeting Date:	2 May 2024
Report Author:	Joe Bywater, Project Manager; Jamie McPherson, Transportation Manager; Bill Rice, Senior Infrastructure Planning Advisor - Transportation
Report Authorisers:	Richard Kirby, Group Manager - Community Infrastructure
Report Number:	RCN24-05-7

1. Purpose of the Report / Te Take mō te Pūrongo

The purpose of this report is to summarise and present feedback and relevant data on the Aranui Road, Queen Street and Champion Road pilot cycleways that have been installed as part of the Streets for People (SfP) programme and request approval from the Council on the next steps.

2. Summary / Te Tuhinga Whakarāpoto

- 2.1 On 30 June 2022, staff presented a report (ROC22-06-3) to the Operations Committee introducing the Streets for People project.
- 2.2 The SfP project team has since completed pilot cycleway installations on Aranui Road (Māpua), Champion Road (between Salisbury Road and Hill Street) and Queen Street (between Salisbury Road and Hill Street).
- 2.3 This report does not include the remaining streets in the SfP Programme which are Salisbury Road, Hill Street (between Queen Street and Champion Road) and Wensley Road. These remaining pilots are either in the community feedback phase or are yet to be constructed. Staff will present feedback on these pilots at the Council meeting on 20 June 2024.
- 2.4 All these pilots deliver initiatives from the Walking and Cycling Strategy (adopted in 2022), which has overarching targets of increasing the proportion of trips made within our urban areas by walking or cycling.
- 2.5 Staff have undertaken pre and post implementation experience surveys to accompany the following datasets (**Attachment 1**):
 - a) Pre and post implementation
 - 1) Vehicle counts
 - 2) Vehicle speeds
 - 3) Cycle counts

STREETS FOR PEOPLE IMPLEMENTATION FEEDBACK - ARANUI ROAD. QUEEN STREET AND CHAMPION ROAD

- 4) Cycling routes (footpath and road)
 - b) Feedback from businesses
 - c) Feedback delivered through other formats (service requests, emails, meetings)
- 2.6 Understanding the performance of the fast, low-cost pilot projects will assist the Council in improving these projects in the short term, and in planning future permanent changes to street layouts to deliver against its strategic objectives in the long term.
- 2.7 Based on the full range of data in 2.5, staff recommend the following changes (if any) for the Māpua SfP pilot.

Aranui Road

- Staff recommend Option 2-retain with changes. Changes listed here:
 - Remove the arrows in opposing directions on the cycleway.
 - Remove planter boxes and replace with yellow lines.
 - Remove white plastic bollards.
 - Create defined space on the road section of shared path heading towards the wharf for one-way cycling.
 - Encourage cyclists to take the lane when heading away from the wharf.
 - Extend the corner footpath by the school for cyclists.
- 2.8 Staff recommend the following changes for the Richmond SfP Pilots:

Queen Street

- Staff recommend Option 1 – retain the existing pilot cycle ways with no changes.

Champion Road

- Staff recommend Option 1 – retain the existing pilot cycle ways with no changes.
- 2.9 If approved, staff will work with our contractor to action any changes as soon as possible.

3. Recommendation/s / Ngā Tūtohunga
That the Tasman District Council

1. receives the Streets for People Implementation Feedback - Aranui Road. Queen Street and Champion Road report, RCN24-05-7; and
2. approves the following design changes
 - 2.1 Aranui Road
 - 2.1.1 Remove the arrows in opposing directions on the cycleway.
 - 2.1.2 Remove planter boxes and replace with yellow lines.
 - 2.1.3 Remove white plastic bollards.

STREETS FOR PEOPLE IMPLEMENTATION FEEDBACK - ARANUI ROAD. QUEEN STREET AND CHAMPION ROAD

- 2.1.4 Create defined space on the road section of shared path heading towards the Māpua wharf for one-way cycling.
- 2.1.5 Encourage cyclists to take the traffic lane when heading away from the Māpua wharf.
- 2.1.6 Extend the corner footpath from Aranui Park to Māpua Fruit and Vege Shop.
- 2.2 Champion Road
 - 2.2.1 Retain pilot with no changes.
- 2.3 Queen Street
 - 2.3.1 Retain pilot with no changes.

4. Background / Horopaki
Walking and Cycling Strategy

- 4.1 In May 2022, the Council adopted its Walking and Cycling Strategy 2022-52. This strategy outlined goals as follows:
 - Improving network capacity, by encouraging people to walk or cycle to relieve congestion from cars;
 - Looking after our environment, by reducing emissions;
 - Healthy communities, by encouraging more people to engage in physical activity; and
 - Vibrant urban communities, where better urban design helps reduce the need to travel by motor vehicle.
- 4.2 Among other things, the strategy outlined a network of new and improved cycle lanes in Tasman's urban areas. Safer infrastructure was the number one action that the community said would make them more likely to walk or cycle,
- 4.3 The strategy set a target of increasing walking and cycling for short local journeys around the urban area to 40% by 2030 and 60% by 2050.

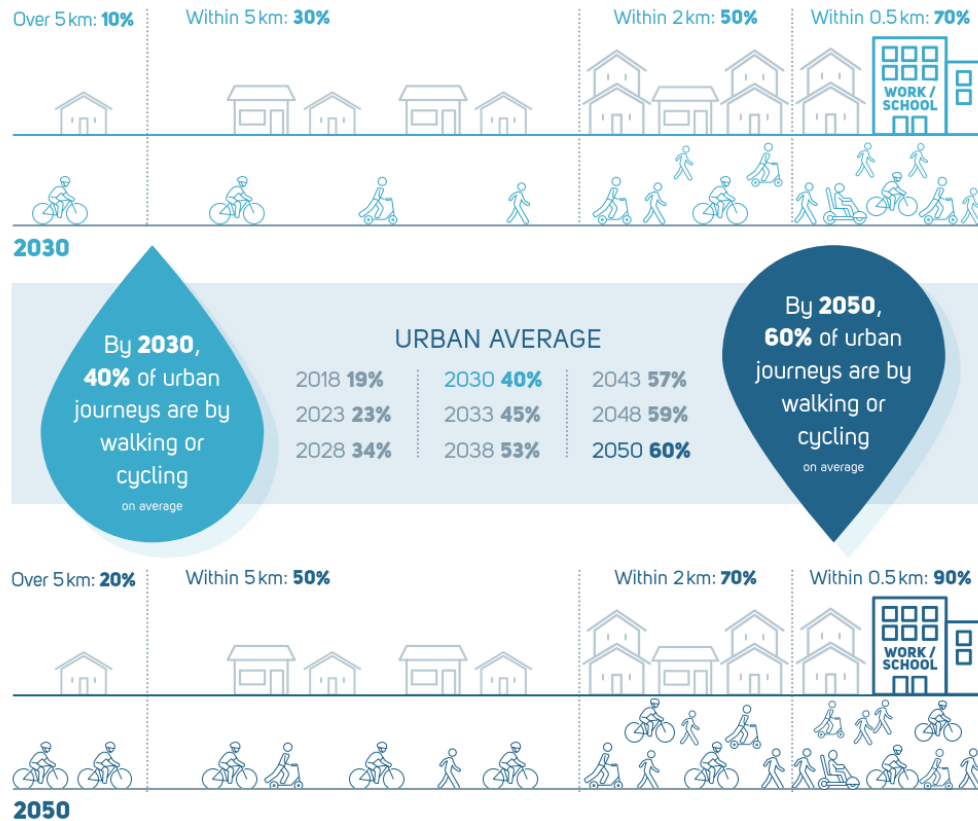
STREETS FOR PEOPLE IMPLEMENTATION FEEDBACK - ARANUI ROAD, QUEEN STREET AND CHAMPION ROAD


Figure 1: Targets set out in the Walking and Cycling Strategy 2022

- 4.4 The Walking and Cycling Strategy underwent extensive consultation and a full hearings process and received 79% approval from the community through the feedback analysed by staff.
- 4.5 The current Streets for People projects being decided on now are linked directly to the targets and network plans approved through the Walking and Cycling Strategy.
- 4.6 Crashes that affect cyclists and pedestrians are ongoing in the scope area — notably the cyclist fatality on Champion Road in 2022 (person knocked off bike by door being opened in parked car), and an injury-causing accident to a 14-year-old girl on Hill Street in 2023 (struck from behind by a vehicle when cycling past a parked car). These types of crashes, and many near misses that go undocumented, could be reduced with different road layouts and associated infrastructure, which is being piloted through the Streets for People programme.
- 4.7 Richmond Transport Programme Business Case**
- 4.8 On 16 December 2021 (RCN21-12-3), the Council approved the Richmond Transport Programme Business Case (PBC). The PBC identified the following problems:
- **Safety and Place:** Increasing traffic volumes because of growth creates severance and rat running, leading to reduced place value and increased safety risk (50%)
 - **Route Efficiency:** Traffic congestion through Richmond causes delays to people and goods reducing travel time reliability and access to economic opportunities (30%).

STREETS FOR PEOPLE IMPLEMENTATION FEEDBACK - ARANUI ROAD. QUEEN STREET AND CHAMPION ROAD

- Travel Choice: Reliance on private cars for short journeys because of car-oriented development results in low utilisation of public and active transport modes and conflict between modes (20%)
- 4.9** The preferred programme included installation of cycleways on key routes in Richmond in the short term, alongside other interventions including road and intersection upgrades, and improved public transport.
- 4.10** The benefits for investing in the preferred programme were described as:
- improved livability
 - improved safety
 - efficient movement through Richmond
 - improved travel choice

Growth and Intensification

- 4.11** Both the Walking and Cycling Strategy and the Richmond PBC identified that significant traffic congestion was likely in Richmond if growth continued as projected, and few changes were made to the transport system.
- 4.12** Growth across the district and the likely intensification of Richmond identified in 'Richmond on the Rise' is likely to result in the need to move significantly more people along our transport corridors. Unless a significant proportion of those people travel by means other than private cars, then the number of vehicles on the road is likely to progressively increase.
- 4.13** According to the medium population growth model, there will be around 16,000 more cars in the urban area in 2050 than we have now. Shifting transport choices to walking and cycling is a critical part of mitigating this growth in emissions and associated congestion.
- 4.14** Providing capacity for such an increase in private cars within our road network will become more and more difficult and expensive.
- 4.15** Additionally, The National Policy Statement on Urban Development (NPSUD) removed the minimum parking requirements in 2020, meaning that new developments do not have to provide any off-street car parking specifically for those residences. If cycleways are to ever be installed along the intensification zones in Richmond, now is the best time to put those in place. A lack of on street parking will encourage developers to provide any necessary parking for residents on the development sites, and not rely on public road space.
- 4.16** If cycle lanes and active transport networks are installed as an uninterrupted network linking residential areas to key destinations, like schools and the town centre, it will become easier for the growing population of Richmond to make short journeys actively. One of the strategic benefits of making it easy to get around Richmond locally for those short trips (especially in the face of intensification), is that driving into Richmond from the surrounding areas in Tasman and Nelson can remain a pleasant and not frustrating trip. This is important for reducing urban congestion and for businesses that depend on regional customers, not just local to Richmond, to continue to thrive.

Streets for People



Report to Tasman District Council Meeting - 2 May 2024

STREETS FOR PEOPLE IMPLEMENTATION FEEDBACK - ARANUI ROAD. QUEEN STREET AND CHAMPION ROAD

- 4.17 In 2022, the New Zealand Transport Agency invited councils to apply to be part of the Streets for People programme, which offered 90% funding towards reshaping streets to expand low-carbon transport choices through rapid, adaptive projects during 2022-24.
- 4.18 Staff identified the SfP programme as an opportunity to deliver key elements of the Strategy at low cost to the Council.
- 4.19 Tasman was successful in obtaining funding for projects in Richmond and Māpua, and the Council has been delivering the various project elements during 2023 and 2024 to date.
- 4.20 On 30 June 2022, staff presented a report (ROC22-06-3) to the Operations Committee introducing the Streets for People project and requesting the development of the Streets for People Governance Panel (Panel). The scope of the panel is:
- a) Approve the scope of the Streets for People project.
 - b) Maintain oversight of the direction and decisions made by the project team.
 - c) Maintain oversight of the communications and engagement plan.
 - d) Make recommendations on any new or revised formal delegations to the project team.
 - e) Receive update/monitoring reports.

Delivery of Streets for People Project

- 4.21 Since the June 2022 resolution, staff have held numerous Governance Panel meetings and workshops, and have had designs endorsed for all streets in the SfP programme.
- 4.22 These designs have also been approved and relevant elements including cycle lanes and zebra crossings incorporated into the Traffic Control Devices Bylaw register.
- 4.23 Projects which have been implemented, and had data and feedback received and analysed, are on Aranui Road, Champion Road and Queen Street.
- 4.24 The SfP programme does not follow the 'standard' project lifecycle where a detailed design is produced, consulted on, refined, approved, and constructed in permanent and relatively high-cost ways. Rather, it is implemented rapidly using lower-cost materials and refined over time based on feedback and ongoing engagement with users.
- 4.25 All three pilots have been delivered using relatively low-cost materials which can be refined with minimal investment.
- 4.26 The simplified steps for each sites feedback process were as follows (all post the bylaw approval from the Council):
- 4.26.1 Pre-construction experience survey.
 - 4.26.2 Construction.
 - 4.26.3 Post-construction experience survey (at least two weeks after construction completion) open for at least four weeks.
 - 4.26.4 Tube count data in February/March (annual tube count data).

STREETS FOR PEOPLE IMPLEMENTATION FEEDBACK - ARANUI ROAD. QUEEN STREET AND CHAMPION ROAD

- 4.26.5 Collation of feedback received and theming/coding to feedback into multiple themes.
- 4.26.6 Interpret and summarise themed feedback (undertaken externally).
- 4.27 Staff engaged an external consultant to collate and interpret the range of qualitative and quantitative data. The report summarising this data is included in **Attachment 1**.

5. Analysis and Advice / Tātāritanga me ngā tohutohu

- 5.1 During the consultation period for the Walking and Cycling Strategy, staff hand-delivered engagement letters to every residence on the streets tagged for parking removal and cycling lane installation (including Champion Road, Queen Street and Aranui Road). From these responses, 57% were in favour of cycle lanes on the roads in front of their properties, 10% were generally supportive but concerned about parking, 12% were unsure, and 22% opposed the proposal. (Reports RSH22-05-1 and RSPC22-05-3).
- 5.2 Staff advised the Council that when works began for the installation of the cycleways, it was likely that more negative feedback would be received, as the reallocation of road space from space historically able to be used for parking, to cycleway, requires a significant change in habit from some residents and road users.
- 5.3 The current frustration expressed by some residents and business owners regarding the reallocation of road space is an expected reaction to this change. Human behaviour tends to be resistant to change and habits can take a long time to adapt. This does not mean that the project will not ultimately be successful or embraced by the wider community.
- 5.4 Staff advise that those who are satisfied with the pilot cycleways are less likely to provide feedback, as they are not seeking a change. The same people who submitted in favour of the installation of cycleways for the Walking and Cycling Strategy may not have submitted this for this round of feedback On Queen Street, Champion Road and Aranui Road.

Monitoring and Evaluation Indicators

- 5.5 Key measures for SfP projects were identified in the planning stages and are focused on user perceptions (customer surveys), and safety indicators (vehicle speeds).
- 5.6 While staff have collected cycle counts, these numbers are not considered a reliable indicator of success yet. It is early days in respect of delivery against the Walking and Cycling Strategy objectives and targets. A key foundation of the strategy is developing a more complete network of cycleways, which at the time of preparing this report is still not complete. Figure 2 below shows the status of Richmond SfP on-street cycleway projects physical works as at 31 March 2024.

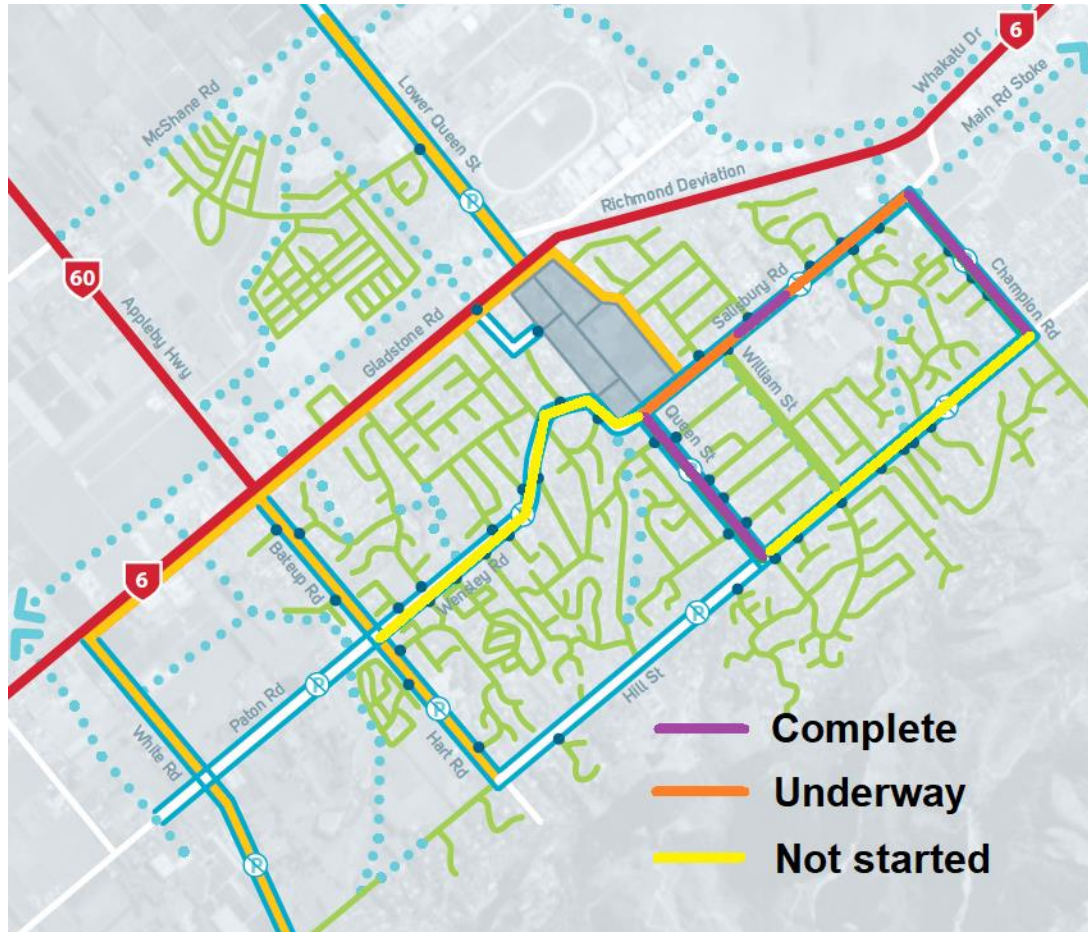
STREETS FOR PEOPLE IMPLEMENTATION FEEDBACK - ARANUI ROAD, QUEEN STREET AND CHAMPION ROAD


Figure 2. Status of Richmond Street for People on-street cycleway projects physical works

- 5.7 The remaining works to be completed will mean that cyclists will be able to get from home to work, town or school in a fully linked network of cycleways. If there are significant gaps in the network, or areas where people feel unsafe, cyclist numbers are unlikely to rise significantly.
- 5.8 The SfP programme focused mainly on mid-block cycle way treatments (between major intersections) which are faster and cheaper to install. To achieve the goals set out in the Walking and Cycling Strategy, the full cycling network must be improved from a perceived safety perspective, including intersections.
- 5.9 The Transport Choices (TC) programme was developed to improve the main intersections along the SfP network in Richmond (Wensley/Oxford Roundabout, Salisbury/Queen Roundabout, Queen/Hill Intersection, Champion/Hill Roundabout) and improve William Street for walking and cycling.
- 5.10 In November 2023, funding for the TC programme from the New Zealand Transport Agency (Waka Kotahi) was retracted before these major intersection upgrades were contractually committed – except for works around William Street.

STREETS FOR PEOPLE IMPLEMENTATION FEEDBACK - ARANUI ROAD. QUEEN STREET AND CHAMPION ROAD

- 5.11 Confident cyclists will continue to use cycle lanes for their commute, but the less confident cyclists, who some studies¹ suggest make up 50–60% of commuting residents, are less likely to shift transport modes in the short term. Investment in further improvements will take time.
- 5.12 As a comparison to illustrate the expected timeframe, Christchurch City began their cycleways programme in 2013, and are making steady progress towards implementing their high-quality cycleway network. They are seeing growth in cyclist numbers over time, as illustrated in Figure 3.

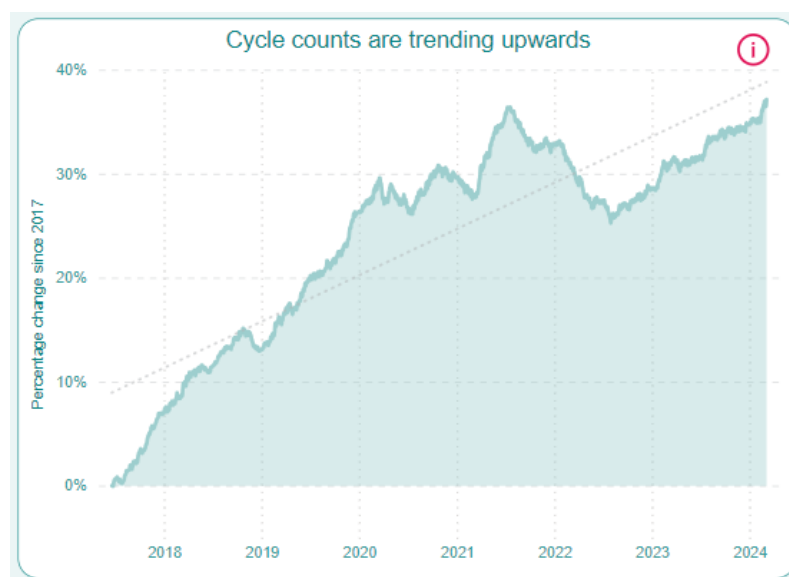


Figure 3. Christchurch City Council example of cyclist numbers growing over time

- 5.13 If the pilot programmes remain in place, we will continue to carry out counts of cyclists. This is a performance measure in the Council's Long Term Plan.
- 5.14 Staff advise that the removal of the pilot cycleways at this stage would be premature for several reasons, including:
- the pilots have not been in place long enough to measure changes in behaviour;
 - The network is not yet complete;
 - feedback from schools is very positive and many people appreciate the improvements;
 - the Walking and Cycling Strategy envisaged a long term commitment, and is not only focused on kids, but on short journeys for all (to work, services and school).

Monitoring and Evaluation Results to Date

Aranui Road

- 5.15 The Aranui Road pilot installation included a shared path, separated cycleways, planter boxes, parking removal and raised pedestrian crossings.

¹ [Koorey-Teather-2WC-4Types_0.pdf \(viastrada.nz\)](#)

STREETS FOR PEOPLE IMPLEMENTATION FEEDBACK - ARANUI ROAD. QUEEN STREET AND CHAMPION ROAD

- 5.16 Since the installation, perceptions of safety have improved and vehicle speeds decreased, particularly at the pedestrian crossing near Māpua School where speeds have reduced from an average of 39.8 km/h to around 26 km/h.
- 5.17 Pedestrian movements have changed significantly along Aranui Road as well, with pedestrians choosing to cross at the raised crossings, rather than seemingly at random.
- 5.18 Key feedback themes centre around support for the new pedestrian infrastructure and opposition to the planter boxes. Residents have expressed a preference for yellow dotted lines rather than planter boxes. There was also significant feedback expressing confusion around the layout of the shared path/cycle lane layout.
- 5.19 As a result of this feedback, staff recommend maintaining the pilot but replacing the planter boxes with yellow lines and increasing clarity around cycle lane layout.

Queen Street

- 5.20 The Queen Street SfP pilot installation included a buffered cycle lane on both sides of the road with all on-street parking being removed.
- 5.21 Since the pilot cycleways were installed, average motor vehicle speeds have decreased slightly in all segments of Queen Street between Oxford Street and Hill Street. The speed reductions are minor and vary between -1.7% and -3.8% (a 1 to 2 km/h reduction). This was measured using TomTom GPS data.
- 5.22 To note, the pedestrian crossing on Queen Street between Edward Street and Washbourne Drive is due to be upgraded to a raised pedestrian crossing in May/June 2024. Staff expect to see speeds reduced in this area as has been the case in the Aranui Road SfP project and the Salisbury Road raised crossings.
- 5.23 Since the installation of the pilot installation on Queen Street, cyclist numbers have increased 22%.
- 5.24 Key feedback centres around sentiments that the changes have improved safety, but significant concern about the removal of previous space available for car parking.
- 5.25 Staff have expected negative feedback regarding on road car parking removal but have assessed the off-street parking capacity of residences along Queen Street and the parking utilisation rates in the area. Given the overall off street parking capacity and proximity to nearby side streets, staff recommend maintaining the pilot as it is as it is a key element of progressing the integrity of the Richmond cycle network and achieving strategic objectives. See engagement feedback below for additional commentary.

Champion Road

- 5.26 The Champion Road SfP pilot installation included a buffered cycle lane on both sides of the road with all on-street parking being removed.
- 5.27 Since the changes were made, average vehicle speeds have decreased in all segments of Champion Road between Salisbury Street and Hill Street. The speed reductions are minor and vary between -0.8% and -3.6% (a 1 to 2 kmph speed reduction).

STREETS FOR PEOPLE IMPLEMENTATION FEEDBACK - ARANUI ROAD. QUEEN STREET AND CHAMPION ROAD

- 5.28 To note, the pedestrian crossing on Champion Road outside Garin College is due to be upgraded to a raised pedestrian crossing in April/May 2024. Staff expect to see speeds reduced in this area as has been the case in the Aranui Road SfP project and the Salisbury Road raised crossings.
- 5.29 Since the installation of the Streets for People pilot on Champion Road, cycle numbers have increased. A 117% increase was measured near Salisbury Road, and a 15% increase was measured near Hill Street. This was measured in the annual tube count programme.
- 5.30 Staff note the significant increase in cycling numbers on Champion Road near Salisbury Road. This may be partly due to the proximity to Garin College, but also due to the new cycle path link through Saxton Field to the Railway Reserve which was completed in mid-2023. The impact of completing this link in the cycling network is evidence that providing a more complete network improves the uptake of cycling.
- 5.31 Key feedback centres around supporting the new cycle infrastructure and expressing concern about car park removal.
- 5.32 Due to the Champion Road cycleway being a critical link in the Richmond cycle network planning, staff recommend maintaining the pilot project as it is.

Engagement Feedback

General Comments

- 5.33 Staff advise that before the full network of cycle infrastructure identified in the Walking and Cycling Strategy is installed (at least as a pilot) it is unlikely to see major changes in active mode numbers. There have been increased active transport numbers (more on Champion Road due to the high percentage of school students), but a significant and lasting increase in numbers takes time for people to shift their habits and a full network to be installed without gaps that leave people feeling unsafe. If there is one intersection or section of road that feels dangerous, the 'interested but concerned' cyclists and their loved ones will still hesitate to use the rest of the network.
- 5.34 Each site received approximately 400-700 individual feedback submissions post construction. Staff acknowledge that the residents that filled in this survey were self-selecting and may therefore not be a statistically representative sample size.
- 5.35 Staff consider it likely that many residents that were supportive of the pilot installations may not have filled out the post-construction survey, as the pilots were satisfactory in their view, and they felt they were likely to remain.

Aranui Road, Māpua

- 5.36 The Summary of Findings report (page 20) identifies the five main positive themes, and the five main negative themes from the feedback data. The five main negative themes are as follows:
- Opposition to planter boxes
 - Concerns about impact to safety
 - Concern about car park removal

STREETS FOR PEOPLE IMPLEMENTATION FEEDBACK - ARANUI ROAD. QUEEN STREET AND CHAMPION ROAD

- Confusion about the new layout
- Opposition to material / bollard / fit-out

5.37 From these key themes, staff have drafted some design for alternative options. Staff also have the following comments about the themes.

Opposition to planter boxes (86% of respondents, Summary of Findings page 21)

5.38 The planter boxes served three purposes:

- Protect setbacks from vehicle crossings, so that vehicles don't park too close to them. Being low, the planters allow visibility of the footpath either side of the vehicle crossing. Drivers can more easily see if a pedestrian is approaching the vehicle crossing before the driver turns in, so the safety is improved.
- Provide a narrowing effect on the road, which encourages slower speeds for vehicles. (The Summary of Findings (page 8) indicates a speed reduction in this zone of 15-20% has been achieved. The raised tables will be contributing to this).
- Provide more greenery along Aranui Road in advance of any further permanent streetscape improvement project.

Table 1 – Brief options analysis and recommendation relevant to this theme. Designs in Attachment 2

Option	Description	Brief description	Recommended
1	Leave planter boxes as they are.	Status quo. No change. Vehicle speeds will not increase.	
2	Remove planter boxes and reinstate on-street parking as before.	Vehicle speeds may increase as the road may feel wider. Pedestrian safety at vehicle crossings will be compromised as vehicles can block sight lines.	
3	Remove planter boxes and replace with yellow lines.	Vehicle speeds may increase as the road may feel wider but pedestrian safety at vehicle crossings will be maintained. Outside the Four Square already has this arrangement.	X

Concerns about impact to safety and confusion about the layout (30-50% of respondents)

5.39 These two themes have been combined as the feedback is similar between them. Reviewing the feedback comments for these theme categories, some key sub-themes come through:

- Mixed-mode use on the footpath (pedestrians and cyclists). They should be separated.
- Cyclists unsure where to go. Too many options.
- The stop-start nature of the cycle lane (stops through town centre).
- Confusing for tourists.

STREETS FOR PEOPLE IMPLEMENTATION FEEDBACK - ARANUI ROAD. QUEEN STREET AND CHAMPION ROAD

- Children become complacent.

5.40 Note: The Summary of Findings (page 10) shows that even before the project, 45% of cyclists through the town centre use the footpath, so pedestrian cyclist conflicts were already present to an extent.

Table 2 – Brief options analysis and recommendation relevant to this theme. Designs in Attachment 3 and 4

Option	Description	Brief description	Recommended
1	Leave alignment as it is.	Status quo. No change. Confusion ongoing.	
2	Road section of shared path to convert to wharf-bound cycle lane only.	Cyclists heading away from the wharf will cycle in the road lane just like a car. Pedestrians will stick to footpath. Tasman's Great Taste Trail section remains a shared path.	X
3	Road section of shared path to convert to wharf-bound cycle lane only. Reroute GTT.	Cyclists heading away from the wharf will cycle in the road lane just like a car. Pedestrians will stick to footpath. Tasman's Great Taste Trail could be redirected down Iwa Street but would require further consultation.	

Opposition to materials / bollards / fit-out

5.41 Reviewing the feedback comments for these theme categories, some key sub-themes come through:

- Clutter of paint, signs, and poles. Too many obstacles. Hazardous.
- Negatively impacts the character of the village.

5.42 Note: Given the low-budget, interim nature of the project, there is limited ability to achieve a high-quality aesthetic. A review from a landscape architect has suggested some improvements that could be made:

- Consider more appealing paint treatments of cycle lane thresholds and signage.
- Remove planter boxes and concrete some at pedestrian crossings to create pause areas.
- Modify these planter boxes to create seating and make more visually appealing, using materials that connect with the wharf precinct aesthetic.

Table 3 – Brief options analysis and recommendation relevant to this theme

Option	Description	Brief description	Recommended
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STREETS FOR PEOPLE IMPLEMENTATION FEEDBACK - ARANUI ROAD. QUEEN STREET AND CHAMPION ROAD

1	Remove white plastic bollards.	With the planters already gone, and the cycle lane 1-way, also removing white bollards will result in a significant difference overall.	X
2	Remove white plastic bollards & concrete separators.	Seventeen percent (17%) of respondents did highlight objections to the concrete bollards. Note that these are likely contributing to slower traffic. They also add a layer of protection for kids so removing them may result in upsetting a different group of residents.	
3	Remove white plastic bollards and concrete separators. Implement landscaping improvements from	A pause area up by the school could be effective. However, there may already be so much opposition to planters that any remnant of them may be a legacy reminder.	

Concerns about carpark removal

- 5.43 The Summary of Findings (page 21) does show that 68% of respondents would like to see more on-street parking. However, in the same graph, 51% of respondents would like to see either the same amount or more cycle lanes.
- 5.44 The Summary of Findings (page 21) also notes that pre-project data indicated on-street parking demand outside the town centre on Aranui Road was less than 8%. This is not compelling data to reinstate parking. Particularly along the Java Hut to School end, on-street parking is still available on the opposite side of the road.
- 5.45 The on-street car-parking removal undertaken as part of this project is consistent with what has been outlined in the Walking & Cycling strategy.

Table 4 – Brief options analysis and recommendation relevant to this theme

Option	Description	Brief description	Recommended
1	Leave alignment as it is.	Status quo. No change.	X
2	Remove section of cycle lane between Higgs Road and the wharf.	This stretch of road was most impacted by the on street car-park removal. However, nearby side streets are still available for parking.	
3	Remove all sections of cycle lane (Higgs to wharf and Java Hut to School)	All cyclists would now share the road with cars.	

Staff received feedback through the Māpua Masterplan process, and SfP feedback supporting the extension of footpath from Aranui Park towards the Māpua Fruit and Vege Shop. Staff have

STREETS FOR PEOPLE IMPLEMENTATION FEEDBACK - ARANUI ROAD. QUEEN STREET AND CHAMPION ROAD

drafted a concept in **Attachment 5** – Option 2. Should the Council approve this concept, staff will assess the feasibility in terms of budget and alignment.

Queen Street

5.46 The top five themes (from the question “what do you dislike about the project?”) which suggested a change to the existing pilot (excluding the general opposition theme) was as follows:

- Concern about car park removal (299 responses from the 729 total).
- Lack of clear rationale or data to support changes (131 responses from the 729 total).
- Concerns about impact to safety (85 responses from the 729 total).
- Concern about impact on and/or access to businesses (70 responses from the 729 total).
- Criticism of the Council’s engagement process and decision making (65 responses from the 729 total).

5.47 From these key themes, staff have drafted some design for alternative options in section 6 of this report with supporting **Attachments 7 and 8**. Staff also have the following comments about the themes.

Concern about car park removal

5.48 Due to the width of Queen Street, there is not an option that safely caters for separated cycleways and provides on-street parking.

5.49 Irrespective of that, staff have drafted a design (**Attachment 7** - Option 3) which shows the maximum cycleway width that’s achievable accounting for the minimum traffic lane width and parking bay width.

5.50 When assessing the concerns about the car park removal, it's important to note the parking utilisation counts below.

5.51 Before the Queen Street SfP project commenced, staff and members of the community working group undertook a parking utilisation survey. The number of available on-street car parks between Salisbury Road and Hill Street was 128.

5.52 The average utilisation of these car parks was 14.88% (19 out of 128 parks utilised) with the highest number being 28 at 11am on 5 October 2022. To note, the parking utilisation data set included 19 individual counts between 20 September 2021 and 12 April 2023.

5.53 A further note – staff observed commuter parking at the Salisbury Road end of Queen Street which was unrestricted free parking. Counts taken outside of 8am to 4:30pm (approximate work commuter times) were on average 12 out of 128 parks utilised (compared to average of 20 out of 128 parks between the hours of 8am to 4:30pm). There were previously approximately 12 free unrestricted car parks at the bottom end of Queen Street between Washbourne Drive and Salisbury Road.

5.54 Staff have reflected this theme with an option to completely remove the cycle ways (Option 3) and reinstate the on-street parking as it was before the SfP project started. This

STREETS FOR PEOPLE IMPLEMENTATION FEEDBACK - ARANUI ROAD, QUEEN STREET AND CHAMPION ROAD

option, however, has serious drawbacks and implications for the safety of cyclist and pedestrians on Queen Street and the operation of the wider cycle network planned for Richmond.

- 5.55 The original network map of Richmond approved as part of the Walking and Cycling Strategy (Figure 4) shows upper Queen Street as having no parking, separated cycle ways, and importantly, continuing to have a 50 kmph speed limit.
- 5.56 Queen Street was intended to serve as one of the urban roads that maintained a higher speed limit which will reduce the tendency of drivers to divert into other roads (such as William Street). This helps protect the areas with higher pedestrian density, particularly with school frontages. To safely maintain a 50 kmph speed limit, it is crucial to keep cyclists separate from vehicle traffic.



Figure 4: Planned Richmond cycle network and speeds as shown in the approved Walking and Cycling Strategy (2022).

STREETS FOR PEOPLE IMPLEMENTATION FEEDBACK - ARANUI ROAD, QUEEN STREET AND CHAMPION ROAD

5.57 Additionally, according to the New Zealand Transport Agency's One Network Framework, upper Queen Street is defined as an urban connector—which is a road that carries a significant amount of vehicle traffic but also is a key active mode connector and has places, homes and some businesses. Urban Connectors are intended to stay higher speed to allow for faster connections and more efficient travel.

5.58 Policy 6 of the Walking and Cycling Strategy makes it clear that if a road is to remain at 50 kmph, it needs to have separated facilities for cyclists to allow people to safely make the choice to not drive.



5.59 The current Government has also indicated that one of the changes that will be made to the Speed Setting Rule is making it more difficult to justify lowering a speed limit to 30 kmph. To do this, the Council will need to be able to show through crash history the danger to pedestrians and cyclists and gain majority approval of the speed change from the community among other requirements. This makes it highly unlikely that upper Queen Street will be approved as a 30 kmph zone, therefore increasing the need to retain the pilot separated cycleways.

5.60 Staff note that only 14% of the feedback received regarding the changes on Queen Street were from residents of Queen Street.

Lack of clear rational or data to support changes

5.61 This theme more reflects the reach of the strategy consultation and consultation undertaken in the Streets for People project, rather than feedback that staff can alter with an alternative design. It would be fair to say that despite the relatively significant focus on communication and engagement during both the strategy development and the SFP projects, many residents are not aware of the Council's strategy. Staff consider that option 3 below will satisfy those residents that have given this feedback.

Concerns about impact to safety

5.62 All installations have had an external "safe systems" audit and are considered safe from a technical design perspective. Most of the safety concerns seem to be guided towards the following:

- Removal of on-street parking and the need to park and walk should on-site parking be already utilised – particularly for elderly (with many complaints being on behalf of elderly).
- Upright separators (hit sticks) being difficult to see.
- Difficulty for support staff accessing their clients.

5.63 To note – staff have received feedback through surveys from people speaking on behalf of elderly or less-able-bodied residents like the feedback received here - *"I don't like that it discriminates the elderly and those with limited mobility, I have heard that elderly aren't visiting their friends as they can't park and walk the distance to visit, also would make*

STREETS FOR PEOPLE IMPLEMENTATION FEEDBACK - ARANUI ROAD. QUEEN STREET AND CHAMPION ROAD

delivering meals on wheels and other important services like support workers to those in need harder.” Quote in the feedback survey from a resident of Queen Street aged 30-50.

- 5.64 While staff acknowledge the inconvenience to these residents, staff are yet to receive a specific complaint (other than survey feedback like the above quote) from a carer, health provider, emergency services or resident requiring one of these services stating that they have been unable to receive the necessary care due to lack of on-street parking. Staff consider this reflects the initial analysis carried out before project implementation which showed the availability of off-street parking at properties in the project area.

There are concerns about impact on and/or access to businesses

- 5.65 There are two sets of businesses along the SfP section of Queen Street – the Henley Dairy/Sprig and Fern (S&F) /Queen Street Fish & Chip Shop (F&C) block, and the Richmond Antique Store. All businesses were consulted in the design phase of the project.

The Henley Dairy/Sprig and Fern/Queen Street Fish & Chip Shop block

- 5.66 Before the pilot installations, there were nine 10-minute angled car parks on the northern side of Queen Street (heading away from the Council offices) directly outside the shops, on-street parking on the southern side of Queen Street, and a large car park (approximately 20 spaces) behind the shops (available to F&C and S&F customers only – however, not actively supervised).
- 5.67 After the pilot installations, there are now five parallel car parks on the northern side of Queen Street, no on-street parking on the southern side, and the car park behind the shops remains. Cars travelling towards Salisbury Road that are wanting to stop at the shops either must pull into the off-street car park, U-turn onto the northern side, or turn into George Street to park.
- 5.68 The owner of the Henley Store Dairy has expressed concerns that the pilot installations are affecting the business as some customers have said that they are continuing into town to do their convenience shopping instead of turning into the side streets and parking or doing a U-turn and parking in the parallel parks.
- 5.69 The business owner has also indicated that revenue has decreased since the SfP pilots were installed. This is a fluctuation on revenue week on week, with some week's revenue being the same as before the pilots were installed. It is worth noting that this revenue analysis did not consider any seasonal fluctuations, potential changes to cost of living and market spending on convenience goods.
- 5.70 Staff have not received any complaints about revenue fluctuations from the Sprig and Fern or the Fish and Chip shop.
- 5.71 Staff have subsequently drafted options (**Attachment 8**) which reinstates car parking on the Southern side of Queen Street in a 30km/h “slow speed zone”.

The Richmond Antique Store

- 5.72 Before the pilot installations, the following parking was available by the Antique Store:

STREETS FOR PEOPLE IMPLEMENTATION FEEDBACK - ARANUI ROAD. QUEEN STREET AND CHAMPION ROAD

- Three unmarked, time-restricted car parks on the northern side of Queen Street directly outside the Antique Shop;
- Four business car parks parallel to the building which are exclusive to the Antique Shop;
- Four free parking bays within 100 meters of the Antique Shop also on the northern side of Queen Street;
- Eight free parking bays both outside and within 100 meters of the Antique Shop on the southern side of Queen Street

5.73 The pilot installations have removed the 12 on-street parking bays and the three time-restricted car parks to install the separated cycle lanes.

5.74 None of the parking removed as mentioned above was exclusive to the business, and the 12 free parking bays were frequently occupied by commuter parking when assessed in the parking counts (more comments on this under the Queen Street previous parking utilisation heading below).

5.75 As a part of the project, the Council regraded the Antique Stores private gravel car park which provides approximately seven spaces provided multiple signs leading customers to the car parks. These spaces are exclusive to the business.

5.76 Staff have not received any complaints from the business owners since the pilot installation.

Criticism of the Council's engagement process and decision making

5.77 Staff consider this theme to be a criticism of Council processes more than the pilot installations alone and will include it in the project 'lessons learnt' register. It is also a common complaint of people who do not support the decisions that the Council makes, regardless of the amount of consultation and engagement that has taken place.

Queen Street previous parking utilisation

5.78 Before the Queen Street SfP project commenced, staff and members of the community working group undertook a parking utilisation survey. The number of available on-street car parks between Salisbury Road and Hill Street was 128.

5.79 The average utilisation of these car parks was 14.88% (19 out of 128 parks utilised) with the highest number being 28 at 11am on 5 October 2022. To note, the parking utilisation data set included 19 individual counts between 20 September 2023 and 12 April 2023.

5.80 Commuter parking outside the Antique Shop was the biggest contributor to utilisation. Counts taken outside of 8am to 4:30pm (approximate work commuter times) were on average 12 out of 128 parks utilised (compared to average of 20 out of 128 parks between the hours of 8am to 4:30pm).

5.81 Each site received approximately 400-700 individual feedback submissions post construction. Staff acknowledge that the residents that filled in this survey were self-selecting and may therefore not be a statistically representative sample size.

STREETS FOR PEOPLE IMPLEMENTATION FEEDBACK - ARANUI ROAD. QUEEN STREET AND CHAMPION ROAD

5.82 Staff consider it likely that many residents that were supportive of the pilot installations may not have filled out the post-construction survey, as the pilots were satisfactory in their view, and they felt they were likely to remain.

Champion Road

5.83 For Champion Road, the top five themes which suggested a change to the existing pilot (excluding the general opposition theme) were as follows:

- Concern about car park removal (102 responses of the 422 total).
- Lack of clear rationale or data to support changes (43 responses of the 422 total).
- Concerns about impact to safety (60 responses of the 422 total).
- Criticism of the Council's engagement process and decision making (28 responses of the 422 total).
- Opposition to colours/markings/signage (18 responses of the 422 total).

5.84 From these key themes, staff have drafted some design for alternative options (**Attachment 6**). Staff also have the following comments about the themes.

Concern about car park removal

5.85 Due to the width of Champion Road, there is not an option that safely caters for separated cycleways and provides on-street parking. There were multiple suggestions in the feedback to provide cycling facilities on one side of the road with a parking bay on the other.

5.86 Irrespective of that, staff have drafted a design (**Attachment 6** – Option 3) which shows the maximum cycleway width that is achievable accounting for the minimum traffic lane width and parking bay.

5.87 When assessing the concerns about the car park removal, it's important to note the parking utilisation counts below.

5.88 Staff also assessed the off-street parking capabilities of all residents along this stretch of Champion Road – with the average off-street parking available being six.

5.89 The lowest number of off-street car parks available is four and the maximum distance from a side street with car parks was 138 meters.

5.90 Staff have reflected this theme with an option to completely remove the cycleways and reinstate the on-street parking as it was before the SfP project started, however this is not recommended due to the overwhelming evidence of safety from cycle lanes, maintaining the integrity of the cycle network, support from Garin College and increase of cyclist numbers in the scope area.

Lack of clear rationale or data to support changes

5.91 This theme more reflects the reach of the walking and cycling strategy consultation and consultation undertaken in the Streets for People project, rather than feedback that staff can alter with an alternative design.

5.92 Staff assume that option 3 below will satisfy those residents that have given this feedback.

STREETS FOR PEOPLE IMPLEMENTATION FEEDBACK - ARANUI ROAD. QUEEN STREET AND CHAMPION ROAD
Concerns about impact to safety

5.93 As above with Queen Street qualitative data summary for the same theme.

Criticism of the Council's engagement process and decision making

5.94 As above with Queen Street qualitative data summary for the same theme.

Opposition to colours/markings/signage

5.95 All installations have had an external "safe systems" audit and are considered safe from a design perspective. The markings, signage and painted lanes are industry standard and are measures to ensure safety of all road users.

5.96 Therefore, there are no options that will alleviate these concerns apart from option 3 which removes all cycle lanes and reinstates previous road alignment. It may be aesthetically displeasing to some, but staff do not feel that is a strong enough argument to recommend change.

5.97 Also to note, this theme was referenced 18 times in the 403 individual submissions, so staff do not consider it a significant theme.

6. Options / Kōwhiringa

6.1 The options for Aranui Road are outlined in the following table:

Option		Advantage	Disadvantage
1.	Retain pilot project as is	<ul style="list-style-type: none"> • Maintains increased level of protection to cyclists and other active mode users. • Continues to build connection to the wider developing cycle network. • Takes steps to achieve the Council's climate action goals. • Follows through on policies and plans approved through the Walking and Cycling Strategy. • Allows for more time to see an increase in active mode user numbers as the network continues to grow. 	<ul style="list-style-type: none"> • Members of the community who do not like the project, or elements of the project, may not feel listened to. • There will continue to be confusion in the community around the layout of the cycle lanes, which may limit uptake of cycling in Māpua.

STREETS FOR PEOPLE IMPLEMENTATION FEEDBACK - ARANUI ROAD. QUEEN STREET AND CHAMPION ROAD

Option	Advantage	Disadvantage
2. Retain pilot project with changes the following changes: a. Remove the arrows in opposing directions on cycleway. b. Remove planter boxes and replace with yellow lines. c. Remove white plastic bollards. d. Create defined space on the road section of shared path heading towards the wharf for one-way cycling. e. Encourage cyclists to take the lane when heading away from the wharf. f. Extend the corner footpath by the school for cyclists.	<ul style="list-style-type: none"> Will show the community their dislike of planter boxes to limit parking was listened to. Will increase clarity around how to use the new cycle facilities provided. Will increase safety by adding separation between cyclists and pedestrians heading to the wharf. 	<ul style="list-style-type: none"> Cyclists will need to share the lane with vehicle traffic heading away from the wharf.
3. Remove pilot installation entirely	<ul style="list-style-type: none"> Satisfies community members who want on-road parking re-instated. 	<ul style="list-style-type: none"> Increases risk for pedestrians and cyclists. Fails to give the project a long enough chance to gain traction. Fails to take steps to action the targets and policies in numerous approved Council strategies.

6.2 The options for Champion Road are outlined in the following table:

STREETS FOR PEOPLE IMPLEMENTATION FEEDBACK - ARANUI ROAD. QUEEN STREET AND CHAMPION ROAD

Option		Advantage	Disadvantage
1.	Retain pilot project as is	<ul style="list-style-type: none"> • Maintains increased level of protection to cyclists and other active mode users. • Continues to build connection to the wider developing cycle network. • Takes steps to achieve Council's climate action goals. • Follows through on policies and plans approved through the Walking and Cycling Strategy. • Allows for more time to see an increase in active mode user numbers as the network continues to grow. 	<ul style="list-style-type: none"> • Members of the community who do not like the project, or elements of the project, may feel not listened to.
2.	Retain pilot project with the following possible changes: <ul style="list-style-type: none"> • Reinstate parking on one side of the road and install sub-standard dual-direction cycleway. 	<ul style="list-style-type: none"> • Satisfies community members who want on-road parking re-instated. 	<ul style="list-style-type: none"> • This option would not pass an external safety audit. Should the Council install these facilities there are risks around liability knowing this facility is not safe. • This option provides dual directional cycle way under the minimum allowable width of a single directional cycle way. • Fails to take steps to contribute to meeting the targets and policies in approved Council strategies.

STREETS FOR PEOPLE IMPLEMENTATION FEEDBACK - ARANUI ROAD, QUEEN STREET AND CHAMPION ROAD

Option		Advantage	Disadvantage
3.	Remove pilot installation entirely	<ul style="list-style-type: none"> Satisfies community members who want on-road parking reinstated. 	<ul style="list-style-type: none"> Increases risk for pedestrians and cyclists. Fails to give the project a long enough chance to gain traction. Limits the connectedness of the Richmond cycle network. Fails to take steps to contribute to meeting the targets and policies in approved Council strategies.

6.3 The options for Queen Street are outlined in the following table:

Option		Advantage	Disadvantage
1.	Retain pilot project as is	<ul style="list-style-type: none"> Maintains increased level of protection to cyclists and other active mode users. Continues to build connection to the wider developing cycle network. Takes steps to achieve Council's climate action goals. Follows through on policies and plans approved through the Walking and Cycling Strategy. Allows for more time to see an increase in active mode user numbers as the network continues to grow. 	<ul style="list-style-type: none"> Members of the community who do not like the project, or elements of the project, may not feel listened to.

STREETS FOR PEOPLE IMPLEMENTATION FEEDBACK - ARANUI ROAD. QUEEN STREET AND CHAMPION ROAD

Option		Advantage	Disadvantage
2.	Retain pilot project with the following changes: <ul style="list-style-type: none"> Reinstate parking on one side of the road and install sub-standard dual-direction cycleway. 	<ul style="list-style-type: none"> Satisfies community members who want on-road parking reinstated. 	<ul style="list-style-type: none"> This option would not pass an external safety audit. Should the Council install these facilities there are risks around liability knowing this facility is not safe. This option provides dual directional cycle way under the minimum allowable width of a single directional cycleway. Dual directional cycle ways are also less safe than single direction. This option creates ambiguity within the full network of cycleways. Fails to take steps to action the targets and policies in numerous approved Council strategies.
3.	Remove pilot installation entirely	<ul style="list-style-type: none"> Satisfies community members who want on-road parking re-instated. 	<ul style="list-style-type: none"> Increases risk for pedestrians and cyclists. Fails to give the project a long enough chance to gain traction. Limits the connectedness of the Richmond cycle network. Fails to take steps to action the targets and policies in numerous approved Council strategies.

6.4 Option 2 (retain project with some changes) is recommended for Aranui Road.

STREETS FOR PEOPLE IMPLEMENTATION FEEDBACK - ARANUI ROAD. QUEEN STREET AND CHAMPION ROAD
6.5 Option 1 (retain current layout) is recommended for Champion Road and Queen Street.
7. Legal / Ngā ture

- 7.1 Any changes to traffic control devices will need to be reflected in the Traffic Control Devices Bylaw register.

8. Iwi Engagement / Whakawhitiwhiti ā-Hāpori Māori

Staff held multiple hui with iwi during early concept design. Given that works included retrofitting areas already allocated as road reserve, iwi did not request to be actively engaged for the remainder of the project.

- 8.2 To note, this engagement was undertaken before the Whakawhitiwhiti Whakaaro (Iwi Engagement Space) was developed.

9. Significance and Engagement / Hiranga me te Whakawhitiwhiti ā-Hāpori Whānui

This report is of high significance to residents that live on any of the SfP streets as the ability to utilise on-street parking has been removed to improve safety.

- 9.2 This report is of high significance to residents wanting to utilise cycle lanes.
- 9.3 Relative to many Council projects, the Walking & Cycling Strategy and SfP projects have had a high degree of engagement with our community.

	Issue	Level of Significance	Explanation of Assessment
1.	Is there a high level of public interest, or is decision likely to be controversial?	High	The responses to our experience surveys have been high, indicating that public interest is high. There is anecdotal evidence that the recommended option will be controversial.
2.	Are there impacts on the social, economic, environmental or cultural aspects of well-being of the community in the present or future?	High	The recommended option may positively impact the wellbeing of the community in the future. This is due to safer cycle lanes giving residents freedom of transport choice and ultimately less people undertaking short trips by car. This will free up congestion for those that must drive and reduce emissions with less of

STREETS FOR PEOPLE IMPLEMENTATION FEEDBACK - ARANUI ROAD. QUEEN STREET AND CHAMPION ROAD

	Issue	Level of Significance	Explanation of Assessment
			the population driving. With active transport modes being promoted and being a safe option, it may lead to a healthier community with wider economic benefits.
3.	Is there a significant impact arising from duration of the effects from the decision?	Low	The pilot projects demonstrate that road layouts can be modified relatively quickly and easily.
4.	Does the decision relate to a strategic asset? (refer Significance and Engagement Policy for list of strategic assets)	Low	Roads are a strategic asset, but this decision relates to a small part of the network.
5.	Does the decision create a substantial change in the level of service provided by Council?	Low	A decision to remove the pilot installations would decrease the Councils ability to achieve performance measure targets for cycling.
6.	Does the proposal, activity or decision substantially affect debt, rates or Council finances in any one year or more of the LTP?	No	
7.	Does the decision involve the sale of a substantial proportion or controlling interest in a CCO or CCTO?	No	
8.	Does the proposal or decision involve entry into a private sector partnership or contract to carry out the deliver on any Council group of activities?	No	
9.	Does the proposal or decision involve Council exiting from or entering into a group of activities?	No	
10.	Does the proposal require particular consideration of the obligations of Te Mana O Te Wai (TMOTW) relating to freshwater and Affordable Waters services?	No	

STREETS FOR PEOPLE IMPLEMENTATION FEEDBACK - ARANUI ROAD. QUEEN STREET AND CHAMPION ROAD
10. Communication / Whakawhitiwhiti Kōrero

10.1 Staff have run a significant feedback process both pre and post implementation of pilot projects on Queen Street, Champion Road and Aranui Road. A summary of this feedback process is included in **Attachment 1**.

10.2 The following communication has been undertaken with residents post the inception of the SfP programme:

- Direct consultation and discussions with all businesses on the streets and key stakeholders (FENZ, Police, St John, Schools).
- Multiple community “working group” design sessions for each street. These were open invites with active invites to key stakeholders (FENZ, Police, St John, Schools).
- All greater Richmond residents received a flyer with a map of all works taking place.
- All residents of the streets received both a pre-construction and post-construction survey which included a cover letter. The remainder of residents were encouraged to fill in these surveys via our website and social media channels, additionally paper copies of the survey were left in strategic locations.
- All residents of the streets received a letter at least four weeks before construction with a concept design and contact details – and again received a letter one week before construction with specific traffic management details. This information was also posted on our website and social media channels.
- Staff also held multiple drop-in sessions to provide information and allow people to give feedback at multiple stages, these included:
 - A community drop in pop-up which ran for two weeks in the Richmond Mall.
 - “Bikers brekkies” in Sundial Square, Aranui Road, and Woolworths Champion Road.
 - Two community drop in sessions pre-construction at Java Hut (Māpua) and two community drop in sessions post construction at the Community Hall (same session as the Māpua Masterplan Consultation)
 - Consultation sessions at Garin College and Māpua School.

10.3 To note, the Walking and Cycling Strategy undertook a full submissions and hearings process, with online information seminars and directly affected residents being actively invited to submit on the strategy.

10.4 A range of opinions have been expressed in the feedback. Staff are confident in the communication and engagement strategy undertaken for the SfP programme. Staff believe that there is a common misconception that “having your say” is the same as “having your way” with many residents believing that if the latter is not achieved then it is a failure of the engagement process.

STREETS FOR PEOPLE IMPLEMENTATION FEEDBACK - ARANUI ROAD. QUEEN STREET AND CHAMPION ROAD
11. Financial or Budgetary Implications / Ngā Ritenga ā-Pūtea

11.1 All options provided in this report are achievable within the existing budgets for the SfP projects.

12. Risks / Ngā Tūraru

- 12.1 Should the Council approve the recommended options, there may be a risk that the parts of the community may feel their voices weren't listen to.
- 12.2 There is a risk that residents who agreed with the pilots did not engage in the feedback process as they were satisfied that the pilots had addressed their prior concerns.
- 12.3 If the options to remove any or all of the pilot cycle lanes is adopted, there is a risk that significant numbers of the community will be unhappy that what was considered progress towards safer cycling, trips to school, and environmental benefits have been retracted.
- 12.4 If the options to remove any or all the pilot cycle lanes is adopted, there is a risk that the significant number of residents, schools and community groups that strongly supported the adoption of the Walking and Cycling Strategy will see this decision as Council not adhering to a high-profile plan that was recently consulted on and adopted.
- 12.5 If the pilot projects are removed, there is a risk that members of the community will perceive this choice as Tasman District Council failing to take action to take climate change.

13. Climate Change Considerations / Whakaaro Whakaaweawe Āhuarangi

The matter requiring a decision in this report was considered by staff in accordance with the process set out in the Council's 'Climate Change Consideration Guide 2024'.

- 13.2 The recommended options may reduce the greenhouse gas emissions associated with use of the Council's transport network, which is one of the goals of the Walking & Cycling Strategy.
- 13.3 The options for removing the pilot cycle lanes may increase or keep the greenhouse gas emissions associated with the Councils transport network the same. This is based on the existing cycle network staying the same and the proportion of commuters cycling staying the same. According to the Walking and Cycling Strategy, if the proportion of people undertaking their commute by car versus cycling or walking stays the same, there will be 16,600 more cars on the road by 2050 (accounting for census growth projections).
- 13.4 The Walking and Cycling Strategy identifies the need to take urgent action to reduce our transport emissions and present the network plans and strategy policies as crucial steps towards achieving those goals.
- 13.5 Tasman Climate Response Strategy and Action Plan 2023-2035 lists reducing reliance on cars by 'substantially improving infrastructure for walking and cycling' as a key action in

STREETS FOR PEOPLE IMPLEMENTATION FEEDBACK - ARANUI ROAD, QUEEN STREET AND CHAMPION ROAD

support of the Emission Reduction Plan targets (reducing transport emission by 41% by 2035 and net zero by 2050).

14. Alignment with Policy and Strategic Plans / Te Hangai ki ngā aupapa Here me ngā Mahere Rautaki Tūraru

There is significant strategy and policy in place, adopted and endorsed by Tasman District Council over the last several years that highly encourages the bold installation of cycling infrastructure to make these goals and targets achievable. The actions proposed come directly from the actions and networks that form part of the Walking and Cycling Strategy 2022.

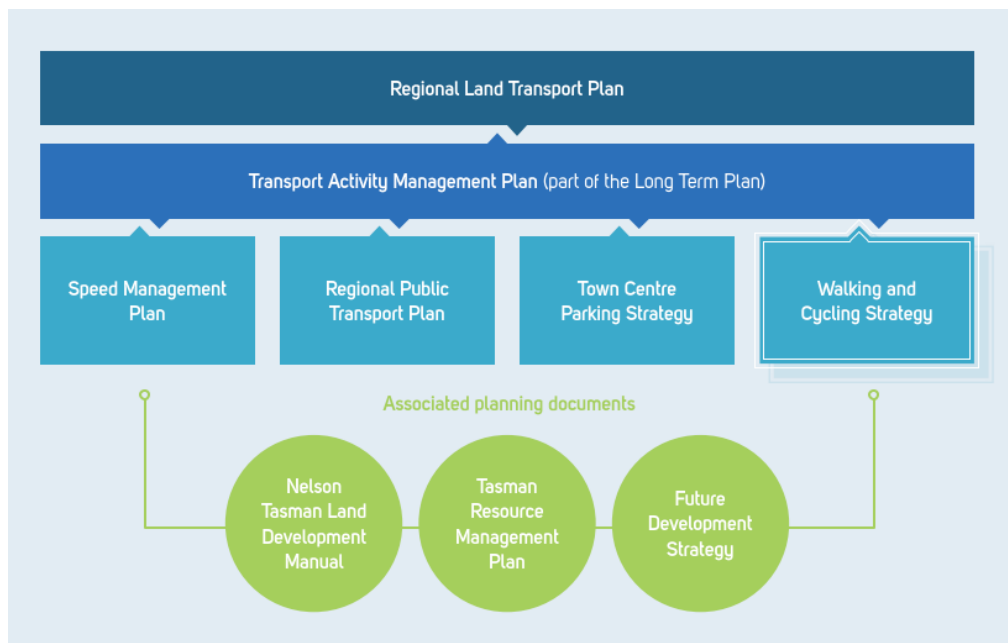


Figure 5: Strategic fit of the Walking and Cycling Strategy 2022

- 14.2 The pilot cycle lanes installed on Queen Street, Champion Road and Aranui Road align closely with the maps consulted on for the Walking and Cycling Strategy (2022) and support the principles, policies and targets identified in the strategy.
- 14.3 The pilots also are steps towards achieving the strategic targets in the Richmond Programme Business Case, aiming to significantly increase the number of people who choose to walk and cycle for local trips.
- 14.4 The pilots support the strategic aims of the Richmond and Motueka Car Parking Strategy 2018-2038, which states that "...walking and cycling...will be encouraged through prioritised infrastructure in prominent locations and investment of our network to provide safe and convenient routes to the town centres."
- 14.5 The pilots align with the targets set in the Regional Land Transport Plan 2021-2031, which has a headline target of doubling the amount of active mode use by 2030 (which also aligns with the Walking and Cycling Strategy).

STREETS FOR PEOPLE IMPLEMENTATION FEEDBACK - ARANUI ROAD. QUEEN STREET AND CHAMPION ROAD

- 14.6 The pilot cycleways are supported by Richmond on the Rise (2024) which identifies the length of upper Queen Street as an area for intensified residential housing. If cycleways are in place now, future developers have the option to provide off street parking for residents. If the pilot cycleways are removed now, developers will be less likely to provide parking off road for residents and rely on on-street parking. This will make it increasingly difficult to install cycleways along these routes in the future.
- 14.7 Richmond on the Rise also highlights upper Queen Street as a key transit corridor and target for active transport improvements, and states that “With a growing population, we need to make sure people choose types of transport that suit them best. Cycling, walking, e-mobility (electric skateboards, scooters etc) and public transport all have a role to play in Richmond, alongside private cars”.
- 14.8 The pilot projects for SfP take steps to achieve the goals and targets of the Emissions Reduction Plan and the Tasman Climate Response Strategy and Action Plan 2023-2035.

15. Conclusion / Kupu Whakatepe

- 15.1 The pilot projects including cycleways that make up the Queen Street, Champion Road and Aranui Road Streets for People projects are closely aligned to a wealth of strategy and policy decisions already endorsed by Tasman District Council.
- 15.2 The projects are the physical actions that have resulted from carrying out the plans and step changes identified in the Walking and Cycling Strategy 2022.
- 15.3 Robust consultation and engagement were undertaken for the prior strategies that form the genesis of the Streets for People projects, and for the pilot cycle ways themselves.
- 15.4 Despite the brief amount of time that they have been installed, staff have measured an increase in active mode use, and an increase in perception of safety.
- 15.5 Feedback was received that some members of the community are unhappy with the reallocation of road space to cycleway, but this feedback is expected and not unusual for this type of project. Feedback was also received confirming that the roads now feel safer for people walking or cycling.
- 15.6 Staff recommend that the Council retains the pilot projects on Queen Street and Champion Road as they are, and retain the pilot project on Aranui Road with several changes encouraged by the community.

16. Next Steps and Timeline / Ngā Mahi Whai Ake

- 16.1 If the recommendations in this report are approved by the Council, staff will take action to make the identified changes as quickly as possible.
- 16.2 Staff will continue to collect information on vehicle speeds, cyclist numbers and perceptions of safety as the pilots continue.
- 16.3 Staff will continue to meet with the Walking and Cycling Governance Panel to update the Council on the project and gain feedback.



Report to Tasman District Council Meeting - 2 May 2024

STREETS FOR PEOPLE IMPLEMENTATION FEEDBACK - ARANUI ROAD. QUEEN STREET AND CHAMPION ROAD

16.4 Staff will provide a summary of community feedback on the remaining Streets for People projects (Salisbury Road and Hill Street) at the next Council meeting in June 2024.

17. Attachments / Tuhinga tāpiri

1. Attachment 1 Summary of Findings Report
2. Attachment 2 - Aranui Road - Java & Tennis Area
3. Attachment 3 - Aranui Road - Wharf End
4. Attachment 4 - Aranui Road - Toru Street
5. Attachment 5 - Aranui Road - Aranui Park Crossing
6. Attachment 6 - Champion Road Options
7. Attachment 7 - Queen Street Options
8. Attachment 8 - Queen Street Shops Options

JUNE 2024

FOLKL

Tasman District Council

Streets for People. Richmond.
Salisbury Road and Hill Street.
Summary of Findings.

 **tasman**
district council | Te Kaunihera o
te tai o Aorere

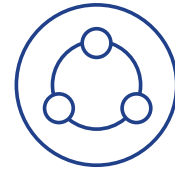


Contents.



PAGE 3

Background and Project Objectives



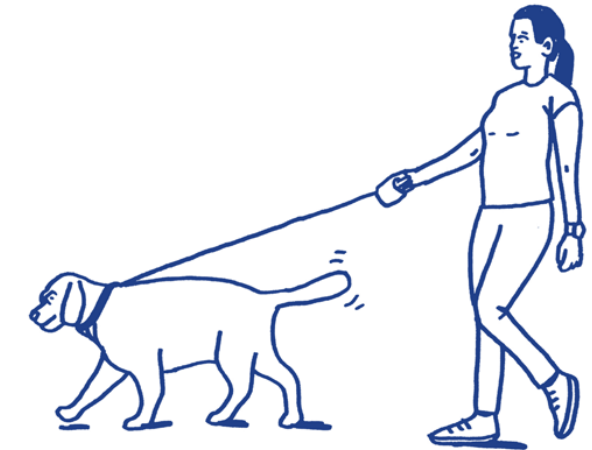
PAGE 4

Methodology



PAGE 7

Summary



PAGE 8

Behaviour



PAGE 12

Safety



PAGE 19

General Sentiment, Ideas and Considerations

Background & Project Objectives

In 2022 Tasman District Council was approved for funding for the Waka Kotahi Streets for People programme which aimed to support councils in evolving their streets and creating people friendly spaces in partnership with their communities.

The Richmond Streets for People projects aim to create and improve spaces for safer cycling over the next two years, linking places where people live, schools, commercial centres and the wider existing network of cycle trails.

Richmond will continue to grow in population and popularity in the coming years. It is important to find ways to ensure cycling and walking paths, roads, and public transport can deal with growth within the area, and ensure Richmond is easy to live in and travel around.

The purpose of this report is to understand the impacts and changes in community perception and quantitative measures relative to the project objectives.



Project Objectives:

Aligning with national and regional transport strategies, Tasman District Council are seeking to:

1

Make Richmond roads safer for everyone.

2

Improve connections between streets, and build safe and attractive walking and cycling paths, helping make Richmond an even nicer place to live.

3

Help ensure journey times are more reliable for both people and freight, particularly during busy times of the day.

4

Make it easier for people to walk, bike or take different transport options to get to work and school.





Changes and Methodology

Changes: This report covers the changes to Hill Street and Salisbury Road only. The changes that were made are:

- Separated cycle lanes. A section of shared footpath and a new low speed 30 kilometre an hour zone where vehicles and cyclists share the roadway on Hill Street.
- Separated (and protected) cycle lanes, widened and extended sections of footpaths, installation of concrete separator bollards, an upgrade of the painted cycle lanes, improving line marking on Salisbury Road and removal of car parks on Salisbury Road.

Methodology: Research and engagement was conducted over a 16-month period, beginning in December 2022 (pre construction) and ending in May 2024 (post construction).



Community survey



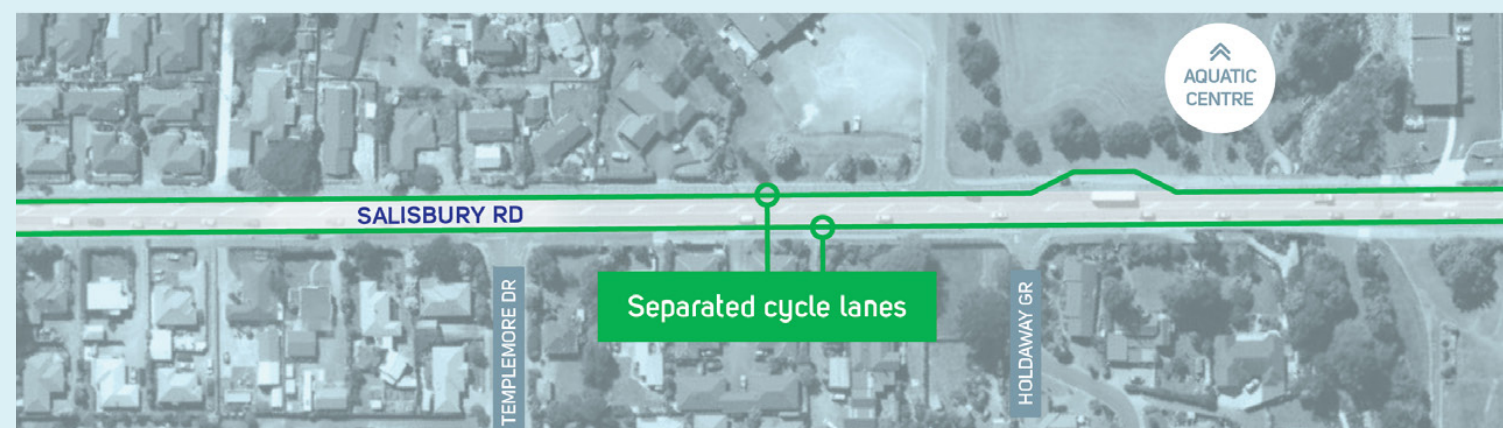
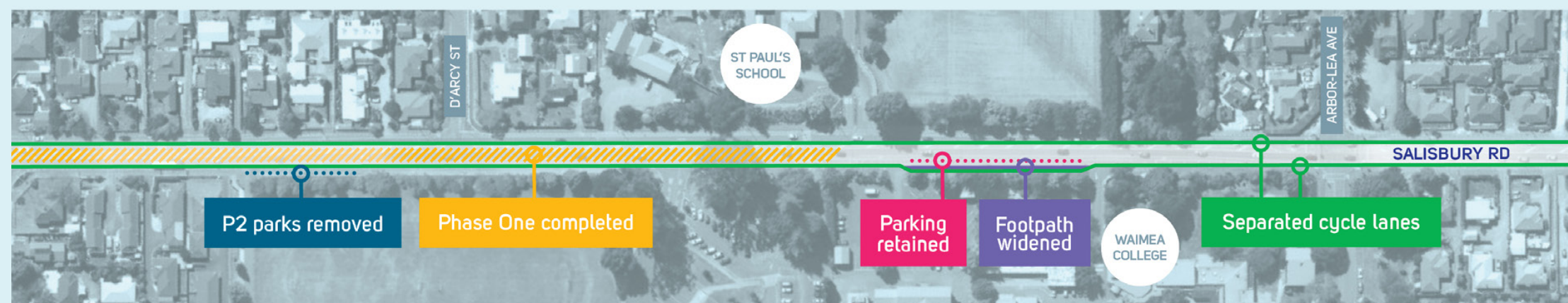
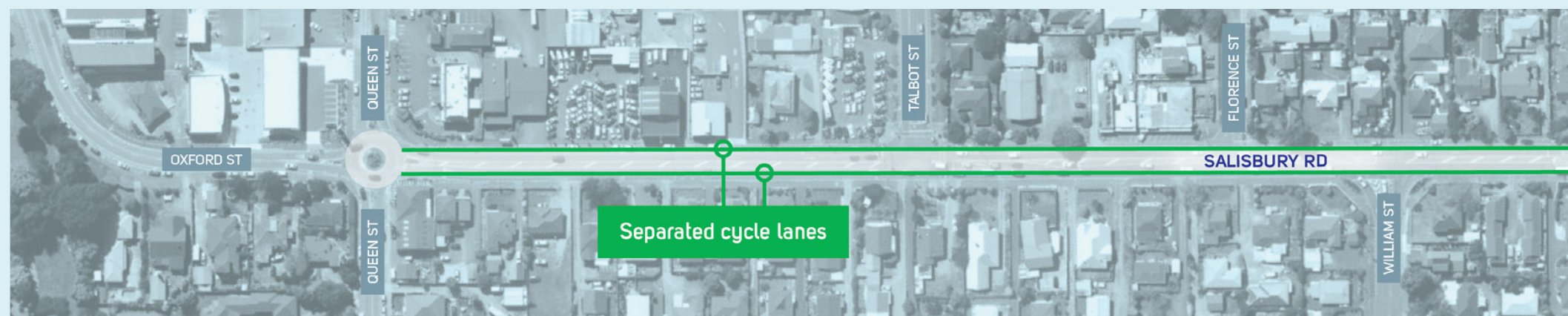
Workshops/Drop-in sessions (including meeting with key stakeholders such as business owners, schools, medical centre, Police and St John Ambulance).



Motor vehicle speeds and travel times. Data from TomTom Traffic Stats and Strava Metro was used to compare pre and post construction changes.



Salisbury Road Changes



For more information, scan the QR code or visit shape.tasman.govt.nz/streets-people

Safety improvement locations are indicative only and not to scale.



Streets for People

Hill Street Changes



For more information, scan the QR code or visit shape.tasman.govt.nz/hill-street

Safety improvement locations are indicative only and not to scale.



Streets for People



Te Kaunihera o
te tai o Aorere



Summary

Māpua, Aranui Road

The following project objectives are aligned with the Tasman District Council Walking & Cycling Strategy (May 2022), and were used when applying for the Streets for People project with Waka Kotahi, New Zealand Transport Agency.

The following vision statement was created with the Richmond working group, which included members of the Richmond community and various stakeholders:

“Safe, healthy, and vibrant spaces for cycling and walking journeys in our community”



1 Project Objective 1

Making Richmond's roads safer for everyone.

→ Findings:

Perceptions of safety towards school children using active modes have increased since the changes.

Average Motor vehicles Speeds have decreased slightly on Hill Street.

2 Project Objective 2

Improving Richmond's connectivity.

→ Findings:

The cycleways provide a valuable connection between residential areas, schools and town.

3 Project Objective 3

Ensuring reliable journey times in Richmond.

→ Findings:

More people are choosing to ride a bike on both Salisbury Road and Hill Street.

Average motor vehicle travel times have not been impacted on Salisbury Road. There has been a minor increase in travel times on Hill Street of approx +8 seconds.

4 Project Objective 4

Making active and alternative transportation easier for Richmond.

→ Findings:

Cyclist numbers have increased on both Salisbury Road and Hill Street.

Overall, the cycle lanes provide a safer and therefore more attractive journey for riders due to the clear separation from traffic.

The key findings from engagement with the community, and via the various feedback channels and data sources include:

→ Participants generally felt that the changes had improved safety for active modes.

→ Average vehicle speeds in Hill Street and Salisbury Road had slightly decreased.

→ There was concern about the removal of on-street parking and general confusion caused by the new layout.

→ Participants questioned the necessity of the changes.





Behaviour

This section shows the impact the changes to Salisbury Road and Hill Street have had on motor vehicle behaviour in the area.

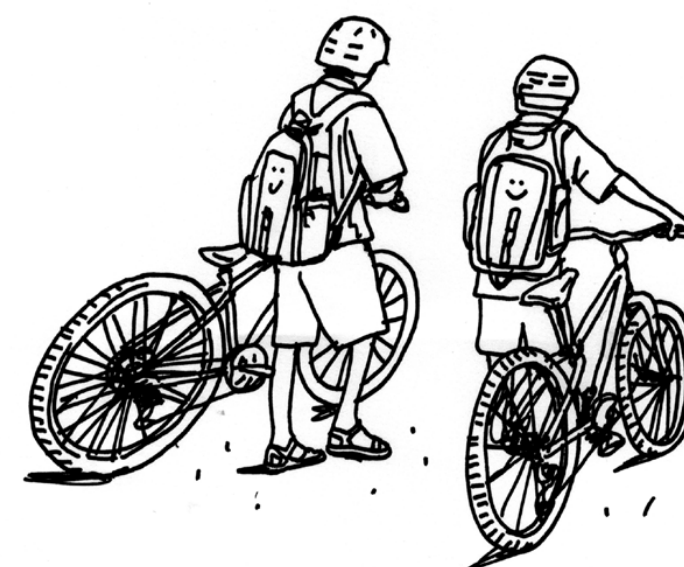


Cyclist heatmap

This heat map is a visualisation of a rolling one year period of cycling activities in the area, and shows that Salisbury Road, Queen Street, Champion Road and Hill Street are a popular choice for those riding a bike.



The heatmaps represents all user activity where the user registered their movement via the Strava application. The brighter lines represent a higher frequency of use.



Source: Tomtom Traffic Stats, comparing February 2023 (pre) with February 2024 (post). Strava analyses average speeds in segments, indicated by the orange line.

Behaviour

Salisbury Road

Average motor vehicles speeds on Salisbury Road have remained static, cyclist numbers are up.

Average motor vehicle speeds on the entire section between Champion Road and Queen Street, have remained static since the changes (when comparing 2021, 2022, 2023 and 2024). Motor vehicles travelling south west have an average speed of 27.6 km/h, while those travelling north east have a higher average speed of 29.8 km/h.

When looking at specific segments, some show a decrease in speeds while others show a increase in speeds.

There is an increasing number of people recording cycling activities in the Nelson/Tasman area via the mobile application Strava and this includes on Salisbury Road. Trips on this road increased by +9.9% when comparing January to April 2022 with 2023, and +14.7% when comparing 2023 with 2024.



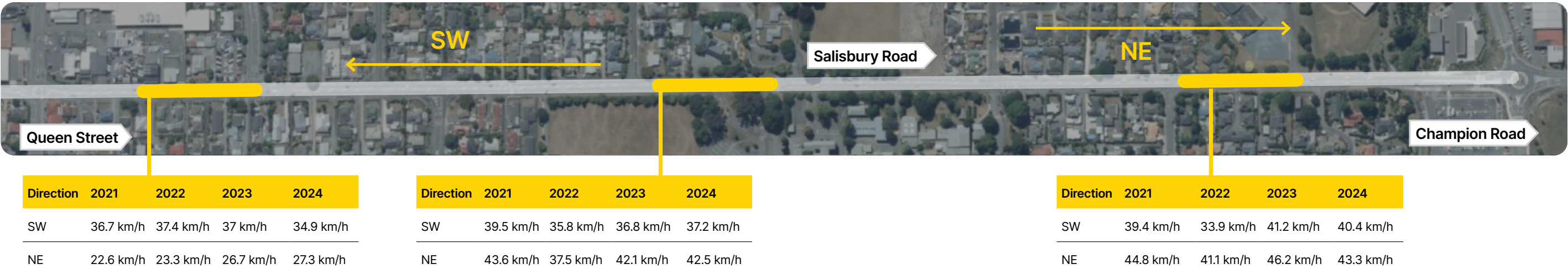
Nelson & Tasman - Cyclist numbers and trips

Time period	People	% Change - Year on year	Trips	% Change - Year on year	Trips per Person
Jan - Apr 2022	8,975	-	42,690	-	4.8
Jan - Apr 2023	9,429	4.8%	45,658	6.5%	4.8
Jan - Apr 2024	10,822	12.9%	53,086	14.0%	4.9

Salisbury Road – Cyclist numbers and trips

Time period	People	% Change - Year on year	Trips	% Change - Year on year	Trips per Person
Jan - Apr 2022	770	-	2,820	-	3.7
Jan - Apr 2023	910	15.4%	3,130	9.9%	3.4
Jan - Apr 2024	935	2.7%	3,670	14.7%	3.9

Average Motor Vehicle Speeds



Source: Tomtom Traffic Stats, comparing 27 May - 05 June, 2021 - 2024. Analysis of average speeds in segments, indicated by the orange line. Strava Metro - Jan - Apr, 2022-2024.

Behaviour

Hill Street

Average Motor vehicles Speeds on Hill Street have decreased slightly.

Average motor vehicle speeds on the entire section between Champion Road and Queen Street, have decreased since the changes (when comparing 2021, 2022, 2023 and 2024). Motor vehicles travelling south west have an average speed of 37.1 km/h, while those travelling north east have a higher average speed of 39.7 km/h.

When looking at specific segments, there has been a slight decrease in average speeds.

There is an increasing number of people recording cycling activities in the Nelson/Tasman area via the mobile application Strava and this includes on Hill Street. Trips on this road increased by +1.9% when comparing January to April 2022 with 2023, and +15.1% when comparing 2023 with 2024.

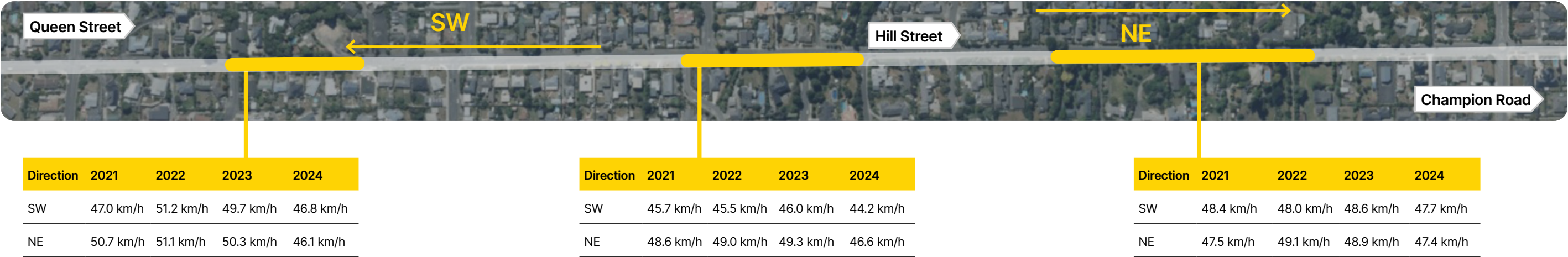
Nelson & Tasman – Cyclist numbers and trips

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Jan - Apr 2024	10,822	12.9%	53,086	14.0%	4.9

Hill Street – Cyclist numbers and trips

Time period	People	% Change - Year on year	Trips	% Change - Year on year	Trips per Person
Jan - Apr 2022	770	-	2,720	-	3.5
Jan - Apr 2023	785	1.9%	2,800	2.9%	3.6
Jan - Apr 2024	925	15.1%	3,095	9.5%	3.3

Average Motor Vehicle Speeds



Source: Tomtom Traffic Stats, comparing 27 May - 05 June, 2021 - 2024. Analysis of average speeds in segments, indicated by the orange line.



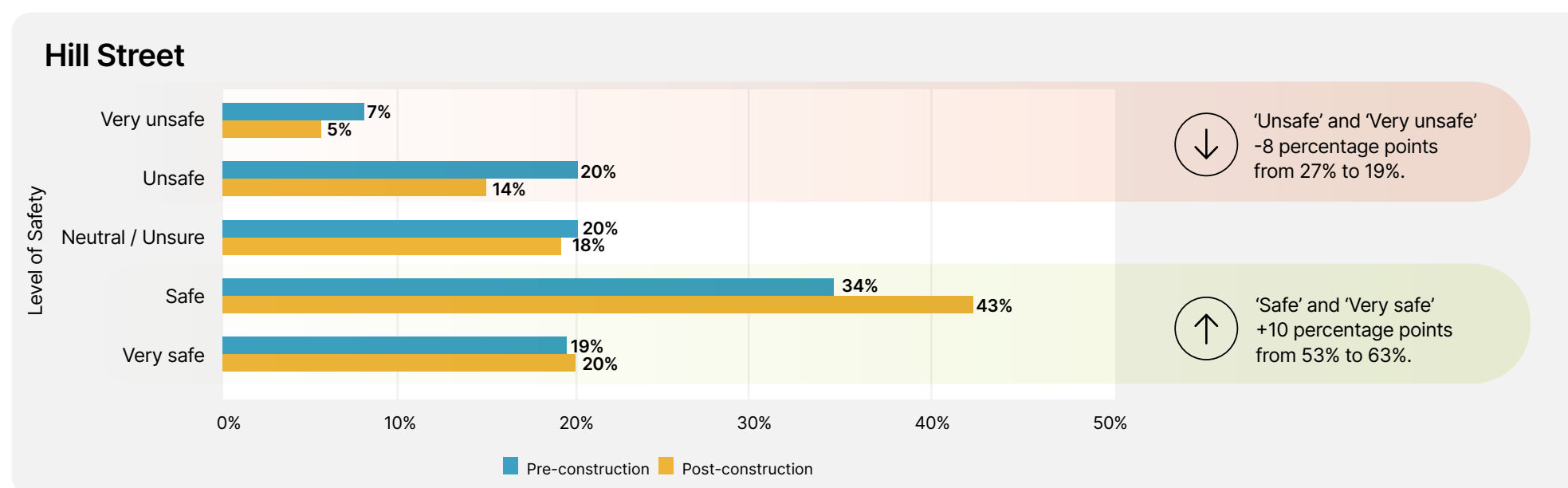
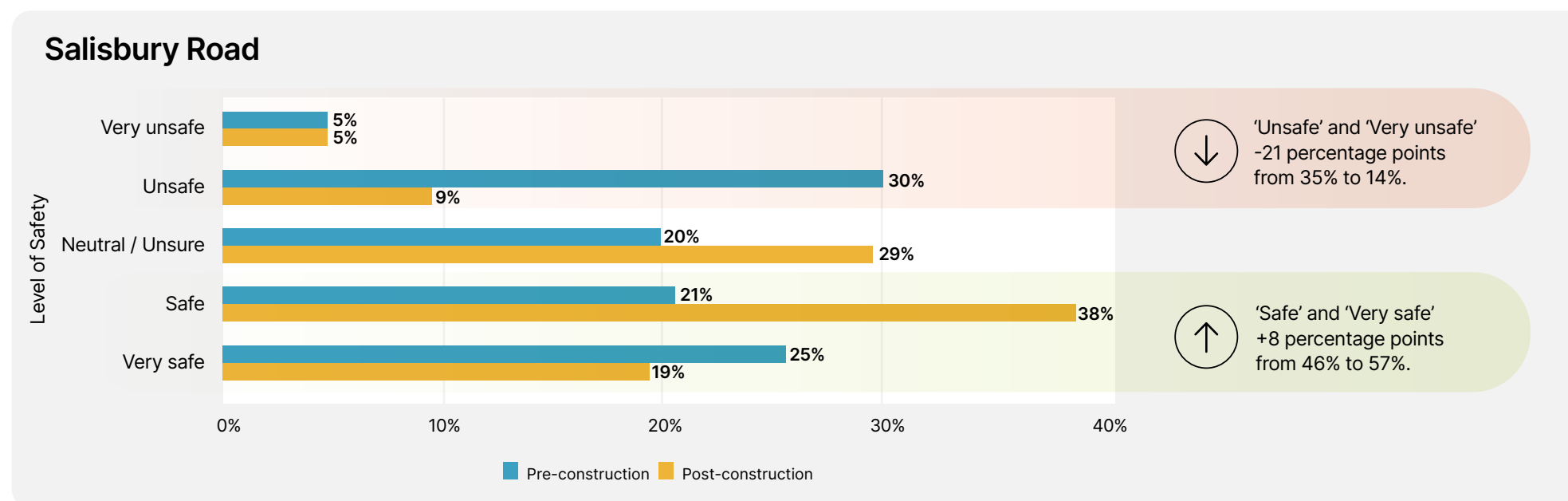
Safety

This section shows the impact the changes to Salisbury Road and Hill Street have had on safety perceptions in the area.



Safety. Feelings of safety for those not in vehicles improved both at Salisbury Road and Hill Street

In general, how safe do you feel the speed is in the project area, for those not in vehicles?



Additional context from safety responses.

- With the introduction of the cycle lanes, cyclists stated that the speed of vehicles was less of a concern now due to having a dedicated lane.
- Many respondents highlighted that speed wasn't a major issue here due to the congestion along the street, particularly during school terms and pick-up / drop-off times.
- Some respondents noted that the project has led to increased traffic congestion and slower traffic speeds, which was attributed to reduced availability of car parking and drop-off spaces, as well as changes to the traffic layout
- People aged under 18 and cyclists were more likely to state they felt the speed in the area was safe after the changes.

Additional context from safety responses.

- Many respondents stated they had never had an issue with speed in this area, highlighting a lack of evidence to support the changes.
- Other respondents felt the speed was perhaps too high for safe use of the street by pedestrians, cyclists, and motorists, and called for a speed reduction. There were calls for the low-speed limit zone to be extended in order to improve safety as drivers are often ignoring the limits.

Please note: the pre-construction survey for Salisbury Road had a smaller sample size so any comparison needs to consider this.

Source: 'Shape Tasman' Hill Street Survey n=307, n=224 (post construction), Salisbury Road n= 76 (pre construction), n=603 (post construction)

Safety. Soundbites

When asked “how safe do you feel the speed is in the project area, for those not in vehicles now”, respondents were encouraged to provide context to their answer. Those in green had selected ‘safe’ or ‘very safe’, and those in red had selected ‘unsafe’ or ‘very unsafe’.

“There are footpath for people to walk which is safe and during school hrs the speed is reduced making safe for students.”
— A resident of Salisbury Road, aged 30-50

“Due to raised pedestrian crossings/humps decreased speed is necessitated. Bollards separate cyclists and pedestrians from vehicles.”
— A resident of Richmond not on Salisbury, aged 50-70

“Active modes have an identified place on the road. It feels like drivers are more respectful of that. Before they would overtake closely and the parked cars were a scary hazard when there were other cars coming up behind you.”
— A resident of Richmond not on Hill Street, aged 30-50

“With raised pedestrian crossings no longer a racetrack. Pedestrian islands in the middle of the road great for slow/young/old people crossing.”
— A resident of Richmond not on Hill Street, aged 50-70



Hill Street & Salisbury Road

This is a selection of comments that reflect wider common themes.

“Hill Street is a busy road particularly at school drop off/rush hour timings. Many children have to cross it in order to get to the school campuses at Henley/Waimea. Cars are often driving faster than they should and treating it more like a highway than a road that is used by a lot of pedestrians and cyclists. [...] I would like to see the 30 kph speed extended all the way to Champion Road to make crossing the road safer for kids on their way to/from school”
— A resident of Richmond not on Hill Street, aged 30-50

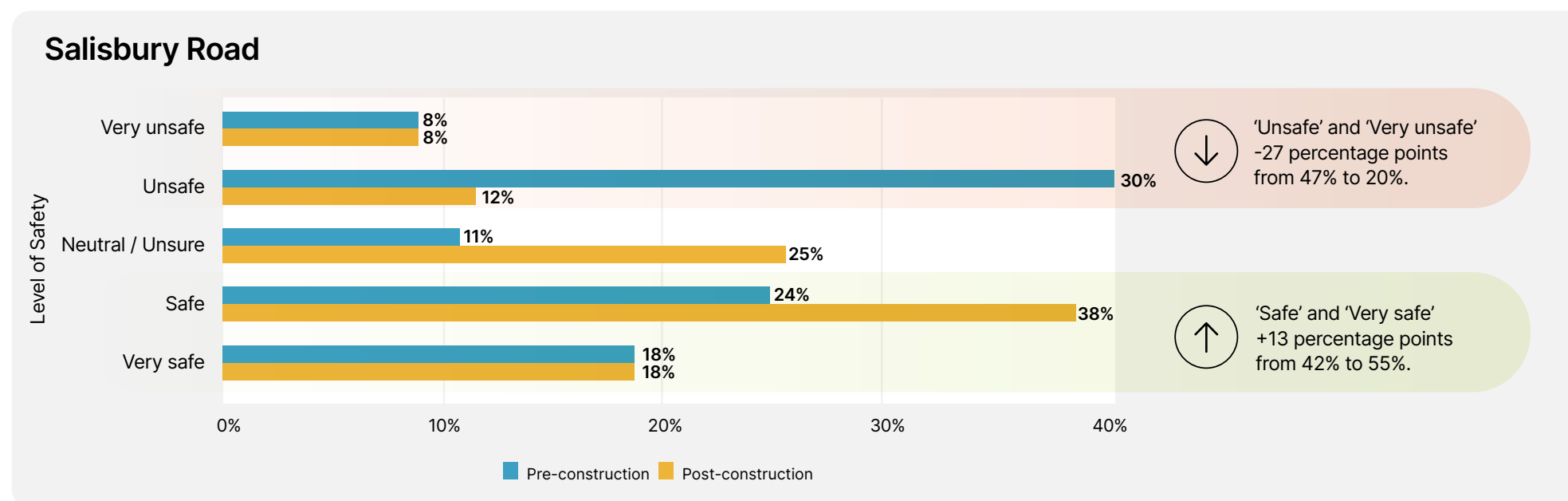
“50km/h provides a somewhat unsafe speed for drivers and would have less time to react when a cyclist or pedestrian steps out onto Salisbury Road without looking.”
— A resident of Richmond not on Salisbury, aged 0-18

“People drive very fast and often don’t look for children. My son was nearly hit by a car who drove through a green pedestrian walking signal at Salisbury and Arbor Lea lights. I’ve also seen multiple cars drive through red lights there.”
— A resident of Salisbury Road, aged 30-50

“There is now too much traffic congestion caused by speed bumps and traffic calming measures being placed in the neighbourhood streets, meaning that cars now go along Salisbury Road, creating busy traffic. People walking and biking now have to cross past cycle lanes.”
— A resident of Richmond not on Salisbury aged 30-50

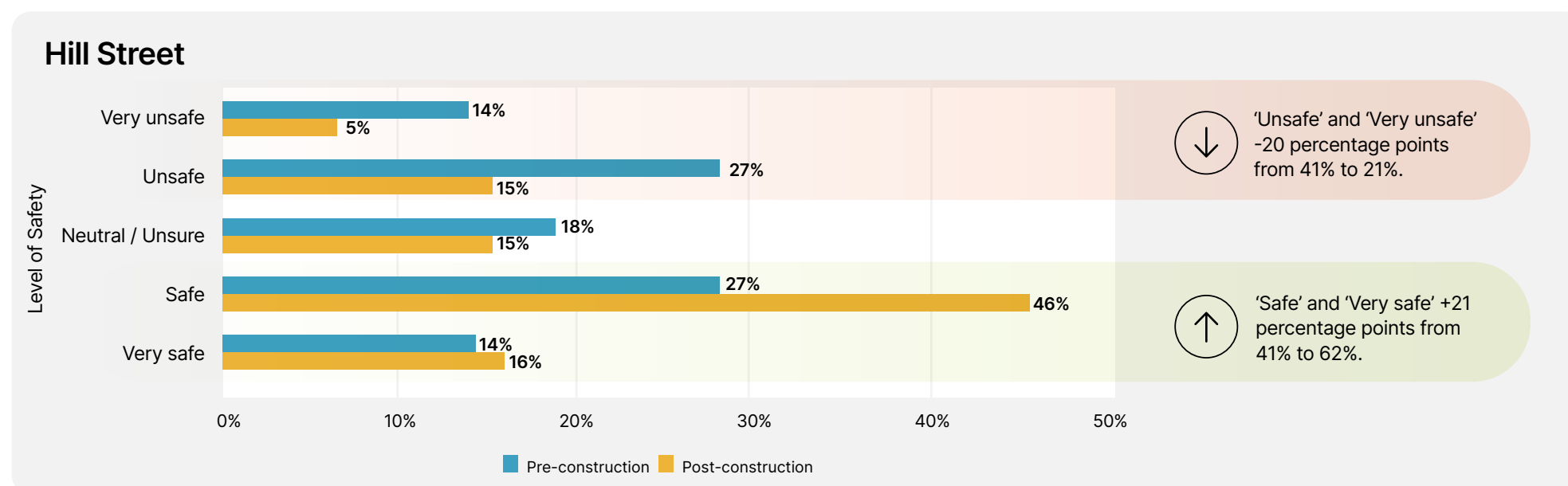
Safety. Participants perceive Hill Street and Salisbury Road to be safer for young people using active modes of transport

How safe do you feel this area is for school children and teens to walk, scoot, skate or cycle?



Additional context from safety responses.

- The **removal of car parking** was a concern for some respondents, particularly during peak times for schools and in drop-off zones.
- A number of responses highlighted the **improved safety** for users of this area not in vehicles, **particularly around schools**. Many mentioned the pedestrian crossings, which were not part of the SfP project.
- Overall, the cycle lanes seemed to be an improvement to the cycling network in the area, providing a safer journey for riders due to the clear separation from traffic.



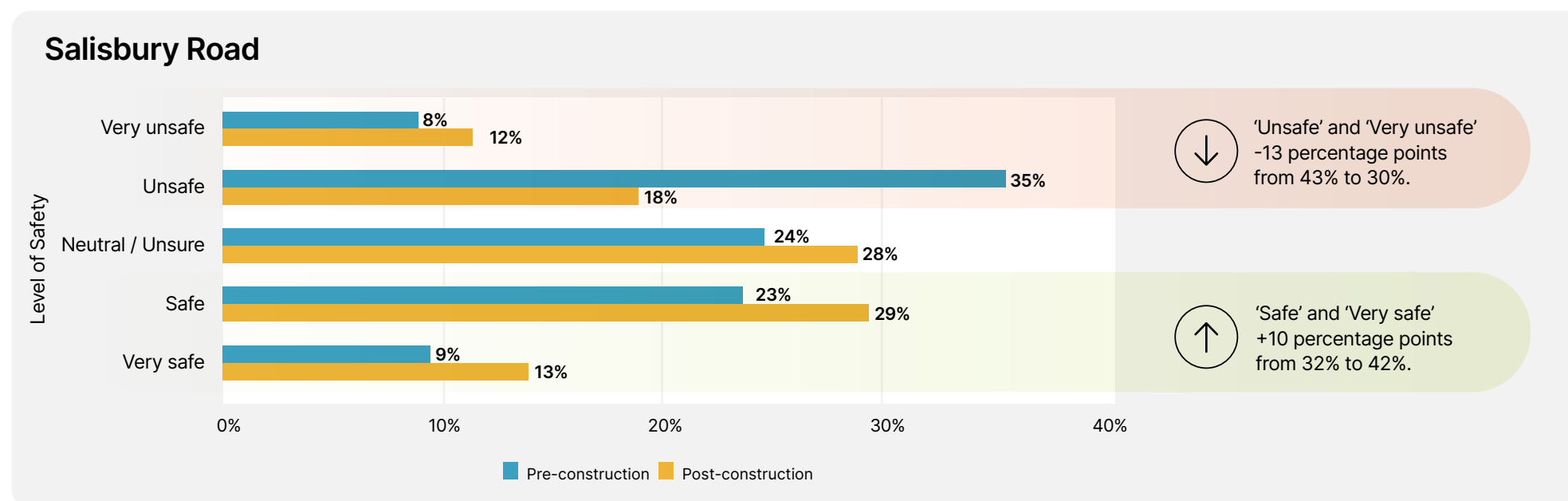
Additional context from safety responses.

- The cycle lane was generally considered to **improve safety for cyclists**. However, some felt lanes on both sides were unnecessary and suggested having a lane on one side and reinstating parking on the other.

Source: 'Shape Tasman' Hill Street Survey n=305, n=221 (post construction), Salisbury Road n= 76 (pre construction), n=603 (post construction)

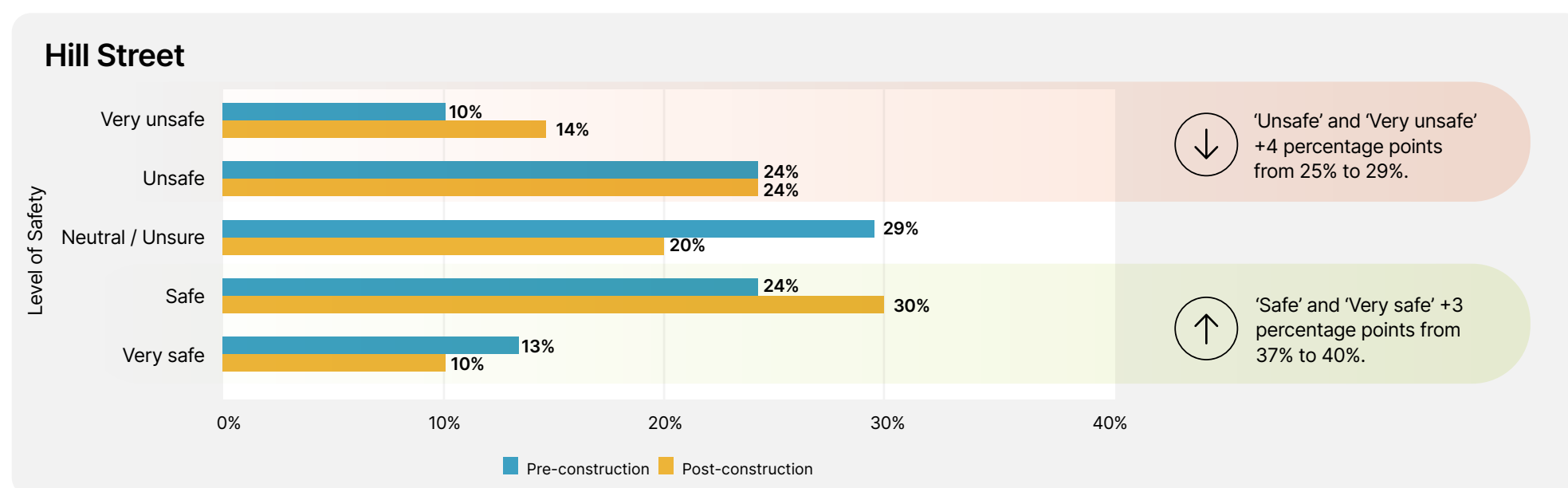
Safety. There is a sentiment that the designs could be improved to provide better support for the elderly and those with limited mobility

How safe do you now feel this area is for the elderly or those with limited mobility to get around?



Additional context from safety responses.

- The **removal of car parking** was a key concern for the elderly and those with mobility issues, who reported limited access to the medical centre on Salisbury Road and concerns about frequent cars backing out of driveways due to lack of on-street car parking. .
- Some comments suggested the changes created an **unsafe environment due to concrete separators and objects and uneven and inconsistent footpaths** being a hazard or distraction for elderly. However, others felt the **dedicated space** for each road user **made the environment safer**, and in some instances, encouraged them to use the temporary infrastructure.



Additional context from safety responses.

- A **concern** for elderly on Hill Street was the **removal of parking** (particularly for family/visitors/carers).
- The road markings and colours (old vs. new) were thought to be confusing.
- Those aged 70+ very more likely to answer 'Safe' or 'Very safe'.

Please note: the pre-construction survey for Salisbury Road had a smaller sample size so any comparison needs to consider this.

Richmond 'Shape Tasman' Hill Street Survey n=304 (pre construction) n=221 (post construction), Salisbury Road n= 75 (pre construction), n=604 (post construction)

Safety. Soundbites

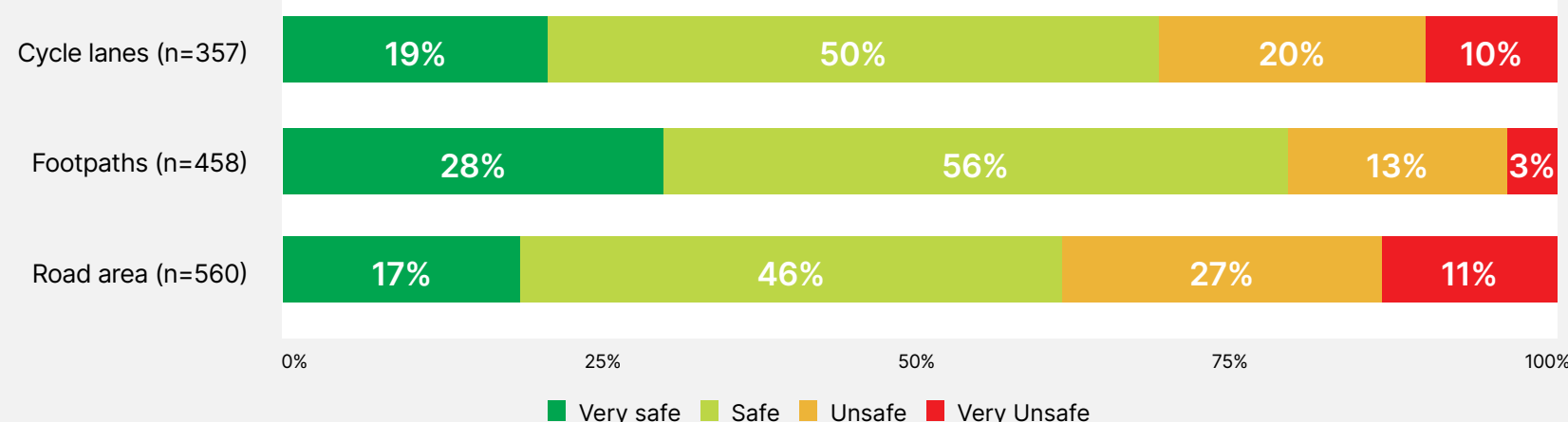
When asked “how safe do you feel this area is for the elderly or those with limited mobility to get around”, respondents were encouraged to provide context to their answer. Those in green had selected ‘safe’ or ‘very safe’, and those in red has selected ‘unsafe’ or ‘very unsafe’.



Safety. Overall people feel safe using all features of the Salisbury Road and Hill Street layout

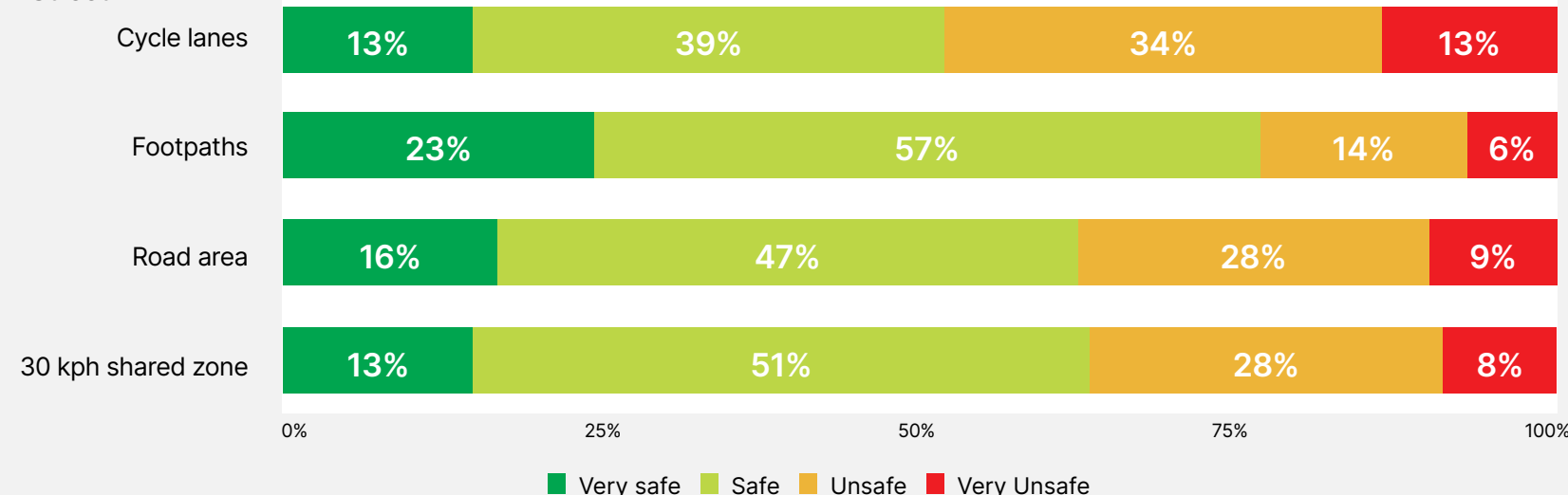
How safe do you feel when using the following layout features?

Salisbury Road



- The **majority** of the 69% of people who have used the new **cycle lanes** on Salisbury Road have felt **safe and very safe** using it.
- **84%** of respondents have felt **very safe or safe** using the **footpaths**.
- **63%** of the respondents have felt **very safe or safe** using the **road area**.

Hill Street



- **52%** of respondents who have **used the new cycle lanes** have felt very safe or safe doing so.
- **80%** of respondents have felt **very safe or safe** using the **footpaths**.
- **63%** of respondents have felt **very safe or safe** using the **road area**
- **64%** of respondents who have used the **30kph shared zone** have felt very safe or safe doing so.



General Sentiment, Ideas and Considerations

This section highlights the general community sentiment related to the changes in Richmond and summarises the most prevalent ideas and considerations from participants.

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NEWSLINE

PĀNUI

24 FEBRUARY 2023
ISSUE 540

Riders enjoy new Richmond cycle lanes

Salisbury Road's new test layout of separated cycle lanes is in place and seems popular with users.

This is the first phase of our Waka Kotahi funded \$2.4 million Richmond Streets for People project, which will begin to create a complete network of safe walking and cycling spaces in our streets.

Year 11 Garin College student Nate Wilbourne faces the traffic every day when cycling to school so signed up for the community working group to try and improve the situation.

He says the Streets for People programme lays the foundations of safer cycling and walking into the future.

"It's about seeing the long game and improving the situation now for future generations".

Nate says being part of the working group has been very worthwhile.

"Interacting with other people from the community and sharing differing perspectives to achieve a worthwhile outcome is very pleasing."

Nate is keen to continue as a member of the working group and says he'll be keen to encourage a few more of his college peers to be part of the Streets for People project.

Monitoring and evaluation of the new Salisbury Road layout is underway. A survey is on our website and we're looking for feedback from all road users. To have your say visit shape.tasman.govt.nz/streets-people.

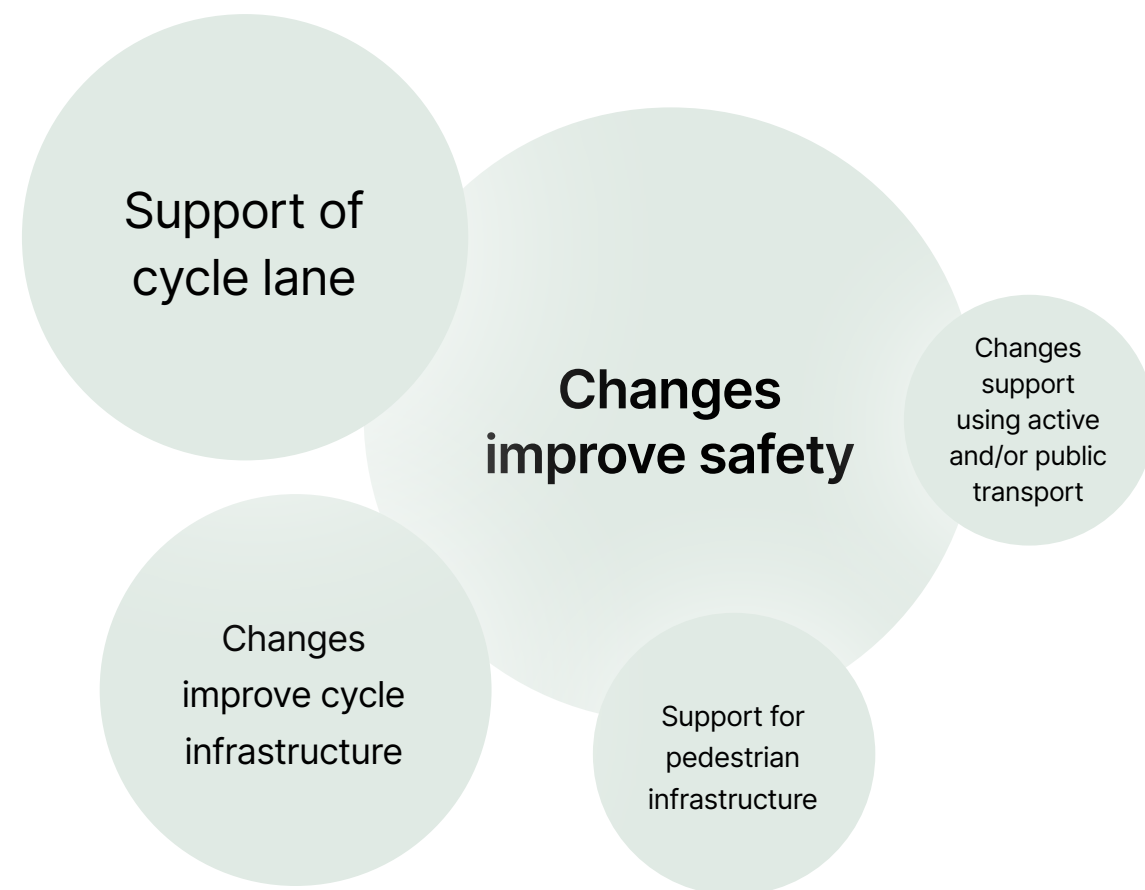
Our designers and working group of community representatives are now working on potential designs for Wensley Road and Oxford Street.

Sentiment.

Participants valued the safety improvements on Salisbury Road but there is concern for loss of carparks

The themes echoed those of Hill Street, with participants expressing concerns about the loss of parking and frustration, sometimes viewing the project as unnecessary and/or poorly executed. However, others felt that the changes had created a safer environment for cyclists and pedestrians and therefore support using active and/or public transport.

Most prevalent themes when asked 'What do you like/dislike about the Salisbury Road project?' (when excluding 'general support' and 'general opposition').
The larger the bubble the more prevalent the theme.



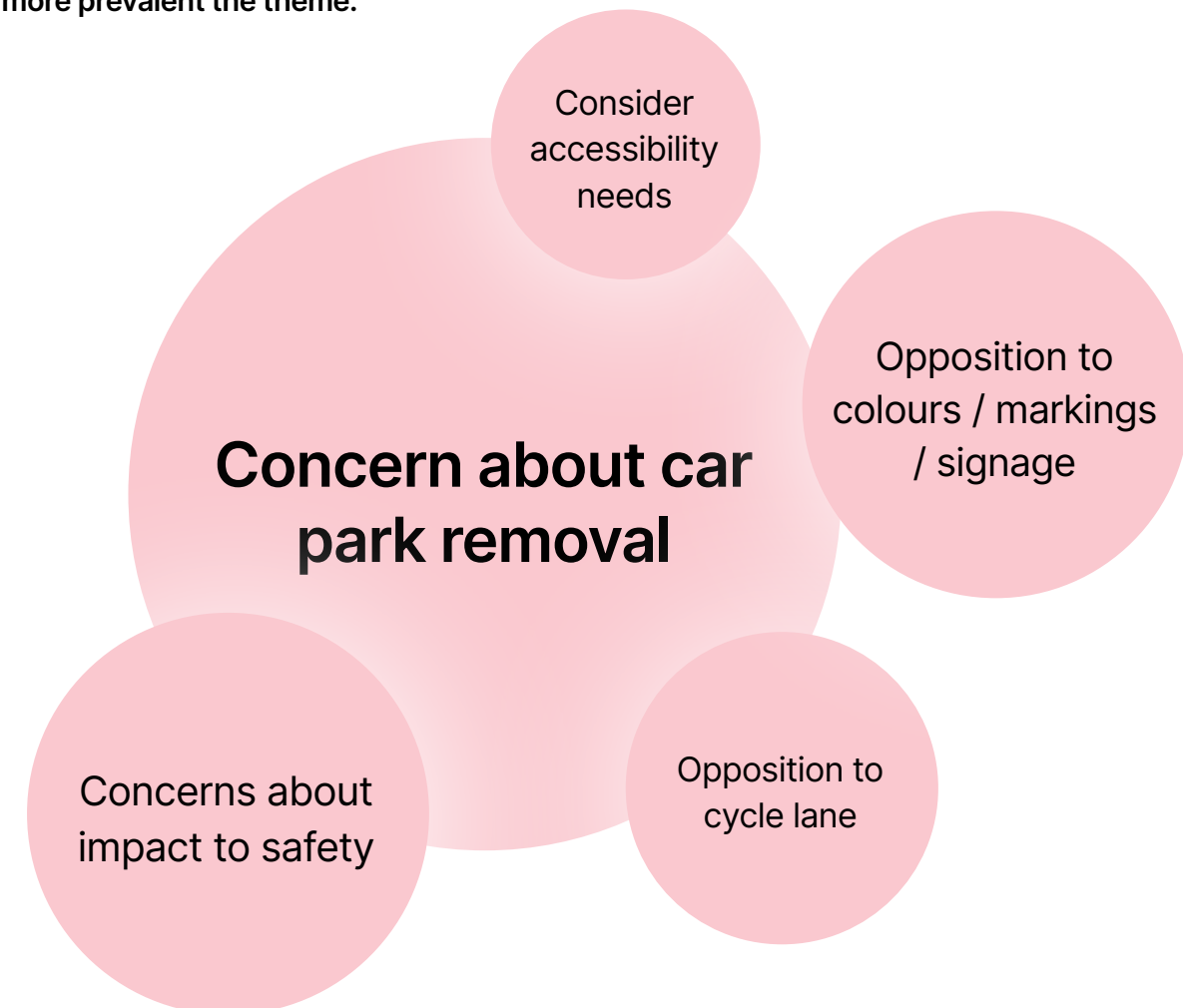
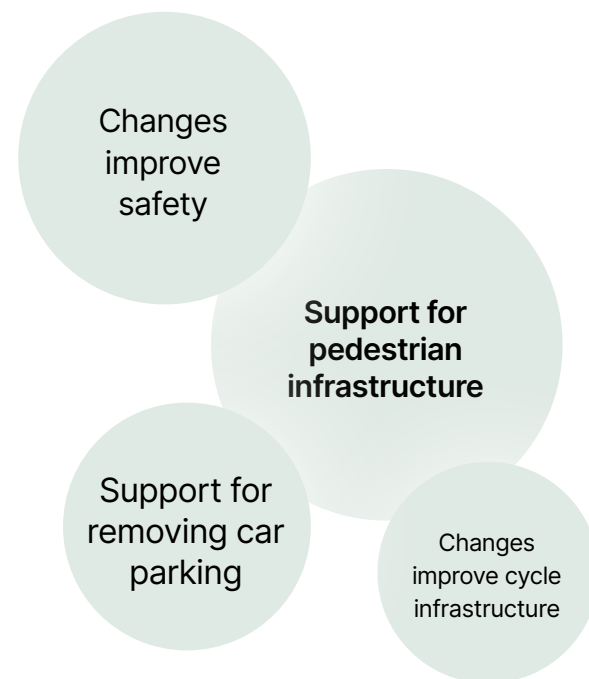
Source: 'Shape Tasman' Salisbury Road Survey n=612, Largest bubble n=approx 122 responses

Sentiment.

Some participants valued the pedestrian and cycle infrastructure, however there is dissatisfaction with the removal of car parks on Hill Street

Some participants felt that the project had enhanced pedestrian and cycle infrastructure through the introduction of separated cycle lanes and improved overall safety by reducing the speed limit and increasing visibility. However, some expressed dissatisfaction primarily due to concerns regarding parking issues and doubts about the safety and effectiveness of certain design elements, such as colours, markings and signage. Additionally, there were questions if accessibility needs have been considered enough.

Most prevalent themes when asked 'What do you like/dislike about the Hill Street project?' (when excluding 'general support' and 'general opposition').
The larger the bubble the more prevalent the theme.

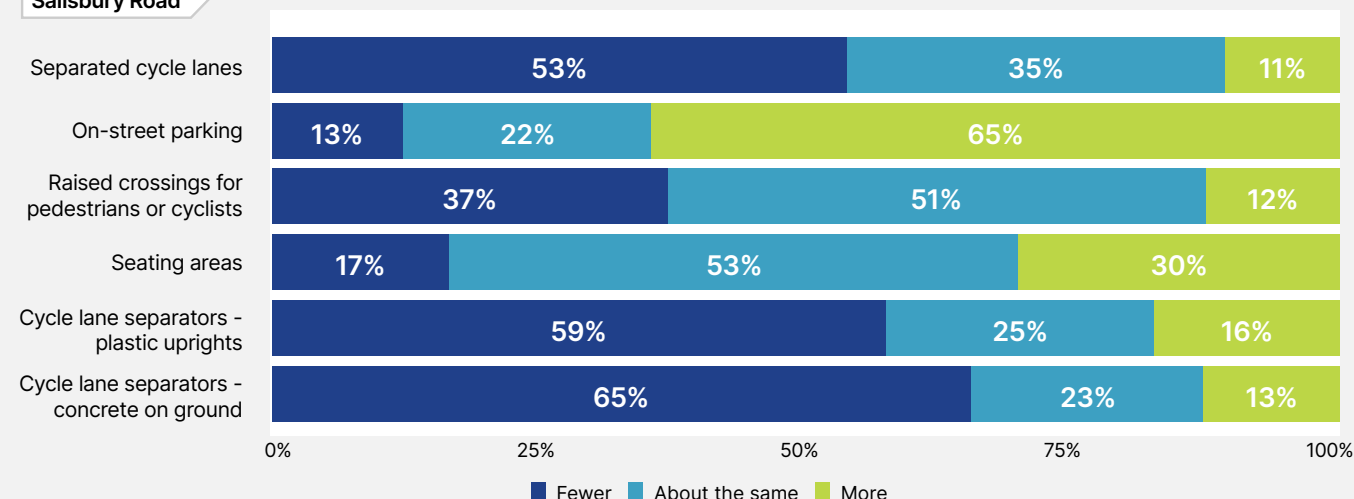


Source: 'Shape Tasman' - Hill Street Survey n=225 Largest bubble n=approx 91 responses

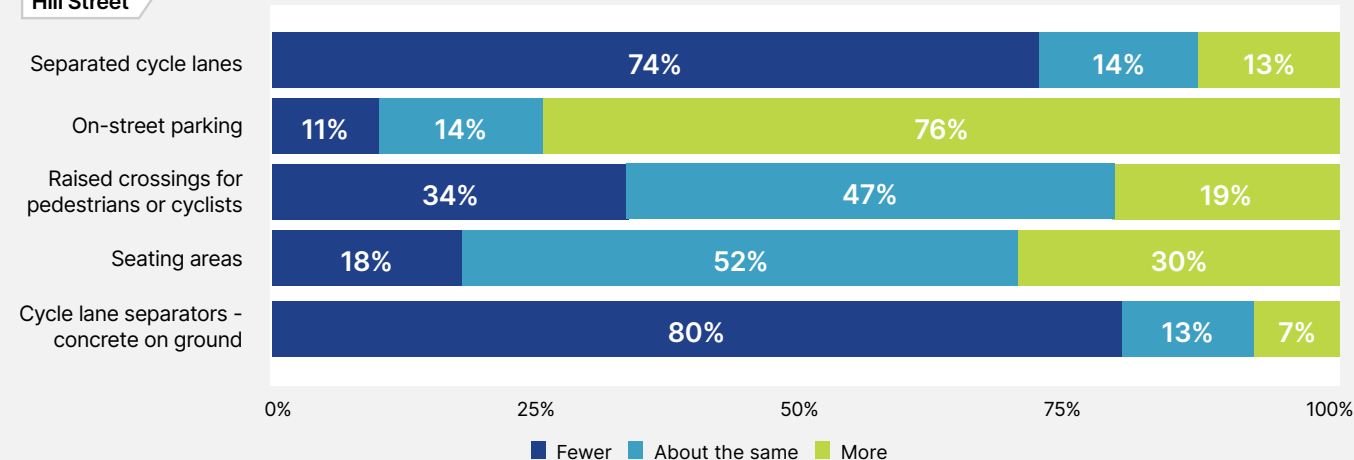
Ideas and considerations. There was a desire from participants to rethink how parking is managed and the design of separated cycle lanes

What sorts of features do you think Salisbury Road and Hill Street should have added or keep in the future?

Salisbury Road



Hill Street



Thinking about the future layout of Salisbury Road:

- The majority of participants would like to see fewer separated cycle lanes (53%), plastic separators (59%) and concrete separators (65%).
- Cyclists and participants under 18 were more likely to state that they would like to see more or about the same separated cycle lanes
- The majority of participants would like to see more on-street parking (65%) (please note, a council parking survey conducted on Salisbury Rd pre-change showed a utilisation/parking occupation rate of 17.45% between Champion Rd and Queen St.)
- The majority of participants would like to see about the same or more raised crossings (51% and 12%)
- The majority of participants (53%) felt that the number of seating areas on Salisbury Road is appropriate, while 30% state it could be increased

Thinking about the future layout of Hill Street:

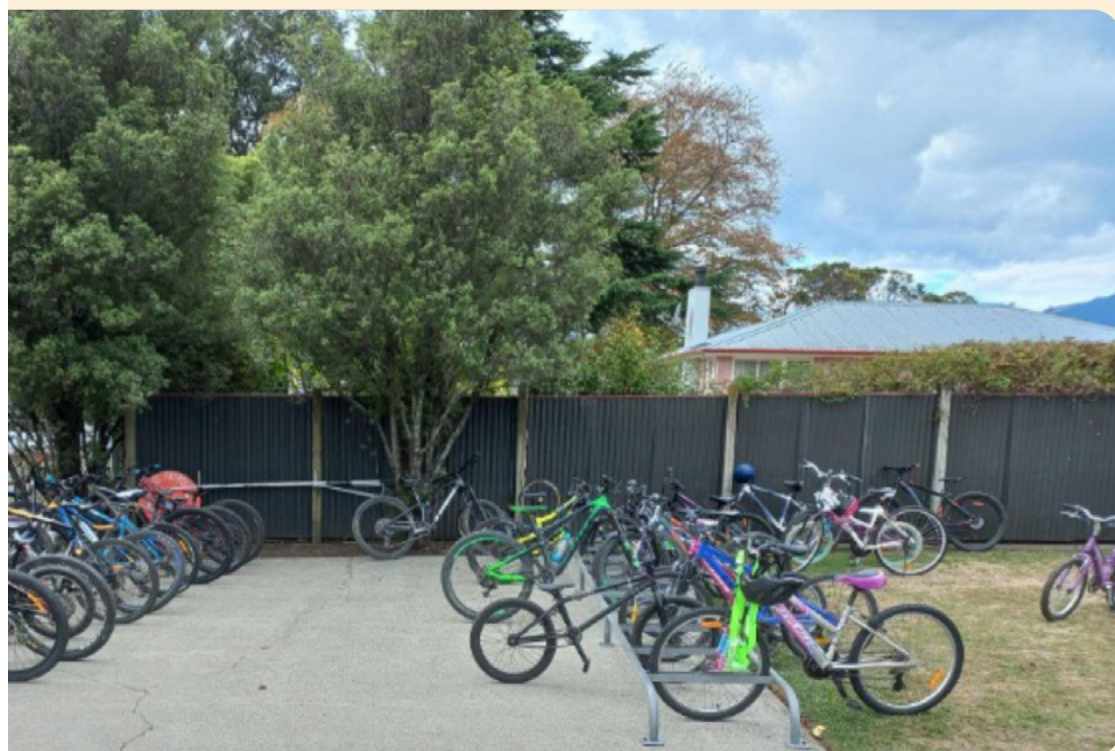
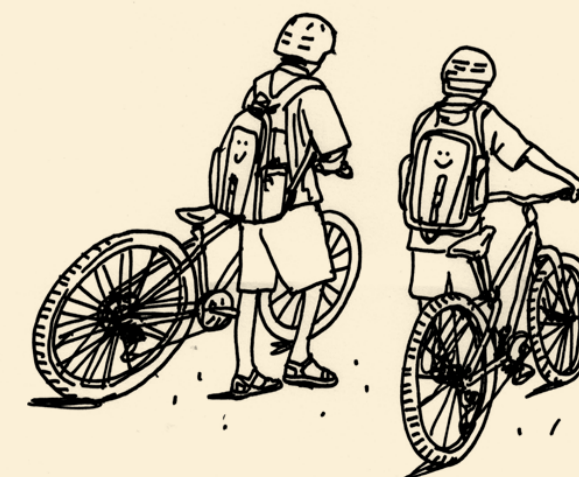
- The majority of participants would like to see fewer separated cycle lanes, including cycle lane separators (74 and 80%)
- The majority of participants would like to see more on-street parking (76%) (please note, a council parking survey conducted on Hill Street pre-change showed a utilisation/parking occupation rate of 8.01% between Champion Rd and Queen St.)
- The majority of participants would like to see about the same or more raised crossings (74% and 19%)
- More than half of the participants (54%) felt that the number of seating areas on Hill Street is appropriate, while 20% state it could be increased

Richmond 'Shape Tasman' Hill Street Survey n=222, Salisbury Road n=589

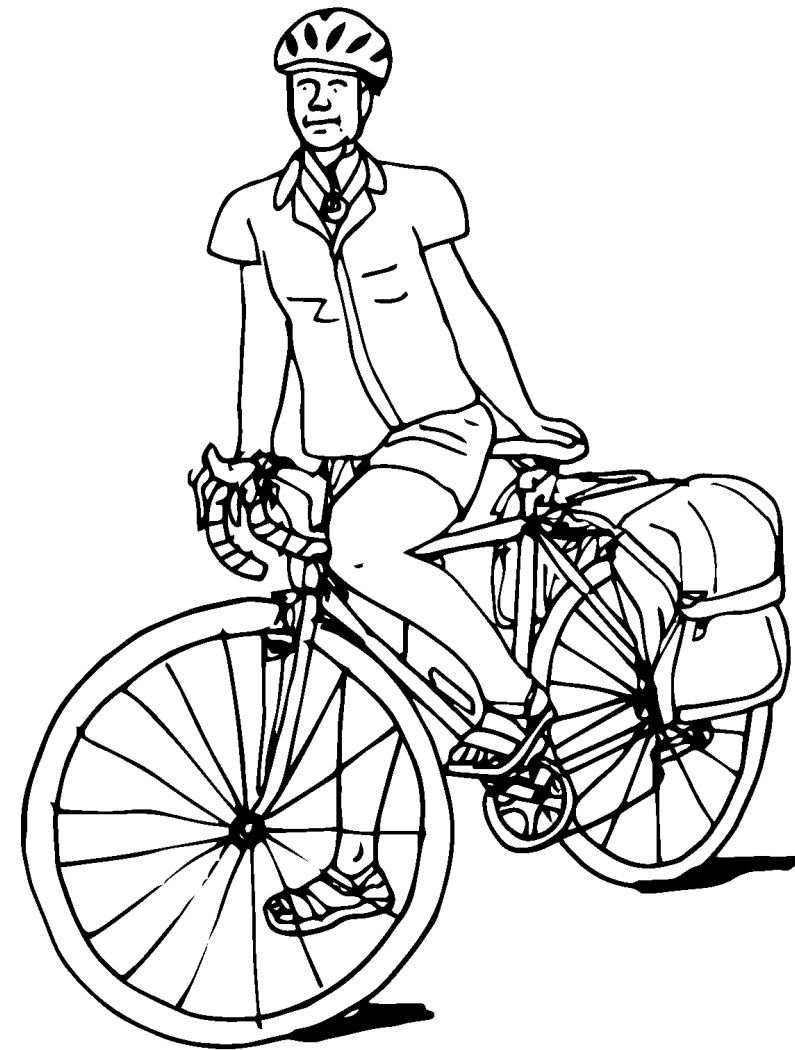
Summary

This report provides information for fine-tuning the design of the Richmond Streets for People projects and summarises the initial effects the changes have had on behavior and sentiment. The report will directly feed into design recommendations for future changes in the area.

The report highlights practical steps which directly address participant concerns, such as design tweaks to minimise confusion and clutter. Although the changes are recent, positive impacts on active mode safety is evident. Behaviour change and the measurement of impacts can take time and signs of this can be seen in the utilisation of the cyclelane infrastructure and concerns around the removal of parking. Ongoing monitoring is recommended to assess the long-term effects of these once further adjustments have been made.



Ngā mihi
Thank you





Appendix



Methodology

Research and engagement was conducted over a 18-month period, beginning in December 2022 (pre construction) and ending in May 2024 (post construction).



Survey:

An online survey of the general public ran from 15 April 2024 - 22 May 2024 (Salisbury Road) and 13 May - 29 May 2024 (Hill Street) and received 225 responses for Hill Street and 612 responses for Salisbury Road. The later contain 23 responses from a separate survey which ran from 24 April to 24 May 2024.

150 properties were selected at random in the greater Richmond area and asked to complete the survey which asked the same questions as the general survey. Please note, of the 612 responses for Salisbury Road 40 were collected in person via the Florence Medical Centre.

Prior to the changes a survey ran from 5 December 2022 to 30 January 2023 (Salisbury) and September 18 2023 to April 13 2024 (Hill Street) which received 77 and 308 responses. Please note, the pre implementation survey for Salisbury Road had a smaller sample size so any comparison needs to consider this. The surveys were hosted on The Shape Tasman website and were promoted via social media, signage, leaflets and drop-in sessions.



Workshops/ Drop-in sessions:

Both for the Hill Street and Salisbury Road projects 4 working group sessions have been conducted. Community drop-in sessions were organized as a two-week pop-up engagement in Richmond Mall during school holidays (display), along with three Bikers Brekkies, a gathering at Woolworths Salisbury Road, and two at Sundial Square. Additionally, student drop-in sessions took place at Garin College, Waimea College and the engagement team met with key business owners, student groups (including student interviews and cycling videos), enviroleaders and key stakeholders such as FENZ, the Police (Cops with Cakes stall) and St John's, and regular coffee meetings with principals from Garin College, Henley School, Waimea Intermediate, St Pauls, Waimea College, Salisbury School and Richmond School took place.



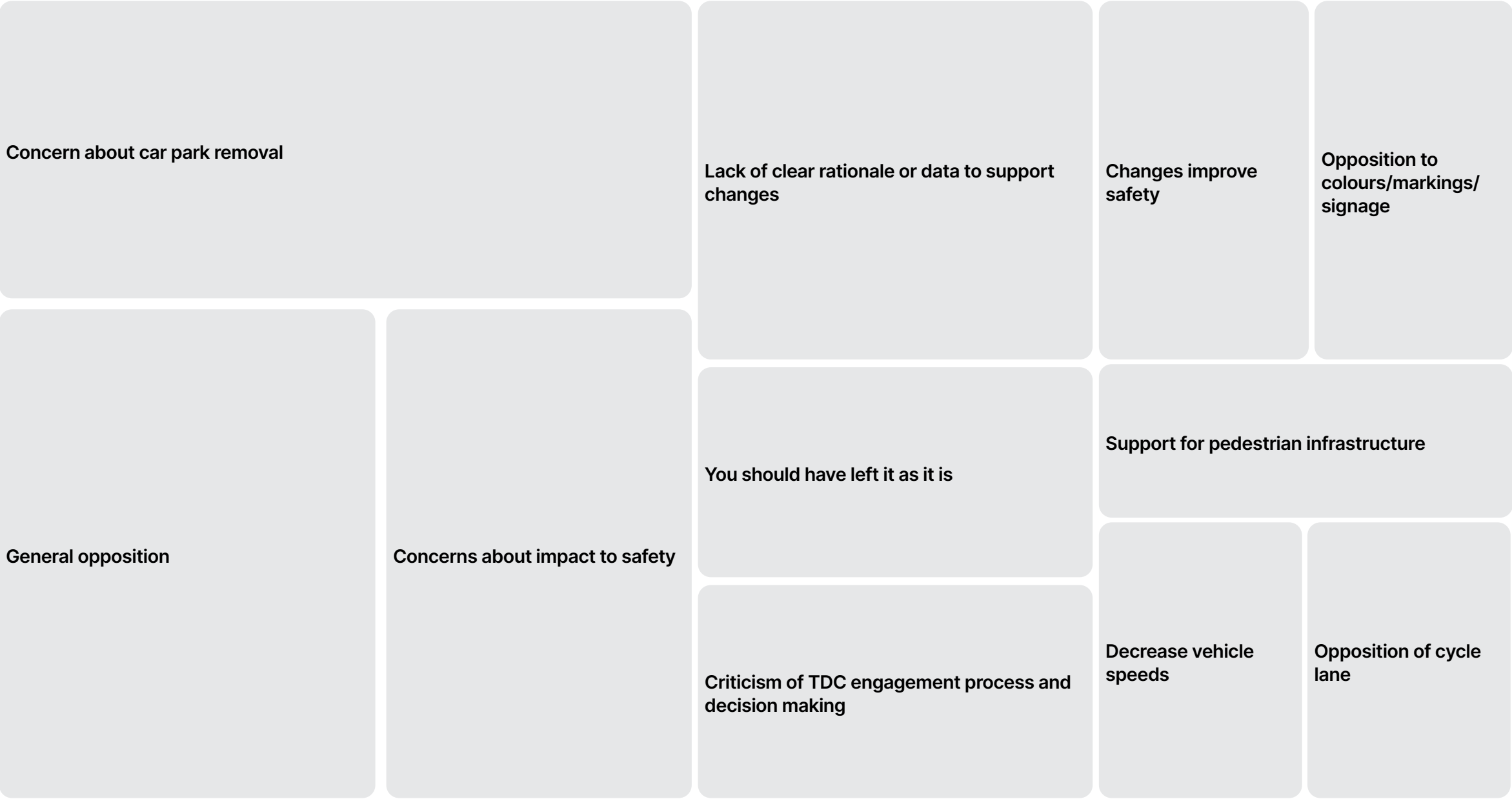
Supplementary data:

TomTom traffic statistic software and Strava Metro data was utilised to understand average speeds.



Overall theme weightings from all open-ended feedback

Hill Street

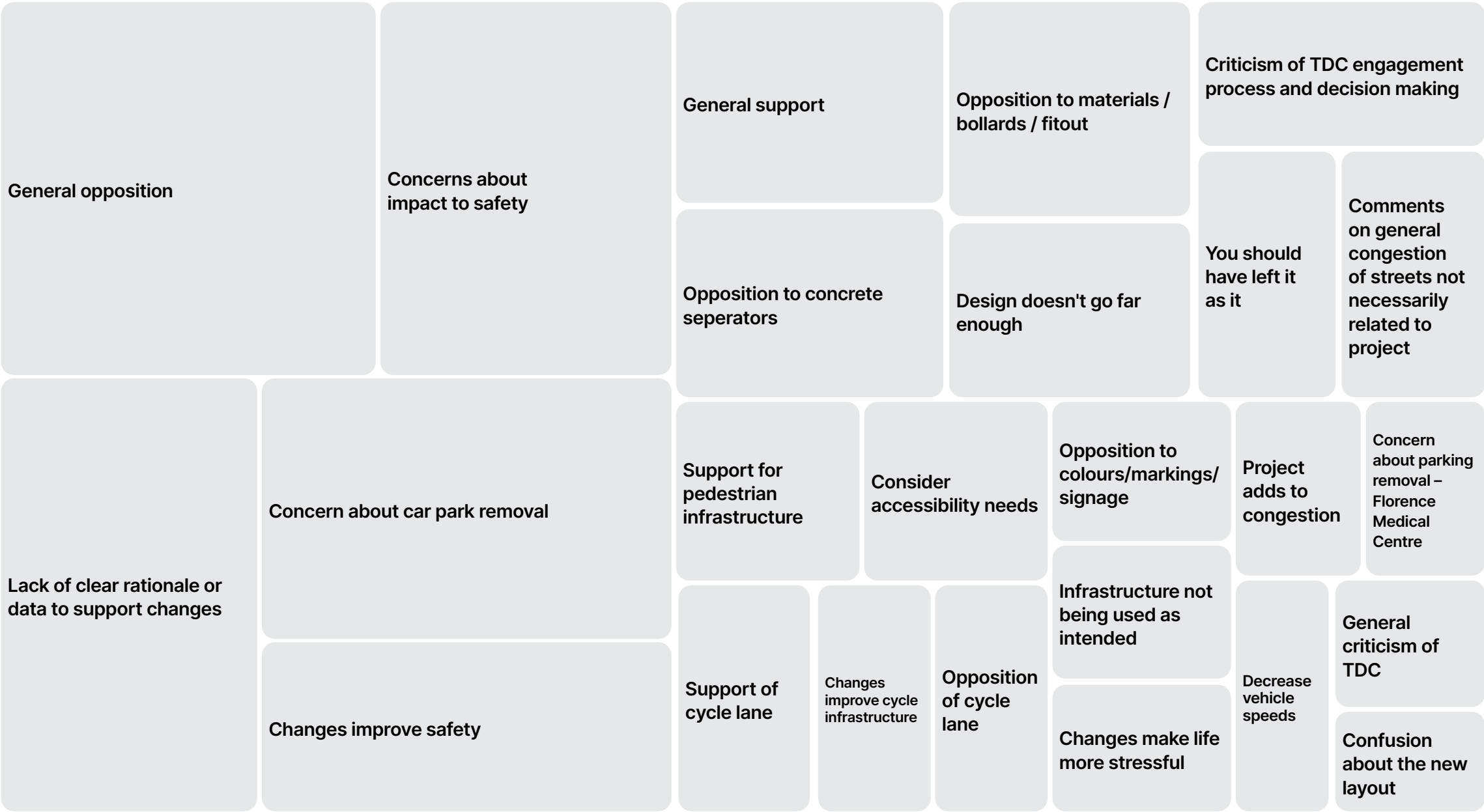


Open ended (or free-field) text responses to the surveys are read and themed according to the content. Only themes with a count greater than 30 included in tree diagram.

Source: Richmond ‘Shape Tasman’ Hill Street Survey n=225

Overall theme weightings from all open-ended feedback

Salisbury Road



Open ended (or free-field) text responses to the surveys are read and themed according to the content. Only themes with a count greater than 30 included in tree diagram.

Source: Richmond 'Shape Tasman' Salisbury Road Survey n=612

7.5 WAIMEA WATER LIMITED - QUARTERLY REPORT 31 MARCH 2024**Information Only - No Decision Required**

Report To:	Tasman District Council
Meeting Date:	20 June 2024
Report Author:	Mike Drummond, Chief Financial Officer
Report Authorisers:	Mike Drummond, Chief Financial Officer
Report Number:	RCN24-06-8

1. Summary / Te Tuhinga Whakarāpoto

- 1.1 The Waimea Water Ltd Quarterly Report to shareholders was delivered on 24 May 2024. The Quarterly Report is attached as (**Attachment 1**).
- 1.2 Waimea Water Ltd has advised shareholders that the Quarterly Report has been published on their website.

2. Recommendation/s / Ngā Tūtohunga**That the Tasman District Council**

1. **receives the Waimea Water Limited - Quarterly Report 31 March 2024 report, RCN24-06-8; and**
2. **notes the receipt of the Quarterly Report for the period ended 31 March 2024 from Waimea Water Limited; and**
3. **notes the sole significant residual risks through to project completion pertain to construction contractor disputes; and**
4. **notes the Waimea Water Limited Quarterly Report (or a link to the report) will be published on the Council's website within seven (7) days of this meeting.**

3. Purpose

- 3.1 To formally receive the Waimea Water Ltd Quarterly Report for the period ended 31 March 2024.

4. Background

- 4.1 The Company is required under the terms of its Statement of Intent to provide a quarterly report to shareholders. These reports are also made available to the public via both the Council and the Waimea Water Ltd websites.
- 4.2 The report provides information regarding:
 - Health, Safety and Wellbeing performance;
 - A construction Update;

- Operational Readiness;
 - Environment;
 - Biodiversity Management Plan;
 - Public Affairs activities;
 - Programme;
 - Cost and Risk update;
 - Progress;
 - Statement of comprehensive revenue and expense, disclosing actual and comparative figures;
 - Statement of financial position at the end of the period; and
 - Statement of cashflows;
- 4.3 The dam construction progress is set out on Section 3 (page 5) and costs and risks in Section 9 (page 14). The estimated cost to complete remains at \$198.2 million as forecast. As at the end of the period, 31 March 2024, WWL has spent \$189.2 million (95%) of the forecast cost of \$198.2 million, with 99% of the construction completed.
- 4.4 In April 2024, the dam was commissioned. The project is expected to achieve Practical Completion once the Contractor completes the residual works and obligations in May 2024. This is 2.25 years behind the original plan.
- 4.5 The report identified the sole significant residual risk pertaining to the contractual disputes with the construction Contractor. This commercial risk is associated with an unexpected outcome from the Contractor-initiated adjudication (Construction Contracts Act 2002) and arbitration (construction contract) that is contrary to the decisions of both the engineer and earlier adjudication.
- 4.6 Both adjudication and arbitration are progressing. An outcome from the current adjudication is expected during mid-2024 and the final and binding arbitration in mid-2025.

5. Conclusion

- 5.1 The Company has provided the required quarterly update. The information in the update is in line with the presentation made to the Council at the meeting on 28 March 2024.

6. Next Step | Timeline

- 6.1 Staff will provide a link to the report on the Council's website within seven days of this meeting.

7. Attachments / Tuhinga tāpiri



1. Waimea Water Limited - Quarterly Report 31 March 2024

286

DRAFT

Waimea Water Ltd Quarterly Report

31 March 2024





Contents

1. Introduction3

2. Health, Safety and Wellbeing4

3. Construction.....5

4. Operational Readiness9

5. Environment10

6. Biodiversity Management Plan.....12

7. Public Affairs13

8. Programme14

9. Cost and Risk.....14

10. Progress15

11. Unaudited Financial Information.....17



Figure 1: Water flowing down the spillway, under the Patterson Bridge, April 2024.



1. Introduction

This Quarterly Report is presented by the Directors of Waimea Water Limited (WWL), in accordance with Section 66 of the Local Government Act 2002. Established in December 2018, WWL is a Council Controlled Organisation under Section 6 of the Local Government Act 2002.

The purpose of this document is to provide shareholders with an unaudited report containing the following information relating to the Waimea Community Dam project for the three-month period ending 31 March 2024. It includes:

- Health, safety and wellbeing performance.
- Update on construction.
- Update on operational readiness.
- Update on public affairs activities.
- Update on expected cost and risk.
- Statement of comprehensive revenue and expense, disclosing actual and comparative figures.
- Statement of financial position at the end of the period.
- Statement of cashflows.
- A commentary on the results for the period.



Figure 2: The full reservoir Te Kurawai o Pūhanga, January 2024.

2. Health, Safety and Wellbeing

WWL has a statutory obligation under the Health and Safety at Work Act 2015, and a duty of care for people it influences or directs, while delivering the Waimea Community Dam project.

WWL's Health, Safety and Wellbeing risks and obligations are managed through its Health, Safety and Wellbeing Management System and ongoing due diligence of the Contractor's construction health and safety management, and performance for the dam site.

WWL's Health, Safety and Wellbeing Management System has now been updated for dam operations and the Emergency Action Plan (EAP) is in place.

There have been no significant or medical incidents during the quarter.

The site was safely evacuated following Police direction due to a fire in the Lee Valley that broke out on 7 February. The fire continued for five days. Contractor staff were able to visit the site during this time to refuel generators and undertake a security check.



Figure 3: Operating the large valves, April 2024.

3. Construction

During the period, construction activities were focused on the final elements of completing the dam and preparing for operations of the three dispersing valves. The final and successful testing of the two large dispersing valves on 10 April 2024 marked the facility as being ready for full operations, once the Contractor completes their residual work.

3.1 Finishing permanent pipework

The reservoir filled and the spillway commenced flowing on 21 January 2024. Following surveillance and testing procedures, the temporary pipework was removed from 1 February 2024. The permanent pipework was then connected together and completed in late February. The smaller of the three dispersing valves was commissioned on 1 March 2024 and put into service the next day.



Figure 4: Welding pipework in the upstream culvert, February 2024.



3.2 Spillway flows

Te Kurawai o Pūhanga, the reservoir behind the Waimea Community Dam, reached its full capacity, and the spillway commenced flowing on Sunday 21 January 2024.



Figure 5: Water flowing down the spillway, 21 January 2024.



Figure 6: Water from the full reservoir flows down the spillway, 21 January 2024.



3.3 First water release

Two submersible pumps were installed as a back-up for the period of very low flow and lack of rain in February. However, with the smaller of three permanent dispersing valves installed, water was able to be released from the reservoir through this valve on Saturday 2 March 2024. Twenty percent of the reservoir was released during March and early April 2024 to support an increase in downstream river levels and mitigate the impact of the severe drought at the time. During this period of dam operations, the Tasman District Council (TDC) removed, rather than having to impose, further water restrictions.



Figures 7 and 8: The small dispersing valve releasing water, 2 March 2024.



3.4 Testing of the two large valves

Successful testing of the two larger dispersing valves was undertaken after the period in early April 2024, marking the dam's completion. It is due to be commissioned later in April 2024.

The dam is now ready for operations, and the Contractor has largely demobilised. Practical Completion of the project is expected imminently once the Contractor completes their residual works.



Figure 9: Large valves releasing water from the full reservoir, April 2024.

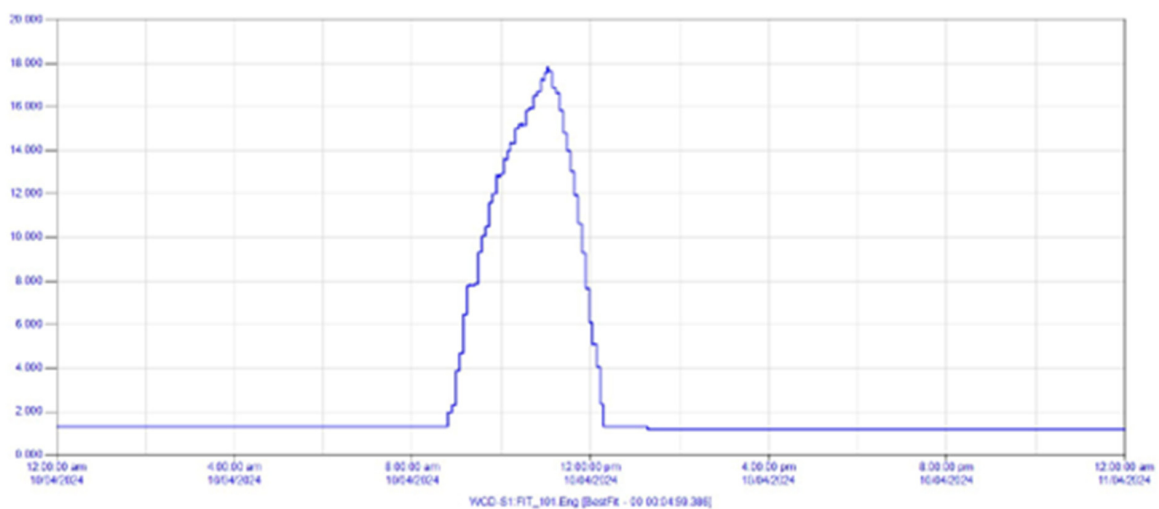


Figure 10: Outlet works flow during commissioning test, 10 April 2024.

4. Operational Readiness

WWL is now prepared for dam operations following the commissioning of the permanent facilities.

Operational elements completed this period include, but are not limited to:

- The construction of the site office.
- Operations and maintenance preparations.
- Commissioning of the permanent communication systems.
- Testing and commissioning of the Supervisory Control and Data Acquisition System (SCADA).



Figure 11: The complete and operational electrical control room, March 2024.



5. Environment

Progress on the environmental aspects of the project remain on track. Water quality results (Figures 14 and 15), remain within acceptable standards.

WWL acknowledges that water clarity has reduced over the summer drought period and that the drought conditions have driven algae growth in the Lee River. Water clarity issues are attributed to a long, warm and slow summer filling and algae in the river above the dam getting washed into the reservoir during rain events, reducing the clarity of water available for release. WWL anticipates that average reservoir and release water clarity will improve with the coming winter high flows.

The Quantitative Macroinvertebrate Community Index (QMCI) score for the period continues to indicate excellent river health, a significant achievement over the four years of project construction. WWL notes that subsequent to this reporting period, the downstream QMCI score has dipped from 'Excellent' to 'Good' and this is being closely monitored. WWL has made some adjustments to the release regime and ordered an extra round of monitoring to see if the trend improves.

Water quality monitoring will shortly move to include operations phase monitoring requirements.

Fish monitoring and bypass initiatives remain active, with no reports of aquatic impact during the period.



Figure 12: Upstream macroinvertebrate sampling site.

Lee River deposited fine sediments

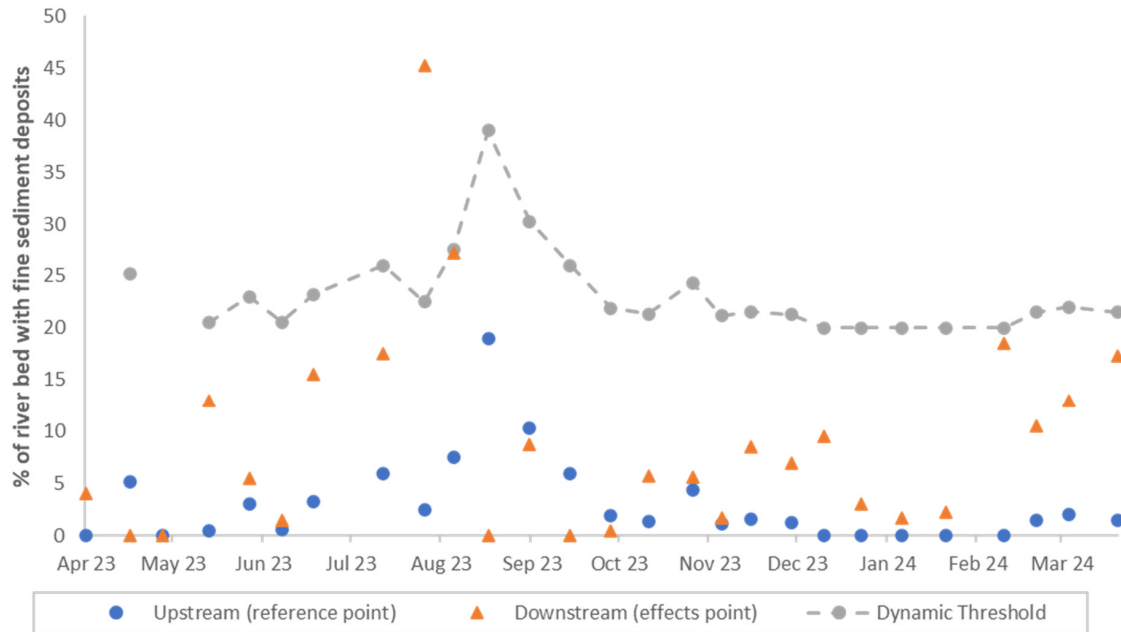


Figure 13: Lee River deposited fine sediments.

Lee River Quantitative Macroinvertebrate Community Index (QMCI) scores

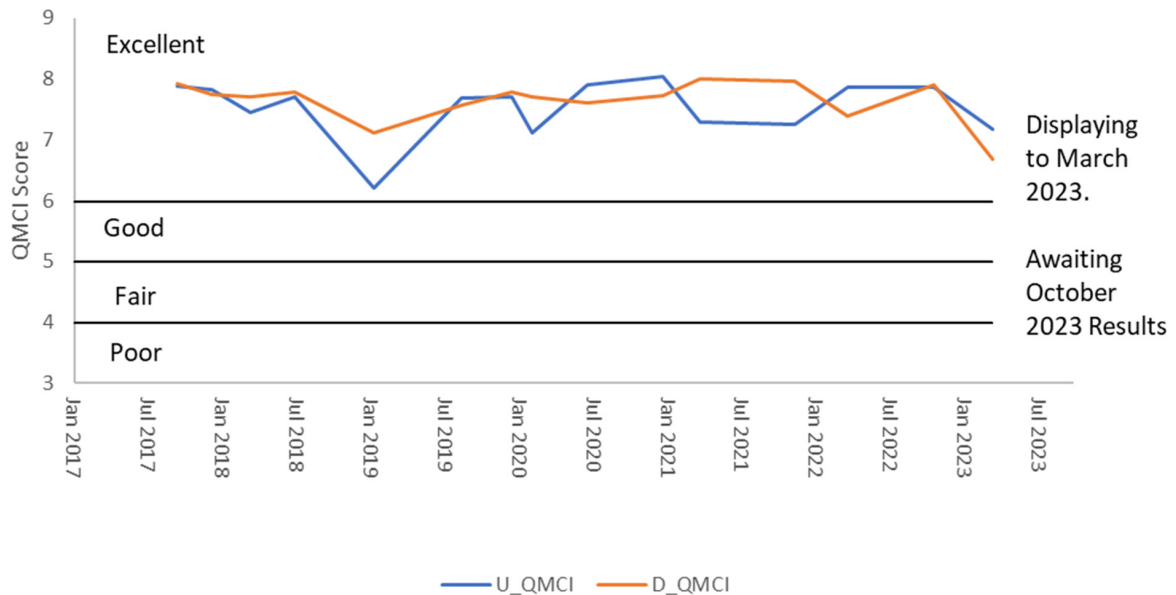


Figure 14: Lee River QMCI, recorded six-monthly.

6. Biodiversity Management Plan

WWL is happy to report that extensive native replanting at the dam site (Figure 15) seems to have survived well through the drought conditions to March 2024. In contrast, planting at the Waimea Bermlands site has suffered in the dry conditions and will require infill planting over winter 2024.



Figure 15: Planting at the dam site.



7. Public Affairs

WWL organised another display in the Richmond Mall for the community to visit during March and April 2024. The drop-ins have been popular with the public, who enjoy the information displayed and the up-to-date photos, newsletters and videos of the dam.

A presentation was made to the TDC in the public sessions on Wednesday 28 March 2024.

There were numerous media stories published in local and national media during the period to mark the various milestones and water release to mitigate the impact of the drought.



Figure 16: Public display in Richmond Mall, March–April 2024.



8. Programme

In April 2024, the dam was commissioned. The project is expected to achieve Practical Completion once the Contractor completes its residual works and obligation in May 2024. This is 2.25 years behind the original plan.

9. Cost and Risk

WWL's construction cost forecast of \$198.2M remains.

The sole significant residual risk pertains to the contractual disputes with the construction Contractor. This commercial risk is associated with an unexpected outcome from the Contractor-initiated adjudication (Construction Contracts Act 2002) and arbitration (construction contract) that is contrary to the decisions of both the engineer and earlier adjudication.

Both adjudication and arbitration are progressing. An outcome from the current adjudication is expected during mid-2024 and the final and binding arbitration in mid-2025.



Figure 17: First spillway flow, 21 January 2024.



10. Progress

As at the end of the period, 31 March 2024, WWL has spent \$189.2M (95%) of the forecast cost of \$198.2M (Figure 19), with 99% of construction completed. Funding sources are indicated in Figure 20.

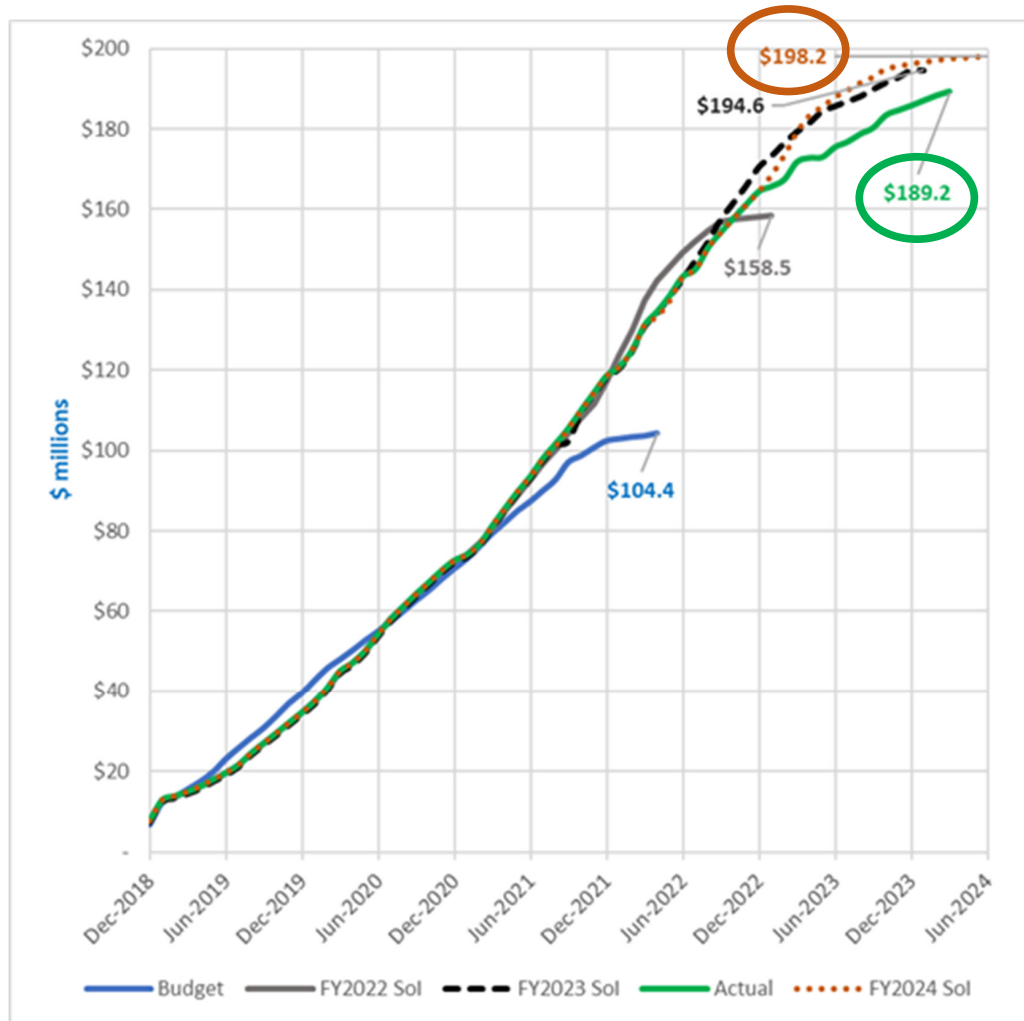


Figure 18: Project spend and cost forecast.

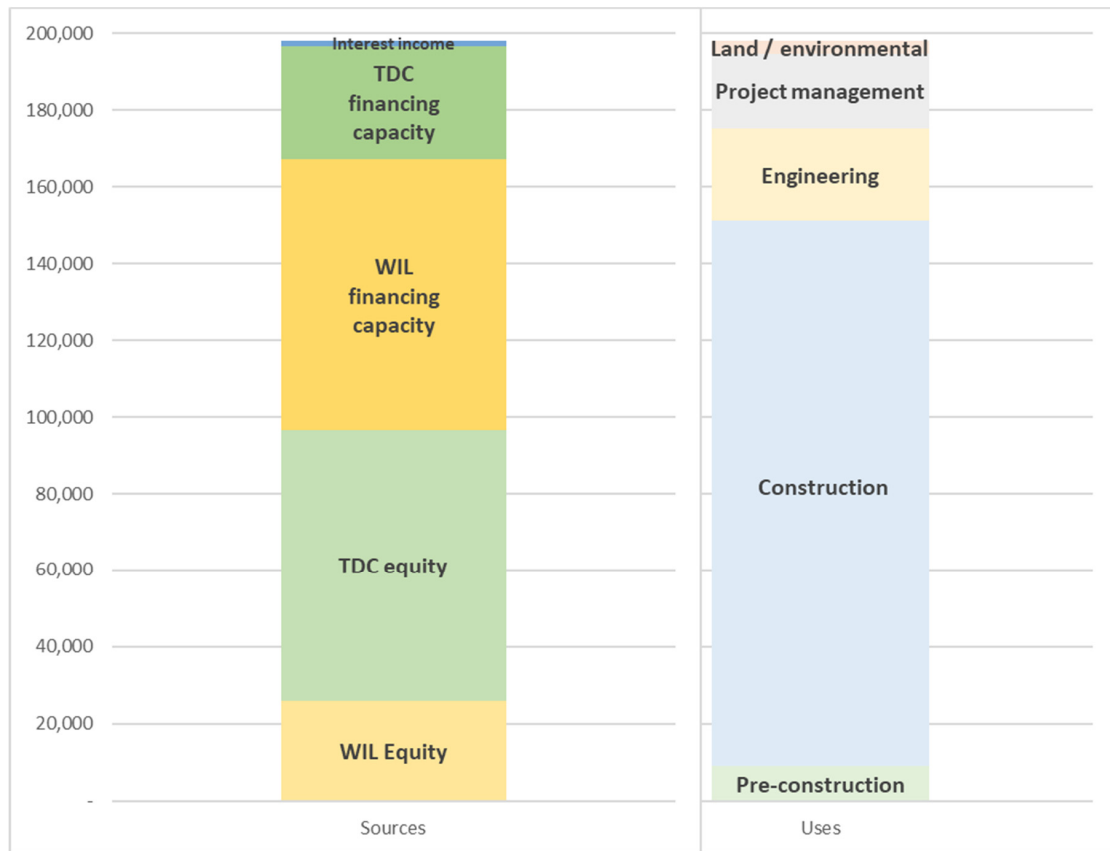


Figure 19: Funding sources and uses.



11. Unaudited Financial Information

Waimea Water Limited

Financial Statements
For the period ended 31 March 2024



draft unaudited 1 May 2024

Waimea Water Limited

Financial Statements
For the period ended 31 March 2024



draft unaudited 1 May 2024

Statement of Comprehensive Revenue and Expense

for the period ended 31 March 2024

	Note	9 months Mar 2024 \$000	9 months Mar 2023 \$000	12 months Jun 2023 \$000
Water charges income	1	2,221	1,050	1,589
<i>Operating expenses</i>				
Project costs	2	-	-	-
Dam operations	3	338	33	44
Employee costs *		430	363	490
Depreciation and impairment	4	13	68	73
Other administrative expenses	5	497	367	507
Operating expenses		1,278	831	1,114
Finance income	6	138	349	494
Finance costs	6	(1,881)	(1,106)	(1,709)
Surplus / (Deficit) for the period		(800)	(538)	(740)

* Some employee costs previously attributable to the build are now classified as operating expenses to be recovered in water charges.

Statement of Changes in Net Assets

for the period ended 31 March 2024

	Note	9 months Mar 2024 \$000	9 months Mar 2023 \$000	12 months Jun 2023 \$000
Opening retained earnings		(4,839)	(4,099)	(4,099)
Total surplus (deficit) for the period		(800)	(538)	(740)
Retained earnings as at period end		(5,639)	(4,637)	(4,839)
Opening share capital		93,250	81,016	81,016
Movement for the period		2,049	12,234	12,234
Share capital as at period end	7	95,299	93,250	93,250
Closing equity at period end		89,660	88,613	88,411

Statement of Financial Position

as at 31 March 2024

	Note	9 months Mar 2024 \$000	9 months Mar 2023 \$000	12 months Jun 2023 \$000
Assets				
<i>Current</i>				
Cash And Cash Equivalents	8	4,648	16,441	10,872
Receivables From Exchange Transactions	9	-	732	623
Receivables From Non-Exchange Transactions	10	248	64	252
Total Current Assets		4,896	17,237	11,747
<i>Non-Current</i>				
Property, Plant And Equipment	11	181,317	165,220	168,719
Deferred Tax Asset	12	-	-	-
Total Non-Current Assets		181,317	165,220	168,719
Total Assets		186,213	182,457	180,466
Liabilities				
<i>Current</i>				
Payables Under Exchange Transactions	13	804	5,224	3,493
Employee Entitlements	14	109	101	108
Total Current Liabilities		913	5,325	3,601
<i>Non-Current</i>				
Loans And Borrowings	15	95,640	88,519	88,454
Total Non-Current Liabilities		95,640	88,519	88,454
Total Liabilities		96,553	93,844	92,055
Net Assets		89,660	88,613	88,411
Equity				
Equity Contributions	7	95,299	93,250	93,250
Accumulated Funds		(5,639)	(4,637)	(4,839)
Total Equity		89,660	88,613	88,411

Statement of Cash Flows

for the period ended 31 March 2024

Note	9 months Mar 2024 \$000	9 months Mar 2023 \$000	12 months Jun 2023 \$000
<i>Cash flow from operating activities</i>			
Water charges income	2,074	1,260	1,897
Payments to suppliers	(382)	(980)	(126)
Payments to employees	(388)	(322)	(423)
Net cash from/(used in) operating activities	1,304	(42)	1,348
<i>Cash flow from investing activities</i>			
Purchase of property, plant and equipment	(14,669)	(29,434)	(34,393)
Purchase of financial assets	-	(0)	-
Net cash from/(used in) investing activities	(14,669)	(29,434)	(34,393)
<i>Cash flow from financing activities</i>			
Proceeds from equity	2,049	12,234	12,234
Proceeds from sale of financial assets	-	-	-
Proceeds from borrowings	6,835	24,170	24,106
Interest received	138	349	495
Interest paid on borrowings	(1,881)	(173)	(2,255)
Net cash from/(used in) financing activities	7,141	36,580	34,580
Net increase/(decrease) in cash and cash equivalents	(6,224)	7,104	1,535
Cash and cash equivalents, beginning of the year	10,872	9,337	9,337
Cash and cash equivalents at end of the year	4,648	16,441	10,872

Notes to the financial statements

Reporting entity

Waimea Water Limited ("WWL") is a Council Controlled Organisation under Section 6 of the Local Government Act 2002. WWL is registered under the Companies Act 1993. WWL has been established to manage the construction, operation and maintenance of the Waimea Community Dam.

These financial statements were authorised for issue by the Board of Directors on 24 May 2024.

Basis of preparation

(a) Statement of compliance

The financial statements have been prepared in accordance with the requirements of the Local Government Act 2002 which include the requirement to comply with Generally Accepted Accounting Practice in New Zealand as required by the Companies Act 1993. WWL has a balance date of 30th June.

The financial statements have been prepared in recognition of WWL being a public benefit entity, in accordance and to comply with PBE Standards RDR. Disclosure concessions have been applied. WWL is eligible to report in accordance with PBE Standards RDR because it does not have public accountability and is not large.

(b) Basis of measurement

The financial statements are prepared on the basis of historical cost, and on the going concern basis.

(c) Functional and presentation currency

The financial statements are presented in New Zealand dollars and all values are rounded to the nearest thousand dollars ("000s"). The functional currency of WWL is New Zealand dollars (NZ\$).

(d) Comparatives

Comparative financial periods are the same period in the prior financial year or the last financial year end.

Comparatives may have been reclassified from that reported in earlier financial statements where appropriate to ensure consistency with the expanded presentation of the current year's position and performance.

(e) Changes in accounting policies

The accounting policies adopted are consistent with those of the previous financial year. Any impact of new and amended standards and interpretations applied in the year is limited to additional note disclosures.

Summary of significant accounting policies

The preparation of financial statements requires WWL to make estimates and assumptions that affect the reported amounts of assets and liabilities at the date of the financial statements and the reported amounts of revenues and expenses during the reporting period. Future outcomes could differ from those estimates. Areas of judgement in preparing financial statements are set out below. These are assessed by Management as part of the reporting process and included within the accounts. The principal area of judgement in financial statements for the period are described in sections (i) and (k) below.

(f) Cash and Cash Equivalents

Cash and cash equivalents includes cash in hand, deposits held at call with banks, other short term highly liquid investments with original maturities of three months or less, and bank overdrafts. Bank overdrafts are shown within borrowings in current liabilities in the Statement of Financial Position.

Notes to the financial statements

(g) Trade and Other Receivables

Trade and other receivables are recorded at the amount due, less any allowance for impairment measured using the simplified expected credit losses method.

(h) Trade and Other Payables

Trade and other payables are initially measured at fair value and subsequently measured at amortised cost using the effective interest method.

(i) Property, plant and equipment

Property, Plant & Equipment (PPE) is recognised in accordance with PBE IPSAS 17, at historical cost less accumulated depreciation and any accumulated impairment losses. Historical Cost includes expenditure that is directly attributable to bringing the asset to the location and condition necessary for it to be capable of operating in the manner intended by management. 'Directly attributable' includes; all costs directly associated with the dam build including professional fees, all staff costs where a majority of the person's time is directly associated with the dam build, and a reasonable allocation of other costs incurred for staff identified above. The assets' residual values, useful lives and depreciation methods are reviewed, and adjusted prospectively if appropriate, if there is an indication of a significant change since the last reporting date. An asset's carrying amount is written down immediately to its recoverable amount if the asset's carrying amount is greater than its estimated recoverable amount. Uncompleted capital works are not depreciated until ready for service.

Subsequent expenditure is capitalised and added to the carrying amount of an item of Property, Plant and Equipment when the cost is incurred if it is probable that the future economic benefits embodied in the specific asset will flow to WWL and the cost of the item can be measured reliably. The costs of day-to-day servicing of Property, Plant and Equipment are recognised in the surplus or deficit as incurred.

The cost of an item of Property, Plant and Equipment is recognised as an asset if, and only if, it is probable that future economic benefits or service potential associated with the item will flow to WWL and the cost of the item can be measured reliably. Individual or groups of assets are capitalised if their cost is greater than \$500. Where an asset is acquired at no or for a nominal cost it is recognised at fair value as at the date of acquisition.

The majority of capital expenditure will remain as work in progress for the duration of the project and is not depreciated until ready for service.

Disposals

Gains and losses are determined by comparing the proceeds with the carrying amount and are recognised in the surplus or deficit. Net gains and losses are only recognised when the significant risks and rewards or ownership have been transferred to the buyer, recovery of the consideration is probable, the associated costs can be estimated reliably, and there is no continuing involvement.

Depreciation

The depreciable amount of an asset is determined based on its useful life. Rates and methods of depreciation reflect the pattern in which the assets' future economic benefits are expected to be consumed by WWL.

Buildings	not applicable
Leasehold improvements	10%
Furniture and equipment	16% - 50%
Vehicles	20% - 30%
Dam (Capital WiP)	not applicable

Notes to the financial statements

After completion, depreciation of dam project components (including costs directly attributable to bringing them to the location and condition necessary to be capable of operating in the manner intended by management) will be provided on a straight line basis to write off the cost (or valuation) to estimated residual values, over their useful lives.

Land	not depreciated
Buildings (including fit out)	2-100 years
Bridges	100 years
Culverts, structures and fill (concrete, rock)	80-120 years
Earthworks and river stop banks	not depreciated
Rock and slope protection	80-120 years
Water pipes/valves/meters (manual)	15-80 years
Water pipes/valves/meters (automatic)	15-80 years

(j) Intangible assets

Software Acquisition and Development

Acquired computer software licences are capitalised on the basis of the costs incurred to acquire and bring to use the specific software. Costs associated with maintaining computer software are recognised as an expense when incurred.

(k) Impairment of non-current assets

The carrying amounts of WWL's assets are reviewed at each annual balance date to determine whether there is any indication of impairment. If any such impairment exists, the asset's recoverable amount is estimated.

If the estimated recoverable value amount of an asset is less than its carrying amount, the asset is written down to its estimated recoverable amount, and an impairment loss is recognised in the surplus or deficit.

The recoverable amount of an asset is the higher of the fair value less costs to sell and value in use. Value in use is determined by estimating future cash flows from the use and discounting these to their present value using a pre-tax discount rate that reflects the current market rates and the risks specific to the asset. For an asset that does not generate largely independent cash inflows, the recoverable amount is determined for the cash generating unit to which the asset belongs.

Where an impairment loss subsequently reverses, the carrying amount of the asset (cash-generating unit) is increased to the revised estimate of its recoverable amount, but only to the extent that the increased carrying amount does not exceed the carrying amount that would have been determined had no impairment loss been recognised for the asset (cash-generating unit) in prior years. A reversal of an impairment loss is recognised to the extent that an impairment loss for that asset was previously recognised in the surplus or deficit immediately.

(l) Other Financial Assets

Term investments over 90 days are classified as "other financial assets". They are initially measured at fair value, net of transaction costs. After initial recognition, financial assets in this category are measured at amortised cost using the effective investment method, less impairment. Gains and losses when the asset is impaired are recognised in the profit or loss.

(m) Share Capital

Ordinary shares are classified as equity. Direct costs of issuing shares are shown as a deduction from the proceeds of issue. At balance date some shares may have been issued but not called up.

(n) Interest Bearing Borrowings

Interest bearing borrowings are recognised initially at fair value less attributable transaction costs. Subsequent to initial recognition, interest bearing borrowings are stated at amortised cost using the effective interest method. Borrowing costs directly attributable to the acquisition or construction of an asset that takes a period of greater than one year to get ready for its intended use, but not recoverable as revenue, are capitalised as part of the cost of the asset.

Notes to the financial statements

(o) Employee Entitlements

A liability for annual leave is accrued and recognised in the Statement of Financial Position. The liability is calculated on an actual entitlements basis at current rates of pay. These include salaries and wages accrued up to balance date, alternate days earned but not yet taken, and annual leave earned but not yet taken up to balance date.

(p) Revenue

Revenue comprises the fair value of the consideration received or receivable in the ordinary course of WWL's activities, net of discounts, rebates and taxes. Revenue is recognised to the extent it is probable that the economic benefits will flow to WWL and the revenue can be reliably measured.

Revenue includes the recovery of both financing and operating costs.

Interest income is recognised on an accrual basis using the effective interest method.

(q) Expenses

Financing Costs

Financing costs comprise interest payable on borrowings calculated using the effective interest rate method. They exclude qualifying costs that are capitalised.

Dividends

WWL operates on a cost recovery basis. Therefore no dividends are payable.

(r) Income Tax

Income tax expense in relation to the surplus or deficit for the period comprises current tax and deferred tax.

Current tax is the amount of income tax payable based on the taxable profit for the current year, plus any adjustments to the income tax payable in respect to prior years. Current tax is calculated using rates that have been enacted or substantively enacted by balance date.

Deferred tax is the amount of income tax payable or recoverable in future periods in respect of temporary differences and unused tax losses. Temporary differences are differences between the carrying amount of assets and liabilities in the financial statements and the corresponding tax bases used in the computation of taxable profit.

Deferred tax liabilities are generally recognised for all taxable temporary differences. Deferred tax assets are recognised to the extent that it is probable that taxable profits will be available against which the deductible temporary differences or tax losses can be utilised.

Deferred tax is not recognised if the temporary difference arises from the initial recognition of an asset and liability in a transaction that is not a business combination, and at the time of the transaction, affects neither accounting profit nor taxable profit.

Deferred tax is calculated at the tax rates that are expected to apply in the period when the liability is settled or the asset is realised, using tax rates that have been enacted or substantively enacted by balance date.

Current tax and deferred tax is charged or credited to the surplus or deficit, except when it relates to items charged or credited directly to equity, in which case the tax is dealt with in equity and other comprehensive revenue and expenses.

(s) Goods and Services Tax (GST)

All items in the financial statements are stated exclusive of GST, except for receivables and payables, which are stated on a GST inclusive basis. Where GST is not recoverable as input tax then it is recognised as part of the related asset or expense.

The net amount of GST recoverable from or payable to Inland Revenue is included as part of receivables or payables in the Statement of Financial Position.

The net GST paid to or received from Inland Revenue, including the GST relating to investing and financing activities, is classified within operating cash flow in the Statement of Cash Flows.

1 Water charges income

	9 months Mar 2024	9 months Mar 2023	12 months Jun 2023
Note	\$000	\$000	\$000

Water charges recover finance costs of loans (refer Note 15) and operating costs. Finance costs to CIIL are recovered from WIL only. Other finance costs and all operating costs are shared between TDC and WIL.

Water charges income - TDC	786	498	797
Water charges income - WIL	1,435	552	792
Total	20	2,221	1,050
		1,589	

2 Project construction costs

	9 months Mar 2024	9 months Mar 2023	12 months Jun 2023
	\$000	\$000	\$000

The following amounts attributable to the build were passed through operational accounts:

Dam construction costs	7,082	20,436	21,513
Project services	3,046	4,695	6,197
Borrowing costs capitalised	-	128	128
WWL operations	2,488	2,382	3,305
Transfer costs attributable to build to Capital WIP	(12,616)	(27,641)	(31,143)
Total	-	-	-

3 Dam operations

	9 months Mar 2024	9 months Mar 2023	12 months Jun 2023
	\$000	\$000	\$000

Some operations costs are being incurred during the construction period as the project transitions from construction to operations.

Commissioning costs	273	-	-
Dam operations	55	32	44
Dam safety	10	1	-
Total	338	33	44

4 Depreciation, amortisation and impairment expenses

		9 months Mar 2024	9 months Mar 2023	12 months Jun 2023
	Note	\$000	\$000	\$000
Depreciation of property, plant and equipment	11	13	12	17
Impairment *		-	56	56
Total		13	68	73

* Primarily of pre-incorporation costs and other costs incurred to investigate solutions not later adopted.

5 Other overhead and administrative expenses

	9 months Mar 2024	9 months Mar 2023	12 months Jun 2023
	\$000	\$000	\$000
WCD rates	231	1	1
Professional fees	104	117	174
Office costs	75	77	113
Insurance	67	95	105
Auditor remuneration	-	38	52
Accounting fees	14	12	15
Legal fees	6	27	47
Total	497	367	507

6 Finance income and costs

	9 months Mar 2024	9 months Mar 2023	12 months Jun 2023
	\$000	\$000	\$000
<i>Finance income</i>			
Interest income on cash and bank deposits	138	349	494
<i>Finance costs</i>			
Interest expense *	(1,881)	(1,106)	(1,709)
Bank fees	-	-	-
Total Finance costs	(1,881)	(1,106)	(1,709)

* Interest expense on loans, recoverable within water charges.

7 Share Capital

9,999 shares were authorised and issued on 21 Dec 2018.

2,842 shares have been issued since.

	9 months Mar 2024	9 months Mar 2023	12 months Jun 2023
Ordinary shares - TDC	7,780	7,075	7,545
Ordinary shares - WIL	2,978	2,978	2,978
Non-voting shares - TDC	172	172	172
Non-voting shares - WIL	1,911	1,911	1,911
Shares at the end of the period	12,841	12,136	12,606

Ordinary shares have rights to vote, receive dividends, and participate in distribution on liquidation. Non-voting shares have no equivalent rights.

TDC ordinary shares have a par value of \$8,718.20.

TDC ordinary shares contribution*	\$67,832k	\$65,783k	\$65,783k
TDC contribution per ordinary share.	\$8,718.79	\$9,297.95	\$8,718.75

TDC ordinary shares issued and fully paid	7,780	7,075	7,545
TDC ordinary shares issued and not fully paid	-	-	-

TDC non-voting shares have a par value of \$8719.91.	\$1,500k	\$1,500k	\$1,500k
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WIL ordinary shares have a par value of \$8,719.51.

WIL ordinary shares contribution*	\$25,967k	\$25,967k	\$25,967k
WIL contribution per ordinary share.	\$8,719.51	\$8,719.51	\$8,719.51

WIL ordinary shares issued and fully paid	2,978	2,978	2,978
WIL ordinary shares issued and not fully paid	-	-	-

WIL non-voting shares have a par value of \$0.01.	-	-	-
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Total shares contribution	\$95,299k	\$93,250k	\$93,250k
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* Contributions represent the total dollar value of shares paid up. Contribution movements are shown in Note 20. TDC contributions were primarily made to provide working capital to WWL. WIL contributions were made on agreed instalments.

TDC has committed to fund additional project costs. Shareholders have agreed part of the additional funding will be way of subscription for further shares with a par value of \$8,719.91. At Balance Date WWL has authorised the issue of 336 additional ordinary shares with a par value of \$8,719.91. WWL will not authorise or issue further ordinary shares if it results in WIL holding less than 25% of total ordinary shares. Any additional project costs not funded by capital will be funded by loan, refer Note 15.

8 Cash and cash equivalents

	9 months Mar 2024 \$000	9 months Mar 2023 \$000	12 months Jun 2023 \$000
Cash at bank and in hand	4,648	16,441	10,872
Total	4,648	16,441	10,872

9 Receivables from exchange transactions

	Note	9 months Mar 2024 \$000	9 months Mar 2023 \$000	12 months Jun 2023 \$000
Related party receivables	20	-	732	623
Total		-	732	623

10 Receivables from non-exchange transactions

	9 months Mar 2024 \$000	9 months Mar 2023 \$000	12 months Jun 2023 \$000
GST receivable	239	64	252
Other prepayments / receivables	9	-	-
Total	248	64	252

11 Property, plant and equipment

Note	Capital WIP \$000	Leasehold improvements \$000	Furniture and office equip \$000	Vehicles and site equip \$000	Total \$000
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Movements for each class of property, plant and equipment are as follows:

9 months Mar 2024	<u>Gross carrying amount</u>					
	Opening	168,458	28	108	393	168,987
	Additions	12,616	-	6	21	12,643
	<u>Disposals</u>			(6)	-	(6)
	Gross carrying amount	181,074	28	108	414	181,624
	<u>Accumulated depreciation and impairment</u>					
	Opening	-	(10)	(72)	(186)	(268)
	Depreciation - assets attributable to the build	-			(32)	(32)
	Depreciation - administration assets	4	(1)	(10)	(2)	(13)
	<u>Disposals</u>			6	-	6
	Accumulated depreciation and impairment	-	(11)	(76)	(220)	(307)
	Carrying amount 31 March 2024	181,074	17	32	194	181,317

12 months Jun 2023	<u>Gross carrying amount</u>					
	Opening	137,315	28	87	278	137,708
	Additions	31,199		21	115	31,335
	<u>Impairment</u>	(56)				(56)
	Gross carrying amount	168,458	28	108	393	168,987
	<u>Accumulated depreciation and impairment</u>					
	Opening	-	(8)	(57)	(145)	(210)
	Depreciation - assets attributable to the build				(41)	(41)
	<u>Depreciation - administration assets</u>	4	(2)	(15)	-	(17)
	Accumulated depreciation and impairment	-	(10)	(72)	(186)	(268)
	Carrying amount 12 months Jun 2023	168,458	18	36	207	168,719

12 Deferred tax

	9 months Mar 2024 \$000	9 months Mar 2023 \$000	12 months Jun 2023 \$000
<i>Deferred tax assets are only recognised when management consider it probable that future tax profits will be available against which these assets will be utilised.</i>			
Recognised deferred tax assets:	-	-	-
<i>Unrecognised deferred tax assets are based on:</i>			
Statement of Comprehensive Revenue and Expense	(800)	(538)	(740)
Temporary differences *	2	80	95
Temporary differences **	(71)	(64)	439
Taxable income (deficit)	(869)	(522)	(206)
<i>Unrecognised deferred tax assets consist of:</i>			
Opening balance	1,084	1,026	1,026
Tax on taxable position above, at 28%	243	146	58
Total unrecognised deferred tax asset	1,327	1,172	1,084
Taxable loss carried forward	4,740	4,187	3,872
* Primarily related to the deductibility of annual leave			
** Primarily related to the deductibility of capitalised finance costs			

13 Payables under exchange transactions

	Note	9 months Mar 2024 \$000	9 months Mar 2023 \$000	12 months Jun 2023 \$000
Trade creditors		744	4,437	2,762
Related party payables *	20	14	736	717
Non trade payables and accrued expenses		46	51	14
Total		804	5,224	3,493
* Primarily finance costs on shareholder advances, and Director fees.				

14 Employee entitlements

	9 months Mar 2024 \$000	9 months Mar 2023 \$000	12 months Jun 2023 \$000
Annual leave entitlements	109	101	108
Total	109	101	108

15 Loans and borrowings

	Note	9 months Mar 2024 \$000	9 months Mar 2023 \$000	12 months Jun 2023 \$000
Non-current - Secured loans - CIIL		25,042	25,305	25,240
Non-current - Secured loans - TDC	20	70,248	63,214	63,214
Non-current - WIL	20	350	-	-
Total		95,640	88,519	88,454

WWL has financing arrangements with Crown Irrigation Investments Limited up to \$25,000,000 plus interest. Facilities were drawn down to fund project costs, and are secured by a general security over present and future assets. Facilities are provided subject to credit support from Tasman District Council ("TDC") plus guarantees from Waimea Irrigators Limited, and are repayable by 2034.

TDC has committed to fund additional project costs. WWL has financing arrangements with TDC up to \$76,052,856, secured by a second ranking general security over present and future assets.

WWL finance costs will be recovered from both shareholders.

At Balance Date \$70,248,470 has been drawn against those facilities. Remaining funds can be drawn to fund project costs. Facilities are repayable by 2058 or may be converted to equity.

WIL have committed to CIIL to fund \$350,000 for WWL's Debt Service Reserve commitment to CIIL.

16 Financial instruments

The carrying amounts presented in the statement of financial position relate to the following categories of financial assets and liabilities.

	Held-to-maturity investments	Loans and receivables	Financial Liabilities at amortised cost	Total
	\$000	\$000	\$000	\$000
9 months Mar 2024				
<u>Financial assets</u>				
Cash and cash equivalents	-	4,648	-	4,648
Trade debtors and other receivables	-	-	-	-
Other financial assets	-	-	-	-
Total Financial assets	-	4,648	-	4,648
<u>Financial liabilities</u>				
Trade creditors and other payables	-	-	719	719
Loans and borrowings *	-	-	95,640	95,640
Total Financial liabilities	-	-	96,359	96,359
12 months Jun 2023				
<u>Financial assets</u>				
Cash and cash equivalents	-	10,872	-	10,872
Trade debtors and other receivables	-	382	-	382
Other financial assets	-	-	-	-
Total Financial assets	-	11,254	-	11,254
<u>Financial liabilities</u>				
Trade creditors and other payables	-	-	2,565	2,565
Loans and borrowings *	-	-	88,454	88,454
Total Financial liabilities	-	-	91,019	91,019
* Loans and borrowings				
	9 months	12 months		
	Mar 2024	Jun 2023		
Crown Irrigation Investments Limited	25,042	25,240		
Tasman District Council	70,248	63,214		
Waimea Irrigators Limited	350	-		
	95,640	88,454		

17 Commitments

	9 months Mar 2024 \$000	9 months Mar 2023 \$000	12 months Jun 2023 \$000
<i>Expenditure contracted for at the end of the reporting period but not yet incurred comprises unpaid contract values, and unpaid determined variations or unpaid purchase orders, for the Contractor and/or Damwatch.</i>			
Property, plant and equipment	2,426	16,748	15,411
Total	2,426	16,748	15,411

18 Contingent assets and contingent liabilities

The entity has no contingent assets or contingent liabilities.

WWL is facing adjudication and arbitration but believes the likelihood of a significant judgment is remote, and the value of any judgment cannot be reasonably estimated.

19 Events after the reporting period

There were no significant events after the balance date that would require amounts recognised in these financial statements to be adjusted.

20 Related party transactions

WWL is jointly owned by Tasman District Council ("TDC" - 61.9% of issued shares) and Waimea Irrigators Limited ("WIL" - 38.1%). TDC and WIL are Joint Operators. WWL also has a related party relationship with its Directors and other management personnel. Key management personnel include the Board of Directors and members of Senior Management.

Note	9 months Mar 2024 \$000	9 months Mar 2023 \$000	12 months Jun 2023 \$000
<u>Purchase / reimbursement of services</u>			
Directors	-	-	-
Shareholder services *	236	19	20
Total purchase	236	19	20
<u>Sale / reimbursement of services</u>			
Water charges **	1	2,221	1,050
Total sale	2,221	1,050	1,589
<u>Share Capital contributions from Joint Operators</u>			
Tasman District Council Share Capital	2,049	12,234	-
Waimea Irrigators Limited Share Capital	-	-	-
Total contributions	2,049	12,234	-
<u>Loans and borrowings</u>			
Non-current - Secured loans - TDC	69,848	63,086	62,814
Borrowing costs capitalised - TDC	400	128	400
DSR advance - WIL	350	-	-
Total loans	70,598	63,214	63,214
<i>TDC has committed to fund additional project costs.</i>			
<u>Period end payable to related parties:</u>			
Directors	14	50	28
Shareholders *	-	686	689
Total payables	13	736	717
<u>Period end receivable from related parties:</u>			
Shareholders **	9	-	732
Total receivables	-	732	623
* TDC provides multiple services to WWL in the normal course of operating activities (e.g. resource consent fees, rates), and also recovers interest costs on loans.			
** Water charges commenced in FY2022.			
<u>Key management compensation</u>			
Salaries and other short-term employee benefits	287	515	627
Directors fees	197	176	239
Total	484	691	866
Persons recognised as key management personnel	8	9	9

Company Directory

Directors

David Wright (Chair)
Bruno Simpson (Deputy Chair)
Doug Hattersley
Julian Raine
Andrew Spittal
Margaret Devlin
Graeme Christie

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Chief Executive

Mike Scott

Management

Chief Financial Officer:
Operations Manager:

Dave Ashcroft
Alasdair Mawdsley

Auditor

Audit New Zealand on behalf of the Auditor-General

Accountant

Findex Ltd

Banker

ANZ Corporation

Lawyers

Anderson Lloyd
Duncan Cotterill
Pitt & Moore

draft unaudited 1 May 2024

7.6 INITIATION OF THE MOTUEKA WASTEWATER TREATMENT SOLUTIONS PROJECT**Decision Required**

Report To:	Tasman District Council
Meeting Date:	20 June 2024
Report Author:	Pauline Webby, Senior Water and Wastewater Planning Advisor; Adam Henderson, Team Leader - Project Managers
Report Authorisers:	Dwayne Fletcher, Strategic Policy Manager; John Ridd, Group Manager - Service and Strategy
Report Number:	RCN24-06-9

1. Purpose of the Report / Te Take mō te Pūrongo

- 1.1 To seek the Council's approval for the initiation of the Motueka Wastewater Treatment solutions (WWTS) project.

2. Summary / Te Tuhinga Whakarāpotō

- 2.1 At the time of writing this report, there are 11 years left to investigate, design, fund, build and commission a new solution for Motueka Wastewater Treatment (WWTS).
- 2.2 This report sets out the project timeline in associated blocks and details the next year of work which we are seeking approval to commence.
- 2.3 The timeframe of the work stages to complete and commission a Motueka wastewater treatment solution is bounded by the resource consent expiry date of 15 October 2035.

3. Recommendation/s / Ngā Tūtohunga**That the Tasman District Council**

1. receives the Initiation of the Motueka Wastewater Treatment Solutions Project report, RCN24-06-9; and
2. approves the initiation of the Motueka Wastewater Treatment Plant work programme (first stage year 1 preparation and options).

4. Background / Horopaki

- 4.1 The Motueka WWTS is in a location that is no longer appropriate or resilient to natural hazard events/climate change effects for a wastewater treatment plant and a solution is required that would relocate from the current site.
- 4.2 The risk factors for the Motueka WWTS include flooding from the Motueka river, coastal storm surges, and rising sea level. Over time, climate change induced sea level rise will render the location untenable for use as a WWTS facility.

- 4.3 Alongside this risk, our region's iwi have signalled consistently that the WWTS adversely impacts wāhi tapu, mahinga kai and that the discharges directly to water are offensive.
- 4.4 Resource consent decision RM141088 sets out the consent framework and conditions for the existing WWTS and gave a term of 20 years with the expiry date being 15 October 2035. Condition 6 of this consent required a feasibility study to be undertaken to look at the possible future site options that would meet a set of criteria.

5. Analysis and Advice / Tātaritanga me ngā tohutohu

- 5.1 The first year of project planning is critical to the project's success by ensuring there is an effective team in place to ensure the framework for development and implementation of a WWTS solution is robust.
- 5.2 The March Council workshop signalled the start of this work programme in July 2024. It is intended the following work will be undertaken in the first two years:
- ensure that partnership with iwi is in place - the Regional Wastewater Philosophy (RWWP) work provides a framework;
 - reactivate and task the Motueka Wastewater Working Group. As part of this process, update the terms of reference and replace 'working' in the name of the group to 'reference'. This provides clarity that this existing group has a historical context and for other stakeholders there will be other forums to gather their input;
 - set up a Motueka Wastewater Project Board and structure, with iwi in partnership with the Council;
 - identify the internal team and requirements;
 - develop project principles and set up a communication plan;
 - undertake a 'lessons learned' process which includes the Waimea Community Dam project and other large projects (potentially from around New Zealand);
 - identify key stakeholders;
 - review and investigate current wastewater treatment designs/solutions in New Zealand;
 - review and investigate all practicable options for a Motueka wastewater treatment solution, including the transfer of wastewater elsewhere;
 - set a review schedule to update the Council's Executive Leadership Team and Councillors on the project timeline and to keep the Motueka Ward Councillors regularly briefed; and
 - schedule a Councillor workshop for May 2025, to outline completed work and outcomes and seek direction for Year 2 of the work plan.

6. Options / Kōwhiringa

- 6.1 The options are outlined in the following table:

Option		Advantage	Disadvantage
1.	Approve programme of work for next year	<p>Ensures there is a clear start point for the project.</p> <p>Ensures that lessons learnt from (WCD and other projects of scale in New Zealand) are built into the programme.</p> <p>Allows time to set up a Council project framework effectively.</p> <p>Will be able to factor in wastewater servicing/ housing growth and relocation longer term for areas of Motueka exposed to rising sea level risks</p>	<p>Burdens on funding, staff constraints - not being available to support the work.</p> <p>Increased funding risk associated with a project with significant scale for the Council.</p>
2.	Delay work in part or full	Financial commitment deferred.	<p>WWTS may not be commissioned before the consent expiry on 15 October 2035.</p> <p>Natural hazard impacts may be realised without any preparation for alternatives.</p> <p>No climate resilience is being accounted for.</p>

6.2 Option one is recommended.

7. Legal / Ngā ture

- 7.1 Te Tiriti o Waitangi/Treaty of Waitangi, Resource Management Act (RMA), Local Government Act (LGA), Tasman Resource Management Plan (TRMP), Tasman Wastewater Bylaw and the RM141088 resource consent 2035 expiry date.

8. Iwi Engagement / Whakawhitiwhiti ā-Hapori Māori

- 8.1 Early work undertaken with the District's iwi for a transfer to Three Waters entity is now being taken advantage of to reposition as a partnership with iwi under the framework set out in 'Together Te Tauīhu.' This will enable a strong and effective partnership between the Council and iwi to understand the opportunities and constraints of developing a new WWTS solution together.
- 8.2 The partnership will lead the public engagement with the community and key stakeholders.
- 8.3 The existing Motueka Wastewater Working Group will be reactivated and tasked to support the community process in some form (yet to be decided). It has full membership of all the District's iwi and corporate entities.

- 8.4 The Motueka Wastewater Working Group is a specific group formed post the iwi 2005 Environment Court challenge to the Tapu Bay pipeline. This group has a specific membership and over the past 20 years has been a reference group for Motueka wastewater generally and re-tasked several times. Staff are recommending this role be better reflected in the group's name by changing it to the Motueka Wastewater **Reference** Group.
- 8.5 The last work undertaken was the development of the feasibility study that was a requirement of RM141088 condition 6. This group has been on hold since 2022 and will be re-tasked at the start of the Motueka WWTS project. Membership is as follows:
- Department of Conservation;
 - Nelson Tasman Health Board;
 - Fish & Game;
 - the region's iwi;
 - Wakatū;
 - Whakarewa (NRAIT);
 - Motueka Councillors; and
 - Motueka Community Board Chair.

9. Significance and Engagement / Hiranga me te Whakawhitiwhiti ā-Hapori Whānui

- 9.1 Schedule 1 of the significance and engagement policy lists Wastewater treatment plants and reticulation as a strategic asset. The community will have a high level of interest in the solutions identified, and ultimately the solution decided upon. The financial, environmental, and cultural impact of the solution ultimately constructed will be significant. There will be several steps over the longer-term programme to engage the public formally on this.
- 9.2 However, this report recommends we start work and outlines the proposed programme for the next year, including early engagement with interested parties, and seeks the Council's approval. This decision, by itself, is not significant and doesn't require consultation.

	Issue	Level of Significance	Explanation of Assessment
1.	Is there a high level of public interest, or is decision likely to be controversial?	Low	The Motueka WWTS will involve the community and interest is already high in parts of the community and interested stakeholders. The start-up decision in this report is not of high significance.
2.	Are there impacts on the social, economic, environmental or cultural aspects of well-being of the community in the present or future?	Low	Yes, but the decision sought in this report to initiate early work is not significant in of itself.

	Issue	Level of Significance	Explanation of Assessment
3.	Is there a significant impact arising from duration of the effects from the decision?	Med	The decision to start the project this year ensures no further loss of time for the project and allows for project planning. The long term outcomes are reliant on effective front end planning.
4.	Does the decision relate to a strategic asset? (refer Significance and Engagement Policy for list of strategic assets)	Med	Yes, but the decision sought in this report to initiate early work is not significant in of itself.
5.	Does the decision create a substantial change in the level of service provided by Council?	Low	No, the decision sought in this report does not propose any changes to levels of service. The final solution will improve capacity and resilience of wastewater treatment for Motueka, but this does not change the Council's level of service.
6.	Does the proposal, activity or decision substantially affect debt, rates or Council finances in any one year or more of the LTP?	Low	Not in the next first year of the project, but over the next 10 years this will be a significant financial commitment.
7.	Does the decision involve the sale of a substantial proportion or controlling interest in a CCO or CCTO?	Low	No.
8.	Does the proposal or decision involve entry into a private sector partnership or contract to carry out the deliver on any Council group of activities?	Low	Not at the first phase of planning.
9.	Does the proposal or decision involve Council exiting from or entering into a group of activities?	Low	There will be early community engagement and communication messaging in Year 1.
10.	Does the proposal require particular consideration of the obligations of Te Mana O Te Wai (TMOTW) relating to freshwater?	Med	Communication/community engagement. There will be a need to provide opportunities for the community and stakeholders to engage with us, alongside early key messages, and good visibility on the steps for the project.

	Issue	Level of Significance	Explanation of Assessment
			There will be an opportunity for community engagement on the solutions for the Motueka WWTS solutions.
11	Does the proposal require consideration of the obligations of Te Mana O Te Wai (TMOTW) relating to freshwater and Three Waters services?	High	Yes, it will need to be where there is a proximity to freshwater.

10. Communication / Whakawhitiwhiti Kōrero

- 10.1 Over the next 11 years the Motueka wastewater project is a high cost/high risk project. The estimated costs are set out in the Draft Long Term Plan 2024-2034.
- 10.2 The first year of this project is not high cost or risk. However, the foundation work of this first year is critical to the planning and success of later stages.

11. Financial or Budgetary Implications / Ngā Ritenga ā-Pūtea

- 11.1 This is a high-risk project for multiple reasons and is considered complex. It will include consideration of wastewater volume/quantity/quality issues with climate resilience factors needing to be accounted for.
- 11.2 There will be risks managing the community and stakeholders' expectations and concerns for many reasons. These will encompass community anxiety and concerns around the cost and debt impacts on rates, the location of a new WWTS solution, where any output of treated discharges will go.
- 11.3 This first year will lay out the steps for a robust process. A key component of the planning process will be to ensure a clear communication plan with key messages at the key stages both internally for the Council staff and externally to the community and stakeholders.

12. Risks / Ngā Tūraru

- 12.1 This does directly impact or affect climate resilience outcomes in the longer-term. Climate change resilience will be factored into the project plan.

13. Climate Change Considerations / Whakaaro Whakaaweawe Āhuarangi

- 13.1 The primary driver of a shift of the Motueka WWTS from the Thorp Street location is climate change resilience.
- 13.2 The future design process will provide opportunities to factor in other elements of developing and incorporating climate change resilience into the solution.

14. Alignment with Policy and Strategic Plans / Te Hangai ki ngā aupapa Here me ngā Mahere Rautaki Tūraru

- 14.1 The 2024-2034 draft LTP process has set out and made provision for the funding of the Motueka wastewater project.

15. Conclusion / Kupu Whakatepe

- 15.1 It is important that the initial steps for this significant programme of work are well framed out as early as possible.
- 15.2 The discrete steps that are outlined in the timeline are integral to the forward success of this project.

16. Next Steps and Timeline / Ngā Mahi Whai Ake

- 16.1 Develop a financial plan for Years 1 and 2.
- 16.2 Outline the project plan - detail Years 1-2, broader framework for Years 3-11.
- 16.3 Set up process/systems to run project management with risk register.
- 16.4 Identify mentor framework.
- 16.5 Develop a communications plan – internal and external.

17. Attachments / Tuhinga tāpiri

Nil

7.7 REGIONAL WASTEWATER PHILOSOPHY - TRANSFORMATION TO A COUNCIL/IWI PARTNERSHIP AGREEMENT

Decision Required

Report To:	Tasman District Council
Meeting Date:	20 June 2024
Report Author:	Pauline Webby, Senior Water and Wastewater Planning Advisor; Renee Thomas, Kaihautū - Te Kāhui Hononga
Report Authorisers:	Dwayne Fletcher, Strategic Policy Manager; John Ridd, Group Manager - Service and Strategy
Report Number:	RCN24-06-10

1. Purpose of the Report / Te Take mō te Pūrongo

- 1.1 To approve the Council forming a wastewater partnership with the region's nine iwi under the umbrella of the 'Together Te Taihu partnership' by transformation of the regional wastewater philosophy (RWWP) work.

2. Summary / Te Tuhinga Whakarāpoto

- 2.1 The Regional Wastewater Philosophy work (RWWP) has been undertaken between the Council, iwi and the Nelson Regional Sewerage Business Unit (NRSBU) as a means of creating a shared understanding that encompasses Te Ao Māori values and aspirations for iwi for wastewater management in the region with a long-term view. This work started as a collaborative approach leading to the transfer of three waters infrastructure to a Three Waters/ Affordable Waters entity.
- 2.2 With the removal of the Affordable Waters legislation and the associated transfer of three waters infrastructure to the Affordable Water's entity, the value of the RWWP work has changed. It is no longer simply a combined Te Taihu focus for transfer to a Three Waters entity. For Tasman District Council, the RWWP is an effective means of communication and shared collaboration with iwi in terms of management of change for its wastewater infrastructure.
- 2.3 It supports direction for iwi and the Council in terms of development of solutions for ageing Wastewater Treatment Plants (WWTPs) in Motueka and Tākaka alongside the management of wastewater infrastructure across the Tasman region.
- 2.4 The value of the RWWP work is as a framework for partnership with iwi that aligns with the commitments and principles in the 'Together Te Taihu Partnership Agreement'.
- 2.5 Creating the partnership is a fundamental step that is a building block of developing trust/ relationships. This supports the work ahead for both the Motueka and Tākaka wastewater treatment solutions.

3. Recommendation/s / Ngā Tūtohunga

That the Tasman District Council

- 1. receives the Regional Wastewater Philosophy - Transformation to a Council/Iwi Partnership Agreement report, RCN24-06-10; and**
- 2. approves the Regional Wastewater Philosophy work programme being framed into a partnership with iwi for the management of Wastewater Treatment Plants and discharges aligning with the principles and commitments within the 'Together Te Taihu Partnership Agreement'.**

4. Background / Horopaki

- 4.1 The Motueka Wastewater Strategy Working Group paused mid-2022 to allow iwi/the Council to better understand each other's views on wastewater management (the 'RWWP' process). Synchronicities with the Nelson Regional Sewerage Business Unit's (NRSBU) masterplan work were capitalised on and the Council, NRSBU and iwi joined forces to develop a draft regional wastewater philosophy.
- 4.2 Costs have been shared 50/50 between the NRSBU and the Council over the past two years of this work. The work has helped inform the NRSBU's draft 50-100-year master plan. It has been an effective use of time for iwi and the Council.
- 4.3 Iwi have identified that the management of WWTPs, their locations, and the associated wastewater discharges is a priority workstream for them.
- 4.4 As part of the work completed, iwi provided a shared statement of their position on wastewater management from a Te Ao Māori perspective and knowledge.
- 4.5 The RWWP is currently a draft document that is cognisant of the positions held by all parties. As part of this, there is a draft outcomes and objectives framework for the management of WWTPs and the associated wastewater discharges. Te Ahu Rei has gifted a Whakatauaki to lead this work and potentially will form part of the partnership document.

5. Analysis and Advice / Tātaritanga me ngā tohutohu

- 5.1 The shared approach developing the regional wastewater philosophy work alongside a change in government direction has created an opportunity for both a new direction for this work, and to ensure the focus and purpose is appropriate.
- 5.2 This report proposes that the draft RWWP work forms the basis of a wastewater partnership agreement between the Council and iwi that upholds the 'Together Te Taihu' partnership agreement.
- 5.3 The proposed new direction for the RWWP has now been socialised with the Council's Executive Leadership Team and the Council (the manager of the Nelson Regional Sewerage Business Unit was present for this work.)
- 5.4 The Council's partnership with iwi forms part of an integrated process that will support the Motueka wastewater treatment solution project, from the start. In the longer term, this will be direction setting for wastewater processes across the Tasman District.
- 5.5 The value of the partnership agreement and understanding is to elevate the wastewater work within the Council's management structure, where it can provide for:

- leadership and collaborative partnership;
- strengthening co-operative working relationships;
- significant wastewater projects, form governance arrangements together; and
- ensuring shared outcomes and objectives with actions and next steps are living documents and able to evolve through time.

5.6 The work to date has informed the direction of the NRSBU's master plan and they will continue to benefit from the direction setting partnership framework between the region's iwi and the Council, where the NRSBU will be a key stakeholder in the Council's processes.

6. Options / Kōwhiringa

6.1 The options are outlined in the following table:

Option		Advantage	Disadvantage
1.	Forming partnership	<p>Sets up the development of future WWTP upgrades with iwi at the start-up of the projects, with a shared understanding and working framework.</p> <p>Reduces the likelihood of contested consent processes with the potential for legal contest.</p> <p>Creates opportunity for innovation in this space.</p> <p>Supports the development of the Motueka wastewater treatment solution project over the next 11 years.</p> <p>Potential for investment opportunities for building/infrastructure.</p>	<p>Setting up and embedding partnership takes ongoing commitment and time which equates to ongoing costs for Council and the region's iwi.</p>
2.	Not forming partnership	No advantages	<p>Potential for misunderstanding each other's perspectives in the wastewater space and then contested consents and legal challenges from iwi if the Council does not fulfil their obligations under Te Tiriti o Waitangi.</p> <p>No formal context for the RWWP work without Three Waters/Affordable Waters.</p>

6.2 Option one is recommended.

7. Legal / Ngā ture

7.1 The following key documents provide the legal framework for the Council to develop and support engagement with our region's iwi.

- Te Tiriti o Waitangi/Treaty of Waitangi;
- Resource Management Act (RMA);
- Local Government Act (LGA);
- Tasman Regional Policy Plan (TRPS);
- Tasman Resource Management Plan (TRMP); and
- Tasman Wastewater Bylaw.

8. Iwi Engagement / Whakawhitiwhiti ā-Hapori Māori

8.1 The RWWP draft framework is the output of engagement for wastewater infrastructure and discharges to and near: wai/water, mahinga kai sites/food harvesting/gathering, wāhi tapu/sensitive sites with the region's iwi. Tasman has two WWTP's that are in locations of high and immediate significance to iwi, needing infrastructure capacity upgrades and alternative solutions for discharges within a 10 to 15-year window (2035 – Motueka and 2038 – Tākaka).

8.2 The RWWP work to date was to have a shared approach on values and aspirations for WWTPs and wastewater discharges and to develop a long-term perspective.

8.3 Iwi have been asking for confirmation of the Council's Executive Leadership Team (ELT) support for the RWWP work over the last two years.

8.4 Creating a partnership at the appropriate level will strengthen iwi relationships and signals the Council's commitment to the principles of Te Tiriti o Waitangi and this process.

9. Significance and Engagement / Hiranga me te Whakawhitiwhiti ā-Hapori Whānui

9.1 The proposed partnership commitment between the Council and iwi is a significant component of the engagement with iwi.

9.2 Management of wastewater and the associated discharges is a priority activity, and iwi have confirmed their wastewater perspectives multiple times within legal challenges by iwi (e.g. Tapu Bay pipeline 2005) Council hui, RWWP work. The iwi position is set out within the 'Iwi statement of position for wastewater.'

9.3 There has been reinforced messaging about the discharges from WWTPs to water, mahinga kai and wahi tapu sites being unacceptable and offensive to iwi.

9.4 An affirmative decision that supports partnership would uphold the commitment below:

‘Engaging with iwi/Māori – Council has put in place processes to provide opportunities for iwi/Māori to contribute to Council’s decision-making processes (refer to section below¹). Council will work with iwi/Māori to refine and improve these processes over time.’²

- 9.5 Creating the partnership is a fundamental step that is a building block of developing trust/relationships. This supports the work being undertaken both within the policy team for land and freshwater plan changes and the work ahead for Motueka and Tākaka wastewater treatment solutions.
- 9.6 The following table is assessed for significance from the perspective for iwi partnership and community. It is important to acknowledge that creating the partnership with iwi will not reduce the community opportunity to engage or lessen the significance of the wastewater project for the community.

	Issue	Level of Significance	Explanation of Assessment
1.	Is there a high level of public interest, or is decision likely to be controversial?	High	<p>The public community opportunity to engage is not impacted or lessened by this decision.</p> <p>Current political/public debate on Te Tiriti may create apprehension for some of the community around partnership models.</p> <p>Iwi will also be looking to the Council to uphold the ‘Together Te Tauihu partnership.’</p>
2.	Are there impacts on the social, economic, environmental, or cultural aspects of well-being of the community in the present or future?	Medium	<p>What is good for iwi is equally, in these circumstances, positive for the overall community cultural, social, economic, and environmental outcomes.</p>
3.	Is there a significant impact arising from duration of the effects from the decision?	High and Low	<p>This question is dependent on the meaning drawn from the statement.</p> <p>Yes, this contributes to the positive benefits due to the more focused approach to iwi engagement.</p> <p>No – this decision does not give rise to adverse impacts as a consequence of support for partnership.</p>

¹ Section 2.2 of the Tasman District Council Significance & Engagement Policy, 1 July 2023

² Tasman District Council Significance & Engagement Policy, 1 July 2023.

	Issue	Level of Significance	Explanation of Assessment
4.	Does the decision relate to a strategic asset? (refer Significance and Engagement Policy for list of strategic assets)	High	WWTPs are strategic assets. Forming a wastewater partnership between iwi and the Council increases the opportunities for constructive conversations and longer term, the success of WWTP projects. All WWTPs and associated reticulation are considered strategic assets in the Council's Significance and Engagement Policy, Schedule 1.
5.	Does the decision create a substantial change in the level of service provided by Council?	Low	Does not impact the levels of service for the Council.
6.	Does the proposal, activity or decision affect debt, rates, or Council finances in any one year or more of the LTP?	Low	There is scope for increased partnership costs, however this is likely to be lower than the cost of disrupted decision making when there is a lack of understanding of differing world views and perspectives.
7.	Does the decision involve the sale of a substantial proportion or controlling interest in a CCO or CCTO?	Low	No
8.	Does the proposal or decision involve entry into a private sector partnership or contract to carry out the deliver on any Council group of activities?	Low	No
9.	Does the proposal or decision involve Council exiting from or entering a group of activities?	Low	The NRSBU will become a key stakeholder in the process.
10.	Does the proposal require particular consideration of the obligations of Te Mana O Te Wai (TMOTW) relating to freshwater?	High	Partnership assists with a joined-up conversation in relation to the impact of wastewater discharges on freshwater water quality outcomes.

10. Communication / Whakawhitiwhiti Kōrero

- 10.1 There have been discussions with iwi and the NRSBU by the Council's planning advisors representing the RWWP work.

- 10.2 Discussions have been held with Nelson City Council and Marlborough District Council through Tasman District Council's Group Manager – Community Infrastructure, Richard Kirby. Nelson City Council appears supportive.
- 10.3 Discussion with ELT and at the Council workshop has indicated the priority is partnership with Tasman District Council first given the priorities relating to the Motueka and Tākaka WWTPs.

11. Financial or Budgetary Implications / Ngā Ritenga ā-Pūtea

- 11.1 Overall, the costs associated with partnership are low to medium.
- 11.2 There are costs for a writer that all parties agree is suitable to draft the RWWP work into a partnership agreement with outcomes, objectives, and actions. Partnership hui and the associated costs will be ongoing. However, these costs will occur whether there is a partnership in place or not.
- 11.3 Partnership is the first step that needs to be in place for the Motueka WWTP project.
- 11.4 There will be ongoing work for the Council and iwi in understanding what solutions for WWTP location and management are viable in the early stages of investigation and design work.

12. Risks / Ngā Tūraru

- 12.1 Low risk - partnership and ongoing dialogue with iwi is an effective way of mitigating risk associated with a significant wastewater treatment solution, where the budget provision is approximately \$150 million.
- 12.2 Working together is effective in terms of finding shared pathways forward that **may** reduce the potential for legal contest.

13. Climate Change Considerations / Whakaaro Whakaaweawe Āhuarangi

- 13.1 Creating an iwi wastewater partnership does not directly influence climate change resilience but may contribute to improved decision making around wastewater management. Effective partnership is likely to contribute to improved design processes that can positively influence climate change resilience initiatives in relation to WWTPs. WWTPs are known contributors to greenhouse gas emissions.

14. Alignment with Policy and Strategic Plans / Te Hangai ki ngā aupapa Here me ngā Mahere Rautaki Tūraru

Tasman Regional Policy Statement (TRPS)

- 14.1 Chapter 4 sets out Tangata Whenua interests and the chapter is supportive of iwi engagement and dialogue.
- 14.2 Institutional Council knowledge has moved from the point in time that the TRPS represented.
- 14.3 The proposed wastewater partnership agreement would be consistent with the principles, significant issues and objectives set out in the TRPS.

- 14.4 The proposed wastewater partnership agreement is also consistent with submissions received to the Draft Long Term Plan 2024-2034, seeking consistency with the principles of Te Tiriti o Waitangi for wastewater engagement between iwi and the Council.

15. Conclusion / Kupu Whakatepe

- 15.1 An affirmative decision for partnership would align and uphold the key partnership principles of 'Together Te Taihu | A Partnership Agreement for a Stronger Te Taihu.' The five principles are set out below:

- *Kotahitanga - we navigate and paddle together in unison*
- *Honotanga - we recognise each other's autonomy and mandate*
- *Tauritanga - we work together to achieve equity in outcomes*
- *Kaupapa Mau Tonu - we are in for the long term, for our mokopuna*
- *Tauutuutu - we foster reciprocity and mutual benefit*

- 15.2 A proposed partnership agreement would set out the framework for the tikanga - protocol and practices, that will apply to the wastewater partnership work going forward with an expectation that this is an adaptable document that will help build improved outcomes for WWTPs, associated infrastructure and discharges.

- 15.3 Confirming agreement for forming a wastewater partnership agreement embedding the RWWP work and outlining the framework for decision making in the governance space for WWTPs and associated discharges would be a positive and constructive outcome for the region.

16. Next Steps and Timeline / Ngā Mahi Whai Ake

- 16.1 Fund and draft a wastewater partnership agreement using RWWP outcomes, objectives historical context, and outline:

- confirm partnership;
- further work on actions/next steps; and
- regional conversation with Nelson City Council and Marlborough District Council.

17. Attachments / Tuhinga tāpiri

Nil

7.8 COMMUNITY INFRASTRUCTURE CAPITAL WORKS FUNDING APPROVALS**Decision Required**

Report To:	Tasman District Council
Meeting Date:	20 June 2024
Report Author:	David Stephenson, Team Leader - Stormwater & Waste Management; Giles Griffith, Project Manager; Kurt Clayworth, Management Accountant; Jamie McPherson, Transportation Manager; Mike Schruer, Waters and Wastes Manager
Report Authorisers:	Richard Kirby, Group Manager - Community Infrastructure
Report Number:	RCN24-06-11

1. Purpose of the Report / Te Take mō te Pūrongo

- 1.1 The purpose of this report is to seek approval of unbudgeted expenditure in the 2023/2024 financial year for the following capital works projects:
- the Motueka West Stormwater capital project, and
 - drainage renewals in the transportation activity, and
 - pavement rehabilitation in the transportation activity.

2. Summary / Te Tuhinga Whakarāpoto

- 2.1 The Community Infrastructure Group delivers a portfolio of projects each financial year. Progress of the larger of these projects is regularly reported against time and budget to the Operations Committee of the Council.
- 2.2 Most variations of cost against budget are managed through delegation of the Group Manager – Community Infrastructure to adjust budgets within an activity, within delegated limits, and within the total annual budget for each activity.
- 2.3 Several projects this year are expected to exceed budgets greater than the delegated limits of the Group Manager. We are seeking authority for additional expenditure for the projects summarised in the following table.

Activity	Project	Total Budget 2023/24*	Forecast expenditure	Proposed Budget Change	Funding source(s)
Stormwater	Motueka West Discharge System	\$3,545,000	\$5,500,000	\$1,955,000 increase	Additional borrowing in 2023/24, funded from indicative budget in 2024/25.
Stormwater	Total			\$1,955,000 increase	

Activity	Project	Total Budget 2023/24*	Forecast expenditure	Proposed Budget Change	Funding source(s)
Transportation	Drainage Renewals	\$1,024,029	\$1,602,620	\$578,591 increase	Offset by budget transfer from 0401620002 sealed road resurfacing
Transportation	Pavement Rehabilitation	\$1,101,106	\$1,580,695	\$479,589 increase	Offset by budget transfer from 0401620002 sealed road resurfacing
Transportation	Sealed Road Resurfacing	\$4,506,827	\$3,121,366	\$1,058,180 decrease	Transferring budget to offset overspends in Pavement Rehabilitation and Drainage Renewals
Transportation				Net \$0	
All Activities	Total			\$1,955,000	
* Total budget 2023/24 is the sum of Annual Plan 2023/24 budgets, carry forwards authorised in September 2023 and other changes made under delegated authority.					

- 2.4 We have reviewed our forecast capital expenditure across the stormwater and transport activities to June 2024 and expect that this expenditure will be funded by underspends in other projects and, in some cases, additional borrowing in the current financial year.

3. Recommendation/s / Ngā Tūtohunga

That the Tasman District Council

1. receives the Community Infrastructure Capital Works Funding Approvals report, RCN24-06-11; and
2. approves increased capital expenditure of up to \$1,955,000 for the Motueka West Stormwater Discharge project in the 2023/2024 financial year; and
3. Notes that the indicative funding in the Long Term Plan 2024/2025 will cover the increased capital expenditure of \$1,955,000 for the Motueka West Stormwater Discharge project; and
4. approves an increase in the Council's borrowing to fund the increased cost in the Motueka West Stormwater Discharge project; and
5. approves capital expenditure of up to \$1,602,620 for Drainage Renewals in the Transportation activity, offset by the transfer of \$578,591 of existing budget from Sealed Road Resurfacing; and
6. approves capital expenditure of up to \$1,580,695 for Pavement Rehabilitation, offset by the transfer of \$479,589 of existing budget from Sealed Road Resurfacing; and
7. approves an increase in Council's borrowing fund for the increased cost in the Drainage Renewals and the Pavement Rehabilitation within the Transportation Activity; and

8. notes that this borrowing will further increase the risk of a breach of the Council's \$250m net debt limit in the 2023/24 year; and
9. notes that the Council intends, when considering carry forwards from the 2023/24 year, to decrease the indicative capital funding in the Long Term Plan 2024/2034 for the Motueka West Discharge Project to compensate for the increased costs incurred in 2023/2024.

4. Background / Horopaki

- 4.1 The Community Infrastructure Group delivers a portfolio of projects each financial year. Progress of the larger of these projects is regularly reported against time and budget to the Operations Committee of Council.
- 4.2 Most variations of cost against budget are managed through delegation of the Group Manager – Community Infrastructure to adjust budgets within an activity, within delegated limits, and to a total bottom line budget for a group of activities.
- 4.3 Several projects this year are expected to exceed budgets greater than the delegated limits of the Group Manager. We are seeking authority for additional expenditure for the following projects:
 - the Motueka West Stormwater project, which has progressed faster than expected,
 - Transportation drainage renewal and pavement rehabilitation projects, where the cost of works in 2023/24 was greater than allowed for in budgets set in 2020/21, noting that the over-expenditure is offset by balancing under-expenditure within the transportation renewals programme.
- 4.4 The projects and funding sought are summarised in the table below, and further information for each project is provided in the following paragraphs.

Activity	Project	Total Budget 2023/24*	Forecast expenditure	Proposed Budget Change	Funding source(s)
Stormwater	Motueka West Discharge System	\$3,545,000	\$5,500,000	\$1,955,000 increase	Additional borrowing in 2023/24, funded from indicative budget in 2024/25.
Stormwater	Total			\$1,955,000 increase	
Transportation	Drainage Renewals	\$1,024,029	\$1,602,620	\$578,591 increase	Offset by budget transfer from 0401620002 sealed road resurfacing
Transportation	Pavement Rehabilitation	\$1,101,106	\$1,580,695	\$479,589 increase	Offset by budget transfer from 0401620002 sealed road resurfacing
Transportation	Sealed Road Resurfacing	\$4,506,827	\$3,121,366	\$1,058,180 decrease	Transferring budget to offset overspends in Pavement

Activity	Project	Total Budget 2023/24*	Forecast expenditure	Proposed Budget Change	Funding source(s)
					Rehabilitation and Drainage Renewals
Transportation				Net \$0	
All Activities	Total			\$1,955,000	
* Total budget 2023/24 is the sum of Annual Plan 2023/24 budgets, carry forwards authorised in September 2023 and other changes made under delegated authority.					

Motueka West Discharge System

- 4.5 The Motueka West Stormwater Discharge Project is to provide additional stormwater capacity from the Motueka West Development Area to Woodlands Creek.
- 4.6 The project involves constructing culverts to take stormwater from land west of High Street, underneath High Street (State Highway 60), along Lowe Street across Woodland Avenue and through private property to Woodlands Drain. The project also involves undertaking improvements to drain stormwater west under High Street at the Wratt Street intersection.
- 4.7 The contract for this work, Contract 1249 was awarded to Fulton Hogan on 11 December 2023, for the sum of \$4,540,360 and work commenced on site in March this year.
- 4.8 The work was originally scheduled to be completed in 24 weeks (6 September 2024), but favourable weather conditions and swift progress by the contractor means that this work is now expected to be substantially completed by 28 June 2024.
- 4.9 Funding for this project was originally budgeted over a three-year period, from 2021/2022 to 2023/2024. The budget in this financial year is \$3,545,000 and a budget of \$2,196,990 has been included for consideration in the Long Term Plan 2024-2034.
- 4.10 At the current rate of progress, and if fine weather conditions continue, we expect total capital expenditure for this year to be between \$5 million and \$5.5 million. This would require between \$1.455 million and \$1.955 million additional funding this financial year (2023/2024).

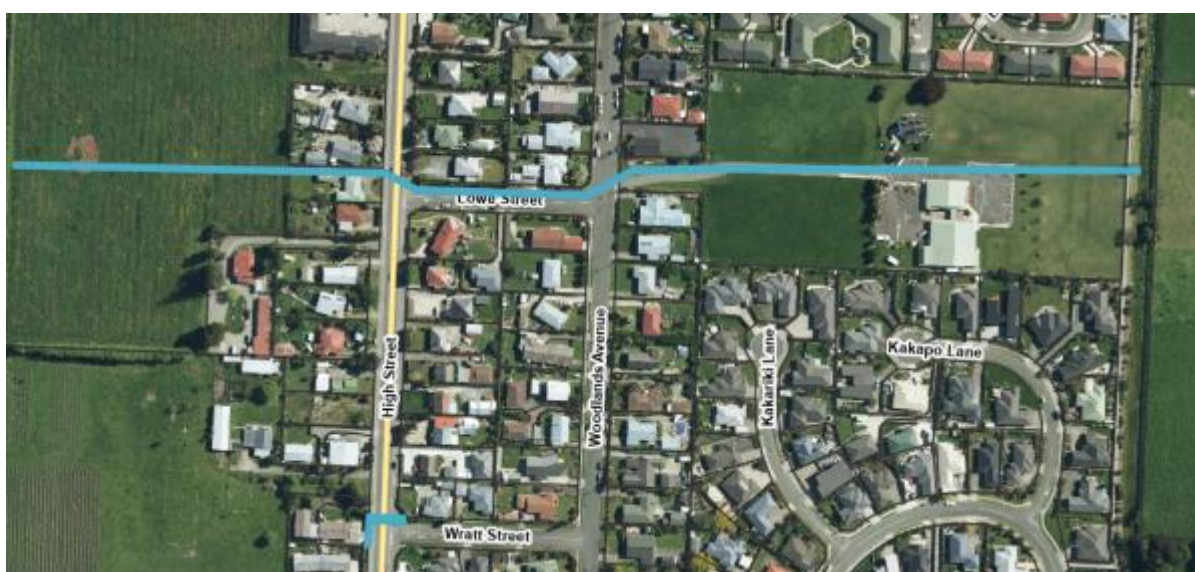


Figure 1 – Location of the Motueka West Stormwater Discharge project

Transportation Projects

- 4.11 Renewals budgets are set on a district-wide basis by activity. For example drainage renewals (culverts, kerb and channel), pavement rehabilitation (reconstructing structural layers of roads), resealing, bridge component replacement, and traffic services renewals (signs, railings and streetlighting replacement).
- 4.12 Each financial year, the scope of works within each activity tends to vary from the budgets that have been set when the LTP was approved. This variance is based on actual needs determined from detailed inspections, design and prioritisation of individual elements of works based on the needs of the wider network.
- 4.13 The recommendations in this report are based on a transfer of budgets between the different renewals categories. This is in accordance with NZTA funding rules.

5. Analysis and Advice / Tātaritanga me ngā tohutohu

- 5.1 It is normal, in the Council's capital works programme, for some projects to be delayed or advanced ahead of programme, and for project costs to vary over and under budgets for the work. This variation is normally managed through the delegated authority of the Group Manager – Community Infrastructure.
- 5.2 The variations in these projects exceed the delegated authority of the Group Manager but represent normal variations in the capital work programme. The Motueka stormwater project is progressing ahead of programme, but within budget, while the transportation projects reflect a change in work priorities due to the condition of the network.

6. Options / Kōwhiringa

- 6.1 The options are outlined in the following table:

Option		Advantage	Disadvantage
1.	Approve additional expenditure and funding as requested	Authorising additional expenditure allows these projects to be completed in a timely manner and for the Council to meet contractual obligations.	Where additional expenditure cannot be funded by savings or delayed expenditure within the activity additional borrowing will be required.
2.	Decline additional expenditure and funding as requested	Declining additional expenditure that requires additional borrowing will reduce the Council's total debt in the short term.	Declining additional expenditure may delay project work or prevent the Council from meeting its contractual obligations.

- 6.2 **Staff recommend Option 1**, to approve additional expenditure and funding as requested.

7. Legal / Ngā ture

- 7.1 There are no significant legal matters arising from this decision. The Council is able to authorise additional expenditure and borrowing.

8. Iwi Engagement / Whakawhitiwhiti ā-Hapori Māori

- 8.1 No engagement with iwi has been initiated regarding the additional funding required for these projects.

9. Significance and Engagement / Hiranga me te Whakawhitiwhiti ā-Hapori Whānui

- 9.1 We have reviewed this decision against the Council's Significance and Engagement Policy. We have considered the significance of this decision to be **Low** and consider that there is no further engagement or consultation required for the Council to make this decision.

	Issue	Level of Significance	Explanation of Assessment
1.	Is there a high level of public interest, or is decision likely to be controversial?	Low	The funding sought is by in large for projects included in the Council's Annual Plan 2023/24. Where not included in the Annual Plan these projects responded to a pressing, immediate need which is likely to receive public support.
2.	Are there impacts on the social, economic, environmental or cultural aspects of well-being of the community in the present or future?	Low	There are low impacts on the social, economic, environmental or cultural aspects of well-being of the community due to this decision.
3.	Is there a significant impact arising from duration of the effects from the decision?	Low-Moderate	This decision results in an increase in Council debt in 2023-24, which increases the risk of breaching the debt cap.
4.	Does the decision relate to a strategic asset?	Low	This decision does not result in a material change in any of the Council's strategic assets.
5.	Does the decision create a substantial change in the level of service provided by Council?	Low	This decision does not create a substantial change in any Council level of service.
6.	Does the proposal, activity or decision substantially affect debt, rates or Council finances in any one year or more of the LTP?	Low-Moderate	This decision results in an increase of up to \$1.955 million in Council debt in 2023-24. There will be a corresponding decrease in the 2024-25 financial year.
7.	Does the decision involve the sale of a substantial proportion or controlling interest in a CCO or CCTO?	Nil	This decision does not involve the sale of a substantial

	Issue	Level of Significance	Explanation of Assessment
			proportion or controlling interest in a CCO or CCTO.
8.	Does the proposal or decision involve entry into a private sector partnership or contract to carry out the deliver on any Council group of activities?	Low	This decision does not involve entry into a private sector partnership or contract to carry out the deliver on any Council group of activities.
9.	Does the proposal or decision involve Council exiting from or entering into a group of activities?	Low	This decision does not involve the Council exiting from or entering into a group of activities.
10.	Does the proposal require particular consideration of the obligations of Te Mana O Te Wai (TMOTW) relating to freshwater?	Low	This decision does not require particular consideration of the obligations of Te Mana O Te Wai (TMOTW) relating to freshwater.

10. Communication / Whakawhitiwhiti Kōrero

- 10.1 Progress on these projects has been reported to the Council's Operations Committee and, for larger projects, through Shape Tasman and other Council communication channels. Further updates will be provided through these channels.

11. Financial or Budgetary Implications / Ngā Ritenga ā-Pūtea

- 11.1 The total increase in 2023/2024-year budget of \$1.955 million will mostly be funded by additional borrowing, causing an increase in the total debt, and increasing the risk of a breach of the Council's net debt limit in June of the 2023/24 year.
- 11.2 There is no change in the total cost to the Motueka West Stormwater project, this is purely related to when the money will be spent. The total budget for this project in the 2024/2025 year will be adjusted accordingly.

Where are we at?

- 11.3 The Council is not in a strong position to fund unbudgeted expenditure. In the current 2023/24 Annual Plan, the Council's debt was budgeted to peak just under the \$250 million net debt cap. This purchase along with previous council decisions to fund unbudgeted expenditure increases the risk of a forecast breach of the Council's self-imposed net debt limit. The Council is also forecasting to have an operating deficit, that is an unbalanced budget in 2023/2024 which will need to be funded through increased borrowing.
- 11.4 The Council has already authorised unbudgeted capital expenditure of circa \$22 million this financial year (2023/2024).
- 11.5 At the end of May 2024 Council total debt stood at \$358.1million. Net debt after adjusting for pass through loans to Waimea Water Ltd and deposits was \$230.7 million. It is difficult to determine the level of increased borrowing through to 30 June 2024. This will depend on several factors including capital works programme, operational expenditure, Waimea

Community Dam budgeted expenditure and typical annual billing falling in June (for example insurance premiums).

What does it mean?

- 11.6 Given current pressures on the Council, including the operational deficit, if this budget increase is approved it will increase the risk of a breach of the net debt limit of \$250 million in the 2023/2024 year.
- 11.7 A breach of the net debt target will draw Standard and Poors (S&P) attention to the Council, which has recently had its credit outlook reduced from stable to negative. S&P has raised its concerns over the sector as a whole; that includes current and projected debt levels in relation to rates and other income.
- 11.8 A breach of the net debt limit will need to be explained in the 2023/24 Annual Report. It may also draw further discussion with our auditor over the Council's view on financial prudence.

What do you want to do?

- 11.9 The decision to increase the budget for the project in the 2023/2024 year is one for the Council.

12. Risks / Ngā Tūraru

- 12.1 We consider that authorising this additional expenditure and funding is a low-risk decision. The additional funding is not material in terms of the Council's capital works programme, and the funding sought is by in large for projects included in the Council's Annual Plan 2023/24. Where projects were not included in the Annual Plan they responded to an immediate need.
- 12.2 Declining this additional expenditure may delay project work or prevent the Council from meeting contractual obligations and give rise to reputational risks including from a breach of its net debt limit.

13. Climate Change Considerations / Whakaaro Whakaaweawe Āhuarangi

- 13.1 The proposal in this report was considered by staff in accordance with the process set out in the Council's 'Climate Change Consideration Guide 2024'.
- 13.2 The projects referenced in this decision are generally consistent with Tasman Climate Action Plan 2019 and the draft Tasman Climate Response Strategy and Action Plan 2024-2035.
- 13.3 Several of the projects will help protect communities from the effects of climate change and add resilience to the transport network.

14. Alignment with Policy and Strategic Plans / Te Hangai ki ngā aupapa Here me ngā Mahere Rautaki Tūraru

- 14.1 This funding decision is generally in accordance with the Long Term Plan 2021-2031 and the Annual Plan 2023/24. Most of the projects were included in these documents.

15. Conclusion / Kupu Whakatepe
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- 15.1 The Community Infrastructure Group delivers a portfolio of projects each financial year. Most variations of cost against budget are managed through delegation of the Group Manager – Community Infrastructure but several projects this year are expected to exceed budgets greater than the delegated limits of the Group Manager.
- 15.2 We recommend authorisation of this additional capital expenditure and, where necessary, additional borrowing to fund this expenditure.

16. Next Steps and Timeline / Ngā Mahi Whai Ake
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- 16.1 If this expenditure is approved, approved budgets will be updated, and additional borrowing arranged where necessary.

17. Attachments / Tuhinga tāpiri

Nil

7.7 MĀPUA BOAT RAMP - REQUEST FOR FUNDING REALLOCATION**Decision Required**

Report To:	Tasman District Council
Meeting Date:	20 June 2024
Report Author:	Richard Kirby, Group Manager - Community Infrastructure
Report Authorisers:	Leonie Rae, Chief Executive Officer
Report Number:	RCN24-06-12

1. Purpose of the Report / Te Take mō te Pūrongo

- 1.1 The purpose of this report is for the Council to consider a request from the Māpua Boat Ramp Community Trust (the Trust) to reallocate further funding from the \$700,000 allocated for the Māpua Boat Ramp in the Long-Term Plan 2021/2031.

2. Summary / Te Tuhinga Whakarāpoto

- 2.1 In May 2021, the Council approved funding contributions of \$50,000 in 2021/22, \$50,000 in 2022/23 and \$600,000 in 2023/24 towards the development of a boat ramp in the Māpua Waterfront Park.
- 2.2 The project is being managed by the Māpua Boat Ramp Community Trust (the Trust) which has been set up to obtain a resource consent, then own and operate the boat ramp once consented and constructed.
- 2.3 The Trust has requested further funding of \$250,000 to cover its indicative costs of proceeding with the resource consent process. The Trust indicates that of this \$250,000; \$50,000 for preparing reports for the Resource Consent Hearing, \$50,000 for its legal representation at the Resource Consent Hearing and \$150,000 towards the cost of the Resource Consent Hearing.
- 2.4 The Council needs to decide whether it approves reallocating the full amount of additional funding as requested or approves a smaller amount of funding or declines the request altogether.

3. Recommendation/s / Ngā Tūtohunga**That the Tasman District Council**

- receives the Māpua Boat Ramp - Request for Funding Reallocation report, RCN24-06-12; and**
- notes the Council resolution of 17 May 2021 agreeing to advance funding for the new Tasman Bay Boat Access Facility of \$700,000 (excluding inflation) to \$50,000 in 2021/2022, \$50,000 in 2022/2023 and \$600,000 in 2023/2024, for the purpose of providing a new boat ramp facility at Waterfront Park in Māpua to be funded from the Mouhere-Waimea Ward Reserves Financial Contributions account; and**

3. notes that, as at 30 March 2024, the Council has paid the Māpua Boat Ramp Community Trust \$169,406 from the allocated funding towards the preparation and application for a Resource Consent for the boat ramp in the Māpua Waterfront Park; and
4. EITHER:
 - 4.1 approves advancing an additional \$250,000 from the allocated funding as requested by the Māpua Boat Ramp Community Trust to cover anticipated costs of its reports to the Resource Consent Hearing (\$50,000), plus its legal representation at Resource Consent Hearing (\$50,000) and a contribution to the costs of the Resource Consent Hearing (\$150,000);
 - OR:
 - 4.2 approves advancing an additional \$150,000 from the allocated funding to only contribute to the Resource Consent Hearing costs associated with the Māpua Boat Ramp Resource Consent application;
 - OR:
 - 4.3 declines advancing a further \$250,000 from the allocated funding as requested by the Māpua Boat Ramp Community Trust.

4. Background / Horopaki

- 4.1 In December 2019, the Council gave approval, as landowner, to the Māpua Boat Club to proceed with the resource consent application for the development of a boat ramp on the Māpua Waterfront Park. The Māpua Waterfront Park is open space and not classified as a reserve under the Reserves Act 1977.
- 4.2 In May 2021, at its deliberation meeting for the Long-Term Plan 2021/2031, the Council approved funding contributions of \$50,000 in 2021/22, \$50,000 in 2022/23 and \$600,000 in 2023/24 towards the development of a boat ramp in the Māpua Waterfront Park. Funding would come from the Moutere-Waimea Ward Reserves Financial Contributions account.
- 4.3 In June 2023, the Council considered and approved an initial request to bring forward **\$95,000** from the **\$600,000** originally allocated in 2023/2024 to help fund the costs it has incurred in preparing a resource consent application for the construction of a boat ramp at the Māpua Waterfront Park.
- 4.4 The Trust has confirmed that it has incurred costs to 31 March 2024 totalling **\$234,314**. It has funding totalling **\$81,822** primarily comprising two loans.
- 4.5 Up until 30 March 2024, the Council has funded **\$169,406** towards the preparation of the resource consent application. This balance expenditure of **\$64,908** is being covered by the two loans.
- 4.6 The members of the Trust have the view that the council has previously promised a boat ramp to replace the one that became inaccessible during the development of the commercial precinct around the Māpua wharf. Although there is no specific resolution of the Council confirming this promise there is evidence of anecdotal comments from elected members at various times over several years conveying support for another boat ramp in the Māpua vicinity.
- 4.7 The Trust has developed and submitted a resource consent application for the boat ramp. The application has been subject to a public consultation process and the Council received

approximately 111 submissions opposed and 212 submissions in support and six neutral submissions. Eighty-eight submitters wish to be heard.

- 4.8 On 9 April 2024, the Trust met with the Council's resource consent staff to be briefed on the consent process from here. The Trust were advised that it needed to produce additional reports to offset and respond to the key issues raised in the consultation process.
- 4.9 The Trust has asked that the resource consent process be put on hold for the time being.
- 4.10 The Trust is now requesting a further **\$250,000** to cover the estimated costs of
- the hearing (\$100,000 to \$150,000),
 - reports for the hearing (\$50,000) and
 - legal representation at the hearing (\$50,000).
- 4.11 The Trust acknowledges that it signed an agreement with the Council regarding the funding and any further funding advanced by the Council would necessitate more contribution from the Trust. However, until a resource consent is granted, the Trust has stated that its fundraising capability is very restricted, and it simply cannot raise further funds from its own resources for a community boat ramp without further advances from the Council.
- 4.12 Further to this, the Trust has stated that funders they have approached have indicated that they require a resource consent before they can make any funding contribution.
- 4.13 The Trust has also stated that its trustees are no longer willing to put their time and money into this project without a resource consent.
- 4.14 The Trust has the dominant view that the boat ramp is a community facility, and that the Council should be committing more funding to it.
- 4.15 The Trust has made the point that there has been considerable volunteer input to date in locating the water and wastewater pipes in the estuary (120 hours), household surveys (200 hours), time in public meetings, information stands at the Māpua market plus meetings with iwi and community groups.
- 4.16 The cost estimate for the boat ramp was **\$1,713,886 plus GST** in March 2019. This included a 15% contingency. From March 2019 to December 2023 the Construction Cost Index has increased by around 35-37% which suggests that the cost estimate could now be in the vicinity of **\$2.3 million**.
- 4.17 The following are the actual budgets which include the inflation adjustments made to the figures in the Long-Term Plan 2021/2031;
- | | |
|--------------------------------|------------------|
| • Year 1 (2021/2022) | \$51,150 |
| • Year 2 (2022/2023) | \$52,378 |
| • Year 3 (2023/2024) | <u>\$648,652</u> |
| • Total (LTP 2021/2031) | \$752,180 |
- 4.18 As of 31 March 2024, the Council has contributed **\$169,406** to the Trust costs. The balance available to the Trust is now **\$582,774**.
- 4.19 The Deed of Funding between the Trust and the Council requires the Trust to submit quarterly reports. These reports require the following information:
- Delivery of Project Activities

- Project Learnings
- Financial Management – Costs and Fundraising Activity
- Risk Management
- Progress Report Declaration

4.20 The last quarterly report submitted by the Trust was dated 18 April 2024 and covered the first quarter 2024 to 30 March 2024.

5. Analysis and Advice / Tātaritanga me ngā tohutohu

- 5.1 In its resolution, SH21-05-28, dated 17 May 2021, the Council approved funding of \$700,000 for the purpose of providing a new boat ramp facility at Waterfront Park in Māpua to be funded from the Moutere-Waimea Ward Reserve Financial Contributions (RFCs). With inflation this \$700,000 has escalated to \$752,180 (see clause 4.15 above).
- 5.2 RFCs should be spent on capital development associated with the Parks and Reserves activity, whether purchasing land for reserves or investing on the reserves themselves. Although the Waterfront Park at Māpua is not a gazetted reserve under the Reserves Act 1977, the Council believed that in making its decision to fund the boat ramp, it would relieve the Grossi Point Reserve from being utilised as a boat ramp plus car and boat trailer parking area. Providing a boat ramp at an alternate site would allow Grossi Point to be developed to function more as a recreation reserve than it currently is.
- 5.3 The other key driver for moving the launching of boats from Grossi Point is that Grossi Point is culturally significant to Māori/iwi so any investment to remove its use as a boat ramp facility and protect its status as a significant cultural site is fully justified.
- 5.4 The Council is aware that the funding it has already paid to the Trust has no security. If the Trust fails to obtain a consent or if the conditions of consent are too onerous to enable the boat ramp to be constructed, then the Council's funding contribution will not be recovered. Any additional funding would also be at risk for the same reason.
- 5.5 The Council resolution of the meeting held on 17 May 2021 point 4 – *“requests that at least one third of the project costs is funded from a community contribution.”* To date the Trust has quantified its contribution by applying hourly rates to its volunteer efforts. Although this is a positive initiative, staff are not sure that this was the Council's intention that in-kind volunteer input would count towards the one third community contribution.
- 5.6 The cost estimate for the boat ramp, which is now assessed at \$2.3 million, assumes that any conditions of consent are within the scope of the original estimate. This may not be a valid assumption. The conditions of consent may add to the costs of construction and possibly to the ongoing operation and management of the boat ramp. Whether the Trust has considered this risk is unknown.
- 5.7 Based on the uncertainty around the granting of a consent, any decision of the Council to grant the additional funding would be at the risk of becoming a sunk investment if consent is not granted. The Council could decide to provide other types of funding but even then, the risk around not obtaining the benefit of any type of investment needs to be a consideration in any decision it makes.
- 5.8 Should the Council decide not to provide any further funding, whether RFCs or any other type of funding, there remains the risk that the Trust may decide it has insufficient funding to not progress any further with the project. That being the case, the RFC funding already

invested in the consent process will be lost. If the Council wanted a return on that investment, it could consider taking a further risk and provide the requested funding.

- 5.9 The other risk that the Council should bear in mind, is that if the consent is granted, with 111 submissions opposing the application, conceivably an appeal could be lodged with the Environment Court which would draw the Trust into much greater investment in expertise and legal representation to progress with that process.

6. Options / Kōwhiringa

- 6.1 The options are outlined in the following table:

Option	Advantage	Disadvantage
1. Approve the additional \$250,000 as requested by the Māpua Boat Ramp Community Trust from the funding already allocated by the Council.	Allows the Trust to progress with the resource consent process.	May be a sunk investment if a consent is not granted.
2. Approve \$150,000 of the additional \$250,000 requested by the Māpua Boat Ramp Community Trust so to only cover the costs of the Resource Consent Hearing.	This would support the public view that Council is funding the Resource Consent Hearing for the benefit of all submitters.	The Trust would not receive funding support for its reports and legal representation at the Resource Consent Hearing. May be a sunk investment if a consent is not granted.
3. Decline the Boat Ramp Community Trust's request for the additional \$250,000 from the funding already allocated by the Council.	No further investment required from the Council until the resource consent is granted.	May result in the Trust not progressing with the consent application and the funds the Council has invested to date is a sunk investment.

- 6.2 Staff have no specific recommendation on which option Council should choose. The Council needs to consider all the detail presented in this report in making its decision.

7. Legal / Ngā ture

- 7.1 The Council has already resolved to provide RFC funding for the boat ramp. There are no legal requirements other than the funds being distributed in accordance with the Funding Deed signed between the Council and the Trust.

8. Iwi Engagement / Whakawhitiwhiti ā-Hapori Māori

- 8.1 We understand the Trust has consulted with iwi as part of its development of the resource consent application.
- 8.2 This decision in this report does not specifically require iwi input.

9. Significance and Engagement / Hiranga me te Whakawhitiwhiti ā-Hapori Whānui

- 9.1 This decision is not considered to be a significant decision requiring further engagement with the community or any specific agencies. It is primarily about whether the Council agrees to advance additional funding that it has already allocated in this Long-Term Plan 2021/2031 for this project.

	Issue	Level of Significance	Explanation of Assessment
1.	Is there a high level of public interest, or is decision likely to be controversial?	Medium	The number of submissions opposing the consent application suggest that there is quite a lot of interest in the local community. Consequently, advancing further funds to progress the consent process may be considered to be of medium significance.
2.	Are there impacts on the social, economic, environmental or cultural aspects of well-being of the community in the present or future?	Low	The decision is only about funding of a project that is already the subject of public consultation and deliberations.
3.	Is there a significant impact arising from duration of the effects from the decision?	Moderate	If the Council decides to advance the additional RFC funding and consent is not granted, the benefit for the reserves activity of that RFC funding would be lost.
4.	Does the decision relate to a strategic asset? (refer Significance and Engagement Policy for list of strategic assets)	No	
5.	Does the decision create a substantial change in the level of service provided by Council?	No	
6.	Does the proposal, activity or decision substantially affect debt, rates or Council finances in any one year or more of the LTP?	Maybe	The timing of the advancement of the funding would need to be managed so to keep the Council within its debt limits.
7.	Does the decision involve the sale of a substantial proportion or controlling interest in a CCO or CCTO?	No	
8.	Does the proposal or decision involve entry into a private sector partnership or contract to carry out the deliver on any Council group of activities?	No	

	Issue	Level of Significance	Explanation of Assessment
9.	Does the proposal or decision involve Council exiting from or entering into a group of activities?	No	
10.	Does the proposal require particular consideration of the obligations of Te Mana O Te Wai (TMOTW) relating to freshwater and Affordable Waters services?	No	

10. Communication / Whakawhitiwhiti Kōrero

- 10.1 The Council has not had any communication on this decision other than requesting further information from the Trust.

11. Financial or Budgetary Implications / Ngā Ritenga ā-Pūtea

- 11.1 As stated in this report the Council has provided funding in its Long Term Plan 2021/2031 and this decision aligns with that funding provision.

12. Risks / Ngā Tūraru

- 12.1 The key risk with this decision is that if the Council approves advancing the requested funding and the consent is not granted, then the investment is not recoverable, it is a sunk investment.
- 12.2 The counterfactual risk is that if the Council does not approve advancing the requested funding, then the Trust may decide not to progress with the project. This would mean that funding that the Council has invested to date (**\$169,406**) will not be recovered, it would be a sunk investment.
- 12.3 The additional risk is that should a consent be granted, and an appeal is made to the Environment Court then unless additional funding is sourced by the Trust, it may not be able to progress with the project through the Environment Court.

13. Climate Change Considerations / Whakaaro Whakaaweawe Āhuarangi

- 13.1 This decision does not need to consider climate change implications. Any climate change implications would be dealt with as part of the resource consent process.

14. Alignment with Policy and Strategic Plans / Te Hangai ki ngā aupapa Here me ngā Mahere Rautaki Tūraru

- 14.1 There are no specific plans for a boat ramp in the Māpua vicinity. This is purely an initiative from a group of local people who have formed a Trust to progress this.
- 14.2 The Council has previously considered a regional boat ramp, but this has not resulted in a specific location but rather deferred to current boat ramps around the region.

15. Conclusion / Kupu Whakatepe

- 15.1 The Council needs to decide whether to advance additional funding from that already allocated for the boat ramp in the Māpua Waterfront Park.
- 15.2 There are risks associated with the outcomes of the resource consent process for the boat ramp. The risk of the Council investing further in the Trust's desire to progress with the resource consent could result in a sunk investment if consent is not granted or if it is granted and an appeal is made to the Environment Court. If neither of these risks occur and consent is granted without appeal, then the Council may get a return on its investment.
- 15.3 The Council has the choice to either approve advancing the full **\$250,000** as requested by the Trust, or advance funding of **\$150,000** towards the costs of the Resource Consent Hearing, or decline advancing any further funding until the Resource Consent is granted.

16. Next Steps and Timeline / Ngā Mahi Whai Ake

- 16.1 The decision of the Council will be conveyed to the Māpua Boat Ramp Community Trust.
- 16.2 Should the Council approve the additional funding, then it will be distributed in accordance with the Funding Deed between the Council and the Trust.

17. Attachments / Tuhinga tāpiri

Nil

7.10 CHIEF EXECUTIVE'S UPDATE**Information Only - No Decision Required**

Report To:	Tasman District Council
Meeting Date:	20 June 2024
Report Author:	Leonie Rae, Chief Executive Officer
Report Number:	RCN24-06-13

1. Summary / Te Tuhinga Whakarāpoto

- 1.1 The purpose of this report is to provide an update on some key activity since the Chief Executive's last report on 2 May 2024.

2. Recommendation/s / Ngā Tūtohunga**That the Tasman District Council**

1. **receives the Chief Executive's Update report, RCN24-06-13.**

3. Ministry of Social Development – “Better Public Service” Goals

- 3.1 I received a letter from Craig Churchill, Regional Commissioner for Social Development/ Regional Public Service Commissioner, asking for support in meeting targets set by the Coalition Government.
- 3.2 Craig explained that the “Better Public Service” goals are to assist New Zealanders, to be safe, strong, and independent. The goals are to reduce the number of people on Jobseeker Support and to reduce the number of people requiring emergency housing.
- 3.3 For the Tasman District (Richmond, Motueka and Tākaka combined) this means an approximate reduction from 1,829 Jobseekers receiving Jobseeker Support as of January 2024, to a total of 1,222 by June 2029, a reduction of 607 total Jobseeker Support recipients.
- 3.4 Craig is asking for a collective whole community approach to creating sustainable employment opportunities and better community housing solutions.

4. Legal and Democracy Services Update

- 4.1 The numbers of LGOIMAs received each month remains extremely high. The numbers are published on our website here - [LGOIMAs and information of public interest | Tasman District Council](#).
- 4.2 As you may be aware the Council was successful in the Court of Appeal in relation to a pool fencing case. The High Court's creation of a new duty and weakening of the limitation period would have created an unhelpful precedent and made it harder for councils to regulate pool fencing. Hence the need for this appeal. However, I can advise that the respondents have appealed this decision to the Supreme Court.

5. Te Kahui Hononga Team Update

Collingwood Campground –Land Court Judge Visit

- 5.1 On 28 May 2024, members of our Executive Leadership Team, staff and Councillors travelled to Collingwood to welcome Māori Land Court Judge Reeves for a site visit to 'Aorere', specifically Pt Reserve A Square 15, ML Plan 916, situated in Block XV Pakawau Survey District at the Collingwood Campground.
- 5.2 The visit addressed concerns that campsites had encroached onto Māori land. A court session was held on 29 May 2024 during which Judge Reeves confirmed several key changes: the block would be named 'Aorere Pā,' the original owners were recognised, accreted land was added to the block, and two whanau were appointed as agents to negotiate with the Tasman District Council moving forward.
- 5.3 This outcome marked a significant step in resolving the land issues and ensuring proper management and respect for the Māori land. Further proceedings are scheduled for September to continue resolving the matter.
- 5.4 Our staff are working closely with iwi and effected parties to work through solutions as outlined by the Māori Land Court Judge.



Matariki Update:

- 5.5 Te Kāhui Hononga are working with the Community Partnerships team, organising a public community event to celebrate Matariki alongside the Motueka whānau, hapū and iwi. This will be on Friday 5 July 2024 at Decks Reserve from 7pm (bad weather back-up date of Saturday 6 July), with storytelling, waiata and warm kai. A hangi fundraiser is being organised with Parklands School.

6. Long Term Plan (LTP) Update

- 6.1 Elected members have completed the hearings and deliberations and have resolved on the key elements of the 2024-2034 Long Term Plan (LTP). The LTP is a lengthy process. The Council team and elected members deserve praise for the way they managed one of the most challenging Long Term Plans that Tasman District Council and likely the whole sector have ever gone through.

- 6.2 Officers continue to work through several matters with Audit New Zealand to obtain an audit opinion to support the Council to adopt the LTP. One of the challenging issues, which is primarily driven by the different planning cycles of Waka Kotahi/NZTA and local government, has been the indicative funding allocations for transportation. The allocations largely support an increase in funding for road maintenance to support the Councils proposed increased funding but at a lower level than anticipated, and public transport has seen slightly reduced funding in the next year. Waka Kotahi/NZTA has provided information on the likely funding at a very late stage in the LTP process.
- 6.3 These impacts appear manageable and not material in the context of the 10 years of the LTP. At this stage there is a small risk this situation will not be remedied to the satisfaction of the Council's auditors in time for the LTP to be adopted on 27 June 2024 as planned. Staff have programmed 1 July 2024 as a back-up date for adopting the LTP.

7. Staff Values Awards

- 7.1 The twice-yearly staff values awards will be held on 4 July 2024. We have received 113 nominations with several staff members receiving more than one nomination. This event is a highlight of the year's calendar with a good level of staff engagement.

8. Multi Employment Collective Agreement (MECA) Updates

- 8.1 Since November 2022 the Council has been a party to a Multi-Employer Agreement (MECA) between the PSA Union, Tasman District Council, Nelson City Council and Marlborough District Council. In 2023 the parties agreed to a two-year MECA with a mid-term remuneration review. The midterm remuneration negotiation has now been concluded.
- 8.2 Tasman's negotiated salary grade increases for positions covered by the MECA ranged from 4.0% to 6.4% with the Living Wage increase being 6.9%, plus some employees will also receive additional performance increases.
- 8.3 We are pleased to confirm that the MECA negotiations with the PSA Union were ratified with PSA members on 31 May 2024.

9. Digital Innovation Project Update

- 9.1 The MagiQ Cloud upgrade went live successfully on 27 May 2024. Processes were functional at go live and the feedback from users about the go live has been positive.
- 9.2 The 12-week Discovery phase for the Customer Relationship Management project starts on 24 June 2024 with our vendor HCL New Zealand Ltd - [Information Technology Services in New Zealand | HCLTech](#). HCL have been in New Zealand since 1999 and have been delivering industry-leading capabilities centred around Digital, Engineering and Cloud, powered by a broad portfolio of technology and business services software.
- 9.3 The Data Insights project has started with our vendor Datacom. The first step is to meet key data owners and users in the business to develop an understanding of our data management needs.

10. Audit of Civil Defence Emergency Management (CDEM) Update
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- 10.1 A few months ago, a request was made by elected members to review our Civil Defence Emergency Management Capability considering the Hawkes Bay Civil Defence and Emergency Management Group Response to Cyclone Gabrielle.
- 10.2 We have now received a proposal for this review from Simplexity and will provide the outcome of the review to the Council once completed.
- 10.3 The approximate timeline for this review to be completed is September - October 2024.

11. Attachments / Tuhinga tāpiri

Nil

7.11 MAYORAL ACTIVITY UPDATE**Information Only - No Decision Required**

Report To:	Tasman District Council
Meeting Date:	20 June 2024
Report Author:	Tim King, Mayor
Report Number:	RCN24-06-14

1. Summary / Te Tuhinga Whakarāpoto

- 1.1 The especially dry autumn continues to cause angst in the community. While the spill from the Waimea Dam is allowing the Waimea River to flow at a reasonable level and providing water to irrigators and urban users, the impacts of the drought will be felt by the wider District into and beyond this winter.
- 1.2 The Government's plans to go ahead with a referendum on Māori Wards and Constituencies has generated a lot of discussion recently. A joint letter to the Government signed by 52 Mayors and Chairs was sent to the Prime Minister under the Local Government New Zealand banner (**Attachment 1**).
- 1.3 A huge thank you to the Councillors and staff who have been involved in the development of the Council's Long Term Plan. I know that the project consumes an inordinate amount of time for everyone involved including those residents and ratepayers who take the time to make a submission. While we have had to make some hard choices in our decision-making, we have developed a robust and realistic plan to guide us over the next few years.
- 1.4 Flowers and a message of condolence were sent to Whaea Ramari Joseph and the Joseph whanau after the passing of our former Kaumatua, Archdeacon Andy Joseph. A huge thank you to our former Mayor, Richard Kempthorne who spoke on our behalf at Andy's funeral service at the Nelson Cathedral.
- 1.5 The Local Government New Zealand four-monthly report is attached for information (**Attachment 2**).
- 1.6 Finally, congratulations to the Council staff who were involved with or donated to the Heave for Hospice charity event in Nelson on 31 May 2024. While we didn't manage to pull the Nelson City Council team down (they actually cheated), we did take the award for the team that raised the most funds with \$2,050 out of a total of \$15,761 raised.

2. Recommendation/s / Ngā Tūtohunga**That the Tasman District Council**

1. receives the Mayoral Activity Update report, RCN24-06-14.

3. Mayoral Activity

- 3.1 This year I attended the ANZAC Day service in Tākaka with Golden Bay Community Board Chair, Abbie Langford joining me to present the wreath.
- 3.2 The regular Oracy Aotearoa hui was held on 7 May 2024.
- 3.3 Prime Minister, Christopher Luxon and our Local MP, Maureen Pugh were impressed with the Waimea Community Dam when they visited the site on 9 May 2024.







- 3.4 The regular Cawthron Institute Trust Board meeting was held on 13 May 2024.
- 3.5 The Kaiteriteri Recreation Reserve Trust Board met on 14 May and 11 June 2024.
- 3.6 It was standing room only at our quarterly Citizenship Ceremony on 14 May 2024 where 55 people received their citizenship certificate. The kapa hapa group from St Pauls College led the singing of the national anthem and then presented two of their own items. They were brilliant. These ceremonies continue to be well received by our new citizens and their friends and family who are there to support them.



- 3.7 With the growing number of people attending these ceremonies, we may need to look at increasing the frequency of this event.
- 3.8 On 18 May 2024 I presented a certificate to Wakefield Volunteer Firefighter Euan Lawson who celebrated 50 years with the New Zealand Fire Service.
- 3.9 A meeting was held with the Motueka Power Boat Club on 21 May 2024.
- 3.10 Mayor Nick Smith and I met with Infrastructure Holdings Limited Chair, Sue Sheldon on 21 May 2024.
- 3.11 A meeting was held with the Chair and General Manager of Citizens Advice Bureau on 22 May 2024. Citizens Advice are looking to open an office in Richmond.
- 3.12 Hugh Morrison and Colin Devenish from Port Nelson provided an update on Port Nelson's Infrastructure Masterplan on 27 May 2024.
- 3.13 A meeting was held on 27 May 2024 with Yvonne Wang who is the newly appointed auditor for the Council on behalf of Audit New Zealand.
- 3.14 The Local Government Steering Group met on 31 May 2024.
- 3.15 I was invited to speak at the launch of the first Madill Log Loader at DC Equipment on 31 May 2024.
- 3.16 A meeting was held with residents from Awaroa on 5 June 2024.
- 3.17 A meeting was held on 7 June 2024 to look at options for a renaming protocol for the Nelson Provincial Museum and the Tasman Bays Heritage Trust.
- 3.18 I was invited to speak on behalf of Local Government New Zealand at the Auckland Local Board Chair's Forum on 10 June 2024.
- 3.19 LGNZ held a roundtable via Zoom on 11 June 2024 where I was asked to speak on our responses to the issues of sovereign citizens and vexatious requests.

4. Attachments / Tuhinga tāpiri

- | | | | |
|----|---|--|-----|
| 1. |   | Letter to the Government from Mayors and Chairs regarding Māori Wards and Constituencies | 362 |
| 2. |   | Local Government New Zealand - Four-monthly report | 369 |



22 May 2024

Rt Hon Christopher Luxon
 Hon Simeon Brown
 Hon Tama Potaka, Minister for Māori Crown Relations: Te Arawhiti
 Rt Hon Winston Peters, Leader, New Zealand First
 Hon David Seymour, Leader, ACT

Kia ora Prime Minister, Ministers, and party leaders

Changes to Māori ward and constituency poll provisions

Local Government New Zealand and the Mayors and Chairs that have signed this letter are opposed to the changes the Coalition Government is proposing to Māori ward and constituency poll provisions.

The Government's decision to remove decision-making from councils by mandating that polls be run on Māori wards and constituencies is an overreach on local decision-making when current legislation already requires councils to seek community views. We are disappointed this is in contrast with the commitments the Government made during the election campaign to empower local government to make decisions about its own communities.

Our position – a position that has been held by Local Government New Zealand since 2018 – is that Māori wards and constituencies should be treated like all other wards and that decisions should be made at the council level. Polls aren't required on any other wards or constituencies, and requiring them will add increased costs to councils.

We are concerned that the Government's decision is a distraction from the hard work that councils are doing to deliver infrastructure and keep costs down for their communities. It also undermines the important contributions that Māori are making to local government.

We urge the Government to reconsider its position and leave it to local councils to make decisions about appropriate representation arrangements in partnership with iwi and their communities.

Ngā mihi nui

Mayor Sam Broughton
 President
 Local Government New Zealand
 Selwyn District Council

Mayor Campbell Barry
 Vice-President
 Local Government New Zealand
 Hutt City Council

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Local Government New Zealand

Level 3, 3 Eva Street Te Aro Wellington
 6011 // PO Box 1214 Wellington 6140 //
 Aotearoa New Zealand // lgnz.co.nz



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Mayor Grant Smith
Palmerston North City Council

A handwritten signature in black ink, appearing to read "M. Tepania".

Mayor Moko Tepania
Far North District Council

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Mayor Sandra Hazlehurst
Hastings District Council

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Mayor Toby Adams
Hauraki District Council

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Mayor Janet Holborow
Kāpiti Coast District Council

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Mayor Neil Holdom
New Plymouth District Council

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Mayor Gary Caffell
Masterton District Council

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Mayor Nadine Taylor
Marlborough District Council

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Mayor Tim Cadogan
Central Otago District Council

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Mayor Monique Croon
Chatham Islands Council



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Mayor Alex Walker
Central Hawke's Bay District Council

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Mayor Rehette Stoltz
Gisborne District Council

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Chair Daran Ponter
Greater Wellington Regional Council

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Mayor Tim King
Tasman District Council

A handwritten signature in blue ink, appearing to be "Tory Whanau".

Mayor Tory Whanau
Wellington City Council

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Mayor Len Salt
Thames-Coromandel District Council

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Mayor Anita Baker
Porirua City Council

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Mayor Andrew Tripe
Whanganui District Council

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Mayor Max Baxter
Ōtorohanga District Council

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Mayor David Moore
Ōpōtiki District Council



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Mayor Phil Nixon
South Taranaki District Council

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Mayor Kirsten Wise
Napier City Council

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Mayor David Trewavas
Taupō District Council

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Mayor Faylene Tunui
Kawerau District Council

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Mayor Bryan Cadogan
Clutha District Council

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Mayor Gary Kircher
Waitaki District Council

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Mayor Bernie Wanden
Horowhenua District Council

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Mayor Ben Bell
Gore District Council

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Mayor Jacqui Church
Waikato District Council

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Chair Nicol Horrell
Environment Southland



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Mayor Dr Victor Luca
Whakatāne District Council

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Chair Doug Leeder
Bay of Plenty Regional Council

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Mayor Neil Volzke
Stratford District Council

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Mayor Andy Watson
Rangitikei District Council

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Mayor Craig Little
Wairoa District Council

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Chair Geoff Crawford
Northland Regional Council

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Acting Chair Craig Pauling
Environment Canterbury

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Chair Charlotte Littlewood
Taranaki Regional Council

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Mayor Jules Radich
Dunedin City Council

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Mayor Rob Scott
Southland District Council



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Chair Hinewai Ormsby
Hawke's Bay Regional Council

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Mayor Weston Kirton
Ruapehu District Council

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Chair Rachel Keedwell
Horizons Regional Council

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Mayor Tracey Collis
Taranaki District Council

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Mayor Wayne Guppy
Upper Hutt City Council

A handwritten signature in black ink, appearing to read "Susan O'Regan".

Mayor Susan O'Regan
Waipā District Council

A handwritten signature in black ink, appearing to read "Gary Petley".

Mayor Gary Petley
South Waikato District Council

A handwritten signature in black ink, appearing to read "Martin Connelly".

Mayor Martin Connelly
South Wairarapa District Council

A handwritten signature in blue ink, appearing to read "Anne Munro".

Mayor Anne Munro
Mackenzie District Council

A handwritten signature in black ink, appearing to read "Pamela R. Storey".

Mayor Pamela Storey
Waikato Regional Council



A handwritten signature in black ink, appearing to read "Rohan".

Deputy Mayor Rohan O'Neill-Stevens
Nelson City Council

A handwritten signature in black ink, appearing to read "Iaeen".

Cr Iaeen Cranwell
Co-Chair Te Maruata Rōpū Whakahaere

A handwritten signature in black ink, appearing to read "Toni Boynton".

Cr Toni Boynton
Co-Chair Te Maruata Rōpū Whakahaere

// **SUBMISSION**



LGNZ four-monthly report for member councils

// March-June 2024





Ko Tātou LGNZ.

This report summarises LGNZ's work on behalf of member councils and is produced three times a year. It's structured around LGNZ's purpose: to serve local government by **championing**, **connecting** and **supporting** members.

Many councils have found it useful to put this report on the agenda for their next council meeting so that all councillors have the opportunity to review it and provide feedback. Sam and Susan are also happy to join council meetings online to discuss the report or any aspect of it, on request.

This report complements our regular communication channels, including *Keeping it Local* (our fortnightly e-newsletter), providing a more in-depth look at what we do.

Contents

Introduction	4
Champion	5
Advocacy work programme	5
Rates rise conversation	5
City and regional deals	6
Local government funding and financing	7
Māori wards	7
Budget 24	7
Government relations	8
Media	9
Water services reform	10
Resource management reform	10
Transport	11
Climate change	11
Support for Cyclone-affected councils	12
Localism	12
Electoral Reform Working Group	13
Measuring councils' collective scale and impact	13
Freedom camping	13
Rates rebates	13
Remits	14
Connect	16



Member visits	16
Combined Sector meeting	16
Te Uru Kahika and Regional Sector	17
Infrastructure Symposium	17
Conference and Awards update	17
Women in local government	17
Te Maruata update	18
Hutia te Rito: LGNZ Māori Strategy	18
Young Elected Members	18
Community Boards Executive Committee	19
Support	20
Ākona	20
Guidance and advisory for members	21
Elected member safety and security	21
Te Korowai	21
Mayors' Taskforce for Jobs	22
Road Efficiency Group (REG)	23
Moata Carbon Portal	23
Ratepayer Assistance Scheme (RAS)	23
Libraries partnership	24



Introduction

National Council reset LGNZ's strategy at our 1 March 2024 meeting. LGNZ's purpose is now to serve members by championing, connecting and supporting local government.

Champion means we advocate for local government on critical issues, build relationships with ministers and officials, and use media to amplify member voices and stories.

Connect means we bring members together at zone, sector and conference events or via networks like Te Maruata, Young Elected Members and our community boards network, and that we create strong feedback loops between members and LGNZ's work.

Support means we provide professional development uniquely tailored to local government, support councils and elected members when they are stuck, and support elected members to deal with pressure and harassment.

Everything LGNZ does comes under these pillars – and that's why they form the structure of this report. I hope reading this report stresses the breadth and depth of LGNZ's work. Our small team is dedicated to delivering for members and this period has been both intense and rewarding.

This four-monthly period has also included LGNZ's annual membership invoicing. We never take members for granted, and during this time there's been really constructive conversations with councils considering their membership. Grey and Westland have chosen not to stay members, and we're sorry to see them go.

As always, we welcome your feedback. The purpose of sharing this detailed report is to give you an opportunity to share your views, and we look forward to hearing them, whether that's in person, via email or a phone conversation. We're always keen to hear from you.

Ngā mihi
Sam and Susan



Champion

Advocacy work programme

In March we shared [a document outlining our next steps on our Future by Local Government work](#) with members. It sets out the things we'll advocate for now, the work that local government can collectively start doing to shift towards a new future, and the things that will be longer-term advocacy priorities. This has been the foundation for National Council's work to confirm LGNZ's broad and targeted advocated priorities.

At the Combined Sector meeting in April, we asked members to rank our five broad advocacy areas in terms of priority. These were the resulting rankings:

1. Funding and financing
2. Water (including freshwater)
3. Resource Management Reform
4. Transport
5. Climate change

We also asked members to rank targeted advocacy priorities, with the results as follows:

1. Toolbox approach to funding and financing
2. Four-year term for local government
3. Development of a framework around city/regional deals
4. Changes to Regulatory Impact Statements to consider the impact of decisions on local government
5. Opposing changes to Māori ward/constituency referendum requirements.

Off the back of this ranking exercise, we have finalised our advocacy work programme. This has been shared with members and added as a third page to our 2024 [LGNZ A3](#).

We are now in the process of developing more detailed work plans for each of the five broad advocacy areas, setting out what we're trying to achieve under each area and the work we'll do. We plan to share these work plans with members soon.

Rates rise conversation

LGNZ has generated hundreds of stories and op-eds via all major media outlets this year on rates rises, the cost pressures facing councils and what's driving them. We generated 52 media items alone on the Infometrics report we launched in mid-March, which analysed increases in local government infrastructure costs that are driving rates rises.

Our March rates rise toolkit included:

- [Key messages](#)
- [Powerpoint](#)



- [Infometrics report](#)

We had overwhelmingly positive feedback on this toolkit and how useful members found it. Councils have been using the data we've provided on increasing cost pressures in their own engagement with media and in their LTP consultation documents. Regional journalists have made good use of the research LGNZ commissioned in their pieces, giving a national perspective on local rates rises.

We launched our second rates rise toolkit at the Combined Sector meeting on 11 April. This covered tax vs rates, how rates compare to other bills, and how we fund infrastructure:

- [Key messages](#)
- [Powerpoint](#)
- [Social assets](#)

Again we have had a very positive response to this work and it was well used by members. For example, our social media posts and assets are being repurposed in councils' own accounts, and attracting some positive engagement from the public, and the information we've shared has been used in some councils' LTP consultation documents.

Our third toolkit will launch in late June and feature research we've commissioned by NZIER on the costs of central government reforms on local government. It looks at a basket of primary and secondary legislation (introduced by different governments) to quantify the cost impact of unfunded mandates on councils and communities. The specific areas (National Policy Statement for Freshwater Management, National Policy Statement on Urban Development and Medium Density Residential Standards, Local Alcohol Policies, improving recycling and food scrap collections) have been chosen to be representative of reforms with a range of impacts on councils.

Our social media rates rise series highlighting the difference between central government income and local government income has had strong engagement. This campaign aims to explain why rates rises occur, especially in the face of rising living costs, and to highlight that this is a widespread systemic issue. Through this series, we've explored how councils are financed, the services they offer, and the benefits residents receive from their investment in rates. The series overall has received over 60,000 impressions across platforms.

City and regional deals

The Government has strongly signalled interest in long-term city and regional deals as a way to partner with local government to create pipelines of regional projects.

We have released a proposal that sets out the key things councils need to see reflected in city and regional deals, and how these will support better alignment between central and local government. This proposal has supported our ongoing engagement with DIA and Ministers on the development of the Government's city and regional deals framework, which we expect to be released around August.



We shared [the proposal](#), as well as a [factsheet](#) and [range of international examples](#), with members in late May.

Our Policy Team is meeting with DIA officials to discuss our proposals in more detail, and we have been approached by the New Zealand Initiative to speak about our work on their podcast. The Initiative's view is that our proposals are worth promoting as a way forward.

Local government funding and financing

We are in the process of developing a local government funding and financing policy and advocacy work plan to be shared with members. This will be a high-level plan setting out key policy, media and government relations actions and objectives. We have also begun work on a 'long list' of funding and financing tools that could form part of a funding and financing toolbox, which will include policy analysis of options. We plan to engage members on that as our work progresses.

Mayor Campbell Barry and Policy Manager Simon Randall recently met with the Local Government Business Forum (which contains representatives from organisations like Federated Farmers, the New Zealand Initiative, Hospitality New Zealand and Business New Zealand) to talk about local government's funding and financing challenges. We are pleased to be having ongoing engagement with the Forum.

Māori wards

In May we released a toolkit to support media engagement on this topic – based on our position that councils should make these decisions as they do on other wards and constituencies.

On 24 May, the Government introduced legislation to the House on reforms to Māori wards and constituencies. Submissions on this legislation were due by 29 May. Our submission was developed with input from Te Maruata Rōpū Whakahaere and was consistent with LGNZ's position that decisions on whether a community has Māori wards or constituencies should be made in the same way as other ward/constituency decisions – by councils with community and iwi consultation.

Thanks to a suggestion from Mayor Grant Smith, we developed a letter that Mayors and Chairs could choose to sign, opposing the Government's changes for the reason set out above. The letter reflected LGNZ's consistent position on this issue since 2018. Fifty-three Mayors/Chairs have now signed the letter, plus our Te Maruata Co-Chairs, and many spoke up in the media.

Budget 24

We were inside the Budget lockup on 30 May and produced [analysis for members](#) that was shared that evening, as well as media engagement that highlighted the Budget's impact on local government.



Government relations

We are continuing our work to develop a strong partnership with the Government and other politicians building on our regular formal meetings with the Prime Minister, Ministers and key officials with additional informal meetings. We have made changes to our approach to political engagement which has seen us:

- Be part of political events such as Waitangi Commemorations, where it's possible to speak to a broader range of Ministers in formal and informal settings;
- Host a localism briefing with National Party MPs and provide follow up support to showcase examples of localism in action in their rohe; and
- Host a pizza and drinks night for Members of Parliament who were previously local government elected members or staff.

These types of engagements help build a broader cohort of central government politicians who understand and can advocate for local government from within.

On 3 April we had one of our regular quarterly meetings with Local Government Minister Simeon Brown. We discussed our desire to see changes to the rates rebate scheme, our work to support councils with the rates rises conversation, and the need for a broader range of funding and financing tools.

Mayor Neil Holdom (in his capacity as Chair of the LGNZ Transport Forum) and Mayor Campbell Barry were invited to meet with Transport Minister Simeon Brown in late March and provided feedback on the draft GPS, including signalling ways in which they thought it could be adjusted to provide councils with greater flexibility.

We have also secured quarterly meetings with Infrastructure Minister Chris Bishop. We had our first regular meeting with Minister Bishop on 16 April, and covered a wide range of topics including infrastructure, housing, local government funding and financing, resource management reform and how the Minister engages with local government.

The Minister agreed with our request for local government representation on his expert ministerial advisory group that is being set up to support phase 3 of the resource management reform programme, and we have put forward names for consideration.

Toby Adams, Mike Theelen and Nigel Corry (supported by Grace) have also recently met with Minister Bishop to discuss how he might engage with the Local Government Steering Group (LGSG) and/or a variation of this going forward. There are positive indications that the Minister is prepared to engage with a smaller, nimble group, so the larger LGSG has been put on hold and a smaller local government reference group formed for this purpose. Thanks to everyone who's contributed energy and expertise to this group over the past three years.

During May we met with Minister Shane Jones to discuss regional economic development and city/regional deals; Max Baxter, MTFJ Chair and the MTFJ team has met with Social Development Minister Louise Upston; and Susan attended a pre-Budget lunch event with the Prime Minister in Auckland.



In late May, we were invited to present to the Governance and Administration Select Committee on LGNZ's work, with Sam and Susan spending a productive hour explaining what LGNZ does on behalf of members and fielding questions.

In June we have regular meetings with Infrastructure and RMA Reform Minister Chris Bishop (our focus will be on housing and the discussion will involve Mayor Sandra Hazlehurst and Nigel Bickle, CE Hastings District Council), Local Government Minister Simeon Brown, and Regional Development Minister Shane Jones.

Media

Our most visible media work during this period has been the rates rise conversation discussed above, and we have overall had a significant lift in engagement and profile.

To support the toolkit work discussed above, in early May, Infometrics crunched the numbers on GST from rates being returned to councils and we arranged a joint press conference. Sam and Infometrics CE Brad Olsen spoke to media on Parliament's steps, and Mayors across the motu have used the figures in their own discussions. This was covered extensively, and Sam also spoke about the research and rates rises on [Nine to Noon](#). NBR also ran a feature piece on key issues facing local government, including funding and financing and the expected city/regional deals.

Another major piece of advocacy through media is four-year-terms for local government. Sam has used every opportunity to talk about the efficiencies we'd gain by implementing longer electoral terms. This has led to stories in local papers as well as in-depth coverage by RNZ's political reporter, Russell Palmer. We have kept this conversation alive, having publicly launched the LGNZ Electoral Reform Group on 4 June and supported Chair Nick Smith with media engagement, including [1News](#) and breakfast media.

Leveraging the discussions at the Combined Sector meeting in April, we put the spotlight on city/regional deals, featuring in [pieces by Newsroom](#) and [The Spinoff](#). We had coverage by NBR on the link between tourism and local government in Minister Doocey's session. This media furthers our advocacy priority for new funding and financing tools.

We've been working in with some local papers on stories – including in Ashburton Guardian about how [constant Government reforms cause headaches for councils](#), and in ODT on the power of localism – featuring some of our members highlighting why localism matters.

Earlier this year, LGNZ ran a session for Mayors Taskforce for Jobs supporting individual council programmes to better tell their story of localism and council delivery. Since March, this has spurred an uptick in local media coverage positively highlighting the programme. A highlight was a [Seven Sharp](#) piece brokered by LGNZ on the only Windmill in the Southern Hemisphere, which aired in March.

Our city/regional deals proposal was [previewed by Newsroom](#), with Sam also appearing on the AM Show and [Mike Hosking's Breakfast](#).



The Māori wards/constituencies letter received strong coverage on [OneNews](#) and in [Stuff](#). The day before the Budget, we had an [op ed by Sam](#) published in Stuff's The Post and The Press, and our Budget comments gained good traction.

Water services reform

The repeal of the previous government's water services legislation gave councils an additional three months to adopt their LTPs, an ability to forgo the audit of the consultation document, and to reduce consultation requirements on subsequent amendments. Alternatively, councils have been able to defer development of their LTP for 12 months if they produce an enhanced Annual Plan. We advocated for this relief and were pleased to see the Government make it available.

The replacement approach for water services will be rolled out in two parts. A first bill, the Local Government (Water Services Preliminary Arrangements) Bill, was introduced to the House in late May and LGNZ will be submitting on it to highlight councils' commonly held concerns with the bill and suggestions for improvement. This bill will be passed by the middle of the year and will require the development of service delivery plans (which will be the vehicle to self-determine future service delivery arrangements). This bill also puts in place transitional economic regulation and provides a streamlined process for establishing joint water services CCOs.

A second bill will be introduced at the end of the year and will set out provisions relating to long-term requirements for financial sustainability, provide for a complete economic regulation regime, and introduce a new range of structural and financing tools, including a new type of financially independent council-controlled organisation.

A technical advisory group has been formed to support the development of the legislation and related policy. We recommended two names for this technical group – one of them was selected (Mark Reese, Chapman Tripp).

LGNZ has been advocating for updates to the mandatory performance measures for water so that councils don't have to report against both the Taumata Arowai Drinking Water Standards and the now-replaced Ministry of Health Drinking Water Standards. We've been successful in securing this change, which has gone to councils for your feedback. Final changes should be in place by mid-June.

Taumata Arowai is starting to develop regulations for storm water and wastewater, and attended recent sector meetings. We are also engaging with Taumata Arowai on new wastewater and stormwater standards.

Resource management reform

The Government repealed the Natural and Built Environments and Spatial Planning Acts prior to Christmas. It then worked at pace to develop a new fast-track consenting regime. We made a joint submission on the new legislation with Taituarā and on 4 June we will appear before the



Environment Committee with Taituarā in support of our submission. Our submission acknowledged the need for a fast-track process but identified a number of improvements that our members want to see including better alignment with councils' planning documents and processes, more time for engagement with councils and more of a focus on sustainable development. Our submission was informed by workshops that we held at each of our April sector meetings.

The new Government is working quickly to make a number of changes to national direction, including the NPS-Freshwater Management. We're monitoring these changes closely along with Taituarā and Te Uru Kahika.

Grace and Susan meet regularly with the MfE leadership team. These meetings are constructive and positive.

As noted above, we've worked closely with Mayor Toby Adams, in his role as Co-Chair of the Resource Management Reform Local Government Steering Group, to support him to engage with Minister Bishop on options for engaging with local government on changes to the resource management system. And we've recommended local government representatives to sit on an expert ministerial working group that Minister Bishop is planning to establish to support his reform programme.

Transport

The LGNZ Transport Forum, chaired by Mayor Neil Holdom, worked closely with our policy team to pull together our submission on the draft Land Transport GPS. We had good engagement with our draft submission, with 18 councils providing constructive feedback.

The Transport Forum had its second meeting of the year on 23 May, which covered off a range of key issues including the NZTA emergency works review, the Road Efficiency Group's (REG) ongoing efforts to improve the collection and presentation of transport data, and progress on the Government Policy Statement on Transport and National Land Transport Programme.

Our Transport Forum is continuing to progress its work programme and engage with members. Immediate priorities for LGNZ in the transport space include considering the impacts of the upcoming Budget, completing our submission on the emergency works review, and reviewing the finalised GPS when it is completed (the draft of which we submitted on earlier this year).

Climate change

We welcomed the Government's announcement that the Finance and Expenditure Committee will be continuing the inquiry into climate change adaptation that was started by the previous government. We're pleased that the Government's announcement has received cross-party support and in our press release emphasised the importance of engagement with local government given its role in adaptation, the urgent need to address adaptation funding arrangements and the need for thought to be given to the framework for managed retreat.



The submission that we made to the earlier inquiry will be considered by the Finance and Expenditure Committee and we're planning to provide the Committee with some additional comments.

We were pleased to be able to suggest Aileen Lawrie, CE of Thames-Coromandel District Council, as local government representative on the expert reference group that the Ministry for the Environment has established to support its climate adaptation work.

Support for Cyclone-affected councils

The Policy Team has met with the secretariat of the Cyclone Gabrielle Recovery Taskforce to support development of their insights framework, which seeks to capture the lessons learned from their work. We have also started engagement with the Department of Prime Minister and Cabinet on their next steps on their critical infrastructure framework and minimum standards.

The report on the Government Inquiry into the Response to the North Island Severe Weather Events was released in April. We understand that consideration of the Emergency Management Bill (which we submitted on in October 2023) is on hold until the release of this report, so the Select Committee can consider it and any changes needed to the Bill. This may involve further submissions or engagement.

We worked with Mayor Rehette Stoltz, CE Nedine Thatcher-Swann and the team at Gisborne District Council to write a letter to Ministers and officials raising concerns with the process that was adopted for the Ministerial Inquiry into Land Use that Gisborne District Council was subject to last year. The purpose of the letter was to highlight that we don't want similar process issues repeated in any future inquiries that local government may be subject to.

Localism

We are developing our Choose Localism toolkit, which will be released at our SuperLocal Conference. The toolkit sets out a wide range of tools and approaches councils can use to make a localist future a reality and apply a localism lens across their day-to-day work. The toolkit has four broad headings: collaboration and input; place-based empowerment and devolution; planning, budgeting and resource allocation; and growing and developing local economic and social success.

We have also worked with Curia to poll members of the public on local government issues. The data will look at perceptions around the effectiveness of councils, how councils could improve their effectiveness and who is best placed to make certain decisions/deliver certain services out of central and local government or a combination of both. We are planning to release the findings and supporting work and recommendations at SuperLocal.



Electoral Reform Working Group

As part of our broader work on Choose Localism, we are looking at ways to tackle the issue of mandate for local government. There have been several reviews and numerous calls for local government electoral reform over the years, with no progress being made. Only four out of ten eligible voters have their say in local elections, compared with eight out of ten for central government.

Mayor Hon Dr Nick Smith, who has been part of a number of Justice Select Committees looking into this, will be leading an LGNZ working group to get some traction on the issue. The working group will have a very clear purpose: to drive LGNZ's advocacy work to strengthen the democratic mandate for local government to advocate for and meet the needs of communities, with a particular focus on increasing participation.

As well as Mayor Nick, other members of the group are Mayors Rehette Stoltz, Susan O'Regan and Campbell Barry, and Toni Boynton (Te Maruata Co-Chair). The group is meeting shortly to finalise its Terms of Reference and confirm its work programme. We'll keep members informed as this work progresses.

Measuring councils' collective scale and impact

We are holding a zoom on 6 June to support this data-gathering project, initiated by National Council member Mayor Neil Holdom, which aims to consolidate key local government expenditure into a collective national database. The purpose of this is to enable easy comparison between councils and to have data to support key conversations with central government on infrastructure and investment.

Freedom camping

The Policy Team have released updated guidance and a model bylaw that reflect recent amendments to legislation and case law, to support councils to develop, review, and administer bylaws relating to the Freedom Camping Act 2011 (FCA). Amendments to the FCA came into force on 7 June 2023, but there is a transitional period before the new certification for self-contained motor vehicles and related provisions come into force.

The Ministry of Business, Innovation and Employment and the New Zealand Motor Caravan Association part funded this work, and we worked with them and Taituarā to develop it.

Rates rebates

The Minister for Local Government announced an increase to the rates rebate scheme, shortly after we met Ministers Brown and Costello in early April and talked about the need for these changes to



support low-income households. We've advocated strongly on this issue for several years off the back of remits put forward by Whanganui District Council (2020 AGM) and Horowhenua District Council (2023 AGM). However, the increases are only in line with inflation, not the Local Government Cost Index, which is the core ask of the remit put forward by Horowhenua District Council in 2020. We'll continue to advocate for increases to be in line with the LGCI.

Remits

We're continuing to make progress on remits where we can – though as is always the case following a General Election, progress slowed while the new government bedded in and we developed an understanding of how our remits relate to its priorities.

Remit	Progress update
Allocation of risk and liability in the building sector	We're yet to start substantive work to progress this remit. However, we did raise the issues that this remit addresses through our involvement in a working group that was reviewing the building consent system in 2023.
Rates rebates	As noted above, the Minister for Local Government announced an increase to the rates rebate scheme, shortly after we met Ministers Brown and Costello in early April and talked about the need for these changes to support low-income households.
Roading/transport maintenance funding	Our Transport Forum is leading work on this remit. Our submission to the draft Government Policy Statement advocated for increased investment in road maintenance.
Local election accessibility	We're yet to start substantive work to progress this remit.
Ability for co-chairs at formal meetings	Guidance on how to introduce co-chairs, which has been informed by legal advice, has been incorporated into our revised Guide to the LGNZ Standing Orders Template, which was published in early February 2024.
Parking infringement penalties	We're yet to start substantive work to progress this remit.
Rural and regional public transport	This remit is being progressed through the work that our Transport Forum is leading. Our submission to the draft GPS Land Transport advocated for increased investment in rural and regional public transport.
Establishing resolution service	We have built work on developing a resolution service into the refreshed LGNZ strategy.
Earthquake prone buildings	As championed by Manawātū District Council (the mover of this remit), a review of the current earthquake strengthening requirements has been announced. Our Policy Team has been working with Manawātū District Council and officials at MBIE to ensure the review meets the needs of local government, and that



	there is strong local government input into it. There has been good media coverage of this review, and the role Manawātū District Council has played in pushing for it.
KiwiSaver contributions for elected members	We have engaged with Minister Brown on this issue, and he expressed some interest in it. We have engaged Simpson Grierson to provide detailed advice on options for providing KiwiSaver contributions for elected members – including drafting of relevant legislative clauses, so that we’re able to present a package of options for reform to the Government.
Scope of audits and audit fees	Part of the approach to reduce fees is to ensure that the legislative requirements and scope (and resulting repetition and complexity) of Long-term Plans and Annual Plans and reports are reduced to be better aligned with needs and cost less to audit. A workshop with Audit NZ, Taituarā and the Office of the Auditor General has been organised for July to review the current requirements of long-term planning and associated reporting.

Remit applications for the 2024 AGM close on Tuesday 18 June. Currently no remits have been received, although we know of at least three in development. The remit committee (President, Vice-President, CEO, and Director Policy & Advocacy) will consider these on 1 July, with the approved remits being circulated to members on 3 July.



Connect

Member visits

Rates rises are top of mind for all councils so our work on this issue has been front and centre in our discussions with councils over the past four months.

As well as Sam, Campbell and representatives from LGNZ's leadership team being at zones 2, 1, 3 and 5-6, Sam and Susan visited councils in Otago and Southland, the wider Wellington region and Northland in March/April. We then visited the West Coast councils on 17-18 April and attended a WCRC meeting on 9 April after conversations about the value they derived from regional sector meetings. Since the start of May, we've visited councils in Manawatū, Whanganui, Upper Hutt, Horowhenua and Canterbury (including Christchurch). All these visits are incredibly valuable in terms of connecting councils with our work and receiving feedback. We are now planning visits over the next few months and post-conference towards the goal of visiting or scheduling visits with all members in Sam's first year as President.

Combined Sector meeting

Our Combined Sector meeting on Thursday 11 April featured a strong range of speakers, with a focus on rates rises, the cost of infrastructure and the fast-track consenting legislation. Speakers included Mayor of Greater Manchester Andy Burnham, Brad Olsen (Infometrics), Dr Eric Crampton (NZ Initiative), Philippa Fourie (Fonterra), Jade Wikaira (Wikaira Consulting Ltd), Richard Capie (Forest & Bird), Geoff Cooper (New Zealand Infrastructure Commission, Te Waihanga) and the team from Simpson Grierson who talked about fast-track consenting.

We've had very positive feedback on the day, with an average rating overall by survey respondents of 4.5/5, with the programme getting 4.6/5 and the overall organisation 4.8/5. Comments included:

- *Really happy with the new direction of LGNZ and the consultative approach - enjoy the interactive sessions (using SLIDO)*
- *Very worthwhile day. Stakeholder event was excellent*
- *In my opinion, this was one of the best LGNZ events I have ever attended. Topics were spot on, plenty of time to network (which is a huge benefit that comes from these events), great speakers, kicking off with the Manchester Mayor really set the scene. Well done to the organisers!*

Sector meetings the following day also ran well.



Te Uru Kahika and Regional Sector

The Regional Sector and Te Uru Kahika's priorities – climate resilience, resource management system, Te Ao Māori, the Government's reform agenda in freshwater, water services regulation, and transport – align closely with LGNZ's advocacy priorities, providing a wide range of opportunities for collaboration. This includes our recent participation in Te Uru Kahika's Climate Workshop.

Our team is meeting regularly with Te Uru Kahika to ensure we are joined up in our support for the Regional Sector. We continue to work together closely on submissions and engagement on central government reforms.

Infrastructure Symposium

We're looking forward to this Combined Sector event on 13/14 June and have secured another strong line-up of speakers, with the [finalised programme available here](#). Infrastructure Minister Chris Bishop will speak at the networking event on the Thursday night, and Sir Bill English is one of our keynote speakers on 14 June. Other speakers include Opposition Local Government spokesperson Hon Kieran McAnulty, Peter Nunns (Director Economics, Te Waihangā Infrastructure Commission), Simon Dyne (COO, Fulton Hogan), Councillor Linda Scott (via zoom, President, Australian Local Government Association), Malcolm Smith (Australasian Cities Leader, Arup) plus expert panels and more. Registrations are tracking well.

Conference and Awards update

Planning is well advanced for both SuperLocal 2024 and the Community Boards conference, along with additional events for Te Maruata and Young Elected Members, LGNZ's Annual General Meeting, the Mayors for Taskforce breakfast and numerous networking events across the three days.

In early April we launched SuperLocal24 to members and opened registrations. This followed the earlier launch of the SuperLocal 24 Awards.

We will exceed our sponsorship target for SuperLocal, which is a real achievement in the current climate.

We have finalised the programme, which has a dynamic line up of speakers, and registrations are on track.

Women in local government

Following on from our 13 February zoom for women in local government, we are planning a lunch immediately before the SuperLocal conference, which will feature Finance Minister Nicola Willis as the opening speaker.



Te Maruata update

Te Maruata held its first whānui hui online on 14 March to reset priorities for the remainder of the triennium. The hui included a kōrero with MP Marama Davidson, the election of new members for the Roopu Whakahaere as well as opportunity to meet with Mereana Taungapeau, LGNZ's recently appointed Kaitohutohu Matua Māori. Aubrey Ria was elected as the Rural & Provincial representative, and Keri Brown was elected as the at-large representative.

Te Maruata held its monthly online wānanga on 24 April. Te Whatu Ora provided updates on the Sale and Supply of Alcohol Amendment Act – specifically around the incorporation of Tikanga Māori into licensing hearings. There was also broad discussion about Māori wards and the Fast-Track Amendment Bill.

A key issue for Te Maruata is strong advocacy on retaining current arrangements for the establishment of Māori wards and constituencies.

At the Te Maruata Rōpū Whakahaere hui on 9-10 May, kaupapa included Māori wards, Te Maruata membership, the programme for the Te Maruata Hui at conference and the Hutia te Rito strategy – the LGNZ Te Ao Māori approach. The in-person hui included the member now representing Community Boards, Jock Martin (who represents the Lawrence/Tuapeka ward for Clutha District Council).

The Rōpū Whakahaere have been conscious of ensuring Te Maruata members are supported during the debates around Māori wards, which has been a difficult time for many. Regular comms, information sharing and opportunities for kōrerō have been activated so that Te Maruata members feel supported and connected. Equally it's important that the voices of Māori ward councillors and Māori elected members are uplifted. Te Maruata Rōpū Whakahaere made a submission on the Bill in support of LGNZ's submission that also spoke to personal experiences and the critical role Māori councillors play at decision-making tables across Aotearoa.

Hutia te Rito: LGNZ Māori Strategy

Our Kaitohutohu Matua Māori Mereana Taungapeau led the organisation of a staff wānanga at Raukawa Marae in Ōtaki on 1-2 May. Its purpose was to introduce staff to Hutia te Rito and the Te Ao Māori work programme for LGNZ which is currently in development.

Young Elected Members

The YEM Committee are keen to continue holding annual YEM Hui, and are well underway with planning for this year's event. The Committee has confirmed dates for this year's Hui (16-18 October) and will be holding it in Christchurch. In response to member feedback, we've brought the Hui forward and shared the dates early so people can get it in their diaries.

The YEM Committee met online in March and in person at the end of May. As well as discussing the next Hui and their pre-SuperLocal gathering, the Committee has refined the YEM Strategy and Kaupapa based on feedback received from the network at the end of last year.



Petone Community Board member Kaz Yung has been elected to the YEM Committee as the community boards representative, and the Committee has also welcomed new member Councillor Deon Swiggs (Environment Canterbury), who has replaced Deputy Mayor of Westland Ash Cassin, following Westland's decision to withdraw from LGNZ membership.

Community Boards Executive Committee

Over the last few months CBEC has been actively involved in a number of initiatives:

- **Satisfaction survey of community boards and mayors:** CBEC commissioned FrankAdvice to undertake a survey of community boards and mayors to better understand the mood of community boards, and relationships between councils and community boards, as well as identify areas for improvement, with particular emphasis on roles, remuneration and relationships with councils. The final report, with recommendations, was released in late February. The findings will be used for ongoing advocacy by CBEC and to inform updates to the Governance Guide for Community Boards.
- **Community Boards Conference:** CBEC is well underway with planning for the 2024 Community Boards Conference, which is being held as part of SuperLocal. CBEC members have been working hard with the LGNZ team to pull together a programme, and seek speakers and sponsorship.
- **Declarations:** the Committee has discovered that some councils do not require appointed board members to make a community board declaration – creating a potential risk to councils should a board decision be challenged on the basis that some members were ineligible to vote. CBEC sought legal advice, which confirmed that all appointed members should make a community board declaration as well as their council declaration. That advice has been sent to all councils with community boards.
- **Remuneration:** CBEC is working with the Remuneration Authority to improve the basis on which community board remuneration is set. The Authority has not been able to resolve how to remunerate boards with additional responsibilities (member pay is based on population without any consideration of the level of responsibility). The Committee has been engaging regularly with the Remuneration Authority on options. It's meeting in June to develop a work programme to deliver on recommendations resulting from its survey of community board members and Mayors.

Kaz Yung (who was elected to the Young Elected Members Committee) has joined our Community Boards Executive Committee. Jock Martin has also been elected to CBEC and Te Maruata, as noted above.

CBEC held a zoom for all community board members in late March, where they discussed the results of the survey of community board members and mayors, and options for remunerating community board members. The zoom was attended by around 40 members.



Support

Ākona

On 3 April, we gave all elected members access to Ākona, following National Council's decision that subscription should be rolled into the member fee.

The number of logins continues to grow, with 50-60 learners being added each week. Engagement with Ako hours already exceeds expectations, and registrations for next month's Climate Change Adaptation Ako hour are climbing quickly.

Sector engagement with Ākona has also significantly increased. Last week's bi-monthly hui with Council L&D staff (which would previously attract 10 or less participants) had almost 30 participants. There were also multiple requests for the hui to be recorded and sent to those who could not attend. Hui participants expressed their support of the system, including the new skills analysis tool. There was also keen interest in working with LGNZ to build elected member engagement through coaching sessions, to develop learning programmes, and to develop learning policy based on Ākona content.

The Induction 2025 Project has commenced with the development of a triennial calendar of learning linked to key sector milestones. This calendar will be tested by a group of sector representatives over the next few weeks, with a view to complete induction design by the end of October. The purpose and approach to Induction hui is being refined based on member input and feedback from the 2022 events.

Discussions have begun with Taituarā to develop an induction pack that will include pre-elected learning resources, (as per the framework). A pre-candidacy package of learning will also soon be developed to support the promotion of local governance participation in our communities.

There are new courses recently released or nearing release include:

- Climate Change
- Te Reo
- Decision Making
- The CE Relationship
- Leading diverse communities

In addition, the tīma worked with PD Training to contextualise a Critical Thinking workshop which was delivered at Napier District Council in late February. A targeted workshop focused on Charing Meetings/Standing Orders has also been developed. Both options will become a permanent part of Ākona offerings.



Guidance and advisory for members

We've updated our [Guide to the LGNZ Standing Orders Templates](#). The updates provide councils with guidance on how to amend their standing orders to incorporate changes to the definition of a quorum (for those joining by audio visual means). They also provide guidance on the Ombudsman's recent report on public access to workshops.

We're working with the Taituarā Democracy and Participation Working Group to fine tune our Standing Orders Template, with a focus on readability. The updated version will be available to councils in early 2025, giving plenty of time to be prepared ahead of the 2025 local body elections. The new template will also reflect legislative changes made since mid-2022 when the current template was drafted.

Elected member safety and security

We held a zoom on safety and security on 18 April, with 60 people attending. Panel members Mayor Dan Gordon, Deputy Mayor Angela O'Leary and Mayor Len Salt spoke eloquently about the difficult and disturbing experiences they had had, followed by representatives from NZ Police and Netsafe. This was the start of a conversation and there's clearly more LGNZ can do to support members experiencing this harassment, which is also a threat to local democracy.

At the Combined Sector meeting, we asked attendees about their experiences and the results were:

- 74% had face aggressive, abusive or offensive behaviour as an EM in public meetings
- 65% had faced it online
- 39% had faced it at community events
- 33% had faced in doing every day activities like shopping or collecting children from school

In terms of the levels of behaviour:

- 53% thought it was worse than a year ago
- 41% thought it was similar
- 9% thought it was better.

Our second zoom in this series will be in mid-June, to focus on "sovereign citizens" and vexatious requests, and we've secured a range of panellists/speakers. This topic was suggested in the first zoom, and the third zoom will focus on physical security for EMs. All these zooms are recorded and available to elected members in Ākona, along with related resources. [You can log into Ākona here](#).

Te Korowai

Our continuous improvement programme, previously known as CouncilMARK, has undergone significant evolution over the past year in response to feedback from the sector. These changes aim to increase programme participation and deliver greater value to participating councils.



Renamed 'Te Korowai', the programme has extended its focus beyond independent assessments to support councils throughout their continuous improvement journey, both before and after assessment.

Te Korowai emphasises a wraparound support for councils, the establishment of development benchmarks and aligning council performance with priorities. The introduction of additional development pathways facilitates the translation of assessment findings into actionable plans, enabling councils to optimise their performance.

We have collaborated closely with Waikato Regional Council, which served as the pilot for the new programme. Following their successful on-site assessment, they have transitioned into the development phase. Initial feedback from Waikato Regional Council has been overwhelmingly positive, highlighting how the programme provided valuable insights and confidence to progress along their development journey.

We are currently engaged with several other councils, including as Central Hawkes Bay District Council, Ōtorohanga District Council, and Otago Regional Council, as they prepare to join the revamped programme. Additionally, efforts are underway to align the programme's performance assessment framework with Ākona, fostering continuous improvement through a culture of learning and development.

Mayors' Taskforce for Jobs

Mayors' Taskforce for Jobs (MTFJ) core group has signed off a refreshed five-year strategic plan. The plan reconfirms the focus of the MTFJ kaupapa firmly on rangatahi, particularly those youth who are NEET (Not in Employment, Education or Training).

LGNZ supported Mayor Max Baxter, MTFJ Chair, to secure a meeting with the Social Development Minister Louise Upston, which the MTFJ team of Maree and Tammie attended, along with Scott.

Max also met with Minister Upston while attending a joint visit to Waimate to hear firsthand how the programme has delivered better employment outcomes there. The Minister is joining MTFJ for their annual breakfast meeting at SuperLocal.

The MTFJ Governance Group, which oversees MTFJ's strategy and delivery, met in April and May and the Core Group is meeting on 7 June.

Huge credit to the MTFJ council teams who nationally have exceeded their MSD-contracted CEP outcomes, achieving 1,111 employment outcomes for year one well ahead of the due date. This positions the MTFJ MSD employment contract for continued success as it rolls over into year 2, although with reduced contracted funding from (\$10 million to \$8 million).

LGNZ ran an impactful session for MTFJ in February supporting individual council programmes to better tell their story of localism and council delivery, as discussed in the media section above, and reflected in the uptick of media around MTFJ in recent weeks.



Road Efficiency Group (REG)

LGNZ has been a long-standing partner and supporter of REG and we are pleased to see REG feature in the draft Transport GPS. This includes direction from the Minister that REG, as part of a wider expectation for improved sector performance and efficiency, is to focus on ensuring that all investment in maintaining and improving resilience on the state highway, local and rural road networks is spent in the most efficient manner.

Key focus areas for REG include:

- Finding efficiency in road maintenance spend to deliver more for road users and taxpayers' investment;
- Standardising maintenance protocols and processes to find efficiency where efficiencies can be found;
- Reducing expenditure on temporary traffic management (TTM), which is adding significant cost to road maintenance and reducing efficiency of spend;
- Reviewing Network Outcomes Contracts (NOC) with a focus on achieving long-term maintenance outcomes of 2 percent rehabilitation and 9 percent resurfacing per year, ensuring a proactive approach to road maintenance.

REG is currently reviewing its term of reference and governance arrangements, which will see two independent appointments by the Minister to the REG governance group.

Moata Carbon Portal

Recently we've provided a demo of the portal and had conversations on carbon accounting with Central Otago District Council. We have also supported Mott MacDonald to attend zone meetings to provide an overview of the carbon portal as well as some findings from the carbon baseline completed on Queenstown Lakes LTP in 2023.

The findings from this baseline were that water projects accounted for 55% of QLDC's total capital carbon, with transport accounting for 24% and built environment 21%. Over the course of their LTP, their highest carbon peaks were predicted for 2023 and 2030, with recommendations provided on integrating carbon assessments into their approval and delivery processes.

Ratepayer Assistance Scheme (RAS)

With Auckland and Tauranga confirming support to establish the RAS, we have secured \$1.2 million of the estimated \$3 million required to complete the development work to establish the RAS. On establishment, we would need circa \$23 million establishment capital.

As a reminder, the RAS is a special purpose tool that would provide support to ratepayers to finance any local authority charge. With balance sheet separation, and proximity to both local and central



government, it would have a very high credit rating and therefore be able to provide the cheapest possible financing terms to ratepayers.

The Ratepayer Financing Scheme's flexibility would enable it to support:

- Development contributions to enable housing development.
- Home improvement policy to meet healthy homes, earthquake strengthening, home insulation and solar panel installation, water separation and storage etc.
- Rates postponement to provide relief to ratepayer experiencing affordability pressures.

A detailed business case supporting the RAS's viability has been completed with the support of Auckland, Hamilton, Tauranga, Wellington, Christchurch councils alongside the LGFA and LGNZ. We have had recent positive engagement the new governments policy advisors. The RAS could provide financing for future water charges which would assist with affordability.

The Steering Group have engaged with the Government's water Technical Advisory Group to discuss funding and financing more broadly, including the possible role the RAS could play supporting ratepayers and funding infrastructure.

Scott and selected members of the Steering Group met Simon Court (Parliamentary Under-Secretary to the Minister for Infrastructure and the Minister Responsible for RMA Reform) on 3 April and Minister Simeon Brown has expressed interest in learning more about it.

Libraries partnership

Our Libraries Advisor is continuing to deliver the work programme that has been agreed to with DIA and the New Zealand Libraries Partnership Programme, and will be with LGNZ until the end of June 2024, when the project funding comes to an end. This was a Covid-19 recovery initiative so there isn't ongoing funding for this role.

At the end of the project, we'll receive a report that will outline all the key trends identified and findings made across the three years of the project.

Despite local government funding challenges, a large number of councils have supported the removal of fines to improve access to their library resources. Over 60% of councils are fully fines free and 92% are fines free for children and young people.

7.12 JOINT REGIONAL CEMETERY - BUSINESS CASE**Decision Required**

Report To:	Tasman District Council
Meeting Date:	20 June 2024
Report Author:	Grant Reburn, Reserves and Facilities Manager
Report Authorisers:	Richard Kirby, Group Manager - Community Infrastructure
Report Number:	RCN24-06-15

1. Purpose of the Report / Te Take mō te Pūrongo

- 1.1 To agree to proceed with a regional cemetery jointly with Nelson City Council.
- 1.2 To adopt the business case for the joint regional cemetery. This will be subject to Nelson City Council adopting the same business case. This is scheduled to be considered at their meeting in early July 2024.

2. Summary / Te Tuhinga Whakarāpoto

- 2.1 In 2020, both Nelson City Council and Tasman District Council jointly commissioned a report on Cemetery Provision in Nelson and Richmond which was received by both councils in December 2021.
- 2.2 Both councils adopted a Memorandum of Understanding in 2022 (**Attachment 1**) for the development of a business case to address several matters that would inform the decision of whether to proceed with a joint regional cemetery.
- 2.3 Officers from both Councils have been working collaboratively to develop a business case with guidance provided by a Joint Regional Cemetery Working Group comprising two elected members from each council and an iwi representative.
- 2.4 Funding for the potential acquisition and initial development of a joint regional cemetery was included in the 2021-2031 Long-Term Plan for each council with funding for any potential acquisition confirmed in the 2023/2024 Annual Plans. Development funding has also been included in the draft 2024-2034 Long-Term Plans.
- 2.5 The Business Case provides the framework required to support any opportunity that arises to acquire suitable land and establish an appropriately located, and accessible joint regional cemetery to serve both the Nelson City and some wards of the Tasman District for at least 100 years. It proposes that the Regional Cemetery would be acquired, developed, operated, maintained and governed on a shared basis between Nelson City and Tasman District Councils.
- 2.6 Officers have proposed as part of the business case four project objectives for consideration. Two of these relate to the acquisition and assessment of suitable sites and may be a necessary part of the process moving forward if ultimately the Council has to compulsorily acquire land, or it needs to designate land for the cemetery under the Resource

Management Act. Officers have also proposed site location criteria, so there is a consistent set of objectives and criteria applied to all sites considered.

- 2.7 This report is seeking approval of the business case which supports the development of a Joint Regional Cemetery, outlines the project objectives for acquisition of land, site location criteria for a joint regional cemetery and agrees the basis for implementing the project.

3. Recommendation/s / Ngā Tūtohunga

That the Tasman District Council

1. **receives the Joint Regional Cemetery - Business Case Report RCN24-06-15; and**
2. **commits to proceeding with a regional cemetery jointly with Nelson City Council subject to the Nelson City Council also committing; and**
3. **adopts the Nelson City and Tasman District Joint Regional Cemetery Business Case, June 2024 in Attachment 2 subject to Nelson City Council adopting this business case; and**
4. **notes that officers will report back on a formal agreement that will govern the development of a regional cemetery and the provision of regional cemetery services.**

4. Background / Horopaki

- 4.1 Local Authorities have a legislative responsibility and mandate to ensure the provision of cemeteries. The Burial and Cremation Act 1964 imposes a duty on Local Authorities (section 4) to 'establish and maintain' a suitable cemetery where sufficient provision is not otherwise made for the burial of the bodies of persons dying within its district.
- 4.2 In 2020 both Nelson City Council and Tasman District Council jointly commissioned a report on Cemetery Provision in Nelson and Richmond - Assessment of Supply and Demand. The report was received by both councils in December 2021. This report estimated that the Richmond and Marsden Valley cemeteries will reach capacity for burial interments within the next 10-20 years and that there was a long lead time for the purchase and development of a new cemetery. Updated death projections undertaken in 2023 have resulted in revised site estimates being calculated based on a 100-year burial capacity, with a provision for around 16,000 burials (average 160 per annum) which requires an overall area of 22ha.
- 4.3 The councils subsequently agreed, through a Memorandum of Understanding (**Attachment 1**), in 2022 to work collaboratively to investigate the development of a new joint regional cemetery and progress with a business case that would support that initiative.
- 4.4 The Memorandum of Understanding (**Attachment 1**) records the framework agreed for the development of the business case for a joint regional cemetery. This business case has been drafted (**Attachment 2**) and includes site location criteria, a preferred governance and management structure, a policy framework for the development and operation of the cemetery, and a funding model. The councils now need to independently make decisions on whether to commit to the development of a joint cemetery. If the councils both agree to proceed, the Memorandum of Understanding will be replaced with a formal agreement to govern the development of a regional cemetery and the provision of regional cemetery services.
- 4.5 Funding for the acquisition and initial development of a joint regional cemetery was included in the 2021-2031 Long-Term Plan for each council with funding for acquisition of appropriate

land confirmed in the 2023/2024 Annual Plans. Development funding has also been included in the 2024-2034 Long-Term Plans.

Business case for joint regional cemetery

- 4.6 Officers from both councils have been working collaboratively to develop the business case with guidance provided by a Joint Regional Cemetery Working Group comprising two members from each council and an iwi representative. The Working Group has met on several occasions over the past two years and provided guidance and feedback on the location and site selection criteria, options for size and capacity, governance, management and operations and the development of the business case.
- 4.7 The topics in the discussion section below provide a summary of the topics required to be considered as part of the business case as directed under the Memorandum of Understanding. These are:
- Criteria to assess potential locations
 - Location and acquisition options
 - Development requirements
 - Operational requirements – governance structure, management structure
 - Funding model for capital and operational costs

5. Analysis and Advice / Tātaritanga me ngā tohutohu

Objectives for the new cemetery

- 5.1 As part of the business case development project objectives for acquisition of land and site location criteria have been developed.
- 5.2 Officers are seeking approval of the following project objectives in the business case from both councils for a new joint regional cemetery:
- To acquire land for the establishment, ongoing operation, and maintenance of a new joint regional cemetery to accommodate the burial needs of residents of Nelson and Tasman (Richmond and Waimea/Moutere Wards) for at least 100 years at one location.
 - The new joint regional cemetery land is of an optimal size, suitability, and location (including being accessible) for the intended purpose and the adverse effects (including on natural values) can be appropriately managed.
 - The new joint regional cemetery land is acquired, and the cemetery is funded, developed, operated, maintained, and governed on a shared basis between Nelson City and Tasman District Councils.
 - The new joint regional cemetery land is acquired, masterplan prepared, and the first stage is developed to meet the burial needs of residents of Nelson and Tasman (Richmond and Waimea/Moutere Wards) at least 12 months prior to capacity at Richmond cemetery being reached (estimated to be by 2032).

Location criteria for the new cemetery

- 5.3 Officers are also seeking the approval of site location criteria outlined in the business case. These are in two parts – gateway site location criteria and site-specific location criteria.

5.4 The gateway site location criteria are a 'coarse filter' intended to be applied to both the council territorial areas to identify a range of properties that are generally suitable for a joint regional cemetery:

5.5 Gateway Site Selection Criteria are provided below:

- Distance from central Nelson and central Richmond
- Slope of site for interments
- Location is not classified as Highly Productive Land
- Land not identified for housing or business growth

5.6 Specific Site Selection Criteria are provided below:

- Depth of water table / Ground water
- Buffer distance from watercourses
- Suitability of ground conditions
- Land is not at risk of sea level rise and inundation
- Land is able to be developed as a cemetery
- Cemetery facilities are able to be developed on site
- Transport accessibility

Locations and acquisition options

5.7 The first project objective identifies burial capacity for 100 years (equating to a site of 22 hectares). A cemetery with this burial capacity offers greater long-term security that enables both councils to meet legislative requirements for the provision of land sufficient to meet the burial needs for people residing in its district. It will be more difficult over time to find larger areas of land near the population base, as large land areas are being utilised to accommodate housing or business development (including horticultural production) and land values will increase.

5.8 Officers have undertaken the first stage of analysis using GIS to apply the Gateway Site Location Criteria across the region to identify geographical areas potentially suitable as a cemetery. The results of this analysis were that no suitable sites were identified in the Nelson City area within a 40km radius of Central Nelson and the number of sites in the Tasman District were limited, particularly when Highly Productive Land was considered.

5.9 The specific site selection criteria will be applied to potential sites as the next step in the site selection process. This is due to be progressed following adoption of the Business Case.

Development requirements

5.10 Development requirements have been identified and listed based on an indicative cemetery layout and include roading, parking, water supply, maintenance facilities, toilets, landscaping, fencing and plot layout. Further detail and indicative costings are provided in the attached business case.

Governance structure

5.11 A range of governance options were considered as part of the options assessment. A Joint Council Committee similar to Saxton Field was the preferred governance option due to its proven approach, simplicity, and low cost.

- 5.12 The suggested structure of the Joint Committee is two Councillors from each Council, with an iwi representative and independent chairperson.

Management and operations structure

- 5.13 Following approval of this business case, a formal project management group will be confirmed to deliver the project through the initial stages of land acquisition, consenting, masterplan development and initial stage cemetery construction.
- 5.14 A range of management and operating structure options were considered, the preferred approach was a mix of in-house delivery for management and administration aspects and continued use of external contractors for operational delivery. This is preferred as it provides Council oversight of cemetery management while outsourcing operational requirements.

Funding model

- 5.15 Options for funding the regional cemetery were considered as part of the Options Assessment section of this business case. A range of funding options were considered as part of assessing the proposal against the Project Objectives.
- 5.16 The preferred option where each council contributes 50% of the initial land acquisition and a proportion of the development cost with timing based on the initial use date which fully meets Project Objective 3.
- 5.17 The proposed funding arrangements are that the land acquisition and initial development costs prior to the cemetery commencing operation would be funded jointly by each council. A revenue stream from fees and charges will be available once the cemetery is operational.
- 5.18 Consideration was given to Tasman District Council providing a greater share of the initial funding on the basis that they will be utilising the cemetery several years earlier than Nelson City. However updated death projections show that the earliest use of a new cemetery for Tasman would be eight years and 10 years for Nelson. Therefore, this no longer seems necessary particularly as the costs will be recovered from cemetery fees over the longer term.
- 5.19 The financial analysis of the preferred option confirms that the cost of land acquisition, development, maintenance, and operation can be fully recovered through user charges. The councils fund the initial cost of land acquisition, development, maintenance, and operations and this is recovered through revenue from plot sales and interments over the operational life of the cemetery.
- 5.20 The cost of maintenance at the end of the cemetery operational life will be funded for a period by residual surplus revenue, however the grounds maintenance costs will continue in perpetuity so there will still be an ongoing, maintenance cost once these funds are exhausted.
- 5.21 The estimated whole-of-life-cost of the investment is \$46.5m over the expected 100-year life of the cemetery. This is offset by potential revenues of nearly \$72.0m.
- 5.22 It is proposed that the capital funding required for land acquisition and the initial development phase of \$3,782,350 be split equally between the two councils. This funding is included in the Annual Plan 2023-2024 and the Draft Long-Term Plan 2024-2034 for both Councils.

<h2>6. Options / Kōwhiringa</h2>

- 6.1 The options are outlined in the following table:

Option		Advantage	Disadvantage
1.	Adopt the business case	<ul style="list-style-type: none"> • Staff can continue to progress acquisition of land and development for a joint regional cemetery. • Enables Nelson and Tasman to provide for their cemetery needs in a timely manner. • Allows Nelson and Tasman to meet their legislative requirements regarding provision of burial space for their communities. • Provides agreed approach for the councils to work together. • More cost effective for the councils to work together on one cemetery than on smaller individual cemeteries 	<ul style="list-style-type: none"> • Additional work (leading to further time delays) required to provide an alternative solution to meet the region's burial requirements. • Nelson City Council is very unlikely to find a suitable site within its boundaries that isn't already developed or in a future development zone. • Capital and operational budgets required to develop and run a joint regional cemetery.
2.	Partially adopt the business case. For example, adopting the objectives and criteria, while choosing to further examine governance, management, and funding models.	<ul style="list-style-type: none"> • Time to further examine governance, management, and funding models 	<ul style="list-style-type: none"> • This will add to the lead in times and some aspects could be covered in a later stage of the project involving the development of a Cemetery Master Plan.

Option		Advantage	Disadvantage
3.	Don't adopt the business case	No apparent advantage	<ul style="list-style-type: none"> Increased costs associated with additional work required and inflation of property and development values. If one or both councils decide not to proceed with the joint regional cemetery there are likely to be increased costs associated with each council developing separate cemeteries. Long lead-in times for development for acquisition and development of a cemetery mean that there is a risk that a new cemetery is not available when existing cemeteries reach capacity (particularly pressing for Tasman District).

6.2 Option one is recommended.

7. Legal / Ngā ture

- 7.1 The Council can make these decisions under its general power of competence.
- 7.2 Approving a business case for a joint regional cemetery is a decision of the Council.

8. Iwi Engagement / Whakawhitiwhiti ā-Hapori Māori

- 8.1 Kaumātua Harvey Ruru was appointed to the Joint regional Cemetery Working Group as an iwi representative. The role of the Working Group was to provide high level guidance and support to staff in the development of the business case.
- 8.2 The councils will be engaging with iwi further through the masterplan process.

9. Significance and Engagement / Hiranga me te Whakawhitiwhiti ā-Hapori Whānui

- 9.1 This matter is of medium significance because the provision of a cemetery would have a moderate impact on some sections of the community. The proposal has been budgeted for and engaged on in the 2021-2031 Long Term Plans and the draft 2024-2034 Long Term Plans.

	Issue	Level of Significance	Explanation of Assessment
1.	Is there a high level of public interest, or is decision likely to be controversial?	No	
2.	Are there impacts on the social, economic, environmental or cultural aspects of well-being of the community in the present or future?	Low	It provides for long-term burial needs of the community.
3.	Is there a significant impact arising from duration of the effects from the decision?	No	
4.	Does the decision relate to a strategic asset? (refer Significance and Engagement Policy for list of strategic assets)	Yes	Local authorities are required to provide areas for burials for the community.
5.	Does the decision create a substantial change in the level of service provided by Council?	No	
6.	Does the proposal, activity or decision substantially affect debt, rates or Council finances in any one year or more of the LTP?	Yes	Funding is already provided for acquisition and development of a cemetery in the current LTP and draft LTP 2024-2034.
7.	Does the decision involve the sale of a substantial proportion or controlling interest in a CCO or CCTO?	No	
8.	Does the proposal or decision involve entry into a private sector partnership or contract to carry out the deliver on any Council group of activities?	Yes	Cemetery operation and maintenance services are likely to be undertaken by an external contractor.
9.	Does the proposal or decision involve Council exiting from or entering into a group of activities?	No	
10.	Does the proposal require particular consideration of the obligations of Te Mana O Te Wai (TMOTW) relating to freshwater or particular consideration of current legislation relating to water supply, wastewater and stormwater infrastructure and services?	No	

10. Communication / Whakawhitiwhiti Kōrero

- 10.1 A joint media release with Nelson City Council will be provided after the draft business case has been approved by both councils.

11. Financial or Budgetary Implications / Ngā Ritenga ā-Pūtea

- 11.1 Capital funding for acquisition was provided in the 2021-2031 Long-Term Plans, with funding for initial development, operation and maintenance included in the draft 2024-2034 Long-Term Plans for both councils.
- 11.2 The proposed funding arrangements are that the land acquisition and initial development costs prior to the cemetery commencing operation would be funded jointly by each council. A revenue stream from fees and charges will be available once the cemetery is operational.
- 11.3 The financial analysis in the business case confirms that the cost of land acquisition, development, maintenance, and operation can be fully recovered through user charges. The councils fund the initial cost of land acquisition, development, maintenance and operations and this is recovered through revenue from plot sales and interments over the operational life of the cemetery.
- 11.4 The financial model shows that there will be adequate revenue to cover the acquisition, development, operational and maintenance costs from year 10 onwards with a deficit in years where a further stage of the cemetery is developed. This deficit will be repaid during the life of that stage.

12. Risks / Ngā Tūraru

- 12.1 The key risks that might prevent, degrade, or delay the achievement of the Project Objectives are identified and analysed below:

Risk	Likelihood (H/M/L)	Impact (H/M/L)	Comments & Risk Management Strategies (Mitigations)
Delays in acquisition process	M	M	If initial approaches are unsuccessful, move quickly to commence notice of requirement/designation process
Availability of large enough site in single ownership	M	M	There are some sites of sufficient size available in the general area of interest. Property acquisition strategies will consider that acquisition of more than one property may be required
Price increase due to awareness that the Council is the purchaser	M	L	Use third party to undertake purchase on behalf of the Council
Withdrawal of commitment to project by one or other council	L	H	Impact depends on timing, if known early then easier to adjust
Development costs higher than anticipated	M	M	Robust costing process following completion of Masterplan to reduce impact
Death forecasts vary significantly from projections	M	L	The staged approach to development reduces risk by regular review of demand forecasts and implementing each stage to provide capacity for a further 20 years at a time

13. Climate Change Considerations / Whakaaro Whakaaweawe Āhuarangi

- 13.1 Climate change impacts have been mitigated through the development of appropriate site location criteria. These have included avoiding land that is a risk of sea level rise, restricting the distance people must travel from central Nelson and Richmond (thereby reducing emissions from those travelling to the cemetery) and not utilising productive land or land identified for growth.
- 13.2 The provision of one regional cemetery means more efficient maintenance and burial through economies of scale. Compared to having multiple smaller sites, it means the cemetery can be developed at a scale where staff can be based at site (reducing travel between). Areas that are too steep for burials can be planted to provide habitats for native flora and fauna.

14. Alignment with Policy and Strategic Plans / Te Hangai ki ngā aupapa Here me ngā Mahere Rautaki Tūraru

Fit with Purpose of Local Government

- 14.1 Under the Local Government Act, the purpose of local government is to promote the social, economic, environmental, and cultural well-being of communities in the present and for the future.
- 14.2 Providing a joint regional cemetery will provides the following for the community:
- Social - provides for long term burial needs of Nelson and Tasman communities.
 - Economic - provides for reduced cost and increased operating efficiency reducing overall cost to community through economies of scale.
 - Environmental - resource consent/designation process includes assessment and mitigation of potential adverse effects on the environment and seeks to ensure they are contained and mitigated. Site location criteria also ensure certain environmental factors are specifically considered in advance of a Resource Management Act process, including the criteria relating to water table, buffer distances from watercourses to minimise contamination risk and that the land is not at risk of sea level rise and inundation.
 - Cultural - provides opportunities for memorialisation and landscaping that recognise heritage, identity, and creativity. Areas are identified across the regions' cemeteries, including the new cemetery if appropriate, to provide for different cultures burial and memorial needs.

Consistency with Community Outcomes and Council Policy

- 14.3 Providing a new joint regional cemetery is consistent with the following community outcomes:
- Our urban and rural environments are people friendly, well planned, and sustainably managed.
 - Our infrastructure is efficient, cost effective and meets current and future needs.





15. Conclusion / Kupu Whakatepe

- 15.1 The development of the Project Business Case has been a thorough process that confirmed the benefits of a Joint Regional Cemetery to meet the burial needs of Nelson and some Tasman residents in the long term. The report seeks the commitment of both Tasman District Council and Nelson City Council to proceed with the acquisition, development, and operation of a joint cemetery, adopt the business case, develop a formal agreement between the councils, and to complete the other actions identified in the business case.

16. Next Steps and Timeline / Ngā Mahi Whai Ake

- 16.1 If both councils approve the draft business case, Officers would:
- Jointly provide a media release with Nelson City Council.
 - Report back a formal agreement that will govern the development of the cemetery and provision of cemetery service.

17. Attachments / Tuhinga tāpiri

- | | | |
|--|--|-----|
| 1.   | Memorandum of Understanding - Development of a Joint Regional Cemetery | 404 |
| 2.   | Nelson City and Tasman District Joint Regional Cemetery Business Case | 412 |

Development of a Joint Regional Cemetery

Memorandum of Understanding

Parties

1. The Tasman District Council, a local authority under the Local Government Act 2002 (TDC); and
2. The Nelson City Council, a local authority under the Local Government Act 2002 (NCC).

Jointly, “the Councils”.

Background

3. TDC owns the Richmond Cemetery which serves the Richmond Ward. The smaller Spring Grove, Foxhill and Waimea West cemeteries serve the Waimea-Moutere Ward. Richmond Cemetery has an estimated working capacity for burials of less than 10 years. TDC owns a number of other cemeteries in Motueka, Murchison and Tākaka which serve the Motueka, Lakes-Murchison and Golden Bay Wards respectively.
4. NCC owns the Marsden Valley Cemetery which has an estimated working capacity for burials of 15-20 years. It owns two smaller operational cemeteries in Stoke (Seaview) and Hira, and the Wakapuaka Cemetery, where all the remaining available burial plots have been pre-purchased.
5. The Councils have previously commissioned a report on Cemetery Provision in Nelson and Richmond - Assessment of Supply and demand. NCC received that report on 2 December 2021¹ and TDC received it on 9 December 2021². The Councils have confirmed they wish to investigate the development of a new Joint Regional Cemetery and have subsequently resolved to progress with a business case for a Joint Regional Cemetery^{3,4}.
6. To achieve this, the Councils established a Joint Regional Cemetery Working Group, with two members appointed from each Council and one representative appointed by Te Taihū iwi. The Terms of Reference for the Working Group are attached (**Appendix One**).
7. Following completion of the business case, the Councils will decide whether or not to make a formal commitment to a Joint Regional Cemetery. This Memorandum of Understanding sets out a common understanding of how a Joint Regional Cemetery would be governed, managed and funded.
8. The Councils expressly recognise the important role that tāngata whenua have as kaitiaki within the rohe.

¹ http://meetings.nelson.govt.nz/Open/2021/12/CAR_20211202_AGN_3405_AT.PDF

² https://tasman.infocouncil.biz/Open/2021/12/OC_20211209_AGN_4000_AT.PDF

³ http://meetings.nelson.govt.nz/Open/2021/12/CL_20211208_MIN_3417.PDF

⁴ https://tasman.infocouncil.biz/Open/2021/12/OC_20211209_MIN_4000.PDF

Purpose

9. The purpose of this Memorandum of Understanding is to record the framework agreed between the Councils for the development of a business case for a Joint Regional Cemetery. This includes:
 - identification of a preferred governance structure
 - funding model
 - management structure
 - policy framework for the development and operation of a Joint Regional Cemetery
 - location criteria to identify potential sites.
10. This work will inform the decision on whether to proceed or not by the Councils.
11. Should the Councils decide to proceed with developing the Joint Regional Cemetery, this Memorandum of Understanding sets out how the Councils intend to address key issues and will remain in force until such time as the Councils replace this Memorandum of Understanding with a formal agreement.

Commencement and Review

12. This Memorandum of Understanding comes into effect on the date approved by the Councils. This agreement will be reviewed every second year.

Termination

13. This Memorandum of Understanding will terminate either:
 - By resolution of either Council giving one month's notice of termination; or
 - When replaced by any other formal agreement between the Councils in relation to purchase, development and planning of a Joint Regional Cemetery.

Variation and Dispute

14. Notwithstanding the above, this Memorandum of Understanding may be amended pursuant to a resolution adopted by the Councils at any time during its term.
15. In the event of any dispute arising between the Councils concerning the subject matter of this document, the Councils shall endeavour to resolve the dispute by way of full and frank discussion and/or negotiation.

Confidentiality

16. The Councils recognise the need to maintain confidentiality in matters relating to procurement, negotiations, identification of specific potential cemetery locations, and any legal issues. The release of any such information will be considered in line with the relevant sections of the Local Government Official Information and Meetings Act 1987.

Part 1: Development of Business Case for a Joint Regional Cemetery

17. The Councils will work together in good faith to develop a business case for a Joint Regional Cemetery.
18. Councillor time and officer time will be contributed as necessary by each Council.
19. All other costs associated with preparing the business case will be split equally between the Councils. NCC will project manage the development of the business case and recharge 50% of the actual costs to TDC.
20. The business case will identify options and recommendations on:
 - Criteria used to assess potential locations for a joint cemetery
 - Location(s) for a joint cemetery
 - Acquisition options
 - Development requirements
 - Operational requirements – governance structure, management structure
 - A funding model for capital and operational costs.
21. On receiving the business case, the Councils will independently make decisions on whether or not to commit to the development of a Joint Regional Cemetery in accordance with their decision-making obligations under the Local Government Act 2002. If the Councils both agree to proceed, the Councils will replace this Memorandum of Understanding with a formal agreement that will govern the development of the cemetery and provision of cemetery services.
22. Notwithstanding the development of such a formal agreement, the following sections set out an initial understanding of how key issues will be addressed.

Part 2: Development of a Joint Regional Cemetery

23. The Councils shall continue to work together in good faith and in accordance with their obligations under the Local Government Act 2002 to progress the development of the Joint Regional Cemetery.

Governance and Management

24. The Councils will agree on governance and management structures for the purchase and development of the Joint Regional Cemetery, subject to the Councils' overarching legal obligations. The structures agreed between the Councils will be recorded either by entering into a new formal agreement as contemplated or by varying this Memorandum of Understanding.

Land Purchase and Development of Cemetery Masterplan

25. The Councils will agree on an acquisition approach for the land purchase.

26. The Councils will agree on a method to share costs associated with land purchase, including legal fees and costs associated with obtaining all associated regulatory consents.
27. The Councils will jointly fund development of a Cemetery Master Plan that recognises the needs of the communities being served by the cemetery, and which identifies:
- The strategic vision and planning objectives for the cemetery
 - Key issues and opportunities that the plan addresses
 - How Māori values will be recognised and incorporated
 - Initial development requirements – infrastructure and services
 - A staged approach to development of burial and memorial areas
 - Appropriate interim uses for undeveloped cemetery land, including public space and recreational opportunities
 - Landscaping and infrastructure development plans.
28. The Master Plan will be consulted on with the relevant communities in accordance with the Councils' obligations under the Local Government Act 2002 and all other relevant legislation.

Part 3: Provision of Cemetery Services

Governance and Management

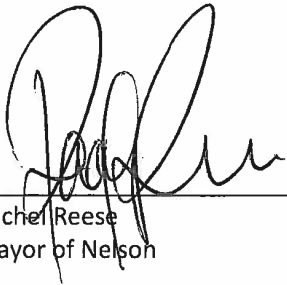
29. The Councils will agree on governance and management arrangements to oversee the operations of the Joint Regional Cemetery. The Councils recognise this may or may not be similar to that agreed for purchase and development of the cemetery.

Operational Management and Funding

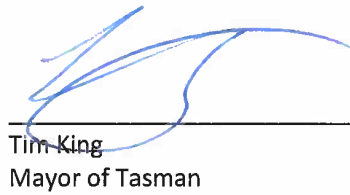
30. Unless otherwise agreed, the Councils intend that the operational management of any Joint Regional Cemetery will be provided by the Council which has jurisdiction over the location in which the cemetery is located.
31. The Councils will agree on a method to share costs associated with the operation of the Joint Regional Cemetery. This may include a method for cost apportionment that is related to community use of the cemetery.

32. The Councils will consider adopting a consistent regional charging structure for all cemeteries across both Council areas.

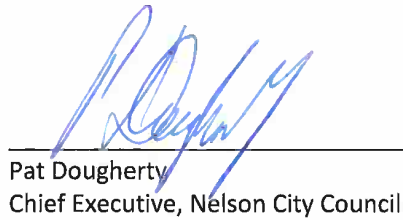
Signed on this 16th day of August 2022



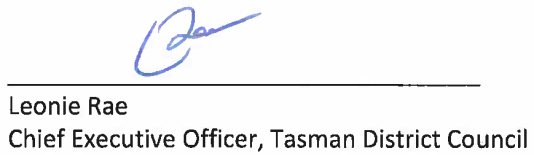
Rachel Reese
Mayor of Nelson



Tim King
Mayor of Tasman



Pat Dougherty
Chief Executive, Nelson City Council



Leonie Rae
Chief Executive Officer, Tasman District Council

Appendix One

Joint Regional Cemetery Working Group

Terms of Reference

1. Purpose

The purpose of the Joint Regional Cemetery Working Group (the “Working Group”) is to provide high level guidance and support to officers from both Councils to develop a Memorandum of Understanding and a Business Case for a Regional Cemetery.

The Working Group shall have no decision-making delegations and shall report back to both Councils through the relevant committees.

2. Membership

The Group shall comprise the following members:

- Two Councillors appointed by Nelson City Council
- Two Councillors appointed by Tasman District Council
- An iwi representative

Two Co-Chairs of the Working Group will be appointed, one from Nelson City Council and one from Tasman District Council. Chairing of meetings will be rotated between the two.

3. Stakeholders

Representatives of relevant stakeholders, such as funeral directors and faith groups, may be invited to attend meetings of the Working Group. However, these representatives will only have speaking rights with the agreement of the Chair. These representatives will not have voting rights.

4. Quorum

Quorum for the Working Group is three members which must include a member from each Council.

5. Meeting Frequency

Working Group meetings will be held as needed, with a minimum of one week’s notice.

6. Areas of Responsibility

The Working Group has responsibility for providing elected member input into the development of a draft Memorandum of Understanding and a draft Business Case for a Joint Regional Cemetery, including:

- Development of location criteria
- Options for a Regional Cemetery governance structure
- Options for a Regional Cemetery management structure
- Options for funding agreements (capex and opex)
- Cultural and faith-based considerations
- Te Ao Māori considerations

- Any other matter relevant to the preparation of the Business Case.

7. Powers to Decide

None.

8. Powers to Recommend

The Working Group will recommend a draft Memorandum of Understanding and a draft Business Case to the two Councils.

9. Role of the Working Group

- To provide elected member feedback from both Councils on issues and opportunities related to the development of a Joint Regional Cemetery
- To request, receive and consider any information relevant to the options under consideration
- To be an interface between community and sector groups so that interested members of the public can provide input, noting that formal consultation will be carried out by the Councils
- To develop a draft Memorandum of Understanding and a draft Business Case for approval by the two Councils.

10. Role of the Co-Chairs

- To review the agenda with staff prior to Working Group meetings
- To chair meetings according to the agreed agenda and to assist the Working Group to reach consensus on issues and options
- To act as spokesperson for the Working Group.

11. Role of Staff

Staff provide technical expertise, project management and administrative support to the Working Group. Their role is to:

- Provide advice and reports to enable full consideration of the options before the Working Group
- Provide advice to the Working Group on legal and statutory issues and obligations
- Lead technical discussions on options under consideration
- Manage project resources (budget and staff time)
- Provide staff reports to meetings at key points
- Organise and manage engagement with key stakeholders
- Prepare and distribute agendas for Working Group meetings
- Takes notes from meetings, and record key guidance provided by the Working Group, and reasons for guidance.

12. Conflicts of Interest

Conflicts of interest should be declared at the start of Working Group meetings.

13. Reporting

Notes of the Working Group meetings will be taken. The Co-Chairs may wish to summarise the Working Group's discussions when officers bring substantive reports to Council for decisions.

14. Dissolution of the Committee

The Working Group will be dissolved once its recommended draft MOU and Business Case to the Councils have been approved.

15. Confidentiality

Discussions in relation to procurement, negotiations, identification of specific potential cemetery locations, and any legal issues will take place on a confidential basis.

For the avoidance of doubt, the meeting provisions of the Local Government Official Information and Meetings Act 1987 do not apply to Working Group meetings, as no decisions are made at these meetings.

This means that Working Group meetings will not be advertised, nor will formal agendas be produced or formal minutes taken at meetings.

CONFIDENTIAL

Nelson City and Tasman District Joint Regional Cemetery

Business Case

June 2024

Nelson City And Tasman District Joint Regional Cemetery Business Case

Prepared for:	Joint Cemetery Working Group
Date:	11 June 2024
Version:	6.0
Status:	Final Draft Business Case – 100 year

Contents

Contents	i
Executive Summary	1
Introduction and Background	1
Strategic Context	2
Project Case	2
Project Objectives	2
Land Acquisition.....	3
Governance Structure	3
Management and Operations Structure	3
Policy Framework	4
Options Assessment	4
Preferred Approach.....	5
Cemetery Funding	6
Introduction and Background.....	7
Introduction	7
Background.....	7
Strategic Context.....	9
Overview	9
Alignment to Strategic Intentions	9
Main Benefits	10
Main Risks	13
Key Constraints, Dependencies and Assumptions	13
Project Case.....	15
Cemetery Need.....	15
Cemetery Case	16
Project Objectives	19
Land Acquisition	20
Site Selection	20
Land Acquisition Options	20
Land Acquisition Procurement Plan	22
Governance Structure	23
Proposed Governance Options.....	23
Management and Operations Structure	24

Nelson City and Tasman District: Joint Regional Cemetery

Project Management and Delivery	24
Project Plan and Milestones.....	24
Risk Management Planning	24
Proposed Management and Operations Options	25
Implementation Options	26
Policy Framework.....	28
Cemetery Masterplan.....	28
Cemetery Activity Plan	28
Fees and Charges Schedule.....	28
Standard Operating Procedures	28
Options Assessment	29
Long-List Options and Initial Options Assessment.....	29
Short-List Options and Options Assessment.....	30
Economic Assessment of the Short-Listed Options	30
Risk and Uncertainty	32
Preferred Approach	33
Identifying the Preferred Option	33
Preferred Approach.....	34
Cemetery Funding.....	35
Financial Costing for the Preferred Option	36
Revenue.....	38
Annex	40
Annex 1: Joint Regional Cemetery Site Selection Criteria.....	41

Executive Summary

This Business Case provides the information required to support a report seeking formal approval from Nelson City Council and Tasman District Council to acquire suitable land and establish an appropriately located, and accessible joint regional cemetery to serve both the Nelson District and some wards of the Tasman District for at least 100 years. The Regional Cemetery would be acquired, developed, operated, maintained and governed on a shared basis between Nelson and Tasman Councils.

Introduction and Background

The purpose of this Business Case is to:

1. Outline the Project Objectives
2. Identify and recommend a preferred high level approach to the purchase, operation and development of a future joint regional cemetery for Nelson City and the Richmond and Waimea/Moutere Wards' of Tasman District.
3. Agree the basis for implementing the project, as described in this business case.

The Business Case:

- outlines how the project fits within the Nelson City and Tasman District strategic context and strategic intentions – **Strategic Context**,
- confirms the need for, and makes the case for, a joint regional cemetery – **Project Case**,
- proposes the Project Objectives – **Project Objectives**,
- outlines the proposed process for site selection and land acquisition – **Land Acquisition**,
- outlines the proposed governance structure – **Governance Structure**,
- details the management and operations structure - **Management and Operations Structure**,
- describes the policy framework for the development and operation of the cemetery – **Policy Framework**,
- identifies and assesses a range of potential options for a future joint regional cemetery against the Project Objectives – **Options Assessment**,
- recommends the preferred approach to a future joint regional cemetery based on the options assessment – **Preferred Approach**,
- outlines the funding arrangements and financial implications of a future joint regional cemetery - **Cemetery Funding**.

Local Authorities have a legislative responsibility to provide cemeteries.

In 2020, both Nelson City Council and Tasman District Council commissioned a report on Cemetery Provision in Nelson and Richmond - Assessment of Supply and Demand. This report identified that estimated that Richmond and Marsden Valley cemeteries will reach capacity for burial interments within the next 10-20 years and that there was a long lead time for the purchase and development of a new cemetery.

The Councils subsequently agreed through a Memorandum of Understanding in 2022 to work collaboratively to investigate the development of a new joint regional cemetery and progress with a business case.

Strategic Context

Local Authorities have a legislative responsibility and mandate to ensure the provision of cemeteries. The Burial & Cremation Act 1954 imposes a duty on Local Authorities (section 4) to 'establish and maintain' a suitable cemetery where sufficient provision is not otherwise made for the burial of the bodies of persons dying within its district.

The key driver for a new joint regional cemetery is that the existing cemeteries in Nelson and the Richmond Ward and Waimea/Moutere Wards in Tasman are approaching capacity, and further burial capacity will be required in the region within 10 years.

Financial provision was included in the Councils' 2021-2031 Long Term Plans' for the purchase of land, Masterplan development and some initial infrastructural development in anticipation of a joint regional cemetery being progressed. Funding for land acquisition was initially included provided in the 2022/2023 year and following project delays was carried forward to the current (2023/2024) financial year. The Councils' 2024-2034 Long Term Plans continue to provide for the planning and initial infrastructural development including roading, services, fencing and initial landscaping.

Project Case

The need for additional cemetery provision was assessed as part of a Cemetery Provision Report commissioned by the Councils in 2020 and received in 2021. This identified that immediate action was needed to provide for additional cemetery capacity due to the significant lead time (4 - 7 years) for purchase of land and to develop a new cemetery. It also recommended a joint approach from the two councils', as there was limited availability of suitable land available in the Nelson City area.

Updated death projections undertaken in 2023 lead to revised site estimates being calculated based on a 100 year burial capacity, with a provision for around 16,000 burials (average 160 per annum) and an overall plot area of 14m². This results in a requirement for a joint regional cemetery with an overall area of 22ha.

Project Objectives

The Project Objectives are:

1. To acquire land for the establishment, ongoing operation and maintenance of a new joint regional cemetery to accommodate the burial needs of residents of Nelson and Tasman (Richmond and Waimea/Moutere Wards') for at least 100 years at one location.
2. The new joint regional cemetery land is of an optimal size, suitability, and location (including being accessible) for the intended purpose and the adverse effects (including on natural values) can be appropriately managed.
3. The new joint regional cemetery land is acquired and the cemetery is funded, developed, operated, maintained and governed on a shared basis between Nelson City and Tasman District Councils.
4. The new joint regional cemetery land is acquired, masterplan prepared and the first stage is developed to meet the burial needs of residents of Nelson and Tasman (Richmond and Waimea/Moutere Wards) at least 12 months prior to capacity at Richmond cemetery being reached (estimated to be by 2032).

Land Acquisition

Site selection criteria have been developed from Project Objectives 1 and 2 in order to assist with the identification and assessment of suitable sites against the requirements of these objectives. This included identification of acceptable values for each of the criteria.

The site selection criteria developed from Project Objectives 1 and 2 are:

Gateway Site Selection Criteria

1. Distance from central Nelson and central Richmond
2. Slope of site for interments
3. Location is not classified as Highly Productive Land
4. Land not identified for housing or business growth

Specific Site Selection Criteria

1. Depth of Water table / Ground water
2. Buffer distance from watercourses
3. Suitability of ground conditions
4. Land is not at risk of sea level rise and inundation
5. Land is able to be developed as a cemetery
6. Cemetery facilities are able to be developed on site
7. Transport accessibility

The site selection process has been undertaken in 2 stages. The first stage utilised GIS analysis to apply the gateway site selection criteria (Annex 1, Table A.1) listed above across the Nelson/Tasman regions to identify geographical areas potentially suitable as a cemetery.

The results of this analysis were that no suitable sites were identified in the Nelson City area within a 40km radius of Central Nelson and the number of suitable sites in the Tasman District was limited particularly when Growth Areas and Highly Productive Land were considered. This narrowed the areas where there was land that meet these criteria to Appleby and Redwood Valley in the foothills to the west of the Waimea Plains.

The specific site selection criteria (Annex 1, Table A.2) will be applied to potential sites as the next step in the site selection process. This is due to be progressed following adoption of the Business Case.

The Project Objectives and the specific site selection criteria (Annex 1, Table A.2) will be used to further assess potential sites and confirm a list of potential sites. These will then be ranked on a best fit basis against all the criteria to confirm the preferred site(s). An approach will then be made to the landowner to discuss acquisition.

It is anticipated that if a willing seller for the preferred site(s) cannot be achieved then it may be necessary to consider use of the Public Works Act process for compulsory acquisition.

Governance Structure

A range of governance options were considered as part of the options assessment. A Joint Council Committee similar to Saxton Field was the preferred governance option due to its proven approach, simplicity and low cost.

The suggested structure of the Joint Committee is 2 Councillors from each Council, with an independent chairperson and an iwi representative.

Management and Operations Structure

The arrangements proposed to ensure successful delivery of the project and the long term management and operations structure are outlined.

Following approval of this business case, a formal project management group will be confirmed to deliver the project through the initial stages of land acquisition, consenting, masterplan development and initial stage cemetery construction.

Nelson City and Tasman District: Joint Regional Cemetery

A range of management and operating structure options were considered, the preferred approach was a mix of in-house delivery for management and administration aspects and continued use of external contractors for operational delivery.

The preferred approach for implementation of the joint regional cemetery was land acquisition followed by infrastructure development, the timing of which is determined by demand forecast with each stage providing capacity for a further 20 years.

The timing of implementation is essential to optimising the allocation of development funding, it provides flexibility to meet changing burial needs and allows alternative use of balance land with the opportunity for grazing or other uses which could generate additional revenue.

During preparation of the Masterplan consideration will be given to the timing of and how best to optimise development.

Policy Framework

The policy framework for the joint regional cemetery operation will include the following:

- Cemetery Masterplan
- Cemetery Activity Plan
- Fees and Charges Schedule
- Standard Operating Procedures

Options Assessment

A summary assessment of each short-listed option against the Project Objectives is included in the table below.

Summary assessment of short-list options

OPTION	Option 1	Option 2	Option 3
Description of option	Status Quo	Cemetery 18ha - Less Preferred	Cemetery 22ha - Preferred
Project Objectives			
1 To acquire land for the establishment, ongoing operation and maintenance of a new joint regional cemetery to accommodate the burial needs of residents of Nelson and Tasman (Richmond and Waimea/Moutere Wards') for at least 100 years at one location by 2024.	x	?	✓
2 The new joint regional cemetery land is of an optimal size, suitability, and location (including being accessible) for the intended purpose and the adverse effects (including on natural values) can be appropriately managed.	x	?	✓
Summary	x	?	✓

KEY:	
Red – does not meet	x
Yellow – partially meets	?
Green – Fully meets	✓

Nelson City and Tasman District: Joint Regional Cemetery

Preferred Approach

The costs and benefits for the preferred and other options were analysed using a Net Present Value analysis, a summary of this analysis is provided below. Note: Option 1 'Existing Cemeteries – Status Quo' is not included in the Table below as it was rejected because it did not meet the Councils' legislative obligations to meet burial needs within their districts.

Indicative Benefit Cost Analysis (summary)	Notes	Option 2: Regional Cemetery 18ha Less Preferred	Option 3: Regional Cemetery 22ha Preferred
Summary of Primary Benefits and Costs			
Benefits			
Revenue (NPV)		-\$8,405,000	-\$8,751,900
Costs			
One-off and operating costs (NPV)		\$8,747,300	\$9,319,200
Preferred Option		No	Yes
Detail of Benefit Cost Analysis			
Main Benefits (non monetary)			
Long term burial capacity	100-year term	Partial	Good
Burial trends	Burial needs provided	Partial	Good
Operational efficiency	Governance & operations	Partial	Good
Total Benefits		Partial	Good
Costs			
One-Off Costs (NPV)	Capital and renewals	\$4,885,100	\$5,486,700
Ongoing Operating Costs (NPV)	Operating & maintenance	\$3,862,200	\$3,832,500
Whole of Life Costs		\$8,747,300	\$9,319,200
Benefit/Cost Analysis			
Appraisal period (years)		80	100
Net Present Value (Monetised)		-\$342,400	-\$567,300
Assessment (Non-Monetised)		Medium	High
Rank		2	1

KEY: Good fit Partial fit Poor fit

The preferred option is Option 3 - Develop a joint regional cemetery of 22ha at one location within 30km from either town centre with a 100 year burial capacity.

The basis for the recommendation is:

- A cemetery with a 100 year burial capacity offers greater long-term security that will enable both Councils to meet legislative requirements for the provision of land sufficient to meet the burial needs for people residing in its district. It will be more difficult over time to find larger areas of land in close proximity to the population as large land areas are being utilised to accommodate housing or business development (including horticultural production) and land values will increase.

Nelson City and Tasman District: Joint Regional Cemetery

- Net present value analysis shows that securing a cemetery with an 80 year burial capacity is a better value proposition however it does not take into account the cost of purchasing land for a new cemetery at around year 75 and the development of that cemetery. When this is taken into account the 100 year option is more cost effective.
- The one-off costs for developing a regional cemetery at one site serving the long term needs of two areas will be lower than having multiple smaller cemeteries. There are also significant maintenance and burial cost efficiencies with a larger number of burials concentrated on one site rather than operating over multiple sites.
- The site selection criteria developed to assess potential sites for a new cemetery against Project Objectives 1 and 2 take into account the location, slope, size, land use capability, growth requirements, accessibility, protection of natural values of the site, the management of potential adverse effects, alternative uses of the land. These seek to ensure that those Project Objectives are met.

Cemetery Funding

The funding requirements and financial implications for the preferred option are outlined.

Options for funding the regional cemetery were considered as part of the Options Assessment section of this business case. A range of funding options were considered as part of assessing the proposal against the Project Objectives.

The preferred option where each Council contributes 50% of the initial land acquisition and a proportion of the development cost with timing based on the initial use date which fully meets Project Objective 3.

The proposed funding arrangements are that the land acquisition and initial development costs prior to the cemetery commencing operation would be funded jointly by each Council. A revenue stream from fees and charges will be available once the cemetery is operational.

Consideration was given to Tasman District Council providing a greater share of the initial funding on the basis that they will be utilising the cemetery several years earlier than Nelson City. However updated death projections show that the earliest use of a new cemetery for Tasman would be 8 years and 10 years for Nelson. Therefore this no longer seems necessary particularly as the costs will be recovered from cemetery fees over the longer term.

The financial analysis of the preferred option confirms that the cost of land acquisition, development, maintenance and operation can be fully recovered through user charges. The Councils fund the initial cost of land acquisition, development, maintenance and operations and this is recovered through revenue from plot sales and interments over the operational life of the cemetery.

The cost of maintenance at the end of the cemetery operational life will be funded for a period by residual surplus revenue, however the grounds maintenance costs will continue in perpetuity so there will still be an ongoing, maintenance cost once these funds are exhausted.

The estimated whole-of-life-cost of the investment is \$46,500,000 over the expected 100 year life of the cemetery. This is offset by potential revenues of \$72,000,000.

It is proposed that the capital funding required for land acquisition and the initial development phase of \$3,782,350 be split equally between the two Councils. This funding is included in the Annual Plan 2023-2024 and the Draft Long-Term Plan 2024-2034 for both Councils.

Introduction and Background

The Introduction and Background outlines the purpose, structure and background to the business case.

Introduction

The purpose of this Business Case is to:

4. Outline the Project Objectives
5. Identify and recommend a preferred high level approach to the purchase, operation and development of a future joint regional cemetery for Nelson City and the Richmond and Waimea/Moutere Wards' of Tasman District.
6. Agree the basis for implementing the project, as described in this business case.

The Business Case:

- outlines how the project fits within the Nelson City and Tasman District strategic context and strategic intentions – **Strategic Context**,
- confirms the need for, and makes the case for, this project – **Project Case**,
- proposes the Project Objectives – **Project Objectives**,
- outlines the proposed process for site selection and land acquisition – **Land Acquisition**,
- outlines the proposed governance structure – **Governance Structure**,
- details the management and operations structure - **Management and Operations Structure**,
- describes the policy framework for the development and operation of the cemetery – **Policy Framework**.
- identifies and assesses a range of potential options for a future joint regional cemetery against the Project Objectives – **Options Assessment**,
- recommends the preferred high-level approach to a future joint regional cemetery based on the options assessment – **Preferred Approach**,
- outlines the funding arrangements and financial implications of a future joint regional cemetery - **Cemetery Funding**,

Background

Local Authorities have a legislative responsibility and mandate to ensure the provision of cemeteries. The Burial and Cremation Act 1964 imposes a duty on Local Authorities (section 4) to 'establish and maintain' a suitable cemetery where sufficient provision is not otherwise made for the burial of the bodies of persons dying within its district.

In 2020 both Nelson City Council and Tasman District Council jointly commissioned a report on Cemetery Provision in Nelson and Richmond - Assessment of Supply and Demand. The report was received by both Councils in December 2021. This report identified that estimated that Richmond and Marsden Valley cemeteries will reach capacity for burial interments within the next 10-20 years and that there was a long lead time for the purchase and development of a new cemetery.

The Councils subsequently agreed through a Memorandum of Understanding in 2022 to work collaboratively to investigate the development of a new joint regional cemetery and progress with a business case

Officers from both Councils have been working collaboratively on development of the business case with guidance provided by a Joint Regional Cemetery Working Group comprising two representatives members from each Council and an iwi representative.

Nelson City and Tasman District: Joint Regional Cemetery

The Memorandum of Understanding records the framework agreed for the development of the business case for a joint regional cemetery. The business case is to include, site location criteria, a preferred governance and management structure and a funding model.

Funding for the acquisition and initial development of a joint regional cemetery was included in the 2021-2031 Long-Term Plan for each Council with funding for acquisition confirmed in the 2023/2024 Annual Plans. Development funding has also been included in the draft 2024-2034 Long-Term Plans.

Strategic Context

The Strategic Context describes how the proposed project fits within the Nelson City and Tasman District strategic context and strategic intentions.

Overview

Local Authorities have a legislative responsibility and mandate to ensure the provision of cemeteries in their districts.

The Burial & Cremation Act 1954 imposes a duty on Local Authorities (section 4) to 'establish and maintain' a suitable cemetery where sufficient provision is not otherwise made for the burial of the bodies of persons dying within its district. It also provides for a local authority to expend such money as it thinks fit on the acquisition of land for cemeteries and on the establishment, maintenance, and improvement of cemeteries.

The Local Government Act 2002 (section 14 (1) (g)) requires a local authority to ensure prudent stewardship and the efficient and effective use of its resources in the interests of its district or region, including by planning effectively for the future management of its assets; and in (h) in taking a sustainable development approach, a local authority should take into account:

- (i) the social, economic, and cultural well-being of people and communities; and
- (ii) the need to maintain and enhance the quality of the environment; and
- (iii) the reasonably foreseeable needs of future generations.

Both Councils currently provide cemeteries in their respective districts and Nelson City Council also has a crematorium at Wakapuaka Cemetery.

These statements in the Councils' 2021-2031 Long-Term Plans describe the rationale for cemetery provision.

Nelson City Council

The Council provides appropriate and safe cemetery and crematorium services. The cemeteries also provide public open space, often with heritage value. Individual users / groups benefit, particularly families of the deceased. The entire community benefits from adequate provision for interring the deceased in an appropriate manner and that cemeteries are maintained as a place of remembrance.

Tasman District Council

Our cemeteries are attractive, peaceful and respectful environments for the memorial and remembrance of the deceased and are accessible to our communities. We are legally required to provide cemeteries, meeting the needs of our District now, and in the future. Cemeteries are provided for public health reasons.

Alignment to Strategic Intentions

The key driver for this investment is that both the Nelson City and Tasman District Councils have recognised that most of the cemetery provision for Nelson is provided at Marsden Valley Cemetery and for the Richmond Ward of the Tasman District most of the provision is provided at the Richmond Cemetery. These cemeteries are approaching capacity and further burial capacity will be required in the region within 10 years.

The Councils jointly commissioned Policy Works Ltd and Patrick Corfe Landscape Architects Ltd to investigate long-term cemetery provision requirements in 2020. The resulting report titled *Cemetery Provision in Nelson and Richmond – Assessment of Supply and Demand* report (Cemetery Provision Report) was received by Nelson City on 2 December 2021 (CAR/2021/073) and Tasman District on 9 December 2021 (OC21124).

Nelson City and Tasman District: Joint Regional Cemetery

The 2020 Cemetery Provision Report estimated that these cemeteries will reach capacity for burial interments within the next 10-20 years. It stated that Richmond Cemetery would reach capacity in its general area within 10 years and that Marsden Valley Cemetery, which had more capacity, was likely to reach capacity within 15-20 years. It further recognised that once Richmond Cemetery closed the likely use of Marsden Valley Cemetery by Richmond residents would increase, further shortening the usable life of Marsden Valley.

Since the completion of the 2020 Cemetery Provision Report, the Council's jointly commissioned updated population projections from DOT Data in 2023, as part of the growth modelling required for the Long-Term Plan 2024-2034. Further details of the updated projections are provided in the *Project Case* section of this business case.

The *Introduction and Background* section of this business case outlines that the Councils' have agreed in an MoU, to work collaboratively to investigate the development of a new joint regional cemetery and progress with a business case. The MoU requires, that following consideration of a business case, the Councils will decide whether to make a formal commitment to a Joint Regional Cemetery.

The MoU also requires that the following matters are considered as part of the business case:

- Identification of a preferred governance structure
- Funding model
- Management structure
- Policy framework for the development and operation of a Joint Cemetery
- Location criteria to identify potential sites.

In order to provide for the burial needs of residents of Nelson City and the Richmond and Waimea/Moutere Wards of Tasman District for the next 100 years, a joint regional cemetery will need to have a capacity of around 16,000 burial plots, this is estimated to require a site with an area of 22ha.

Main Benefits

The benefits and disbenefits for the development of a Joint Regional Cemetery have been identified, these consider the wellbeing's and community outcomes as included in the 2024-2034 Long-Term Plan for each Council.





Local Authorities under the Local Government Act 2002 s.3(d) are required to, *play a broad role in promoting the social, economic, environmental, and cultural well-being of their communities, taking a sustainable development approach*. This includes, ensuring that principles relating to decisions take into account the aspect of well-being; and that the overall impact of any funding demands on the community take into account the future social, economic, environmental and culture well-being of the community.

The community outcomes are broad, long term goals set through the Long-Term Plan that guide the overall direction of each Council. Both Nelson City and Tasman District Councils' have aligned their community outcomes to ensure a consistent regional approach. Each Council works towards achieving the outcomes in different ways, reflecting their unique communities.

Tables 1 and 2 consider the benefits and disbenefits of a joint regional cemetery related to each of the community outcomes relevant to the cemetery activity, grouped under the wellbeing areas of social, economic, environmental, and cultural well-being of their district or region.

Nelson City and Tasman District: Joint Regional Cemetery





Table 1: Primary potential benefits

Wellbeing's	Benefit
 Social	<p>B1: Our communities are healthy, safe, inclusive and resilient: Project Objective 1 - Provides for long term burial needs of Nelson and Tasman communities (Requirement relates to community health). Measured through available capacity, capacity is assessed as part of sanitary services assessment every 5 years.</p> <p>B2: Our urban and rural environments are people friendly, well planned, accessible and sustainably managed: Project Objective 2 – Location of cemetery close to main access corridors, future public transport routes. Measured by travel time from central Nelson (Millers Acre) and central Richmond (Sundial Square) as specified in the Cemetery Site Selection Criteria (Annex 1). Project Objective 4 – Masterplan development ensures cemetery environment laid out and landscaped to provide appropriate environment and meets requirements for range of burial needs. Measured by user and community satisfaction.</p> <p>B3: Our communities have access to a range of social, cultural, educational and recreational facilities and activities: Project Objective 4 – Masterplan considers different burial needs of religious groups, different cultures, and emerging trends, e.g. natural burials and makes provision for these needs either at this or in other cemeteries in the District. Consideration also given to use of parts of the site not required immediately for interim uses such as recreation. Measured by community satisfaction.</p>
 Economic	<p>B5: Our infrastructure is efficient, resilient, cost effective and meets current and future needs: Project Objective 1 - Provides for long term burial needs of Nelson and Tasman communities (Requirement relates to community health). Measured through available capacity, capacity assessed as part of sanitary services assessment every 5-years Projective Objective 3 – Provides for reduced cost and increased operating efficiency reducing overall cost to community. Measured by benchmarking fees and costs with existing cemetery costs. Project Objective 4 – Considers the staging of cemetery development and the triggers for development and the extent of each stage. Measured through ensuring plot availability does not reduce below 5-years available capacity.</p>
 Environmental	<p>B6: Our unique natural environment is healthy, protected and sustainably managed: Project Objective 2 – Selected site meets the Cemetery Site Selection Criteria relating to water table, buffer distances from watercourses to minimise contamination risk and that the land is not at risk of sea level rise and inundation. Measured against relevant values in the Cemetery Site Selection Criteria. Project Objective 2 – Resource consent or designation process includes assessment and mitigation of potential adverse effects to the natural environment and seeks to ensure they are contained and mitigated within the site. Measured compliance with resource consent conditions and council state of the environment monitoring.</p>
 Cultural	<p>B7: Our communities have opportunities to celebrate and explore their heritage, identity and creativity: Project Objective 2 – Site selection considers past land use and ensures no significant ecological, cultural, or archaeological values present. Measured against relevant values in the Cemetery Site Selection Criteria. Project objective 4 – Opportunities for memorialisation and landscaping that recognise heritage, identity and creativity are considered and incorporated as part of the Masterplan. Areas identified across the region's cemeteries, including the</p>

Nelson City and Tasman District: Joint Regional Cemetery

Wellbeing's	Benefit
	new cemetery if appropriate, to provide for different cultures burial and memorial needs. Measured by community satisfaction with options provided.
	<p>B8: Our council provides leadership and fosters partnerships including iwi, fosters a regional perspective, and encourages community engagement:</p> <p>Project Objective 2 – Site selection considers past land use and ensures no significant ecological, cultural, or archaeological values present. Measured against relevant values in the Cemetery Site Selection Criteria.</p> <p>Project Objective 4 – Iwi needs and aspirations are considered and incorporated in Masterplan Development. Measured through iwi engagement processes.</p>

Table 2: Primary potential disbenefits

Wellbeing's	Disbenefit
 Social	<p>DB1: Our urban and rural environments are people friendly, well planned, accessible and sustainably managed:</p> <p>Project Objective 2 – Location of the cemetery is perceived to be inaccessible to those in the community who do not have easy access to public transport or private vehicle. Measured by Cemetery Site Selection Criteria related to transport accessibility.</p> <p>DB2: Our communities have access to a range of social, cultural, educational and recreational facilities and activities:</p> <p>Project Objective 4 – Needs of different religious or cultural groups not able to be met through the Masterplan, or through use of other smaller available cemeteries in the region.. Measured by community satisfaction</p> <p>DB3: Our communities are healthy, safe, inclusive and resilient:</p> <p>Project Objective 2 – Poor location choice results in potential safety risks through anti-social behaviour</p> <p>Project Objective 4 – Poor design or maintenance results in potential safety risk to visitors or through damage by environmental events. Measured by monitoring of service requests related to damage or safety issues.</p>
 Economic	<p>DB4: Our infrastructure is efficient, resilient, cost effective and meets current and future needs:</p> <p>Project Objective 4 – Poor design or site selection (including site size) results in increased maintenance costs and community needs for respectful, attractive cemetery environment unable to be met.</p> <p>Project Objective 4 – Population projections differ dramatically to forecast resulting in either significant increase or decrease in demand and corresponding under/over investment. Measured by review of demographics and budget adjustment as required as part of each Long-Term Plan.</p>
 Environmental	<p>DB5: Our unique natural environment is healthy, protected and sustainably managed:</p> <p>Project Objective 2 – Climate change and natural hazards occurs in different manner or form to that anticipated resulted in adverse effects. Measured by resource consent consideration of adverse effects.</p>
 Cultural	<p>DB6: Our communities have opportunities to celebrate and explore their heritage, identity and creativity:</p> <p>Project Objective 4 – Masterplan development process provides an opportunity for community input into the layout and design to ensure opportunities for recognising heritage and identity are incorporated. Measured by community satisfaction.</p>

Main Risks

The key risks that might prevent, degrade, or delay the achievement of the Project Objectives have been identified in Table 3.

Table 3: Current risk analysis

	Main Risk	Likelihood (H/M/L)	Impact (H/M/L)	Comments & Risk Management Strategies (Mitigations)
1	Delays in acquisition process	M	M	If initial approaches are unsuccessful, move quickly to commence notice of requirement/designation process
2	Availability of large enough site in single ownership	M	M	There are some sites of sufficient size available in the general area of interest. Property acquisition strategies will consider that acquisition of more than one property may be required
2	Price increase due to awareness that Council is the purchaser	M	L	Use third party to undertake purchase on behalf of Council
3	Withdrawal of commitment to project by one or other Council	L	H	Impact depends on timing, if known early then easier to adjust
5	Development costs higher than anticipated	M	M	Robust costing process following completion of Masterplan to reduce impact
6	Death forecasts vary significantly from projections	M	L	The staged approach to development reduces risk by regular review of demand forecasts and implementing each stage to provide capacity for a further 20 years at a time

Key Constraints, Dependencies and Assumptions

The project is subject to the following constraints, dependencies, and assumptions. These are outlined in Table 4 and will be regularly monitored and managed during the project.

Table 4: Key constraints, dependencies and assumptions

	Constraints	Notes
C1	Long-Term Plan (LTP) Funding	Funding availability at appropriate times is needed to progress purchase and development.
C2	Development Budget	Capital funding for acquisition provided in 2021-2031 Long-Term Plans, with funding for initial development, operation and maintenance included in the draft 2024-2034 Long-Term Plans for both Councils.
C3	Land Availability	There is limited suitable land available in the Nelson City Council area. Areas of interest are in the Tasman District Council area.
	Dependencies	Notes & Management strategies
D1	Burial plot capacity in Richmond & Marsden Valley Cemeteries	The rate of plot purchase/burial at these cemeteries determines the timing of when a new cemetery must be purchased and operational.
D2	Funding	Development funds available in draft 2024-2034 Long-Term Plans for both Councils.
	Assumptions	Notes & Management strategies
A1	Timing of new Cemetery	Plot purchase in existing cemeteries broadly aligns with Cemetery Requirements Model predictions.

Nelson City and Tasman District: Joint Regional Cemetery

	Assumptions	Notes & Management strategies
A2	Timing of development	Number and timing of death projections and ratio of burials to cremation in model are accurate.
A3	Joint Cemetery Provision	The two Council's will continue to seek a joint regional cemetery to provide for the burial needs of both communities.

Project Case

The Project Case section confirms the need for, and makes the case for this project.

Cemetery Need

The Councils' have a legislative responsibility to provide cemeteries. Existing cemeteries in both Districts are nearing capacity therefore additional provision is required.

The need for additional cemetery provision was assessed as part of the Cemetery Provision Report 2020. It identified that Nelson Tasman's population is growing and aging. As a consequence, the number of deaths each year is projected to increase from the current 744 per year to 1,242 per year in 2043. Whilst the majority will be cremated, this still put a cumulative demand of 3,248 burial plots required by 2038, this meant that the regions main cemeteries were projected to reach capacity within 10 years (Richmond) and 15-20 years (Nelson).

This report also confirmed that early action is needed to provide for additional cemetery capacity due to the significant lead time (4-7 years) for the acquisition of land and development of a new cemetery. It also recommended a joint approach from the two councils' as there is limited suitable land available in the Nelson City area so a new cemetery is likely to be located in the Tasman District. A regional facility was also likely to be the most cost-effective outcome for both councils.

The Council's jointly commissioned updated population projections from demographers DOT in 2023, as part of the growth modelling required for the Long-Term Plan 2024-2034.

Updated death projections for the period 2023-2058 have been included in the model developed to predict the timing of burial demand and the costs of developing, maintaining and operating a joint regional cemetery. These updated death projections now estimate that burial capacity for the existing cemeteries will be reached within 8-12 years for Richmond Cemetery and 10-15 years for Marsden Valley. In addition the updated death projections have resulted in a revised assessment of total burials, this reduces the 100 year burial requirement from 20,000 to nearly 16,000. The current modelling includes an assumption that around 70% of plots will have 2 burials, this was not included in the 2021 study.

The Waimea/Moutere Ward is a large ward and has a number of smaller cemeteries some of which have capacity. In essence, the joint cemetery will offer another option for those in this south eastern part of this ward. Therefore only the inner areas of the ward are included in the provision calculations.

The original estimates of the area of land required for a joint regional cemetery were calculated based on an 80 year cemetery burial capacity, 200 burials per annum and an overall plot area of 15m². The plot area included a provision for roading, landscaping and other cemetery related infrastructure. This required a total land area of 24ha.

The revised site estimates were calculated based on a 100 year cemetery burial capacity, with provision for 16,000 burials (average 160 per annum) and an overall plot area of 14m². This results in a requirement for a joint regional cemetery with an overall area of 22ha.

It was considered prudent to increase the provision from 80 to 100 years given that the availability of large land parcels suitable for a cemetery located within easy access to the larger urban areas will become more costly and difficult to find over time.

There are long lead times for procuring and developing a new cemetery (typically 4-7 years). Councils have a legal obligation to provide for the burial needs of people within their district. A reasonably conservative approach has been taken to ensure that burial plots are always available, this includes a provision for any unforeseen increases in burials such as from pandemics or natural disasters.

Nelson City and Tasman District: Joint Regional Cemetery

Cemetery Case

The need for additional land for a cemetery to serve the needs of both Nelson City and the Richmond and Waimea/Moutere wards of Tasman District is outlined in the Cemetery Needs section above. The existing arrangements for cemetery provision and the future needs together with the desired outcomes are summarised in relation to each project objective in Table 5.

Table 5: Case for Change

Project Objective One	To acquire land for the establishment, ongoing operation and maintenance of a new joint regional cemetery to accommodate the burial needs of residents of Nelson and Tasman (Richmond and Waimea/Moutere Wards') for at least 100 years at one location.
Existing Arrangements	<p>Nelson City currently provides burial plots at two small and one larger cemetery. The larger cemetery, Marsden Valley has capacity for around 1,200 plots which represents around 10-15 years supply.</p> <p>Tasman District currently provides the Richmond Cemetery with capacity for around 350 plots plus 3 smaller cemeteries in the Waimea/Moutere Ward. At current usage Richmond Cemetery will reach capacity within 8-12 years.</p> <p>Based on a high death projections scenario, 20% of deaths being burials, and only single depth plots at Richmond Cemetery being available, the area will run out of burial plots as early as 2032. Once Richmond Cemetery is full, in the absence of an alternative, it is likely that much of the demand for Richmond Cemetery will transfer to Marsden Valley Cemetery, further shortening its life. There is an assumption in these calculations that cremations stabilise at around 80% of all deaths, Currently the proportion nationally is around 75% of deceased persons are cremated.</p>
Project Needs	<p>Land for a new joint regional cemetery is required. This is to meet the needs of Nelson residents and residents of the Richmond Ward and the south-eastern parts of the Waimea/Moutere Wards in Tasman District and for the Councils to meet their legislative obligations.</p> <p>The joint regional cemetery will be of a large enough size (22ha) to cater for the burial needs of the residents of these areas for at least 100 years.</p> <p>The Councils will consider and agree on an acquisition approach for the land acquisition.</p> <p>A method to share costs associated with land acquisition, including legal fees and the costs associated with obtaining all the associated regulatory consents is agreed.</p>
Outcome/s sought	Land suitable (i.e. meets site selection criteria included in Tables A.1 and A.2 in Annex 1) for a regional cemetery is acquired within the required time period.
Project Objective Two	The new joint regional cemetery land is of an optimal size, suitability, and location (including being accessible) for the intended purpose and the adverse effects (including on natural values) can be appropriately managed.
Existing Arrangements	<p>Current cemetery provision is as outlined for Project Objective above.</p> <p>Richmond Cemetery has had to reduce plot depth from double to single depth due to higher water tables evidenced as the burials continue into lower areas of the cemetery.</p> <p>Marsden Cemetery has some areas found to be unsuitable for burials due to ground stability issues.</p>

Nelson City and Tasman District: Joint Regional Cemetery

Project Needs	Land to meet the site selection criteria (see Tables A.1 and A.2 in Annex 1 for details) particularly relating to size, distance, slope, avoids use of highly productive land, not identified for growth, drainage, buffer from watercourses, suitability of ground conditions, not at risk of inundation, able to be developed as a cemetery)
Outcome/s sought	Site meets site selection criteria (Tables A.1 and A.2 in Annex 1) and any adverse effects can be mitigated.

Project Objective Three	The new joint regional cemetery land is acquired and the cemetery is developed, operated, maintained and governed on a shared basis between Nelson and Tasman Councils
Existing Arrangements	At present both Council's operate their cemeteries independently with burial and maintenance services provided by Nelmac under separate contracts with each Council. Cemetery fees and charges are independently set by each Council for the cemeteries they manage.
Project Needs	Governance and management arrangements are agreed to oversee the development, maintenance and operation of a Joint Regional Cemetery. A method of setting fees and charges and cost sharing associated with the operation and development will be agreed.
Outcome/s sought	A suitable regional cemetery of optimal size and location is acquired and developed, with funding, management and governance provided on a shared basis between the two Councils.

Project Objective Four	The new joint regional cemetery land is acquired and the first stage is developed to meet the burial needs of residents of Nelson and Tasman (Richmond and Waimea/Moutere Wards) at least 12 months prior to capacity at Richmond cemetery being reached (estimated to be by 2032).
Existing Arrangements	Marsden Valley and Richmond Cemeteries are maintained and operational while capacity exists. These cemeteries currently meet the needs of residents.
Project Needs	Development of a Cemetery Masterplan that recognises the needs of the communities being served by the cemetery. The plan needs to confirm plot layout, initial development requirements for infrastructure and services and the triggers for the staged development of burial and memorial areas plus the development timing for the associated infrastructure such as roading, services and maintenance facilities. Appropriate interim uses for undeveloped cemetery land including private lease, public space and recreational opportunities need to be identified. The new cemetery needs to be operational prior to the existing Richmond and Marsden Valley cemeteries reaching capacity. This is required so that the partners and/or different family members can be buried in a single or adjacent plot(s) at the same cemetery. This will mean that both existing and new cemeteries will operate contemporaneously for a period to accommodate couples/families being buried in close proximity to each other. Cemetery land is available to meet any unforeseen increases in death rates in particular those arising from natural disaster or pandemics. Consultation with the relevant communities and other groups on the Masterplan.

Nelson City and Tasman District: Joint Regional Cemetery

Project Objective Four	The new joint regional cemetery land is acquired and the first stage is developed to meet the burial needs of residents of Nelson and Tasman (Richmond and Waimea/Moutere Wards) at least 12 months prior to capacity at Richmond cemetery being reached (estimated to be by 2032).
Outcome/s sought	The new cemetery land is developed in a timely manner, at least 12 months prior to capacity at Richmond cemetery being reached (estimated to be by 2032). It is developed in accordance with a Masterplan which provides for the optimal configuration and provides a suitable landscaped environment that is an attractive, peaceful, and respectful environment for the memorial and remembrance of the deceased.

In response to the need for a new cemetery financial provision was included in the Councils' 2021-2031 Long Term Plans for the purchase of land, Masterplan development and some initial development in anticipation of a joint regional cemetery being progressed. The Councils' 2024-2034 Draft Long Term Plans continue to provide for the planning and initial infrastructural development including roading, fencing, services, and initial landscaping.

Project Objectives

This section proposes the Project Objectives.

The Project Objectives in this business case are centred on the obligations in the Burial and Cremations Act 1964 which require Councils to provide cemeteries. They also reflect the desire of the Nelson City Council and Tasman District Council's to work together to jointly provide a regional cemetery on the basis that it would be difficult to find a suitable area of land within the Nelson City area and that it will be more cost effective to provide this facility jointly.

Four Project Objectives have been developed to provide a basis for developing a business case that identifies and assesses the options and alternatives for a joint regional cemetery.

The proposed Project Objectives are:

1. To acquire land for the establishment, ongoing operation and maintenance of a new joint regional cemetery to accommodate the burial needs of residents of Nelson and Tasman (Richmond and Waimea/Moutere Wards') for at least 100 years at one location.
2. The new joint regional cemetery land is of an optimal size, suitability, and location (including being accessible) for the intended purpose and the adverse effects (including on natural values) can be appropriately managed.
3. The new joint regional cemetery land is acquired and the cemetery is funded, developed, operated, maintained and governed on a shared basis between Nelson and Tasman Councils.
4. The new joint regional cemetery land is acquired, masterplan prepared and the first stage is developed to meet the burial needs of residents of Nelson and Tasman (Richmond and Waimea/Moutere Wards) at least 12 months prior to capacity at Richmond cemetery being reached (estimated to be by 2032).

Land Acquisition

The proposed process for site selection and land acquisition is discussed.

Site Selection

Site selection criteria have been developed from Project Objectives 1 and 2 in order to assist with the identification and assessment of suitable sites against the requirements of these objectives. This included identification of acceptable values for each of the criteria.

The site selection criteria developed from Project Objectives 1 and 2 are:

Gateway Site Selection Criteria

1. Distance from central Nelson and central Richmond
2. Slope of site for interments
3. Location is not classified as Highly Productive Land
4. Land not identified for housing or business growth

Specific Site Selection Criteria

1. Depth of Water table / Ground water
2. Buffer distance from watercourses
3. Suitability of ground conditions
4. Land is not at risk of sea level rise and inundation
5. Land is able to be developed as a cemetery
6. Cemetery facilities are able to be developed on site
7. Transport accessibility

The site selection process has been undertaken in 2 stages. The first stage utilised GIS analysis to apply the gateway site selection criteria (Annex 1, Table A.1) listed above across the Nelson/Tasman regions to identify geographical areas potentially suitable as a cemetery.

The results of this analysis were that no suitable sites were identified in the Nelson City area within a 40km radius of Central Nelson and the number of sites in the Tasman District was limited particularly when Growth Areas and Highly Productive Land were considered. This narrowed the areas where there was land that meet these criteria to Appleby and Redwood Valley in the foothills to the west of the Waimea Plains.

The specific site selection criteria (Annex 1, Table A.2) will be applied to potential sites as the next step in the site selection process. This is due to be progressed following adoption of the Business Case.

The Project Objectives and the specific site selection criteria (Annex 1, Table A.2) will be used to further assess potential sites and confirm a list of potential sites. These will then be ranked on a best fit basis against all the criteria to confirm the preferred site(s). An approach will then be made to the landowner to discuss acquisition.

It is anticipated that if a willing seller for the preferred site(s) cannot be achieved then it may be necessary to consider use of the Public Works Act process for compulsory acquisition.

Land Acquisition Options

A range of land acquisition options were considered as part of assessing the proposal against the Project Objectives (Table 14). Land acquisition is part of Project Objectives 1 and 2.

The options considered were:

1. Status quo (no change),
2. Develop a joint regional cemetery of 22ha within 30km from either town centre.
3. Develop a joint regional cemetery of 18ha within 30km from either town centre.
4. Each Council develops its own district cemetery of 10ha.
5. Each Council develops several local cemeteries of 5ha each

Nelson City and Tasman District: Joint Regional Cemetery

These options were analysed as part of the options assessment process. The advantages and disadvantages of each option are listed in Table 6 below.

Table 6: Land Acquisition Options - Advantages and Disadvantages

Description of Option:	Advantages:	Disadvantages:	Overall Assessment
Status quo (no change),	<ul style="list-style-type: none"> No advantages Not feasible 	<ul style="list-style-type: none"> Legislative obligations not met 	Reject
Develop a joint regional cemetery of 22ha within 30km from either town centre.	<ul style="list-style-type: none"> Meets legislative obligations Provides burial capacity for around 100 years 	<ul style="list-style-type: none"> Travel distance for some residents 	Preferred
Develop a joint regional cemetery of 18ha within 30km from either town centre.	<ul style="list-style-type: none"> Reduced life Provides burial capacity for around 80 years 	<ul style="list-style-type: none"> Travel distance for some residents More difficult & expensive to secure next cemetery 	Possible
Each Council develops its own district cemetery of 10ha.	<ul style="list-style-type: none"> Located closer to population Provides total burial capacity for around 90 years 	<ul style="list-style-type: none"> Does not meet Project Objective 1 or 2 Few undeveloped sites of 10ha in Nelson City Sites don't meet one or more site criteria Most sites of this size earmarked for housing or result in loss of productive land, are in flood plains or in areas with a high water table More difficult & expensive to secure next cemetery Nelson Cemetery likely to be located in the Tasman District due to lack of available land in Nelson 	Reject
Each Council develops several local cemeteries of 5ha each	<ul style="list-style-type: none"> Located closer to population Only provides burial capacity for short period 	<ul style="list-style-type: none"> Does not meet Project Objective 1 or 2 Few undeveloped sites of 5ha in Nelson City Sites don't meet one or more site criteria Most sites of this size earmarked for housing or result in loss of productive land are in flood plains or in areas with a high water table More difficult & expensive to secure next cemetery Nelson Cemetery likely to be located in the Tasman District due to lack of available land in Nelson 	Reject

The preferred option of acquiring a 22ha site withing 30km from either town centre fully meets project objective 1. The criteria in project objectives 1 and 2 are considered as part of the site selection process.

Land Acquisition Procurement Plan

The proposed approach for land procurement is in line with Council land procurement practices.

Indicative procurement timeline

Following approval of this Business Case, it is anticipated that the implementation procurement milestones will be as set out in Table 7.

Table 7: Indicative timeline

Procurement Milestone	Indicative Date
Pre-procurement	
Assess Districts utilising GIS analysis to apply Site Selection Criteria to identify potential sites. (Complete)	October 2023
Engage consultant planners and property consultants to complete process (Complete)	December 2023
Apply Specific Site Selection Criteria to potential sites to list suitable sites.	July 2024
Rank suitable sites to confirm preferred sites	August 2024
Procurement	
Landowner offer & negotiation for land to be acquired with land owner agreement (if in willing seller situation)	September- October 2024
Sale and Purchase agreement (if in willing seller situation)	November 2024
Settlement of Purchase (if in willing seller situation)	December 2024
Consider Public Works Act process if negotiations are unsuccessful	From February 2025
Commence acquisition process if not in a willing seller situation	From February 2025

Required outputs and service streams

The outputs required for the land acquisition are:

1. Acquire site of 22ha that meets all site selection criteria utilising property consultant and resource management planner.
2. Obtain high level planning assessment to identify relevant rules which need consideration when establishing a joint regional cemetery in Tasman to inform decision on whether to designate or obtain a resource consent for the cemetery.
3. Put in place a Notice of Requirement (Designation) for the Cemetery using resource management planner.
4. Obtain resource consent for use of site as cemetery utilising resource management planner.

Governance Structure

This section details the arrangements proposed for the long term governance structure.

Proposed Governance Options

A range of governance structure options were considered as part of assessing the proposal against the Project Objectives (Table 14). Governance is part of Project Objective 3.

The options considered were:

1. Separate governance & management structure (Joint CCO e.g. Nelson Airport)
2. Joint Council committee (e.g. Saxton Field)

These options were analysed as part of the options assessment process. The advantages and disadvantages of each option are listed in Table 8 below.

Table 8: Governance Options Advantages and Disadvantages

Description of Option	Advantages	Disadvantages	Overall Assessment
Separate governance & management structure (Joint CCO)	<ul style="list-style-type: none"> Independent governance Utilise non-commercial CCO model 	<ul style="list-style-type: none"> Excessive governance for cemetery as does not require independent board Greater level of reporting and compliance required Increased governance cost 	Possible
Joint Council committee (e.g. Saxton Field)	<ul style="list-style-type: none"> Proven approach for our Councils (i.e. Saxton Field) Simple and low cost 	<ul style="list-style-type: none"> No obvious disadvantages 	Preferred

A Joint Council Committee similar to Saxton Field was the preferred governance option due to its proven approach, simplicity and low cost.

The suggested structure of the Joint Committee is 2 Councillors from each Council, with an independent chairperson and an iwi representative.

A terms of reference for the Regional Cemetery Committee would need to be developed. The suggested purpose of the Regional Cemetery Committee is; *to oversee the development, management and operation of the Regional Cemetery on behalf of Nelson City Council and Tasman District Council.*

The committee would probably need to meet twice a year.

Management and Operations Structure

The arrangements proposed to ensure successful delivery of the project and the long term management and operations structure are outlined.

Project Management and Delivery

Following approval of this business case, a formal project management group will be confirmed to deliver the project through the initial stages of land acquisition, consenting, masterplan development and initial stage cemetery construction.

This project group will comprise the Parks and Facilities Manager for each Council or their nominee. They will be responsible for bringing in additional staff to the group for the purpose of implementing the development projects. This will include the staff member responsible for cemetery operations for each council and project managers for delivery of specific capital projects.

Once the initial stage cemetery development is underway and prior to the cemetery becoming operational a full service delivery solution will be implemented.

Project Plan and Milestones

The project is planned to be developed and operated in 5 stages which will provide burial capacity for at least 100 years. The initial stage which includes purchase of land, initial layout and development will occur during the period 2024 – 2028. A high-level project schedule showing the estimated timing for implementation is included as Table 9.

Table 9: High level project schedule

Key Project Milestone	Approximate Date
1. Develop formal agreement for development and operation of a joint Regional Cemetery	August 2024
2. Establish a governance structure including Terms of Reference	October 2024
3. Establish project management group to deliver land acquisition, consenting, design and initial stage construction.	October 2024
4. Develop project brief and engage consultant with experience in cemetery design and operation to prepare the cemetery Masterplan.	November 2024
5. Establish In-house delivery for cemetery operation and subsequent staged development	January 2027

Risk Management Planning

The strategy, framework and plan for dealing with the management of risk in both the project management and governance groups is to review the risk register at least annually. The review will consider whether a risk is still relevant and whether there are additional risks that need to be added to the register. Risk management strategies will be reviewed and updated for relevance and consideration given to whether other mitigations are required.

The Risk Register in Table 10 lists the risks identified through this business case.

Table 10: Risk register: top 5 risks

	Main Risk	Likelihood (H/M/L)	Impact (H/M/L)	Comments & Risk Management Strategies (Mitigations)
1	Delays in acquisition process	M	M	If initial approaches are unsuccessful, move quickly to commence notice of requirement/designation process

Nelson City and Tasman District: Joint Regional Cemetery

	Main Risk	Likelihood (H/M/L)	Impact (H/M/L)	Comments & Risk Management Strategies (Mitigations)
2	Availability of large enough site in single ownership	M	M	There are some sites of sufficient size available in the general area of interest. Property acquisition strategies will consider that acquisition of more than one property may be required
3	Price increase due to awareness that Council is the purchaser	M	L	Use third party to undertake purchase on behalf of Council
4	Development costs higher than anticipated	M	M	Robust costing process following completion of Masterplan to reduce impact
5	Death forecasts vary significantly from projections	M	L	The staged approach to development reduces risk by regular review of demand forecasts and implementing each stage to provide capacity for a further 20 years at a time

Proposed Management and Operations Options

A range of management and operating structure options were considered as part of assessing the proposal against the Project Objectives (Table 14). Management and Operations is part of Project Objective 3.

The options considered were:

1. Full in-house provision of admin, operations and maintenance.
2. Mix of in house (admin) & contractors (operational).
3. Two contractors (i.e. one administrative & one operations/maintenance)
4. Contractor providing full service

These options were analysed as part of the options assessment process. The advantages and disadvantages of each option are listed in Table 11 below.

Table 11: Management and Operations Options Advantages and Disadvantages

Description of Option:	Advantages:	Disadvantages:	Overall Assessment:
Full in-house provision of administration, operations and maintenance	<ul style="list-style-type: none"> End to end delivery of service in house 	<ul style="list-style-type: none"> NCC currently outsource most facets would need to increase staff resources Neither Council has internal maintenance capability Difficult to manage with two organisations providing input to all aspects 	Possible
Mix of in house (administration) & contractors (operational)	<ul style="list-style-type: none"> Current model used by TDC In house staff can manage sensitive issues 	<ul style="list-style-type: none"> Clear responsibilities needed to avoid inconsistencies Difficult model while some existing cemeteries still operating 	Preferred

Nelson City and Tasman District: Joint Regional Cemetery

Description of Option:	Advantages:	Disadvantages:	Overall Assessment:
Two contractors (i.e. one administrative & one operations/maintenance)	<ul style="list-style-type: none"> Current model used by NCC Allows for different contractors to provide services where their strengths lie 	<ul style="list-style-type: none"> Risk that some tasks may fall between cracks if roles not clearly defined 	Possible
Contractor providing full service	<ul style="list-style-type: none"> One stop shop for cemetery management, operation and maintenance 	<ul style="list-style-type: none"> No obvious disadvantages Delegation of sensitive issues to contractor not always appropriate 	Possible

A mix of in-house delivery for management and administration aspects and continued use of external contractors for operational delivery was the preferred approach for management and operation of the joint regional cemetery.

This will require the Parks and Facilities Manager for each Council or their nominee to establish a joint regional cemetery staff working group. They will be responsible for bringing in additional staff to the group for the purpose of implementing the development projects. This will include the staff member responsible for cemetery operations for each council and project managers when a new stage of the cemetery need to be developed.

Currently both Councils use Nelmac to deliver its cemetery maintenance and interment services.

Implementation Options

A range of implementation options were considered as part of assessing the proposal against the Project Objectives (Table 14). Implementation is part of Project Objective 4.

The options considered were:

1. Land acquisition followed by full development of infrastructure within 10 years.
2. Land acquisition followed by initial infrastructure development within five years followed by two further development stages at 25 years and 50 years.
3. Land acquisition followed by infrastructure development timing determined by demand forecast with each stage providing capacity for further 20 years.

These options were analysed as part of the options assessment process. The advantages and disadvantages of each option are listed in Table 12 below.

Table 12: Governance Options Advantages and Disadvantages

Description of Option:	Advantages:	Disadvantages:	Overall Assessment:
Land acquisition followed by full development of infrastructure within 10 years	<ul style="list-style-type: none"> Sets out full cemetery area well ahead of requirement 	<ul style="list-style-type: none"> Development independent of demand for burials Not best use of capital funding Locks in layout which is hard to change if community needs change 	Reject
Land acquisition followed by initial infrastructure development within five years followed by two	<ul style="list-style-type: none"> Development more closely linked to demand Easier to change layout of later stages to meet 	<ul style="list-style-type: none"> Not sensitive to demand Better than full development of infrastructure within 10 years but sub-optimal use of capital funding 	Possible

Nelson City and Tasman District: Joint Regional Cemetery

Description of Option:	Advantages:	Disadvantages:	Overall Assessment:
further development stages at 25 years and 50 years	changing community preferences		
Land acquisition followed by infrastructure development timing determined by demand forecast with each stage providing capacity for a further 20 years	<ul style="list-style-type: none"> • Development timed to match need for burial areas • Provides flexibility to consider changing burial needs at each stage • Optimal allocation of capital funds • Areas not in use available for grazing or other recreational use in interim 	<ul style="list-style-type: none"> • Just in time approach carries low level of risk that capacity not available if sudden change in death rate. 	Preferred

Land acquisition followed by infrastructure development, timing determined by demand forecast with each stage providing capacity for a further 20 years, is the preferred approach for implementation of the joint regional cemetery.

The timing of implementation is essential to optimising the allocation of development funding. The development of each of the 5 stages will be determined by updated demand forecasts. This will provide the flexibility to meet changing burial needs and allows alternative use of the balance land until it is needed for burials with the opportunity for grazing or other uses which will generate additional revenue. The stages used in the funding forecasts are included in Table 13 below to show how this could be achieved.

The Masterplan development will also need to consider the timing of each stage of development and how best to optimise development.

Table 13: Cemetery Development Stages

Construct year	Description	Area (ha)	Plot capacity (no.)	Burial Period	Years	Capacity Year
2023/2024	Land acquisition	22			100	2128
2024/2025	Initial Infrastructure development provides capacity until year 25	4	2,138	2028-2053	25	2053
2048/2049	Stage 2 development at 20 years provides capacity until year 45	4	3,180	2054-2073	20	2073
2068/2069	Stage 3 development at 40 years provides capacity until year 65	4	3,505	2074-2093	20	2093
2088/2089	Stage 4 development at 60 years provides capacity until year 85	6	3,783	2094-2113	20	2113
2108/2109	Stage 5 development at 80 years provides capacity for remaining life (15 years)	4	3,032	2114-2128	15	2128
Total		22	15,638	2028-2128	100	2128

Policy Framework

This section describes the policy framework for the development and operation of a joint regional cemetery

Cemetery Masterplan

One of the key activities following completion of land acquisition is the development of a Cemetery Masterplan. The Masterplan will be site specific and will include:

- Site development plan
- Development and staging programme
- Landscape plan
- Financial cost and revenue plan

This will need to be completed in the 2024/2025 year and adopted prior to commencement of development on the site.

This is likely to be undertaken in close alignment with resource consenting for the cemetery.

Cemetery Activity Plan

An Activity Management Plan will need to be developed for the regional cemetery prior to the development of the 2027-2037 Long-Term Plan.

Fees and Charges Schedule

Currently both Councils have separate cemetery fees and charges schedules, which are quite different. A schedule of fees and charges need to be developed to enable some elements of the Cemetery Masterplan to be completed. A key issue for consideration and agreement is the management of 'out of district' fees in the lead up to the opening of the regional cemetery. Out of district fees are a tool used to discourage residents from outside a district being buried in an adjoining Councils cemetery.

Standard Operating Procedures

Both Nelson City Council and Tasman District Council have Standard Operating Procedures for their existing cemeteries. These documents provide the foundation for the effective running and operation of cemetery services and include policies relating to plot ownership, burials, interment and dis-interment processes, memorialisation rules, health and safety, cemetery rules, fees, and procedural flow charts.

While there has been a move by both Councils to better align their Standard Operating Procedures in recent years, a standard operating procedure for a joint regional cemetery will need to be developed and agreed.

Options Assessment

The options assessment identifies and analyses a range of potential options against each of the Project Objectives in order to identify a preferred option that provides optimal delivery of the objectives.

Based on the strategic context for the project and the case for change, it:

- identifies a range of potential options available for delivering the Project Objectives
- assesses these to create a short-list of options that have the potential to deliver the Project Objectives
- evaluates the short-listed options by assessing the costs, benefits and risks of each option

Long-List Options and Initial Options Assessment

Options identification

A range of potential options that could meet the Project Objectives are identified. A long-list of in-scope options grouped by objective is provided in Table 14.

Table 14: Possible long-list options by project objective

Project Objective		Options
1 & 2	Cemetery land acquisition	<ol style="list-style-type: none"> 1. Status quo (no change). 2. Develop a joint regional cemetery of 22ha within 30km from either town centre. 3. Develop a joint regional cemetery of 18ha within 30km from either town centre. 4. Each Council develops its own district cemetery of 10ha. 5. Each Council develops several local cemeteries of 5ha each
3	Governance	<ol style="list-style-type: none"> 1. Separate governance & management structure (Joint CCO e.g. Airport) 2. Joint Council committee (e.g. Saxton Field)
3	Management & operation	<ol style="list-style-type: none"> 1. Full in-house provision of admin, operations and maintenance. 2. Mix of in house (admin) & contractors (operational). 3. Two contractors (i.e. one administrative & one operations/maintenance) 4. Contractor providing full service
3	Funding	<ol style="list-style-type: none"> 1. Status quo (no change) 2. Each Council contributes proportionally based on forecast demand. 3. Each Council contributes 50% of all capital and operational costs. 4. Each Council contributes 50% of initial land acquisition and proportion of development cost with timing based on initial use date.
4	Implementation	<ol style="list-style-type: none"> 1. Land acquisition followed by full development of infrastructure within 10 years. 2. Land acquisition followed by initial infrastructure development within five years followed by two further development stages at 25 years and 50 years. 3. Land acquisition followed by infrastructure development timing determined by demand forecast with each stage providing capacity for further 20 years.

Assessing the long-list options to develop the short-list

A long list of options was developed and assessed against the Project Objectives.

Nelson City and Tasman District: Joint Regional Cemetery

The following assessment methodology was used:

- Each option was assessed against each project objective and consideration given as to whether the option would achieve the objective in full (Yes), in part (Partial), or not at all (No).
- At the end of this process, the total grades (Number of Yes, Partial & No) were tallied, and an overall assessment made as to whether each option was to be categorised as: Rejected, Possible or Preferred.
- The advantages and disadvantages for each option were considered and documented.
- Finally, a short list was determined using the overall assessment to identify options to be considered for inclusion as a short-listed option. The short-listed options are: *Status Quo*, *Less Preferred* and *Preferred*. A *Status Quo* option was added to show the business-as-usual state, the status quo option will prevail if the proposed project does not proceed.

Short-List Options and Options Assessment

A summary assessment of the short-listed land acquisition option against the Project Objectives is included in Table 15.

Table 15: Summary assessment of land acquisition short-list options

Option	Option 1	Option 2	Option 3
Description of option	Status Quo	Cemetery 18ha - Less Preferred	Cemetery 22ha - Preferred
Project Objectives			
1 To acquire land for the establishment, ongoing operation and maintenance of a new joint regional cemetery to accommodate the burial needs of residents of Nelson and Tasman (Richmond and Waimea/Moutere Wards') for at least 100 years at one location by 2024.	x	?	✓
2 The new joint regional cemetery land is of an optimal size, suitability, and location (including being accessible) for the intended purpose and the adverse effects (including on natural values) can be appropriately managed.	x	?	✓
Summary	x	?	✓

KEY:	
Red – does not meet	x
Yellow – partially meets	?
Green – Fully meets	✓

Economic Assessment of the Short-Listed Options

The process for each of the short-listed options has been to:

1. establish the assumptions and scope underlying the analysis
2. determine an appropriate assessment period for the analysis
3. identify all significant benefits and costs
4. assign monetary values to the benefits, wherever possible
5. discount the benefits and costs to present values (in today's dollar equivalents)

Nelson City and Tasman District: Joint Regional Cemetery

6. consider the effect of any intangible costs and benefits that cannot be reliably assigned monetary values
7. assess risk and uncertainty.

Assumptions

The following assumptions have been made in the benefit-cost analysis:

1. The remaining life of Richmond Cemetery is eight to 12 years and Marsden Valley Cemetery is 10 to 15 years.
2. The status quo option was rejected and not analysed further as it did not meet the legislative obligations of the Councils to meet burial needs within their districts.
3. The projection of deaths provided by DOT utilising the NZ Statistics Total Death Projections are an accurate reflection of the number of deaths to 2058 as are the extrapolated projections through to 2128.

Assessment period

The start date for financial purposes is assumed to be the financial year commencing 1 July 2023.

The economic life of the proposed cemetery is assumed to be 80 years for option 2 and 100 years for option 3; this is the period over which costs and benefits are assessed.

Discount and inflation assumptions

The Discount Rate used in this assessment is 4.5% per annum. All costs and benefits are expressed in today's dollar terms.

Estimated costs

Depreciation, capital charges, interest and other financing costs are excluded from the analysis.

The costs for the purchase, development, operation and maintenance of a joint regional cemetery were estimated by developing a detailed model which utilised death projections and current burial trends to determine the number and timing of burial plot requirements, an indicative layout was developed for each option and used as a basis for estimating extent of infrastructure such as roading, water supply, fencing and landscaping. Current capital costs from other council projects were used as a basis for costing development costs and current maintenance contract rates were used to determine maintenance costs. The revenue calculation considers the current cemetery charges for each Council and are more closely aligned to the Nelson City Cemetery charges which are typically slightly higher than those for Tasman.

All dollar figures are expressed in GST exclusive terms.

Estimating monetary benefits

The monetary benefits have been estimated, these relate to the revenue from sale of plots (burial and ash), recovery of interment costs (burial and ash) and other revenue from utilisation of areas until they are required for burials all of which offset the overall cost of cemetery provision. A benefit-cost analysis was undertaken; the results are provided in Table 18.

Non-monetary benefits and disbenefits

Some of the benefits could not reliably be quantified in monetary terms and are described in Table 16 below. These non-monetary benefits were assessed for each short-listed option, several of the non-monetary benefits; accessibility, management of adverse effects and

Nelson City and Tasman District: Joint Regional Cemetery

natural values protection need to be considered as part of the acquisition process for specific sites and so have not been included as part of the options assessment.

Table 16: Non-monetary benefits from the project proposal

Non-monetary Benefits	Description
Long term (100 year) cemetery capacity	Option 3 provided for 100 year capacity whereas Option 2 provides for an 80 year capacity.
Operational efficiency – governance & operations	A larger site provides opportunities for greater operational and maintenance efficiencies, so a higher rating was given to option 3 on this benefit.
Burial Trends – burial needs provided	The site needs to provide for a variety of burial needs such as eco or natural burials and ash memorialisation. While some cultural and religious group requirements may be met at the regional cemetery, some needs will be met at other existing cemeteries. A larger site provides enhanced potential to accommodate a wider and diverse range of needs whereas the option 2 is more restrictive due to smaller size.

Risk and Uncertainty

The risks identified in the Strategic Context were revisited and the short-list options assessed against them as shown in Table 17.

Table 17: Current risk analysis

	Main Risk	Likelihood (H/M/L)	Consequence (H/M/L)	Options impacted
1	Delays in acquisition process	M	M	Both options likely to be impacted similarly. Mitigation to consider notice of requirement/designation process.
2	Availability of large enough site in single ownership	M	M	Option 3 is 4ha larger so likelihood higher as the number of potential sites is lower. Mitigation is use of GIS analysis to develop comprehensive list of suitable sites both on size and other parameters.
3	Price increase due to awareness that Council is the purchaser	M	L	Both options have potential to be impacted. Option 3 likely to be a greater impact as larger area involved. Mitigation to consider notice of requirement/designation process.
4	Withdrawal of commitment to project by one or other Council	L	H	Both options impacted similarly, consequence greater if TDC withdrew as sites are likely to be in Tasman.
4	Development costs higher than anticipated	M	M	Option 3 has greater burial capacity and larger site, therefore a greater consequence from higher costs. Mitigation is putting upfront effort into the development plan and reviewing prior to starting each new stage.
5	Death forecasts vary significantly from projections	M	L	Impacts on both options, mitigation is consideration of rate of burial against projections on a 3 yearly basis during LTP and adjust programme as required. Staged implementation also provides opportunity for review.

Preferred Approach




This section recommends the preferred high level approach to a future joint regional cemetery based on the options assessment.

Identifying the Preferred Option

The costs and benefits for the preferred and less-preferred options were analysed and a summary of this analysis is provided below.

Option 1 'Existing Cemeteries – Status Quo' is not included in Table 18 below because it was rejected as it is a continuation of the status quo which does not meet the Councils' legislative obligations to meet burial needs. Details of the main benefits and disbenefits are outlined in Table 1 and Table 2.

Table 18: Indicative costs and benefits, by short-list option

Indicative Benefit Cost Analysis (summary)	Notes	Option 2: Regional Cemetery 18ha Less Preferred	Option 3: Regional Cemetery 22ha Preferred
Summary of Primary Benefits and Costs			
Benefits			
Revenue (NPV)		-\$8,405,000	-\$8,751,900
Costs			
One-off and operating costs (NPV)		\$8,747,300	\$9,319,200
Preferred Option		No	Yes
Detail of Benefit Cost Analysis			
Main Benefits (non monetary)			
Long term burial capacity	100-year term	Partial	Good
Burial trends	Burial needs provided	Partial	Good
Operational efficiency	Governance & operations	Partial	Good
Total Benefits		Partial	Good
Costs			
One-Off Costs (NPV)	Capital and renewals	\$4,885,100	\$5,486,700
Ongoing Operating Costs (NPV)	Operating & maintenance	\$3,862,200	\$3,832,500
Whole of Life Costs		\$8,747,300	\$9,319,200
Benefit/Cost Analysis			
Appraisal period (years)		80	100
Net Present Value (Monetised)		-\$342,400	-\$567,300
Assessment (Non-Monetised)		Medium	High
Rank		2	1
KEY:	Good fit 	Partial fit 	Poor fit 

Preferred Approach

The preferred option is Option 3 - Develop a joint regional cemetery of 22ha at one location within 30km from either town centre with a 100 year burial capacity.

The basis for the recommendation is:

- A cemetery with a 100 year burial capacity offers greater long-term security that enable both Councils to meet legislative requirements for the provision of land sufficient to meet the burial needs for people residing in its district. It will be more difficult over time to find larger areas of land in close proximity to the population as large land areas are being utilised to accommodate housing or business development (including horticultural production) and land values will increase.
- Net present value analysis shows that securing a cemetery with an 80 year burial capacity is a better value proposition however it does not take into account the cost of purchasing land for a new cemetery at around year 75 and the development of that cemetery. When this is taken into account the 100 year option is more cost effective.
- The one-off costs for developing a regional cemetery at one site serving the long term needs of two areas will be lower than having multiple smaller cemeteries. There are also significant maintenance and burial cost efficiencies with a larger number of burials concentrated on one site rather than operating over multiple sites.
- The site selection criteria developed to assess potential sites for a new cemetery against Project Objectives 1 and 2 take into account the location, slope, size, land use capability, growth requirements, accessibility, protection of natural values of the site, the management of potential adverse effects, alternative uses of the land. These seek to ensure that those Project Objectives are met.

Cemetery Funding

The funding requirements and financial implications for the preferred option are outlined.

Options for funding the regional cemetery were considered as part of the Options Assessment section of this business case. A range of funding options were considered as part of assessing the proposal against the Project Objectives (Table 14). Funding is part of Project Objective 3.

The options considered were:

1. Status quo (no change)
2. Each Council contributes proportionally based on forecast demand.
3. Each Council contributes 50% of all capital and operational costs.
4. Each Council contributes 50% of initial land acquisition and proportion of development cost with timing based on initial use date.

These options were analysed as part of the options assessment process. The advantages and disadvantages of each option are listed in Table 19 below.

Table 19: Funding Options Advantages and Disadvantages

Description of Option:	Advantages:	Disadvantages:	Overall Assessment:
Status quo (no change)	<ul style="list-style-type: none"> Each Council retains full control on funding inputs 	<ul style="list-style-type: none"> Overall more costly as some duplication of resources 	Reject
Each Council contributes proportionally based on forecast demand	<ul style="list-style-type: none"> Fair approach 	<ul style="list-style-type: none"> Could be difficult to accurately estimate proportional cost Adjustments may be required to reflect actual use 	Possible
Each Council contributes 50% of all capital and operational costs	<ul style="list-style-type: none"> Not necessarily representative of level of use from each council area Model used for Saxton Field Simpler to administer and apply 	<ul style="list-style-type: none"> Doesn't reflect use on a proportional basis 	Possible
Each Council contributes 50% of initial land acquisition and proportion of development cost with timing based on initial use date.	<ul style="list-style-type: none"> Land secured at current prices Burial capacity meets needs 	<ul style="list-style-type: none"> Ensuring funding is available when needed for next stage of development 	Preferred

The preferred option where each Council contributes 50% of the initial land acquisition and a proportion of the development cost with timing based on the initial use date fully meets Project Objective 3.

The financial analysis of the preferred option confirms that the cost of land acquisition, development, maintenance and operation can be fully recovered through user charges. The Councils fund the initial cost of land acquisition, development, maintenance and operations

Nelson City and Tasman District: Joint Regional Cemetery

and this is recovered through revenue from plot sales and interments over the operational life of the cemetery.

The cost of maintenance at the end of the cemetery operational life will be funded for a period by residual surplus revenue, however the grounds maintenance costs will continue in perpetuity so there will still be an ongoing, maintenance cost once these funds are exhausted.

The proposed funding arrangements are that the land acquisition and initial development costs prior to the cemetery commencing operation would be funded jointly by each Council. A revenue stream from fees and charges will be available once the cemetery is operational.

The financial model shows that there will be adequate revenue to cover the acquisition, development, operational and maintenance costs from year 10 onwards with a deficit in years where a further stage of the cemetery is developed. This deficit will be repaid during the life of that stage.

Consideration was given to Tasman District Council providing a greater share of the initial funding on the basis that they will be utilising the cemetery several years earlier than Nelson City. However updated death projections show that the earliest use of a new cemetery for Tasman would be 8 years and 10 years for Nelson. Therefore this no longer seems necessary particularly as the costs will be recovered from cemetery fees over the longer term.

It is recommended that the joint regional cemetery is set up as a closed account and operated so that revenue from charges covers the cost of cemetery operations and maintenance over its life. This provides a greater level of transparency and is the method used by Tasman District Council for its Housing for Older Adults Activity.

Financial Costing for the Preferred Option

The estimated whole-of-life-cost of the investment is \$46,500,000 over the expected 100 year life of the cemetery. This is offset by potential revenues of \$72,000,000.

The costs for the purchase, development, operation and maintenance of a joint regional cemetery were estimated by developing a detailed model which utilised death projections and current burial trends to determine the number and timing of burial plot requirements, an indicative layout was developed for each option and used as a basis for estimating extent of infrastructure such as roading, water supply, fencing and landscaping. Current capital costs from other council projects were used as a basis for costing development costs and current maintenance contract rates were used to determine maintenance costs. The revenue calculation considers the current cemetery charges for each Council and are more closely aligned to the Nelson City Cemetery charges which are typically slightly higher than those for Tasman.

All dollar figures are expressed in GST exclusive terms.

The anticipated cash flows for the joint regional cemetery project over its life span are as set out in Table 20.

Nelson City and Tasman District: Joint Regional Cemetery

Table 20: Financial costing table for the Preferred option (\$000)

Financial Year Period >		Initial 2024-2028 \$000	Stage 1 2029-2053 \$000	Stage 2 2054-2073 \$000	Stage 3 2074-2093 \$000	Stage 4 2094-2113 \$000	Stage 5 2114-2128 \$000	Total \$000
Capital Expenditure								
1	Land Purchase incl designation	2,742.0	-	-	-	-	-	2,742.0
2	Development Plan	60.0	-	-	-	-	-	60.0
3	Fencing	126.0	7.6	13.6	9.2	3.2	-	159.6
4	Structural Planting	7.6	-	-	-	-	-	7.6
5	Roading & Parking	788.0	537.0	537.0	537.0	930.5	-	3,329.5
6	Water Supply	50.8	6.0	6.0	6.0	9.0	-	77.8
7	Power Supply	8.0	-	-	-	-	-	8.0
8	Maintenance Facility	-	243.0	-	-	-	-	243.0
9	Toilet block	-	250.0	-	-	-	-	250.0
10	Landscaping	-	375.0	300.0	300.0	300.0	225.0	1,500.0
11	Burial Beams Install	-	490.8	730.7	808.8	873.0	660.1	3,563.4
12	Ashes area development	-	523.0	527.2	546.6	591.9	308.8	2,497.6
13	Roading & Parking Renewals	-	24.9	42.3	59.7	77.1	-	204.0
14	Water Supply Renewals	-	50.0	-	50.0	-	50.0	150.0
15	Maintenance Depot Renewals	-	-	-	-	170.0	-	170.0
16	Toilet block Renewals	-	-	-	200.0	-	-	200.0
17	Fencing Renewals	-	-	-	72.2	-	-	72.2
18	Total Capital Cost (CAPEX)	3,782.4	2,507.3	2,156.8	2,589.5	2,954.7	1,243.9	15,234.7
Operating Expenditure								
19	Admin (corp overhead)	100.0	625.0	500.0	500.0	500.0	375.0	2,600.0
20	Burial interment cost	-	2,309.6	3,572.5	3,919.7	4,229.6	3,390.2	17,421.6
21	Ash interment cost	-	186.3	251.6	271.4	290.2	230.8	1,230.3
22	Grounds maintenance	27.6	575.1	894.0	1,329.0	1,740.1	1,750.8	6,316.6
23	Toilet cleaning	-	256.1	213.4	213.4	213.4	160.1	1,056.3
24	Building maintenance	-	147.0	120.0	120.0	120.0	90.0	597.0
25	Road maintenance	-	10.2	13.8	19.6	25.4	26.2	95.2
26	Landscape maintenance	-	33.2	117.6	253.6	389.6	381.5	1,175.6
27	Rubbish bins	-	64.7	103.0	155.8	208.6	213.8	745.8
28	Furniture & fencing	-	2.5	5.4	8.5	11.6	10.7	38.6
29	Total Operating Costs (OPEX)	127.6	4,209.6	5,791.3	6,791.1	7,728.5	6,629.0	31,277.1
Total Expenditure								
30	Total Costs (CAPEX + OPEX)	3,910.0	6,716.9	7,948.1	9,380.6	10,683.2	7,873.0	46,511.7
Funded by								
31	CAPEX funding	-	6,202.0	9,207.9	10,119.5	10,908.6	8,734.0	45,171.9
32	OPEX Funding	27.0	3,947.1	5,552.0	6,004.7	6,408.9	5,100.7	27,040.4
33	Total Funding	27.0	10,149.1	14,759.8	16,124.2	17,317.5	13,834.7	72,212.3
Affordability Assessment								
34	Shortfall/Overage CAPEX	- 3,782.4	3,694.7	7,051.0	7,530.0	7,953.9	7,490.0	29,937.2
35	Shortfall/Overage OPEX	- 100.6	- 262.4	- 239.3	- 786.4	- 1,319.6	- 1,528.3	- 4,236.7
36	Total Overage	- 3,883.0	3,432.2	6,811.7	6,743.6	6,634.3	5,961.7	25,700.5

Nelson City and Tasman District: Joint Regional Cemetery

Revenue

The anticipated revenue for the joint regional cemetery project over its life span are set out in Table 21.

Table 21: Revenue projections for the preferred option

Financial Year Period >		Initial 2024-2028 \$000	Stage 1 2029-2053 \$000	Stage 2 2054-2073 \$000	Stage 3 2074-2093 \$000	Stage 4 2094-2113 \$000	Stage 5 2114-2128 \$000	Total \$000
1	Burial plot sales (capex)	-	5,277.5	7,950.0	8,762.5	9,457.5	7,580.0	39,027.5
2	Ash plot sales (capex)	-	924.5	1,257.9	1,357.0	1,451.1	1,154.0	6,144.4
3	Interment fee burial plot	-	3,381.0	4,950.7	5,410.0	5,837.6	4,679.1	24,258.5
4	Interment fee ash plot	-	330.2	449.2	484.6	518.2	412.1	2,194.4
5	Grazing rent	27.0	225.0	142.0	100.0	43.0	2.0	539.0
6	Other revenue	-	11.0	10.0	10.0	10.0	7.5	48.5
7	Total Cost Recovery - fees & charges	27.0	10,149.1	14,759.8	16,124.2	17,317.5	13,834.7	72,212.3

Assumptions

The following assumptions have been made in determining cost and revenue estimates:

1. Land acquisition cost is based on purchase of a single property of 22ha without significant existing capital improvements in the rural part of the Waimea/Moutere Ward.
2. Development and infrastructure quantities and costs have been based on a staged development of the cemetery utilising an indicative layout to quantify components such as roading, fencing, services and cemetery memorial beams to provide around 16,000 burials over a 100 year burial capacity plus nearly 9,000 ash plots.
3. Operating and maintenance costs have been estimated largely using current contract rates for Richmond Cemetery. Development costs have been estimated using current contract rates for capital projects within Richmond/Moutere-Waimea area.
4. Cost estimates will be updated following land acquisition and completion of a cemetery Masterplan and changes included in future Activity Management Plans for the two Councils.
5. Death projections were taken from Statistics New Zealand death projections for relevant census unit areas for the Waimea/Moutere and Richmond Wards of Tasman District and Nelson City. These were updated by DOT to reflect recent population changes and trends and provide projections up to 2058. These projections have been extrapolated for the period 2058 to 2128 so have a lower level of certainty.
6. The timing of development in the financial model has been based on forecast death projections, whereas the timing for the development of each additional stage will be based on updated demand forecasts at regular intervals with each stage providing additional capacity for a further 20 years. This will ensure that the revenue is available to fund each additional stage and capacity is provided in line with demand.

Funding sources

It is proposed that the capital funding required for land acquisition and the initial development phase of \$3,782,350 be split equally between the two Councils. This funding is included in the Annual Plan 2023-2024 and the Draft Long-Term Plan 2024-2034 for both Councils.

The charges for plot purchase and interments will need to be regularly reviewed and analysed against the development, operational and maintenance costs to ensure that there is adequate funding available. Any shortfall in fees and charges together with maintenance costs following closure of the cemetery once it reaches capacity would be rates funded.

Nelson City and Tasman District: Joint Regional Cemetery

The breakdown of the capital cost for the Land acquisition and Initial Phase (first 5 years of development) is shown in Table 21.

Table 21: Capital Cost for Land acquisition and the Initial Phase

Financial Year Period>	2023-2024 \$000	2024-2025 \$000	2025-2026 \$000	2026-2027 \$000	2027-2028 \$000
Land acquisition incl. designation	2,742.0	-	-	-	-
Masterplan	-	60.0	-	-	-
Fencing	-	-	126.0	-	-
Structural Planting	-	-	7.6	-	-
Roading & Parking	-	-	-	394.0	394.0
Water Supply	-	-	-	50.8	-
Power Supply	-	-	-	8.0	-
Maintenance Facility	-	-	-	-	-
Toilet block	-	-	0.0	-	-
Total Capital	2,742.0	60.0	133.6	452.8	394.0
Requirement NCC	1,289.0	30.0	66.8	226.4	279.0
Requirement TDC	1,453.0	30.0	66.8	226.4	115.0
Total requirement each Council		\$1,891.2			

Nelson City and Tasman District: Joint Regional Cemetery

Annex

Annex 1: Joint Regional Cemetery Site Selection Criteria

Table A.1 contains the gateway site selection criteria, they are a 'coarse filter' intended to be applied to both districts to identify a range of properties that are generally suitable for a joint regional cemetery.

Table A.2 contains the specific site selection criteria, to assess specific properties, once they have met the gateway site selection criteria.

Table A.1: Gateway Site Location Criteria			
Criteria	Preferred Value	Acceptable Value	Comments
1. Distance from central Nelson and central Richmond	The site should be no greater than 30 km, by road, from central Nelson (the inner-city zone) and central Richmond	The site should be no greater than 40 km, by road, from central Nelson (the inner-city zone) and central Richmond	<ul style="list-style-type: none"> Nelson CBD to Wakefield is 28 km Nelson CBD to Mapua is 30 km Nelson CBD to Upper Moutere is 37 km Richmond to Hira is 30 km
2. Slope of site for interments	Averages no greater than 10 degrees	Averages no greater than 15 degrees	Steeper sites result in higher operational costs and can pose health and safety risks to operators of machinery (e.g. mowers)
3. Location is not classified as Highly Productive Land	Land is not classified as Land Use Capability class 1, 2 or 3	Land is not classified as class 1 or 2	Class 1 – Most versatile, highly suited to a wide range of crops Class 2 – Very good multiple use Class 3 – Arable with moderate limitations
4. Land not identified for housing or business growth	Land is not identified as a Growth Area in the Nelson Tasman Future Development Strategy 2022–2052.	Land is not identified as a Growth Area in the Nelson Tasman Future Development Strategy 2022–2052.	The Nelson Tasman Future Development Strategy 2022–2052 prioritises these area as being necessary to accommodate commercial and residential growth.
5. Land Area is large enough to provide burial capacity for at least 100 years	The site needs to be 22ha to provide 100 year burial capacity (estimated to be approximately 16,000 plots) and support the associated infrastructure.	The site needs to be 22ha to provide 100 year burial capacity (estimated to be approximately 16,000 plots) and support the associated infrastructure.	

Note: Distance from central Nelson (Miller Acre) and central Richmond (Sundial Square) – To make the GIS analysis related to distance simpler, a point in Stoke equidistant from the centre of Nelson and Richmond was selected (this was 7 km from both). Concentric circles of 13, 23, 33 and 43 km were drawn which gives a furthest distance of 20, 30, 40 and 50 km from either centre as the crow flies.

Table A.2: Specific Site Selection Criteria		
Criteria	Value	Comments
Depth of water table / ground water	Water table is at least 3 metres below ground level to allow up to two burials per plot Groundwater and aquifers of value to the community or environment are not compromised by burial use	Noting that burial depth for a double grave is between 1.83 and 2 metres and burial must occur 1 metre above the water table There are aquifers that act as recharge areas and water sources in the Tasman area. These should not be compromised.
Buffer distance from watercourses	Burial areas are not within: <ul style="list-style-type: none"> 250m of a potable water source (e.g. well, borehole, spring) 10 metres of other wetlands, springs or watercourses, field/land drains 	
Suitability of ground conditions	Ground conditions suitable for interments (avoiding sub-surface obstructions such as rocks and boulders, prior landfill)	Likely to require engineering and sexton expertise to understand requirements around soil conditions down to depth of at least 2 metres May want to specify soil types based on soil maps, recognising there may be variability over a site

Table A.2: Specific Site Selection Criteria		
Criteria	Value	Comments
Land is not at risk of sea level rise and inundation	Land is not subject to inundation (100 years+) Land is not situated in flood plain	Full hazard mapping of potential sites to understand risks
Land is able to be developed as a cemetery	Site is not unduly restricted by significant ecological, or archaeological values Māori cultural values are not compromised by the site selection. Not an existing government or council park or reserve Consider past and adjacent land use Land has suitable amenity for a cemetery	
Cemetery facilities are able to be developed on site	<ul style="list-style-type: none">• Ability to effectively acquire and develop the land• Cemetery office/administration buildings• Public toilets• Yard for storage of heavy vehicles, equipment, soil bins• Access (roads, pedestrian paths) and parking• Landscaping features• Proximity to services	Also consider potential for future: <ul style="list-style-type: none">• Chapel, function room
Transport accessibility	Consider roading infrastructure, e.g. <ul style="list-style-type: none">• public transport (including future bus routes)• quality of connecting road networks	

Land Use Classification Classes

- Class 1. Arable. Most versatile multiple-use land, minimal limitations, highly suitable for cropping, viticulture, berry fruit, pastoralism, tree crops and forestry.
- Class 2. Arable. Very good multiple-use land, slight limitations, suitable for cropping, viticulture, berry fruit, pastoralism, tree crops and forestry.
- Class 3. Arable. Moderate limitations, restricting crop types and intensity of cultivation, suitable for cropping, viticulture, berry fruit, pastoralism, tree crops and forestry.
- Class 4. Arable. Significant limitations for arable use or cultivation, very limited crop types, suitable for occasional cropping, pastoralism, tree crops and forestry. Some Class 4 is also suitable for viticulture and berry fruit.
- Class 5. Non-arable. Highly productive pastoral land, not suitable for crops but only slight limitations to pastoral, viticulture, tree crops and forestry.
- Class 6. Non-arable. Slight to moderate limitations to pastoral use, suitable for pasture, tree crops and forestry and in some cases vineyards. Erosion is generally the dominant limitation.
- Class 7. Non-arable. Moderate to very severe limitations to pastoral use. High-risk land requiring active management to achieve sustainable production. Can be suited to grazing with intensive soil conservation measures but more suited to forestry.
- Class 8. Very severe to extreme limitations to all productive land uses, arable, pastoral or commercial forestry. Suitable for erosion control, water management and conservation.

8 CONFIDENTIAL SESSION

8.1 Procedural motion to exclude the public

The following motion is submitted for consideration:

That the public be excluded from the following part(s) of the proceedings of this meeting. The general subject of each matter to be considered while the public is excluded, the reason for passing this resolution in relation to each matter, and the specific grounds under section 48(1) of the Local Government Official Information and Meetings Act 1987 for the passing of this resolution follows.

This resolution is made in reliance on section 48(1)(a) of the Local Government Official Information and Meetings Act 1987 and the particular interest or interests protected by section 6 or section 7 of that Act which would be prejudiced by the holding of the whole or relevant part of the proceedings of the meeting in public, as follows:

8.2 Joint Cemetery - Land Acquisition Proposal

Reason for passing this resolution in relation to each matter	Particular interest(s) protected (where applicable)	Ground(s) under section 48(1) for the passing of this resolution
The public conduct of the part of the meeting would be likely to result in the disclosure of information for which good reason for withholding exists under section 7.	s7(2)(i) - The withholding of the information is necessary to enable the local authority to carry on, without prejudice or disadvantage, negotiations (including commercial and industrial negotiations).	s48(1)(a) The public conduct of the part of the meeting would be likely to result in the disclosure of information for which good reason for withholding exists under section 7.

8.3 Referral from Enterprise Committee - Approval of Unbudgeted Capital Expenditure and Carry Forward of Capital Works Programme Budget

Reason for passing this resolution in relation to each matter	Particular interest(s) protected (where applicable)	Ground(s) under section 48(1) for the passing of this resolution
The public conduct of the part of the meeting would be likely to result in the disclosure of information for which good reason for withholding exists under section 7.	s7(2)(h) - The withholding of the information is necessary to enable the local authority to carry out, without prejudice or disadvantage, commercial activities.	s48(1)(a) The public conduct of the part of the meeting would be likely to result in the disclosure of information for which good reason for withholding exists under section 7.

8.4 Coastal Erosion Protection Structures on Council Reserve Land Policy

Reason for passing this resolution in relation to each matter	Particular interest(s) protected (where applicable)	Ground(s) under section 48(1) for the passing of this resolution
The public conduct of the part of the meeting would be likely to result in the disclosure of information for which good reason for withholding exists under section 7.	s7(2)(g) - The withholding of the information is necessary to maintain legal professional privilege.	s48(1)(a) The public conduct of the part of the meeting would be likely to result in the disclosure of information for which good reason

		for withholding exists under section 7.
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