Date:	**Thursday 20 June 2024**
Time:	**9:30 am**
Meeting Room:	**Tasman Council Chamber**
Venue:	**189 Queen Street, Richmond**

Tasman District Council

Kaunihera Katoa

MINUTES ATTACHMENTS

Glyns Glover

I wish to speak to the Consent Application for a Rock Revetment at Pakawau Beach relating to three properties 1132/1134/1136 put to Council for consideration on 28 March 2024

My name is Glenys Glover and together with my sister I am the joint owner of the house and property at 1136 Collingwood-Puponga Main Road, Pakawau Beach

I have visited and stayed at Pakawau Beach since my childhood and my sister, and I have owned the subject house and property for 30 years

It is commonly accepted that with climate change and consequential rising ocean levels that Pakawau Beach is, and has been, subject to considerable erosion.

An enormous storm in 2014 resulted in a number of resource consents being granted for the building of rock walls along the beach from the Pakawau Motor camp to the edge of our property. Such that over 90% of the properties where a council esplanade has existed have been armoured.

The three subject properties are the next properties at the end of the current revetment. Past the subject properties, the distance between the houses and existing beach widens, the houses have a higher elevation and erosion may be less of an issue.

We have seen the esplanade in front of our property lose at least 10 metres due to erosion. There are now approximately 5 metres of esplanade left.

Over the last ten years we have, either directly or through the Pakawau Residents Association, dealt with numerous council officers about the beach erosion. There have been extensive plantings of native grasses to mitigate the beach erosion. These have not worked. A rock revetment is the last option.

Through the Pakawau Residents Association it had been arranged for Solly's to build the rock revetment across the three subject properties before winter weather and tides created more erosion of the remaining esplanade. All applicants had agreed to fund their share of the costs. This is now on hold.

The construction design and build used by Solly's in the earlier builds has proven reliable. This has been backed up in an OCEL report commissioned in 2019 which stated, "this isn't Punakaiki on the West coast", "in the absence of definitive theory, the performance of the existing imperfect seawall provides the perfect guide. The effects have been minimal taking into account the close to 40 year life of the existing campground seawall.

All the owners along the beach from Totra Ave to 1130 Collingwood- Puponga Main Highway have agreed to build their revetments at their own cost, and to maintain that revetment, at no future cost to TDC.

At the last meeting on the latest application, Council officers proposed delaying the decision along with creating 2 new policies, " Coastal Erosion Protection Structures on Council Reserve Land Policy and, make regional the "Coastal Protection Policy." It appears Council intends to apply these new policies to the subject properties.

New conditions on the consent being considered include; payment of a bond to secure the actual construction and ongoing future maintenance of the revetment, and public liability insurance to insure some undefined future event that might be incurred by the applicants in respect of the revetment.

We have substantial concerns about these new conditions and Policies

1, The same conditions have not been imposed on any Pakawau Beach rock revetment in the past. The Fundamental Principle of Natural Justice should say that we can complete the revetment on the same terms and conditions as all existing revetments on the beach front.

2. The real risk is that the application is delayed further, there is more erosion, the balance of the esplanade is destroyed, and sea flows through our property onto the Main Highway. TDC will then have a problem, and we will be discussing with them why they sought to delay so long, when they had the authority to prevent such an event. The win/win solution was to let us proceed with the protection of the subject property.

3. There is a very big question around how long will this process take. TDC in the past has been regarded as being pragmatic, an efficient operator, and able to compromise to achieve long-term goals.

My suggestion would be to apply the new policy to "Greenfield Coastline" in the first instance because ratepayers who have buildings on coastal properties predating 1977 expect to be able to protect them, and will do it at their own cost providing they can manage those costs to some degree within a reasonable timeframe.

4. Will the subject property have to go through the whole process again at enormous cost?

My request is that Council consider the consent be granted on the same terms and conditions as all other earlier consents were granted. That the consent be granted forthwith so that the subject properties can complete construction during this winter.

Thank you for giving me your time today, Glenys Glover

Empowering Energy Sharing Integration

Kevin Fourie
Heaps More Energy

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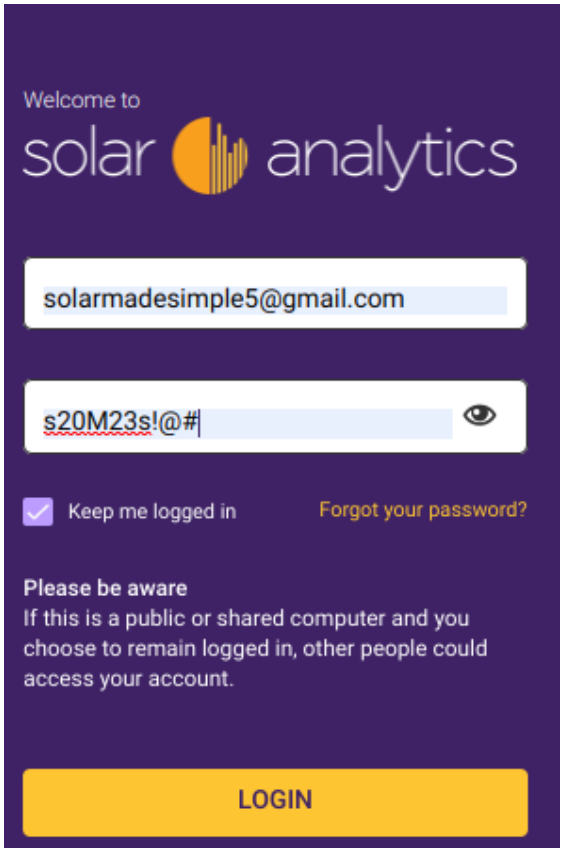

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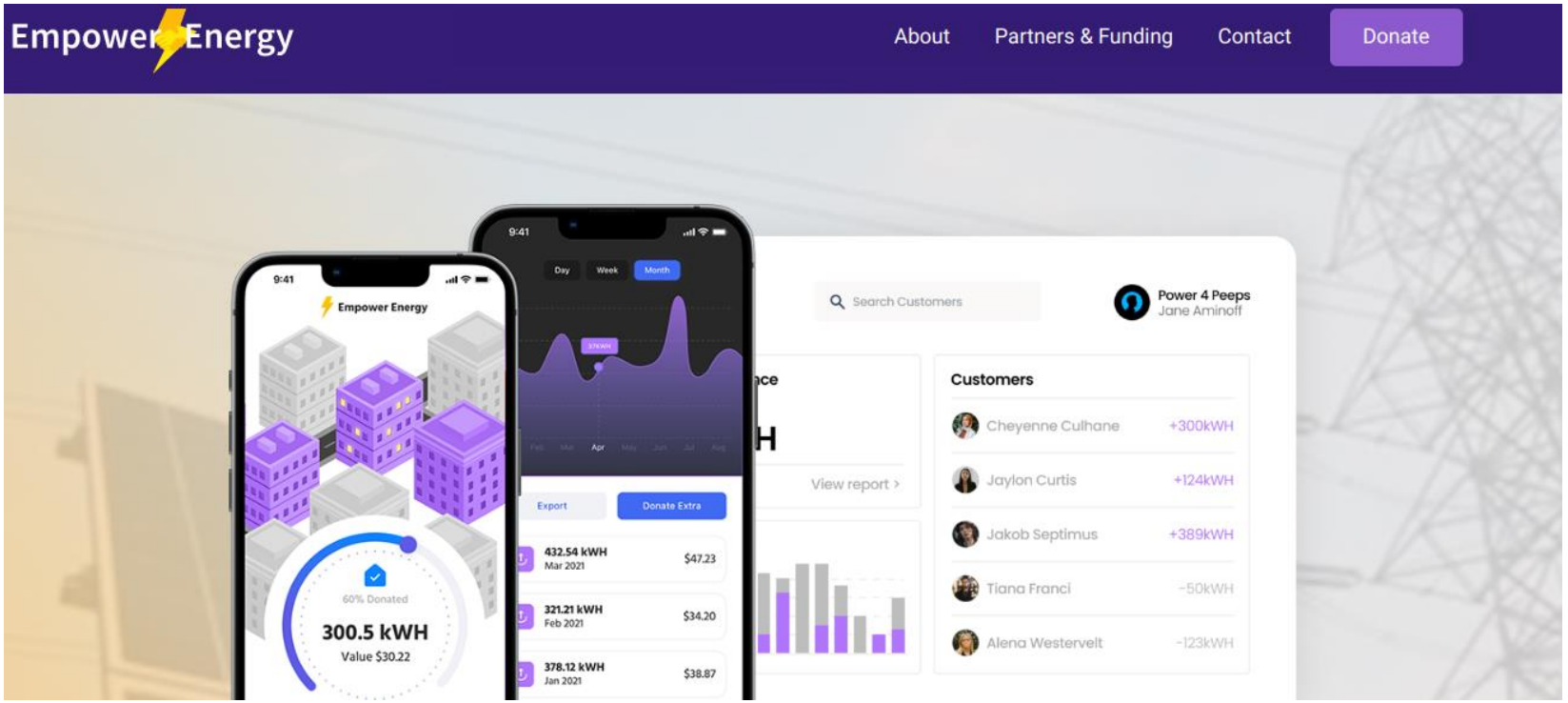

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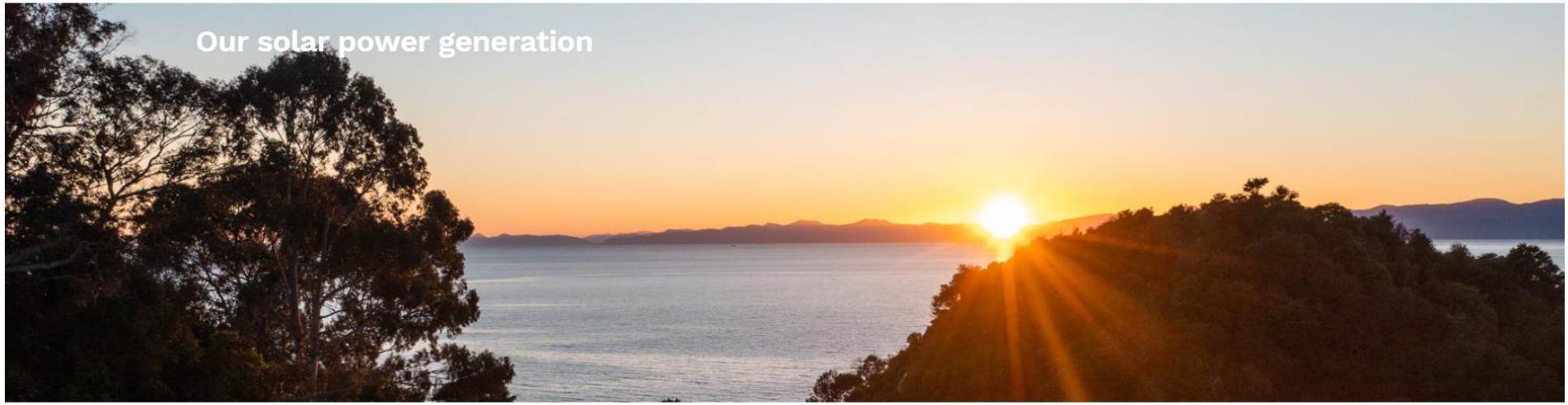
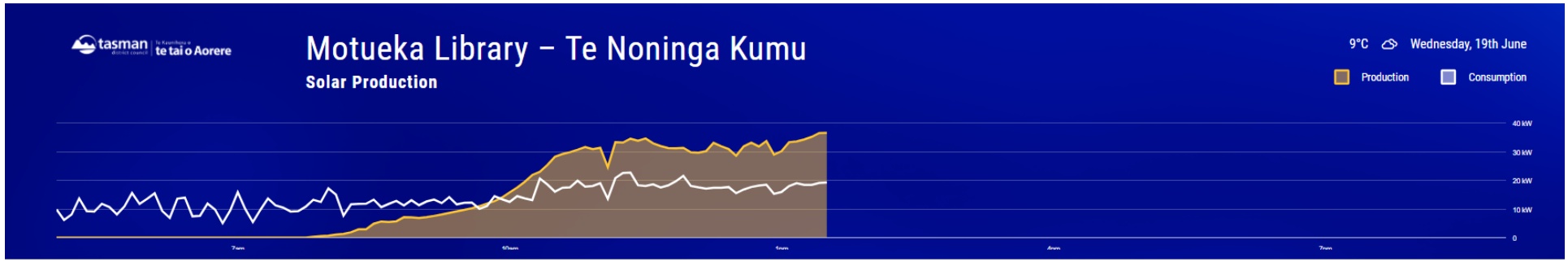


See how much energy we're generating at some Council facilities.

The graphs below show how much energy we are generating at the three Council facilities where solar panels have been installed. We have plans to include more solar generation at other venues in the future.

> Please note: These graphs do not resize for mobile devices and should be viewed on a desktop screen. Click here to open the graphs in a new window.



Total rooftop solar production

123.3 kWh

Homes powered by our solar system

5 homes

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NELSON TASMAN REGIONAL LAND TRANSPORT PLAN

MID TERM REVIEW

2024-2034

tasman district council
unihera o
tai o Aorere

WAKA KOTAHI NZ TRANSPORT AGENCY

Nelson City Council
te kaunihera o whakatū

Foreword – Chair of Nelson – Tasman Regional Transport Committee

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

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

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

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

Te Tauihu 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 Tauihu Intergenerational strategy which outlines a vision, tūpuna pono, to be good ancestors. It has te oranga tauihu, 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 tauihutanga (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 Tauihu. 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 Tauihu 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 support 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, however we are disappointed by the timing and request that the NZTA and government give this proposed Road of National Significant greater delivery priority.

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.

Deputy Mayor Tasman - Stuart Bryant
Chair - Nelson Tasman Joint Regional Transport Committee

Mayor Nelson – Hon Dr Nick Smith
Deputy Chair - Nelson Tasman Joint Regional Transport Committee

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."

The South Island Regional Transport Committee Chairs

Regional Councils	*Unitary Councils*
Environment Southland – Otago Regional Council – Environment Canterbury – West Coast Regional Council	*Tasman District Council – Marlborough District Council - Nelson City Council*

CONTENTS

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 Tauihu 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. The Hope Bypass is scheduled over several years with design, consenting and construction not proposed to start until 2030. Both Councils are disappointed by timing of the Hope bypass and request that the NZTA and government give this proposed Road of National Significant greater delivery priority. 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.

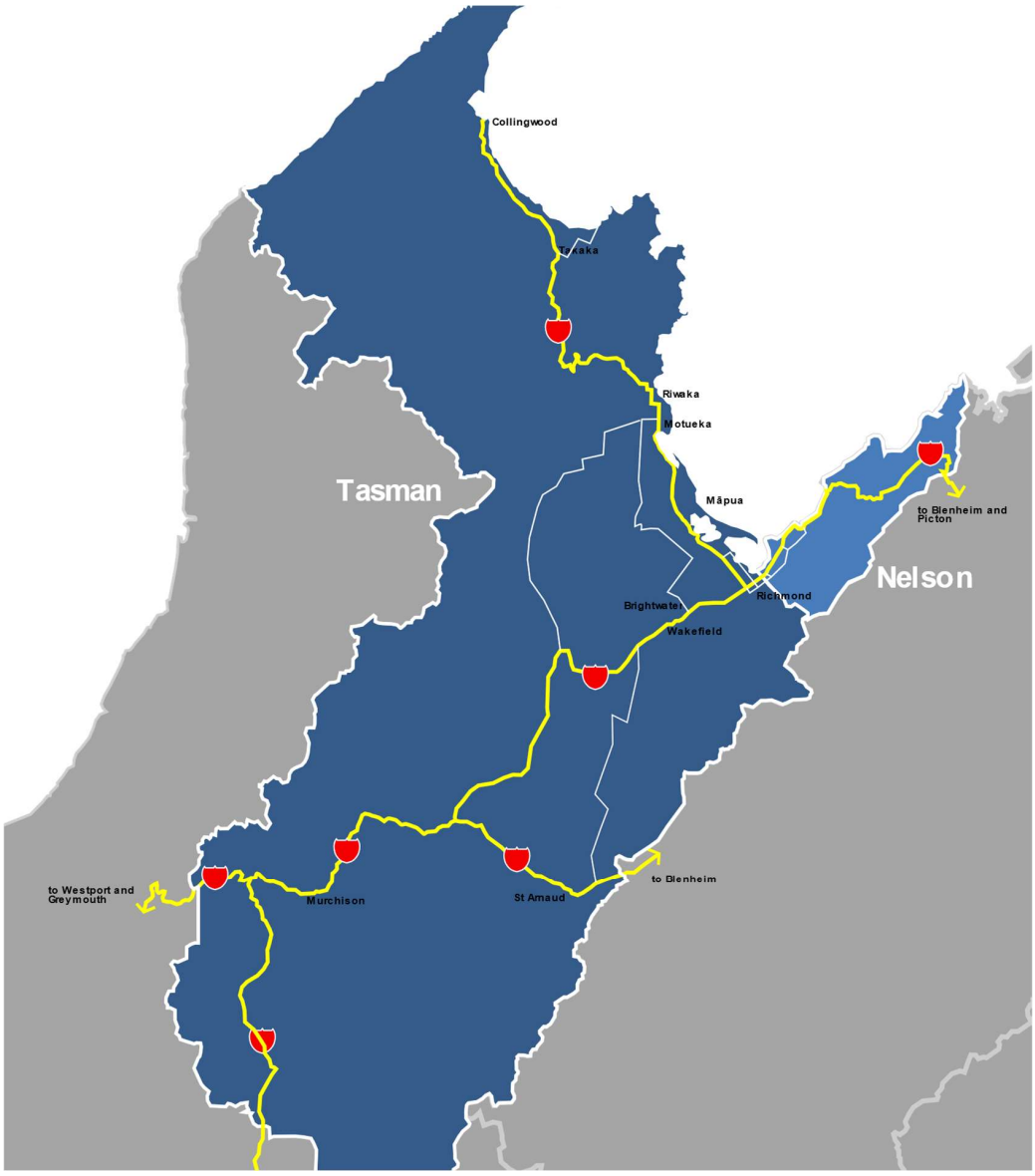


Figure 1: Location and Boundaries of Nelson and Tasman Councils

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

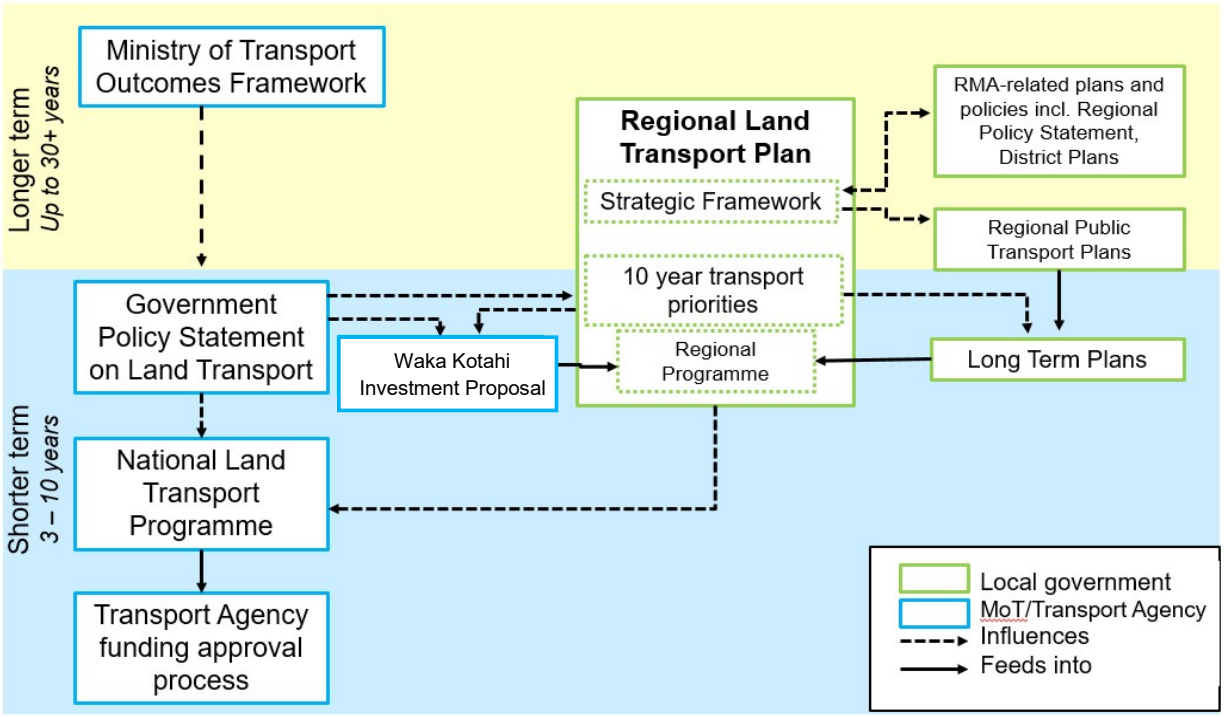


Figure 2: RLTP Planning and Funding Context

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 Tauihu'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.

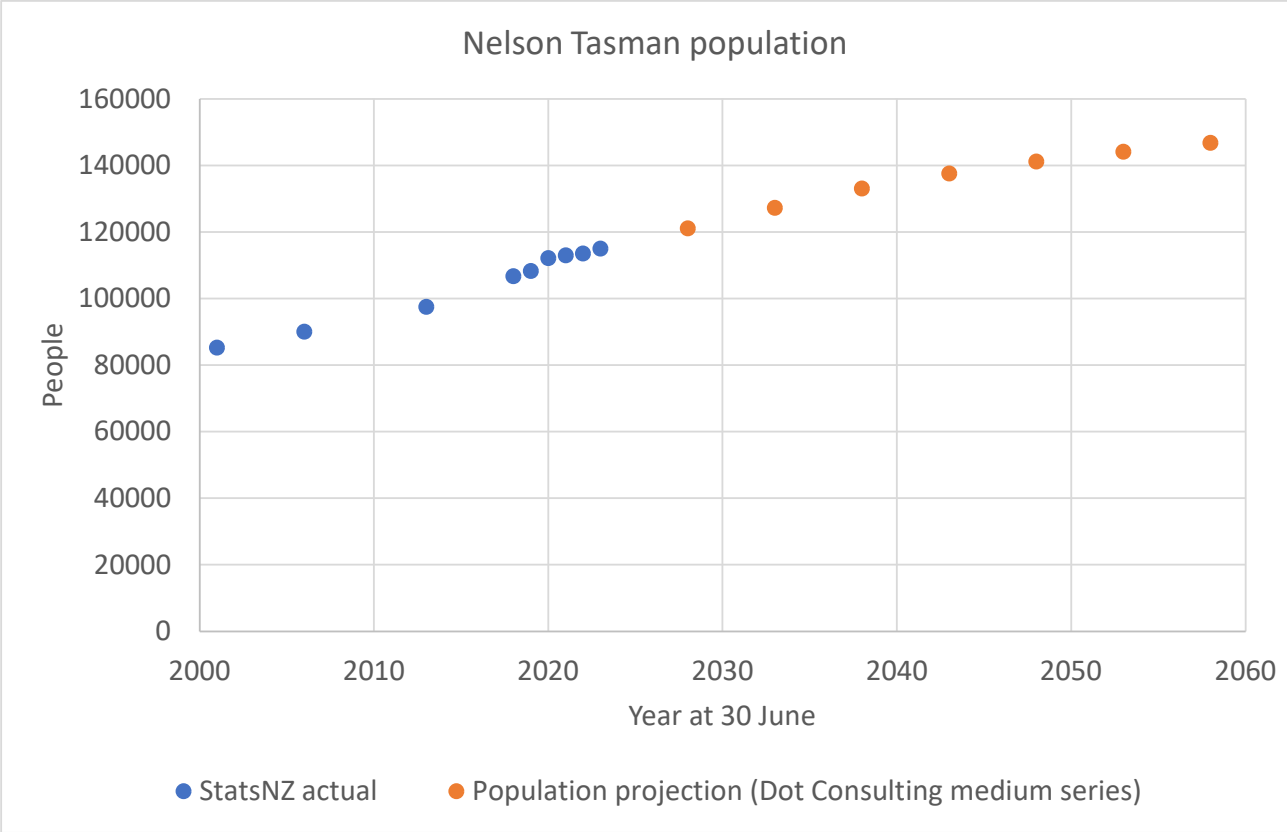


Figure 3: Nelson and Tasman Population – Actual and Forecast

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.

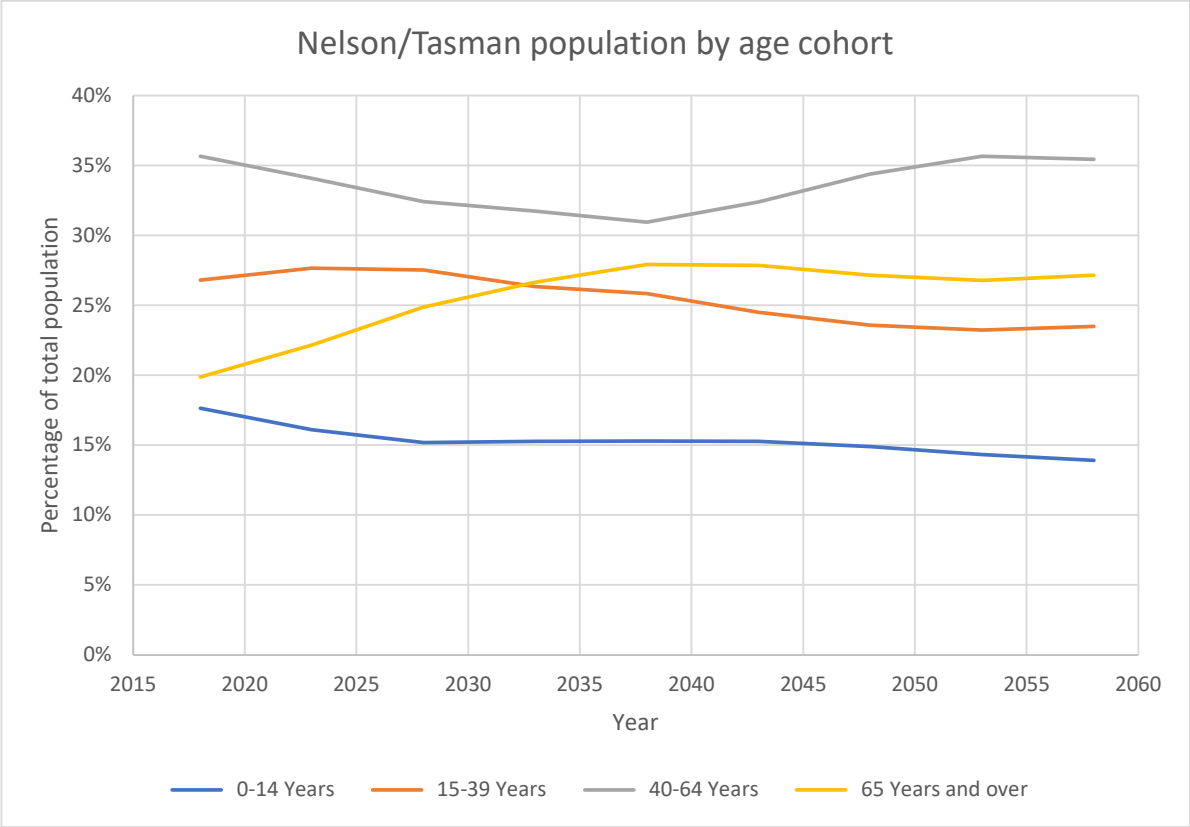


Figure 4: Nelson and Tasman Population age group distribution

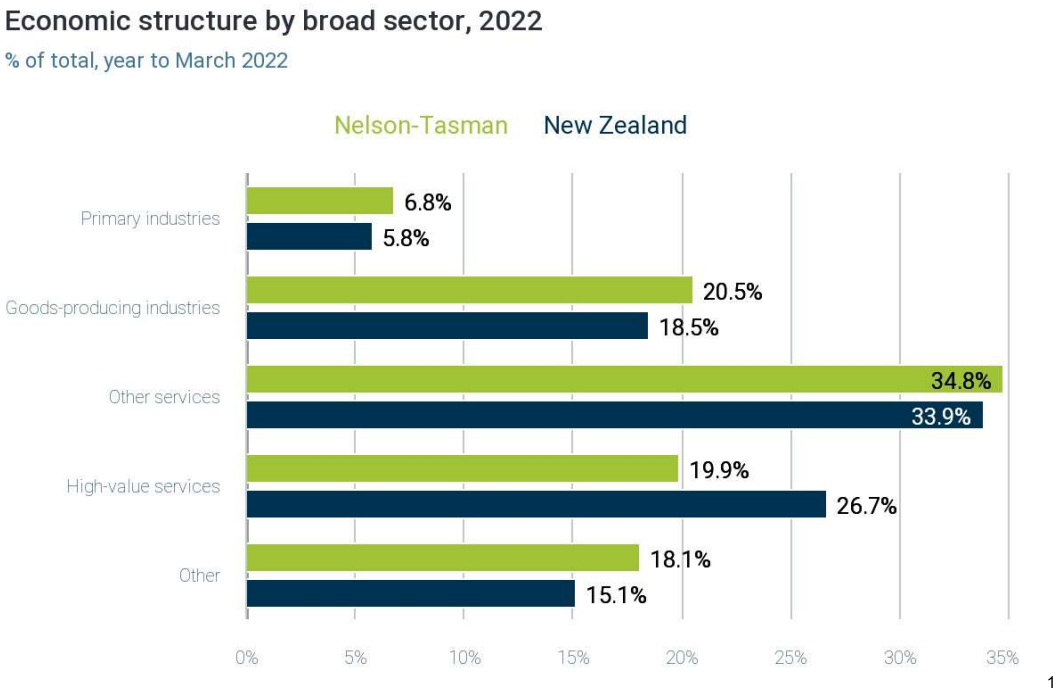
The demographics of the region have been slowly changing over time to become more diverse, as can be seen in the ethnic group responses within the Census data in Table .

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.



[1]

Figure 5: Nelson and Tasman Economic Drivers

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

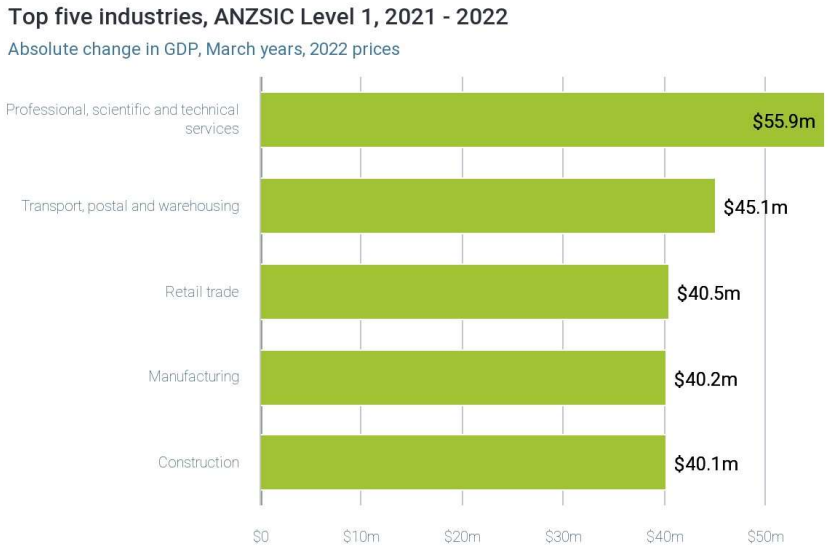


Figure 6a: Highest growth industries.

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

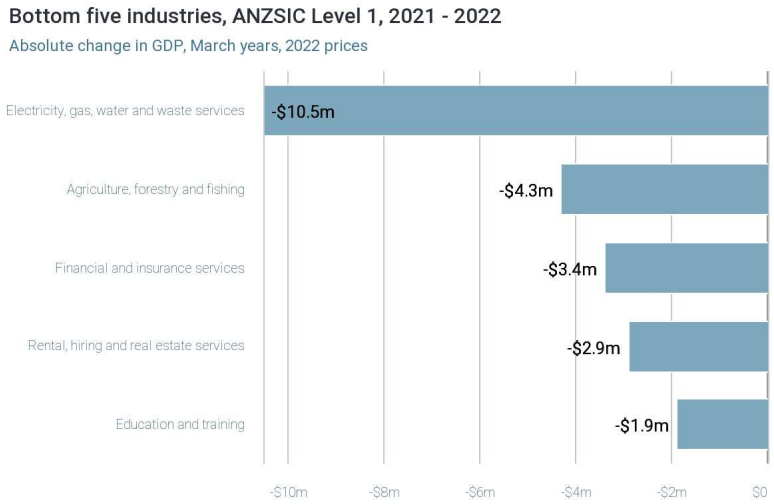


Figure 6b: Lowest growth industries.

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.

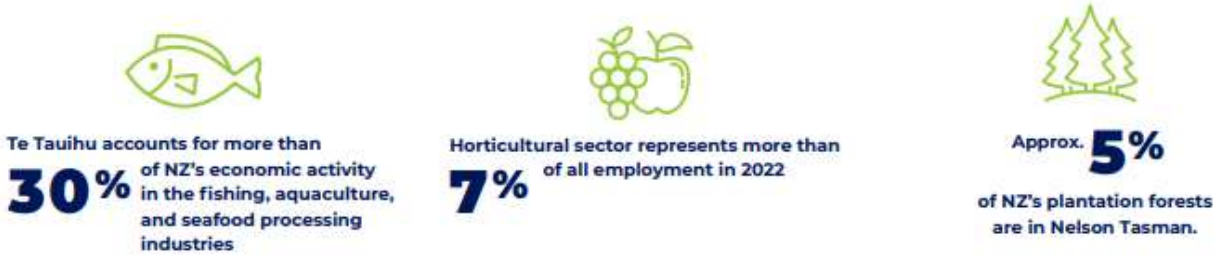


Figure 7: Key industries as a proportion of New Zealand activity.

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 Tauihu 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 Tauihu 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 Hawaīki 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.

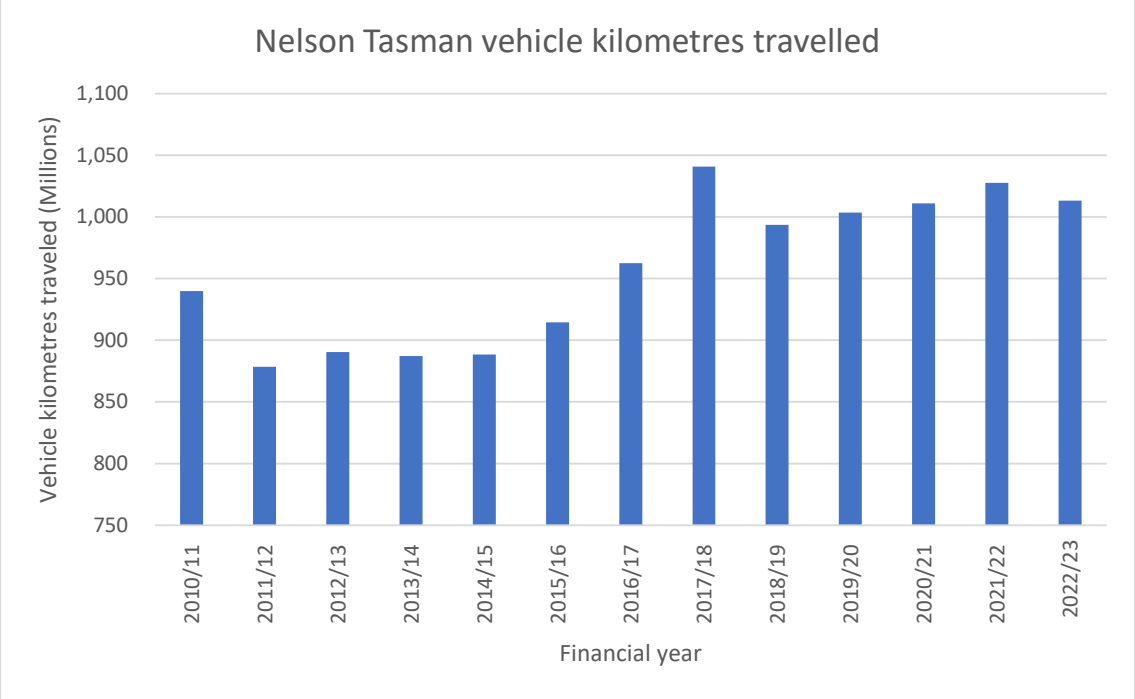


Figure 8 Vehicle Kilometers Travelled in Te Tauihu

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.

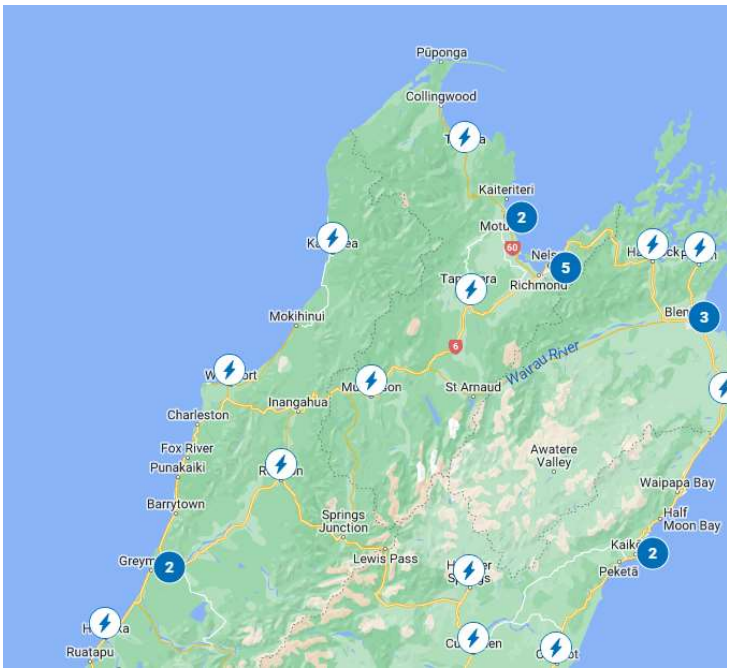


Figure 9 EV charger distribution in the top half of the South Island

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.

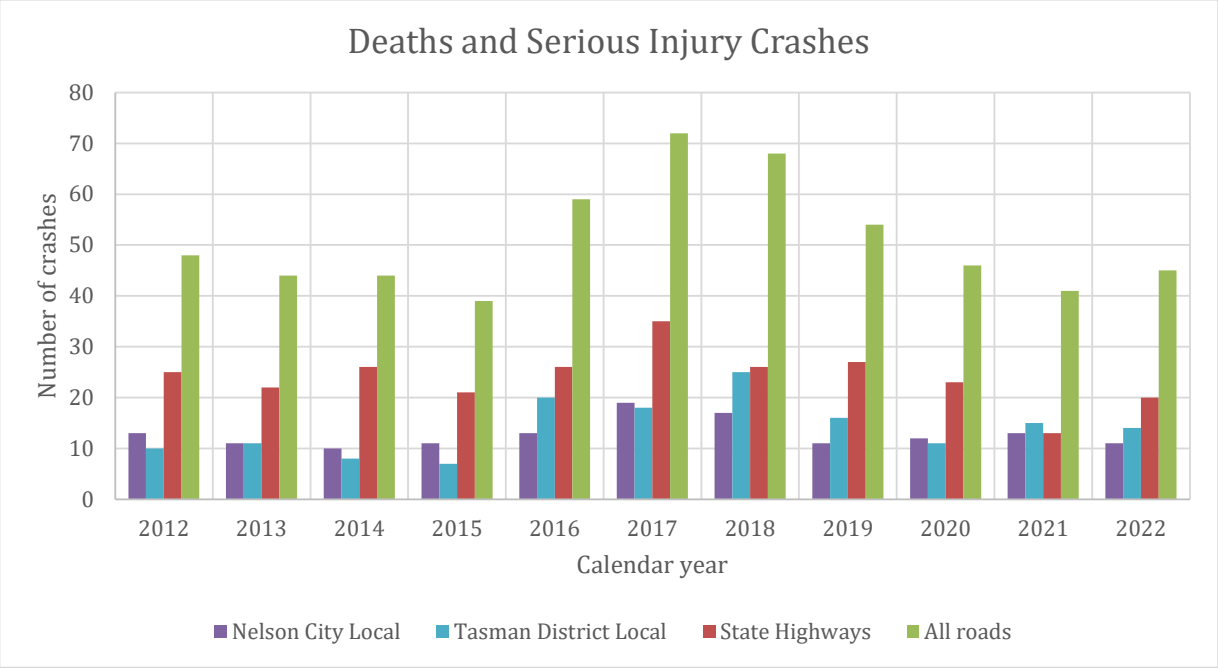


Figure 10: Local Road Fatal and Serious Injury Crashes

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.

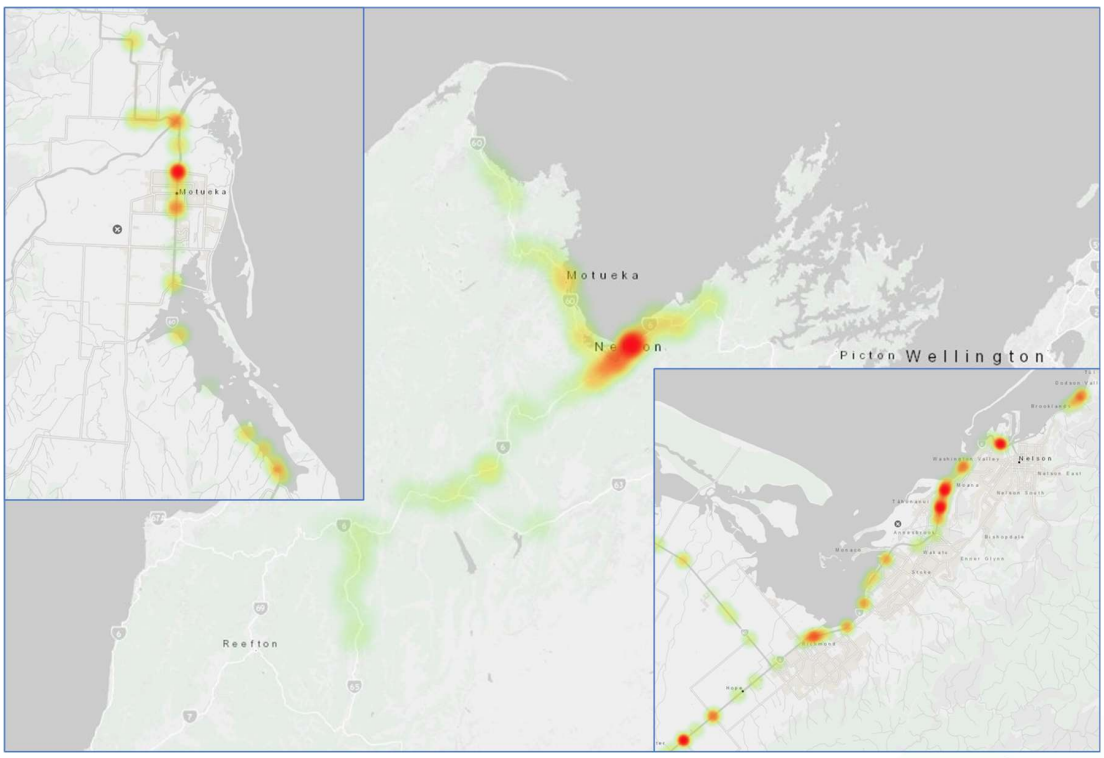


Figure 11: Te Tauihu Fatal and Serious Injury Crash Heatmap

FREIGHT ROUTES

The majority of freight moved around Te Tauihu 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 Tauihu. 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 Tauihu are at Nelson central. Secondary ports which provide local industry or recreational facilities include Tarakohe, Motueka, and 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 Tauihu. 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.

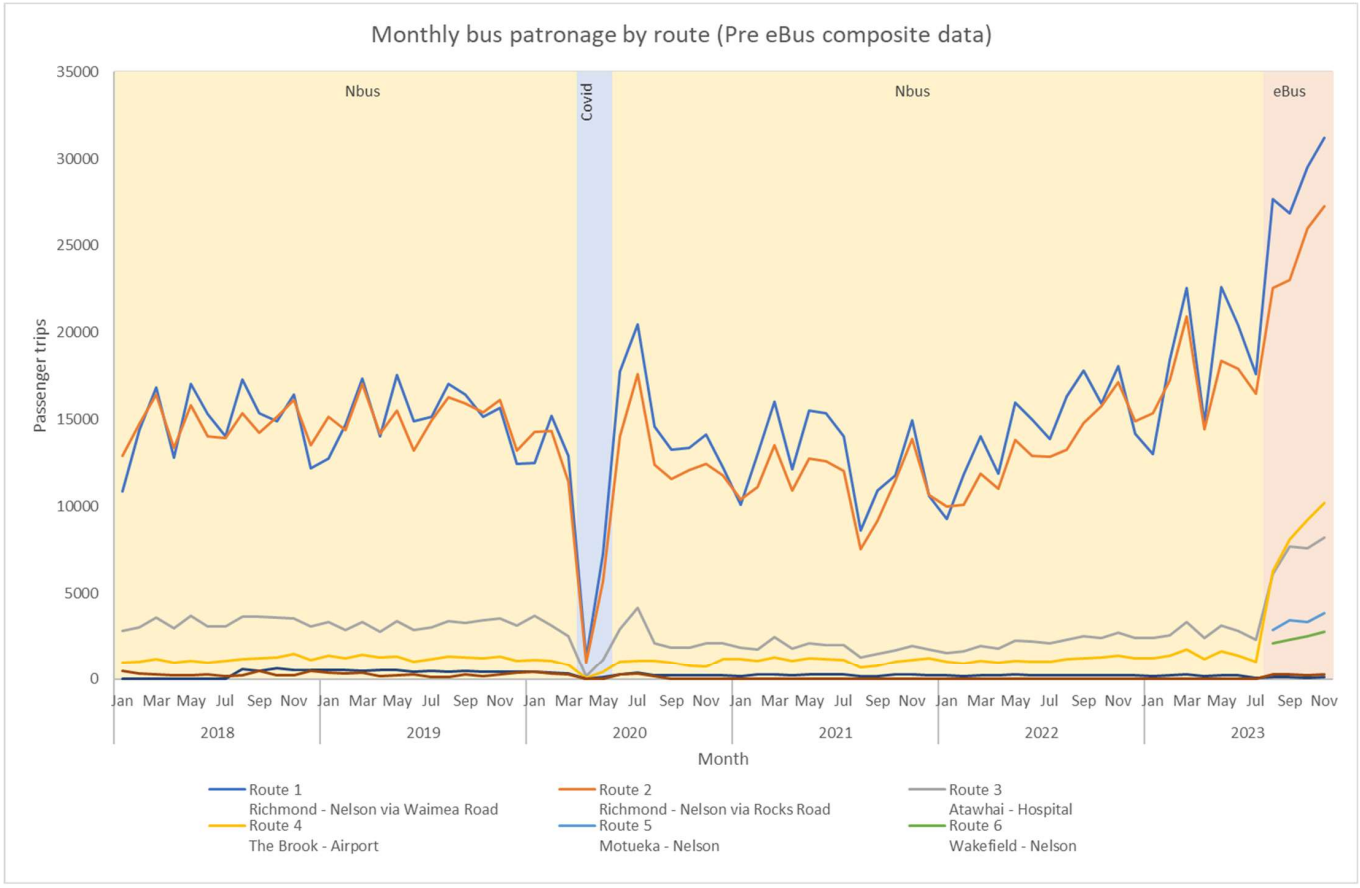


Figure 12: Bus patronage over time.

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 it's 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 Tauihu. 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 Tauihu cycle highways concept with support from the Golden Bay Cycle and Walkways Society. This would consist of an extensive network of rural cycling facilities connecting urban and tourist locations within the Nelson Tasman region, and beyond to Marlborough. 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 Tarakohe redevelopment, which involves upgrading this facility to cater for the expected growth in offshore aquaculture in Golden Bay and to provide a resilience ramp' that in times of disaster response will enable the delivery of supply barges to cater for the Bay's needs when other access points are cut off. Production is tipped to climb from 8,000 tonnes annually to around 41,000 tonnes annually. Much of this will be transported on road by SH60.

OUTCOMES

The majority of freight will likely continue to be transported by road especially on SH6 and SH60 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 where 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.

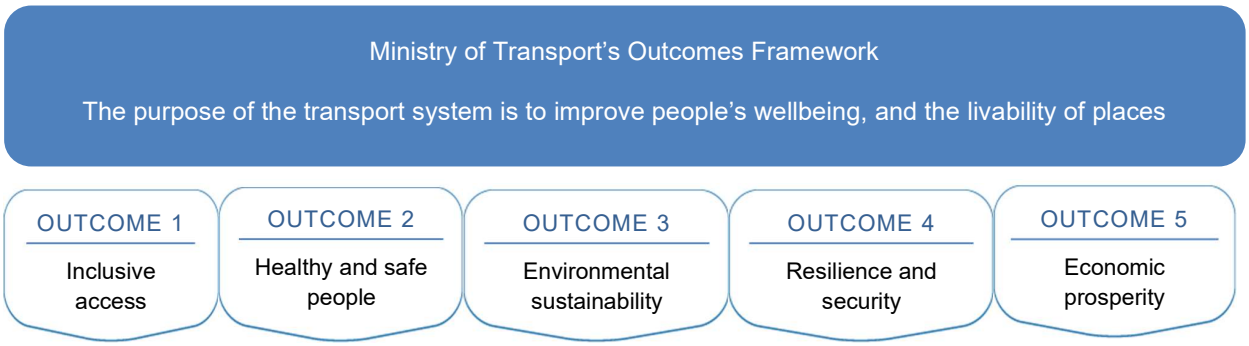
The regional outcomes in this section will be supported through the strategic framework and programme.

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:

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

SAFETY
Communities have access to a safe transport system regardless of mode

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

ECONOMIC PROSPERITY
Supporting economic growth through providing better access

RESILIENCE
Communities have access to a resilient transport system

ENVIRONMENTAL OUTCOMES
Reduced negative impact on the environment from transport activities

The strategic objectives are aligned the Ministry of Transports outcomes and also take into account the regional challenges facing Nelson - Tasman. The focus of this RLTP will look to improve accessibility to a range of travel options in the urban area, improve travel safety and support the local economy. The 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.

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

SUSTAINABLE NETWORK MANAGEMENT
The network condition & function is better in 2030 than in 2020

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

CARBON EMISSIONS
47% reduction in transport generated carbon emissions by 2035

OBJECTIVES AND POLICIES

OBJECTIVE 1: MODE CHOICE

Policies to support communities having access to a range of travel choices to meet their social, economic, 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.

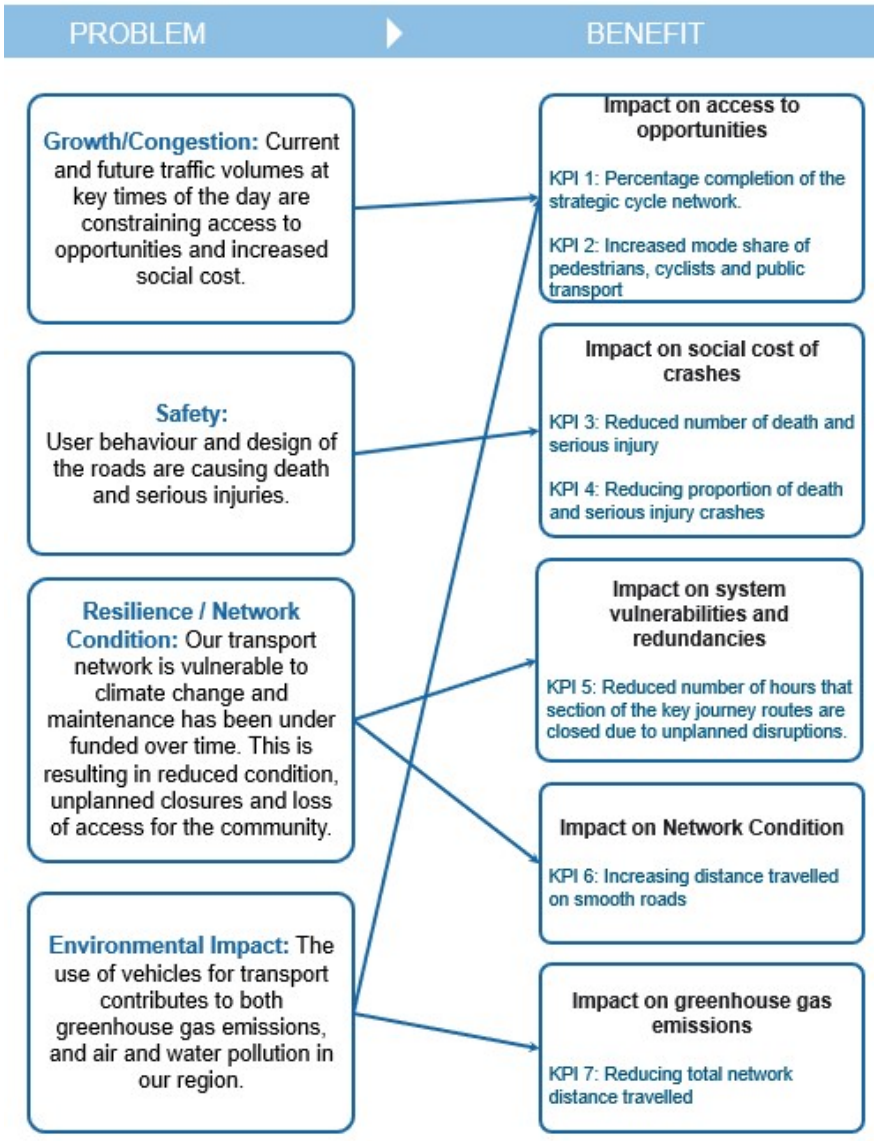


Figure 13: Investment Logic Map

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

The transport system is struggling with increased volumes and vehicles are limiting access
Nelson Future Access Study https://www.nzta.govt.nz/projects/nelson-future-access-project
Richmond Programme Business Case https://www.nzta.govt.nz/projects/richmond-transport-programme-business-case/

THE CASE FOR INVESTMENT

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

TRANSPORT PRIORITY 2: SAFETY

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

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

SUMMARY OF EVIDENCE

User behaviour
https://www.nzta.govt.nz/resources/communities-at-risk-register/

Roads that are not fit for purpose
https://www.nzta.govt.nz/safety/partners/speed-and-infrastructure/safe-and-appropriate-speed-limits/mega-maps/

Deaths and serious injuries on roads
https://www.nzta.govt.nz/assets/resources/communities-at-risk-register/docs/communities-at-risk-register-2019.pdf

THE CASE FOR INVESTMENT

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

higher risk in Te Tauihu 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 Tauihu analysis at 2035 Transport 2035 (mrcagney.works)

Nelson Tasman Motor Vehicle Registrations - Fleet statistics | Ministry of Transport

The HAPINZ study: EHINZ

THE CASE FOR INVESTMENT:

The evidence shows that the vehicle fleet in Te Tauihu 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 Dellows Bluff & others rockfall – Tasman	Business Case	Activities to reduce rockfall risk to SH6	2023/24-2026/27	<$10m	Funding Approved
SH60 Takaka Hill Resilience Improvements - Tasman	Business Case	Resilience Improvement Activities to SH60 Takaka Hill	2023/24-2026/27	<$10m	Funding Approved
Nelson					
CERF-Bus Driver Ts & Cs	Implementation	CERF share of driver wage uplift - External funding - CERF - Improving Bus Driver Terms & Conditions	2022/23-2025/26	435,841	Funding Approved
Regional Consortium Interim Ticketing Solution	Implementation	RITS Shared Operational Cost	2020/21-2024/25	100,481	Funding Approved
Regional Consortium Interim Ticketing Solution	Implementation	RITS Supplier direct cost (INIT only)	2019/20-2024/26	282,368	Funding Approved
Tasman					
CERF-Bus Driver Ts & Cs	Implementation	CERF share of driver wage uplift	2023/24 – 2025/26	232,092	Funding Approved

SIGNIFICANT ACTIVITIES

The improvement projects are the highest cost projects for 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	-	-	-	-	563	6,904	7,467	9,229	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	3,590	100	-	-	-	-	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.

		RLTP priorities				2024 GPS priorities					
Organisation name	Project name	Environmental impact/emissions	Safety	Resilience	Economic Growth/Congestion	Value for money	Safety	Increased maintenance and resilience	Economic growth and productivity	Rank	Total cost for ten years
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 Whangamoa 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
SH60 / McShane / Pugh	Intersection safety improvements	Richmond Programme Business Case	NZTA	State highway improvements

Activity	Description	Signaled in strategy	Organisation name	Activity class
Hill Street	Potential additional road link between Suffolk Road and Hill Street (subject to outcome of investigation)		NCC	Local road improvements
Revoke Gladstone Road State Highway status	Follows the Hope Bypass being made State Highway and Gladstone Road being handed to Tasman District Council to administer	Richmond Programme Business Case	TDC	Local road improvements
Public Transport park and ride (Tasman)	Development of a car parking area to serve as a park and ride on the eBus.	Richmond Programme Business Case	TDC	Public transport infrastructure
Richmond Bus interchange	Development of an improved bus interchange for users of the eBus	Richmond Programme Business Case	TDC	Public transport infrastructure
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	$2,185,890	$2,270,647	$2,963,008	$3,122,351	$3,124,724	$3,142,137	$3,198,487	$3,187,664	$3,222,471	$3,277,032
Public Transport Infrastructure	$62,830	$64,212	$65,753	$67,266	$68,746	$70,189	$71,663	$73,096	$74,558	$75,975
Walking and Cycling Improvements	$1,056,035	$552,938	$744,066	$717,071	$986,104	$1,006,812	$1,027,955	$1,527,835	$1,069,484	$1,089,805
Local Road Improvements	$1,331,531	$1,360,825	$1,393,485	$1,425,535	$2,088,003	$8,983,236	$3,280,938	$1,489,728	$1,519,522	$1,548,393
Local Road Maintenance	$23,841,739	$24,495,544	$25,074,898	$25,926,820	$26,772,050	$27,495,501	$28,423,418	$29,291,498	$30,215,766	$30,665,006
Investment Management	$15,000	$87,904	$34,622	$16,043	$94,018	$36,958	$17,075	$99,871	$39,182	$18,085
Total expenditure	**$28,493,025**	**$28,832,070**	**$30,275,832**	**$31,275,086**	**$33,133,645**	**$40,734,833**	**$36,019,536**	**$35,669,692**	**$36,140,983**	**$36,674,296**
Subsidised Activities - Revenue										
Approved Organisation Revenue	$13,523,950	$13,667,395	$14,353,370	$14,831,324	$15,730,522	$19,421,777	$17,099,443	$16,916,248	$17,135,342	$17,384,565
NLTF Revenue	$14,075,948	$14,225,248	$14,939,222	$15,436,684	$16,372,584	$20,214,503	$17,797,380	$17,606,707	$17,834,743	$18,094,140
Other Revenue	$893,129	$939,428	$983,241	$1,007,079	$1,030,539	$1,098,554	$1,122,713	$1,146,737	$1,170,899	$1,195,591
Total revenue	**$28,493,026**	**$28,832,071**	**$30,275,833**	**$31,275,086**	**$33,133,645**	**$40,734,834**	**$36,019,536**	**$35,669,692**	**$36,140,984**	**$36,674,297**
Unsubsidised Activities - Expenditure										
Unsubsidised Operational Expenditure	$918,404	$937,484	$957,860	$980,314	$1,002,347	$1,023,904	$1,044,996	$1,066,468	$1,087,413	$1,108,781
Unsubsidised Capital Expenditure	$506,611	$774,395	$256,260	$25,092	$305,585	$132,330	$346,309	$186,709	$207,028	$196,314
Total expenditure	**$1,425,015**	**$1,711,879**	**$1,214,120**	**$1,005,406**	**$1,307,932**	**$1,156,234**	**$1,391,305**	**$1,253,177**	**$1,294,441**	**$1,305,096**
Unsubsidised Activities - Revenue										
Local Authority Revenue	$1,165,463	$1,432,861	$927,568	$711,118	$1,005,992	$846,745	$1,074,080	$928,338	$961,806	$964,477
Other Revenue	$259,552	$279,018	$286,551	$294,288	$301,940	$309,488	$317,226	$324,839	$332,635	$340,618
Total revenue	**$1,425,015**	**$1,711,879**	**$1,214,120**	**$1,005,406**	**$1,307,932**	**$1,156,234**	**$1,391,305**	**$1,253,177**	**$1,294,441**	**$1,305,096**

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)										
Local Road Pothole Prevention	$7,745,341	$8,465,356	$8,192,232	$8,193,739	$7,839,580	$7,979,894	$8,700,245	$9,243,338	$11,477,690	$9,301,138
Local Road Maintenance	$6,113,048	$4,872,828	$5,291,961	$6,631,835	$6,039,568	$5,191,387	$6,413,781	$5,647,383	$6,871,404	$8,408,671
Local Road Improvements	$4,559,320	$6,635,026	$7,719,806	$3,850,221	$7,357,511	$9,044,205	$12,085,696	$10,765,013	$11,052,831	$12,901,644
Public Transport Services	$9,347,487	$10,039,357	$11,703,867	$11,963,344	$12,026,385	$15,588,196	$15,721,221	$15,765,917	$15,921,567	$16,117,617
Public Transport Infrastructure	$3,044,997	$1,609,392	$705,590	$977,265	$889,107	$1,019,304	$1,374,478	$379,480	$505,716	$1,482,817
Walking and Cycling Maintenance	$2,548,678	$2,768,760	$3,358,522	$4,245,696	$5,326,004	$7,339,330	$7,496,122	$7,648,845	$7,804,518	$7,955,547
Walking and Cycling Improvements	$489,655	$2,064,440	$4,991,805	$5,567,120	$1,452,550	$2,290,055	$1,824,960	$1,655,183	$1,094,982	$1,659,358
Investment Management	$2,574,135	$2,640,386	$2,787,198	$2,991,700	$2,922,709	$2,985,216	$3,094,509	$3,104,522	$3,264,672	$3,383,686
Total Expenditure	**$36,422,661**	**$39,095,545**	**$44,750,981**	**$44,420,920**	**$43,853,414**	**$51,437,587**	**$56,711,012**	**$54,209,681**	**$57,993,380**	**$61,210,478**
Revenue for subsidised activities										
Approved Organisation Revenue	$17,149,666	$20,152,222	$23,389,005	$24,202,129	$25,155,669	$27,545,280	$30,546,568	$30,649,828	$33,113,030	$34,552,316
NLTF Revenue	$16,297,272	$17,142,497	$19,418,377	$19,210,580	$18,953,185	$22,060,285	$24,495,478	$23,342,744	$25,068,649	$26,607,521
Other Revenue sub	$2,228,339	$2,324,526	$3,040,204	$3,224,686	$3,238,793	$4,071,714	$4,140,235	$4,142,360	$4,191,076	$4,260,517
Total revenue	**$35,675,277**	**$39,619,245**	**$45,847,586**	**$46,637,395**	**$47,347,647**	**$53,677,279**	**$59,182,281**	**$58,134,932**	**$62,372,755**	**$65,420,354**
Unsubsidised Activities - Expenditure										
Unsubsidised Operational Expenditure	$6,455,769	$6,370,892	$6,541,044	$6,854,138	$6,921,470	$7,060,124	$7,178,733	$7,366,267	$7,625,840	$7,686,095
Unsubsidised Capital Expenditure	$6,155,310	$7,040,111	$14,789,159	$13,046,242	$1,708,205	$2,343,349	$3,415,952	$1,613,236	$1,420,072	$3,360,008
Total expenditure	**$12,611,079**	**$13,411,003**	**$21,330,203**	**$19,900,380**	**$8,629,675**	**$9,403,473**	**$10,594,685**	**$8,979,503**	**$9,045,912**	**$11,046,103**
Revenue for Unsubsidised Activities										
Local Authority Revenue	$4,496,854	$5,029,798	$5,623,614	$5,783,190	$5,814,374	$7,178,534	$7,299,850	$7,513,004	$7,652,805	$7,661,874
Other Revenue unsub	$7,941,888	$8,233,607	$15,602,084	$8,434,205	$4,894,243	$5,713,767	$5,840,936	$5,959,377	$6,078,953	$6,201,024
Total revenue	**$12,438,742**	**$13,263,405**	**$21,225,698**	**$14,217,395**	**$10,708,617**	**$12,892,301**	**$13,140,786**	**$13,472,381**	**$13,731,758**	**$13,862,898**

WAKA KOTAHI (STATE HIGHWAYS))

NELSON NZTA	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)										
Road to Zero	$25,757	$25,757	$25,757							
Walking and Cycling Improvements	$83,333	$83,333	$83,333	$91,667	$91,667	$91,667	$100,833	$100,833	$100,833	$100,833
State Highway Improvements	$1,694,930	$1,826,112	$1,782,730	$5,357,151	$3,831,151	$1,651,151	$1,794,335	$1,794,335	$1,794,335	$1,794,335
State Highway Operations	$15,506,086	$15,341,102	$15,623,788	$20,141,585	$20,824,480	$21,780,000	$22,882,110	$23,649,162	$23,914,320	$24,197,272
Investment management (incl. Transport Planning)	$230,301	$334,911	$77,816	$72,422	$72,422	$72,422				
Public transport infrastructure	$150,000	$150,000	$150,000	$165,000	$165,000	$165,000	$181,500	$181,500	$181,500	$181,500
Total expenditure	**$17,690,407**	**$17,690,407**	**$17,690,407**	**$17,690,407**	**$17,690,407**	**$17,690,407**	**$17,690,407**	**$17,690,407**	**$17,690,407**	**$17,690,407**

TASMAN NZTA	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)										
Road to Zero	$53,575	$53,575	$53,575							
Walking and Cycling Improvements	$594,617	$594,617	$594,617	$628,833	$628,833	$628,833	$691,717	$691,717	$691,717	$691,717
State Highway Improvements	$8,277,313	$14,086,328	$23,883,471	$19,948,209	$9,969,259	$6,154,259	$28,085,423	$28,085,423	$28,085,423	$75,680,273
State Highway Operations	$12,686,798	$12,551,808	$12,783,095	$16,479,475	$17,038,208	$17,819,997	$18,721,723	$19,349,311	$19,566,258	$19,797,765
Investment management (incl. Transport Planning)	$246,826	$351,749	$94,966	$72,422	$72,422	$72,422				
Public transport infrastructure	$170,000	$170,000	$170,000	$187,000	$187,000	$187,000	$205,700	$205,700	$205,700	$205,700
Total expenditure	**$22,029,129**	**$27,808,077**	**$37,579,724**	**37,315,939**	**27,895,722**	**24,862,511**	**47,704,563**	**48,332,151**	**48,549,098**	**96,375,4**

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

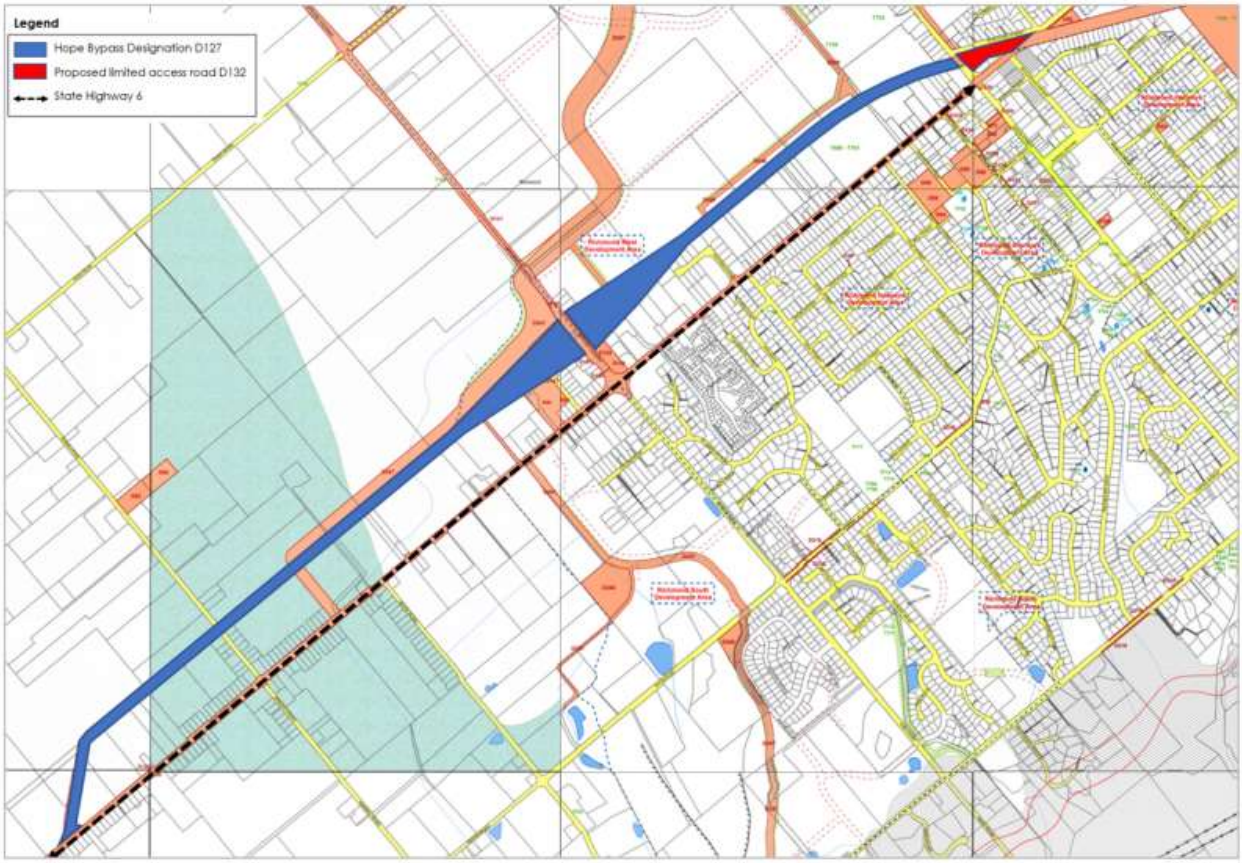
Department of Conservation

KiwiRail

Kāinga Ora—Homes and Communities

APPENDIX B – SIGNIFICANT PROJECTS SUMMARIES

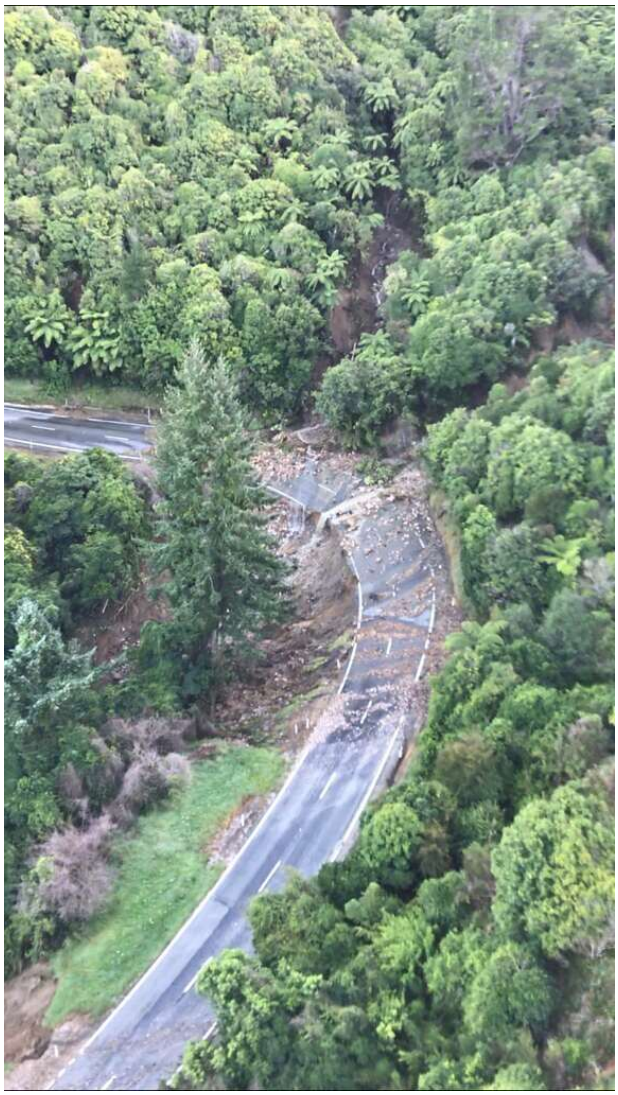
Activity Name	State Highway 6 Hope Bypass
Activity Description	The SH6 Hope Bypass Project will facilitate the implementation of the outcomes of the Richmond Programme Business Case, with the aims of increasing the efficiency of the movement of freight and people through the Richmond area, while also improving active transport connections and central city amenity and liveability.
Key Problems/Issues	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	• 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	• 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	• 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	• 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	• 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	• 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	• 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	• 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	• Ensure the continuity of bus services in the Nelson region
Activity link to Primary Regional Objective	• Environmental impact/emissions • Economic growth/Congestion
Activity status	Business case
Links to detailed information	Business case being prepared currently

Activity Name	SH6 Wakefield and Murchison Commercial Vehicle Regional Safety Centre
Activity Description	New Commercial Vehicle Safety Centre (CVSC) to serve the Tasman region.
Key Problems/ Issues	Commercial vehicles not compliant with maximum weight and other safety related rules are compromising the safety of the drivers and other road users as well as damaging the pavement asset.
Activity Objectives	Recently implemented real-time risk and compliance screening for heavy commercial vehicles means traffic authorities can quickly address unsafe driving practices, reducing the risk of serious or fatal crashes, making our roads safer.
Activity link to Regional Objective	• 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	• 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	• 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	• 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	• 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	The purpose of the LTMA is to contribute to an effective, efficient, and safe land transport system in the public interest. Establishes legislation for planning, funding and regulation of land transport system.	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).
Intergenerational Wellbeing https://auditnz.parliament.nz/good-practice/information-updates/2019/wellbeing-approach	The future wellbeing capitals are: • Natural Capital • Social Capital • Human Capital • Financial / Physical Capital The Minister of Finance has agreed the following four principles of a wellbeing approach for agency performance reporting: • 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	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. 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.
Ministry of Transport Outcomes Framework https://www.transport.govt.nz/multi-modal/keystrategiesandplans/transport-outcomes-framework/	The purpose of the transport system is to improve people's wellbeing and the liveability of places. Transport contributes to five key outcomes: • Healthy and safe people • Environmental Sustainability • Resilience and Security • Economic Prosperity • Inclusive Access Government's guiding principle is 'mode neutrality'	This framework makes it clear what government is aiming to achieve through the transport system.

Document & Website Reference	Relevant Points	How it affects this RLTP?
The draft 2024 Government Policy Statement on Land Transport (GPS) https://www.transport.govt.nz//assets/Uploads/GPS-on-land-transport-2024-Consultation-4-March-2023-.pdf	The GPS sets out the Government's land transport strategy including: • 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. The Draft 2024 GPS has the strategic priority of economic growth and productivity with support by three equally weighted priorities of: • increased maintenance and resilience; • safety; and • value for money.	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. 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. 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.
Arataki 2023 https://www.nzta.govt.nz/assets/planning-and-investment/arataki/arataki-30-year-plan/docs/arataki-executive-summary.pdf	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. The projected outcomes of Arataki include: • A system view • A shared evidence base • A place-based focus • Clarity of roles • Sector capability and focus	Desired changes include: • 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	The ONF aims to: • 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.	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. 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,
NZ Rail Plan https://transport.cwp.govt.nz/assets/Import/Uploads/Rail/The-Draft-NZ-Rail-Plan-December-19.pdf	The Government's strategic priorities are in two parts: • Establishing a new long-term planning and funding framework under the Land Transport Management Act • Investment priorities for a reliable and resilient rail network - 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.	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.
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/	There is ongoing work to further develop, refine, improve, fund, construct, operate and maintain active travel alternatives within the region.	Active travel and public transport are significant priorities for the region.
Nelson - Tasman Future Development Strategy https://www.tasman.govt.nz/my-council/key-documents/more/future-development-strategy/	• 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.	The FDS identifies areas that will generate future traffic demand and growth.

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/Import/Uploads/Our-Work/Documents/Road-to-Zero-strategy_final.pdf	As a step towards achieving the vision, there is a target of a 40 percent reduction in deaths and serious injuries by 2030. The new Government has signaled via the draft GPS that it's focus for road safety will be on enforcement and safety gains from the Roads of National Significance.	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	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:	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	The NPS-UD car parking policies have the effect of removing minimum car parking rates from the district plans of tier 1, 2 and 3 territorial authorities. The purpose of this direction is to enable more housing and commercial developments, particularly in higher density areas where people do not necessarily need to own or use a car to access jobs, services, or amenities.	Nelson, Tasman and Marlborough are either tier 2 or tier 3 territorial authorities. This means that they will have to remove minimum car parking requirements for their district plans. This will mean that Councils will have to improve management of Council off-street parking and on-street parking.
Waka Kotahi Sustainability Action Plan **Toitū Te Taiao**	The plan emphasizes Waka Kotahi's vision for a low carbon, safe and healthy land transport system. The Plan sets out the commitment of Waka Kotahi to environmental sustainability and public health in the land transport sector. It describes how Waka Kotahi will use the levers within our control and influence to deliver on our Vision.	Toitū Te Taiao, the new sustainability action plan, supports Arataki by setting out the actions Waka Kotahi will take to tackle climate change and create a sustainable land transport system.

APPENDIX D – SIGNIFICANCE POLICY

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

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

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

Consultation is not required for any variation to the RTLP 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 RTLP 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 RTLP 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 vison, 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 RTLP 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 Tauihu** 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 Tauihu 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

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 RPTP 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 RPTP 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 RPTP 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 RPTP 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 RPTP 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 Tauihu 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

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
• 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
• 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
• 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

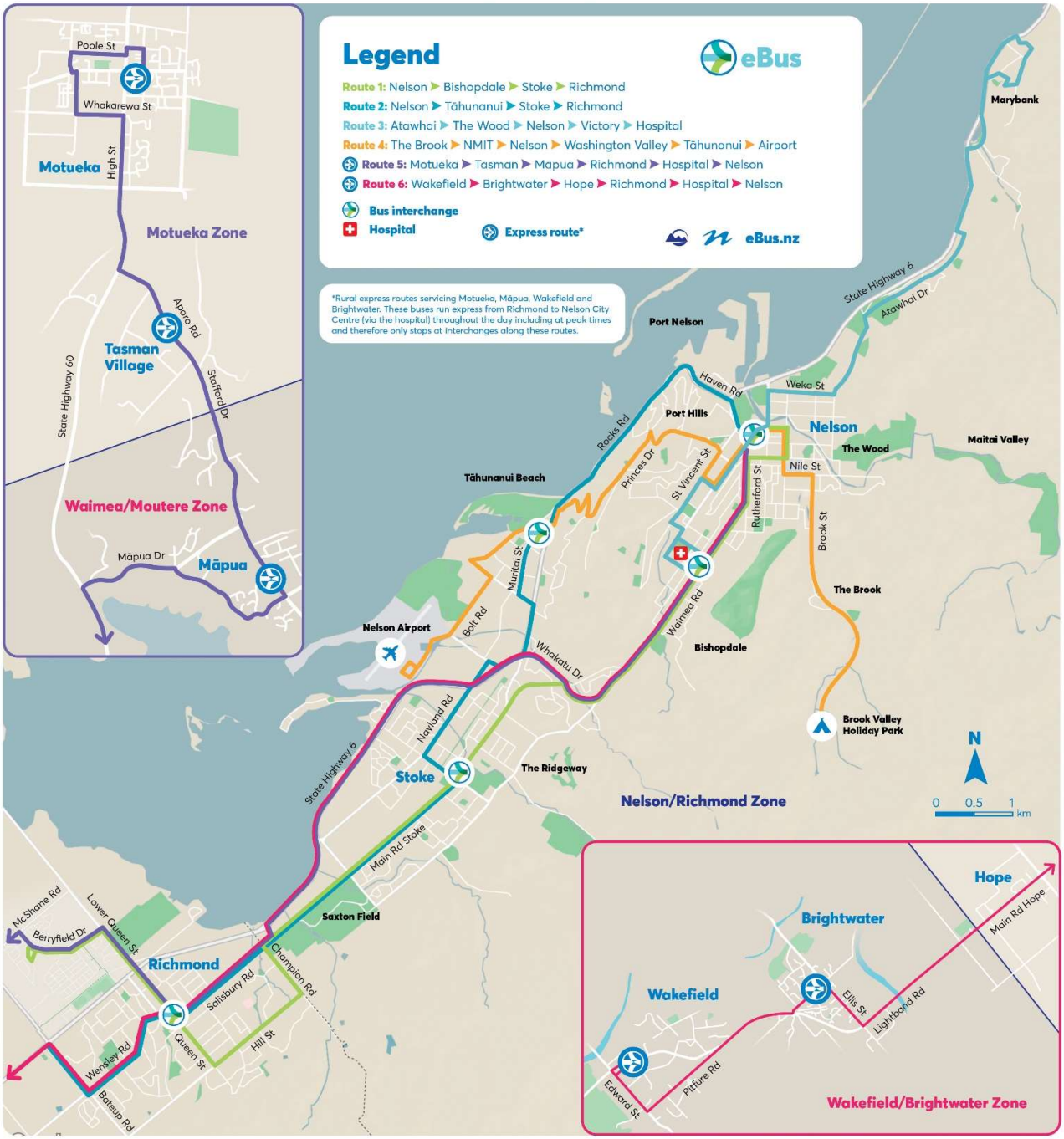


Table 7.2 Summary of Current eBus Routes Frequency and Hours of Operation

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

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

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.

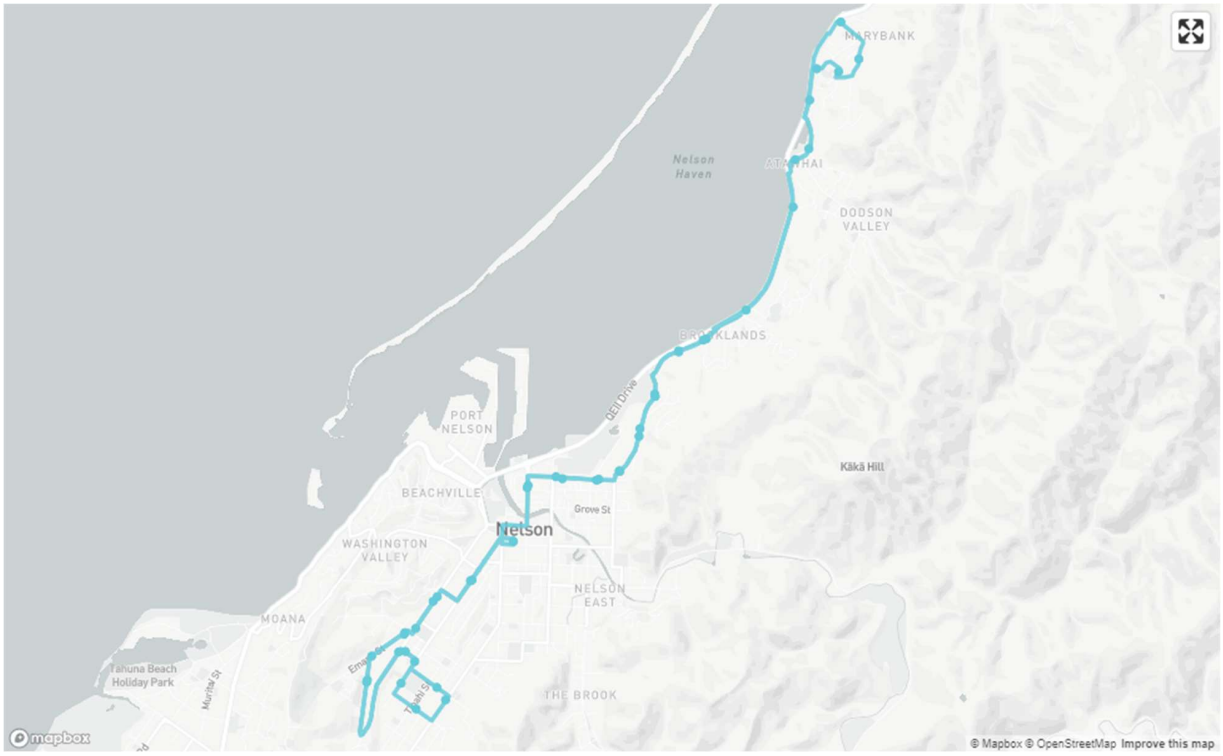
Figure 7.3: Map of Route 2 Richmond-Nelson via Rocks Road

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.

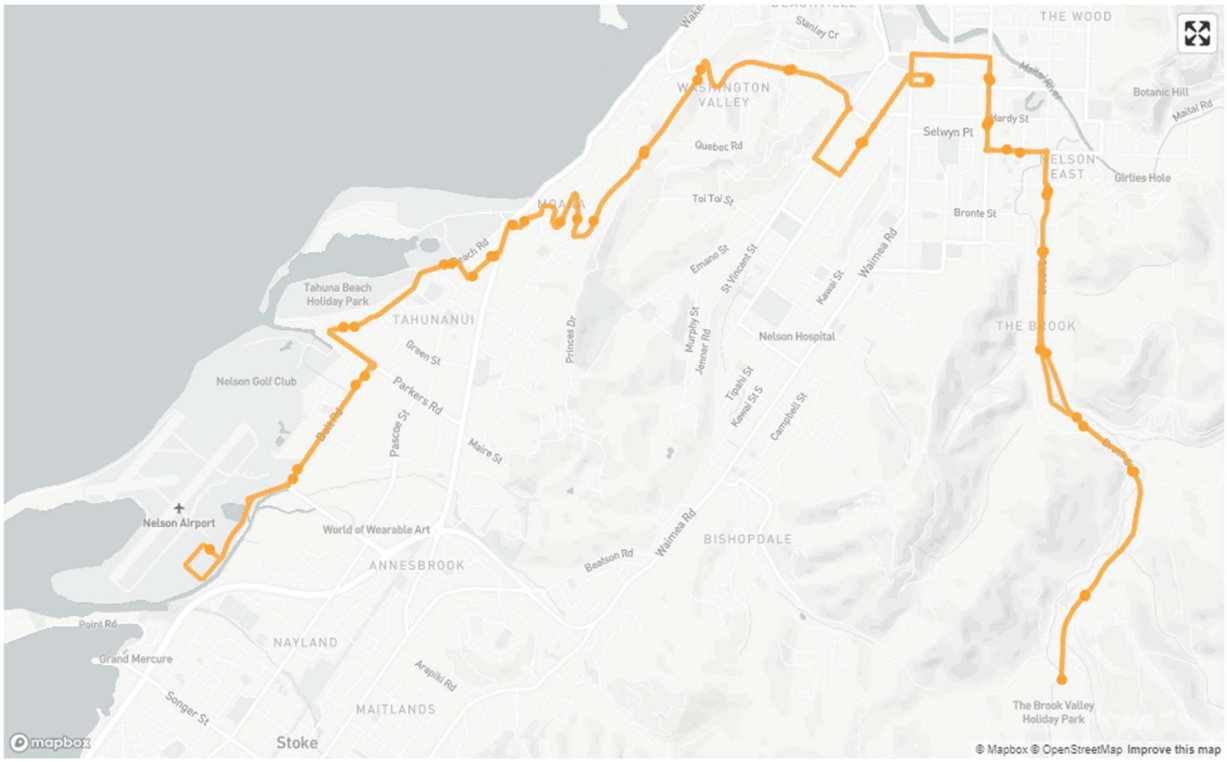
Figure 7.4: Map of Route 3 Atawhai - Hospital



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.

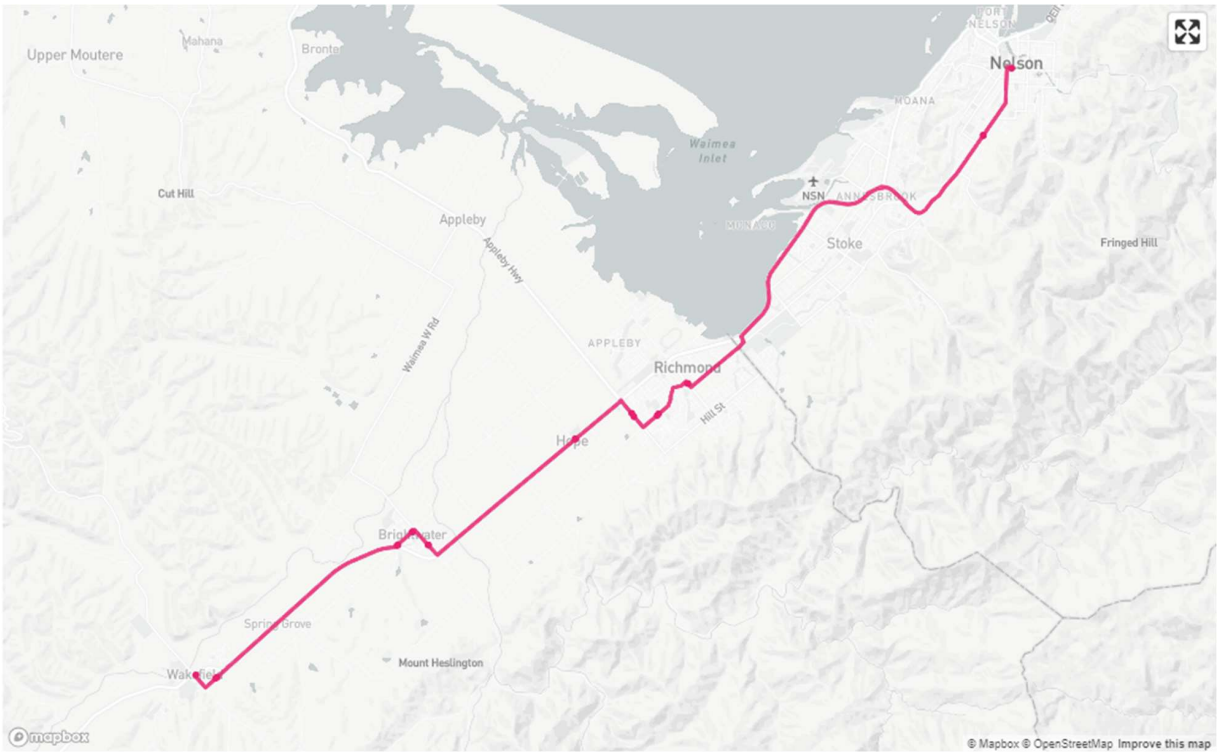
The limited stop express pattern reduces regional passengers' travel time and provides an express alternative for urban area passengers at the key nodes at Richmond Interchange, Hospital Interchange and Nelson City Centre Interchange.

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

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

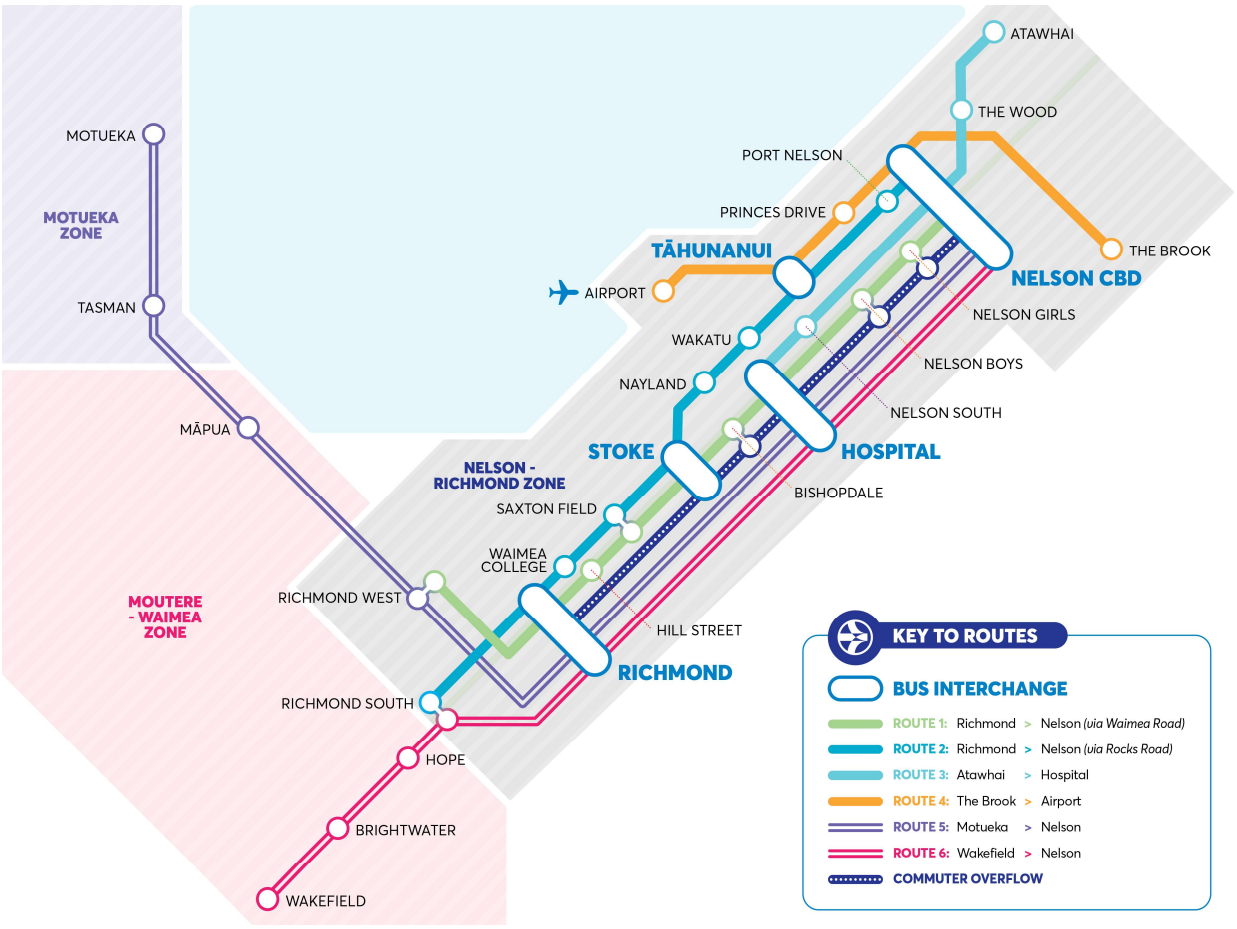
The current electronic payment system, the Bee Card, was introduced to the Nelson and Tasman regions on 3 August 2020, in conjunction as the urban bus routes to Richmond.

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 19-14 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 ended 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 as at 30 May 2024[1].

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

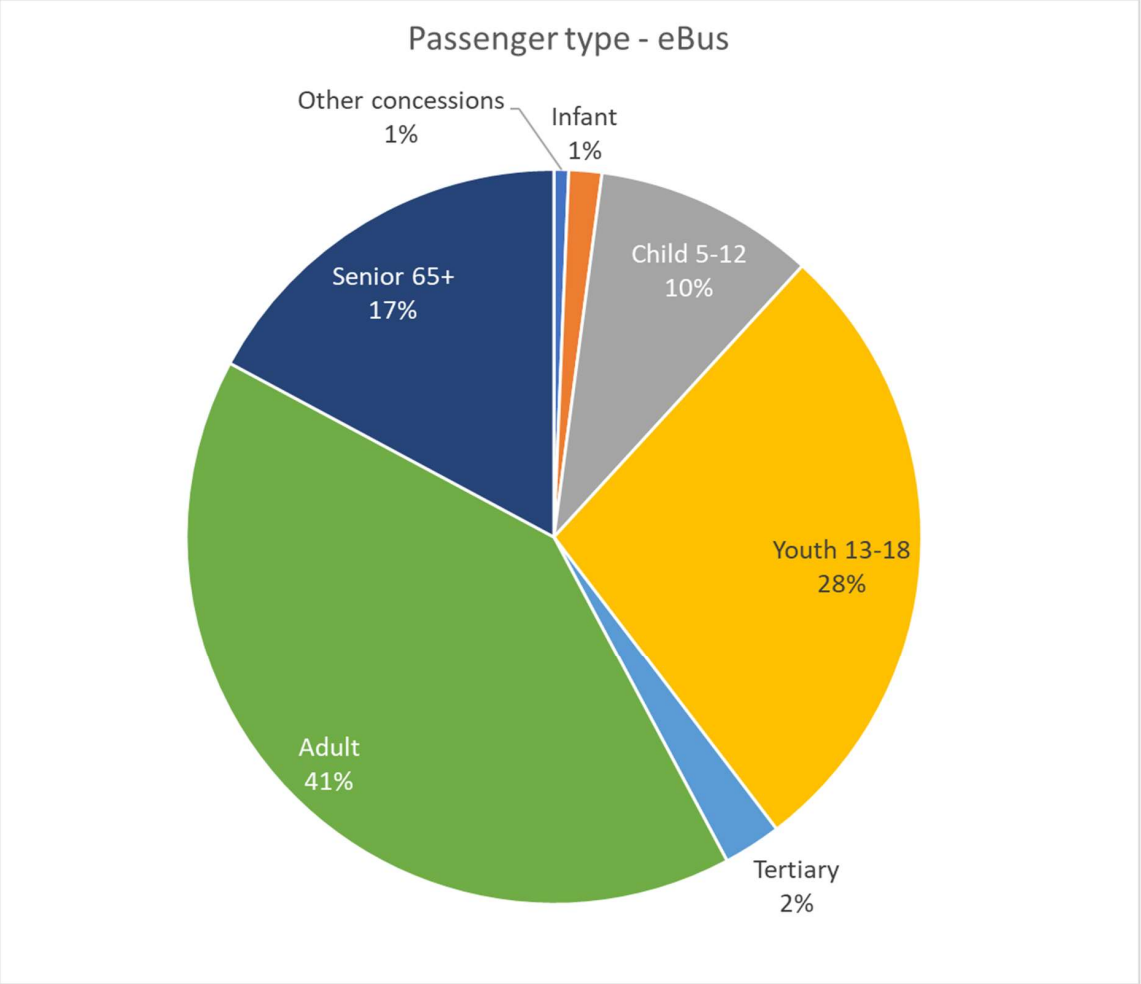
[1] Bee Card Fees to include a 5% increase at 1 July 2024 and inflation changes as reflected in Public Transport Contract Indices (allowing for rounding) in the future.

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.

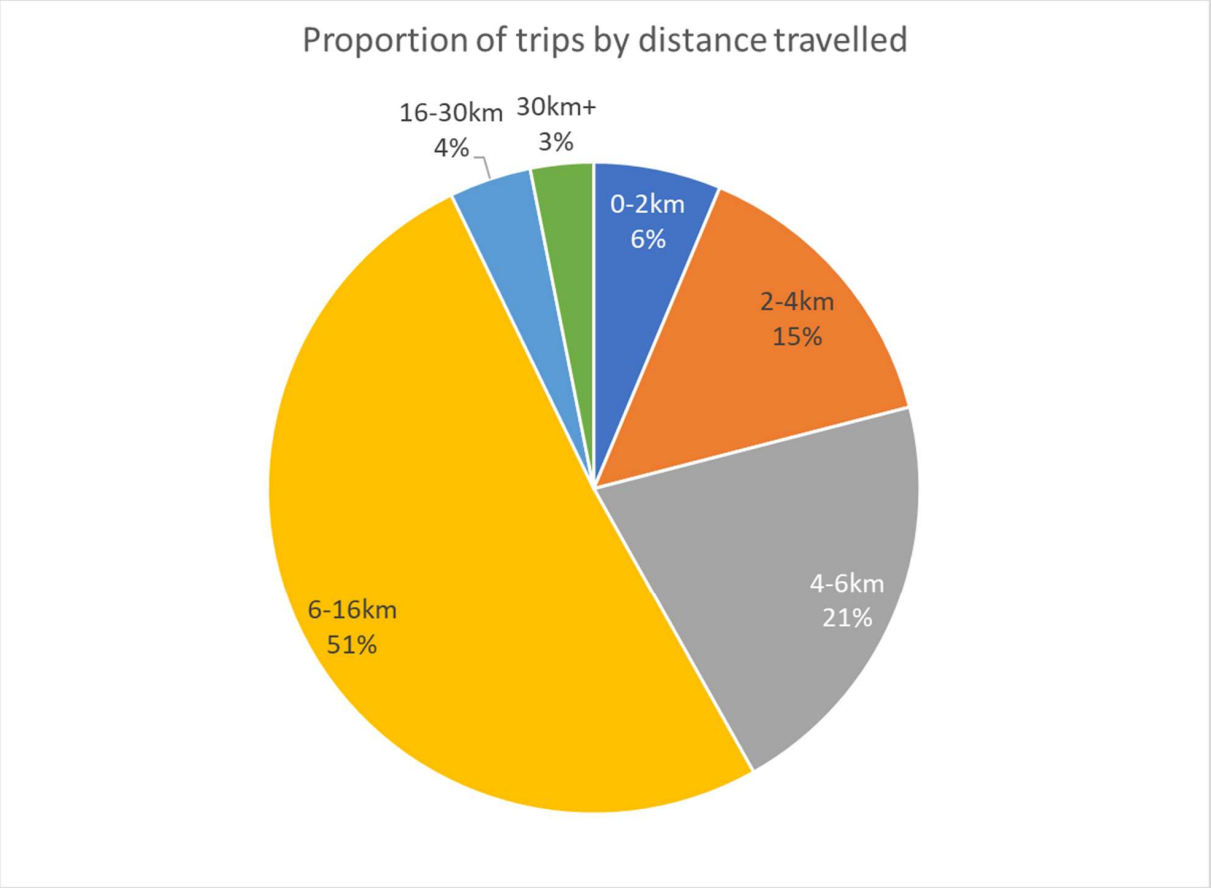
Figure 7.13 Passengers by type



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 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. Caregivers travel free to enable customers with disabilities the option of utilising bus services. 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.

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

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

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

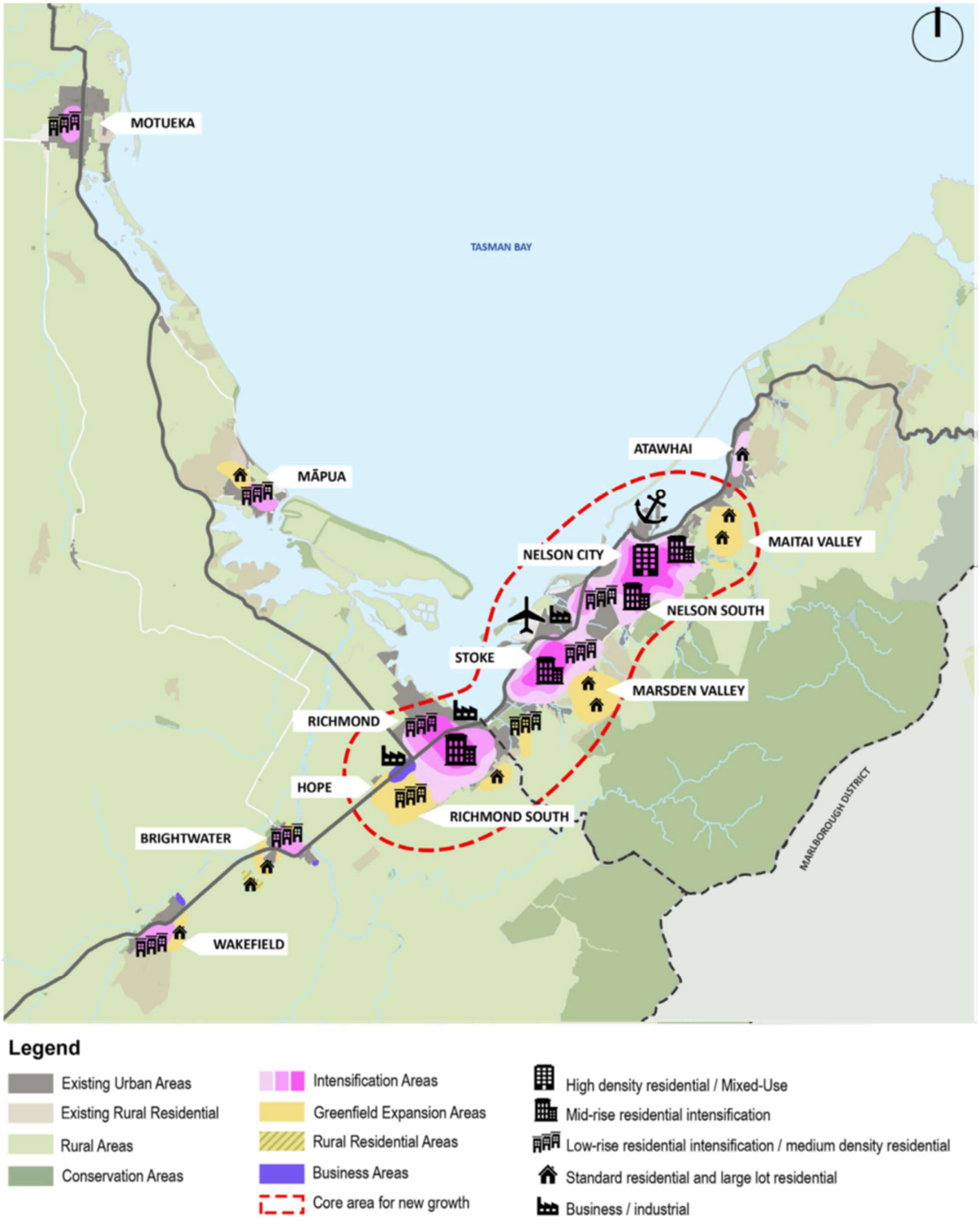
The Nelson-Tasman Future Development Strategy (FDS) supports intensification of current urban settlements, especially Nelson, Stoke, Richmond and Motueka. However, this is unlikely to provide sufficient housing capacity or housing choices. Therefore, some greenfield development will also be needed, while 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/

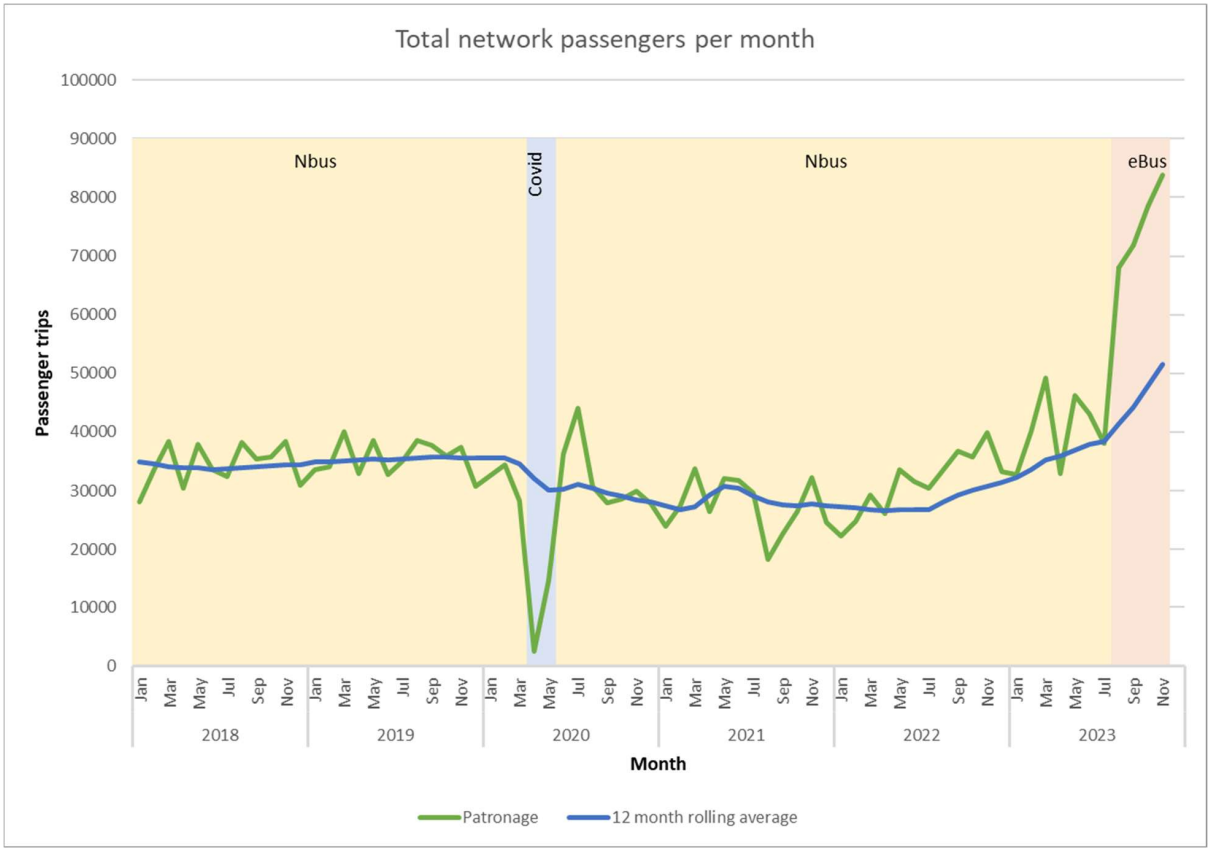
The **Richmond Programme Business Case (RPBC**) was completed in 2021 by Waka Kotahi and TDC. It seeks to provide a sustainable and liveable urban environment and optimise the transport system within Richmond by addressing problems relating to increasing traffic volumes resulting from growth, and delays 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.

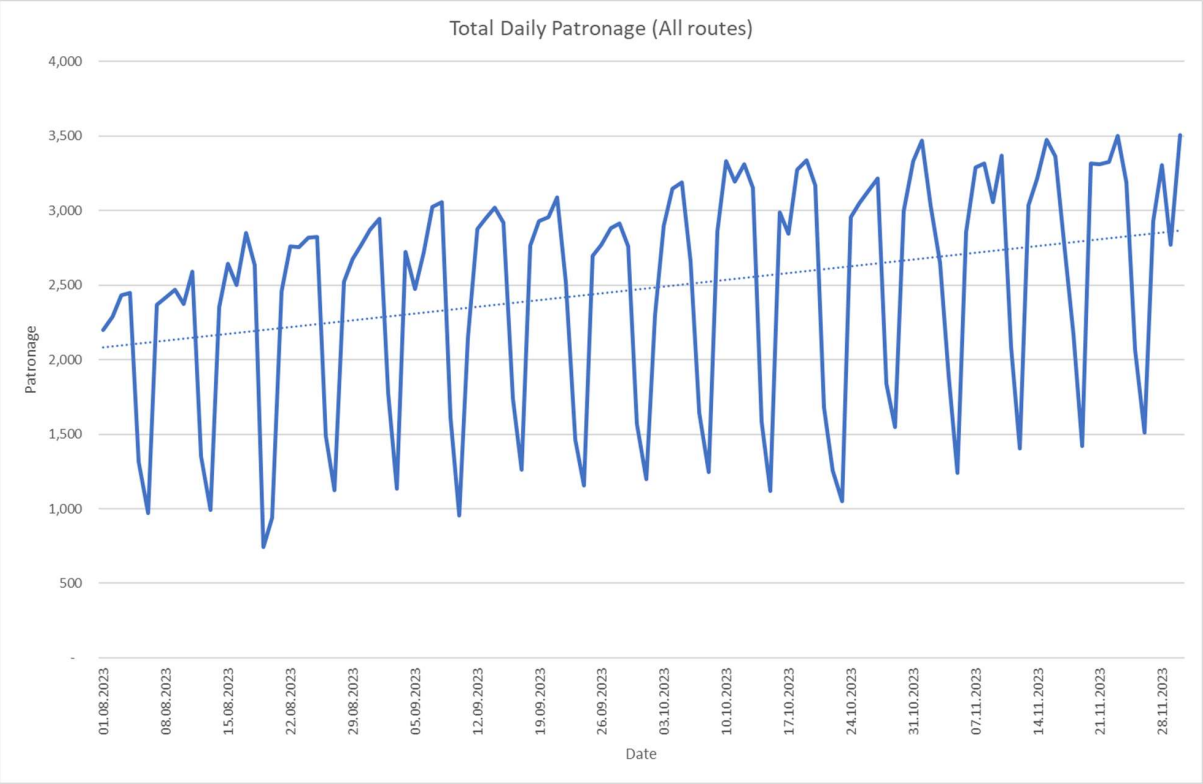
NBus patronage levels returned to pre-Covid levels in March of 2023 before reaching its highest level in July 2023. This growth phase may be attributable in part to government subsidies to enable half price bus fares introduced April 2022. The subsidy scheme was initially until 30 June 2022 but was extended 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.

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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.
• 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 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.

• 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 – July 2027 – June 2030 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 RPTP 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.
Stage 3 (Reviewed in 2027 RPTP)
• 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 RPTP 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;
- Extension of the Total Mobility subsidy to include all public transport services.

12 Impacts

12.1 Anticipated Service Levels and Patronage

Table 12.1 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 RPTP projected patronage (000)	746	829	979	1,031	1,076	1,124	1,208	1,261
2024 RPTP 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	$9,347	$10,039	$11,704	$11,963	$12,026	$15,588	$15,721	$15,766	$15,922	$16,118
Infrastructure (Nelson)	$3,045	$1,609	$706	$977	$889	$1,019	$1,374	$379	$506	$1,483
Infrastructure (Tasman)	$62	$64	$66	$67	$69	$70	$72	$73	$75	$76

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 guidelines[2].

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 RPTPs **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 RPTP is cognisant of these guidelines and once finalised take these into account in the next fare review.

[2] LTMA section 124(a)(ii)

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 Tauihu 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 5-18 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 half[3] of the adult fare,
    - iii) Children under 5 travel free.
  - A tertiary students/Community Service Card holder cash fare will be available to those enrolled in a Nelson or Tasman tertiary institution on presentation of an ID card, and

[3] The exact discount will be influenced by the necessary rounding

Community Services Card holders on presentation of their card,

- The SuperGold Card scheme providing free off-peak travel[4] 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),
-

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- 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 Policy[5],
- 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 2024.

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

[4] For travel between 9am and 3.00pm weekdays, and on Saturdays, Sundays and public holidays

[5] 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.

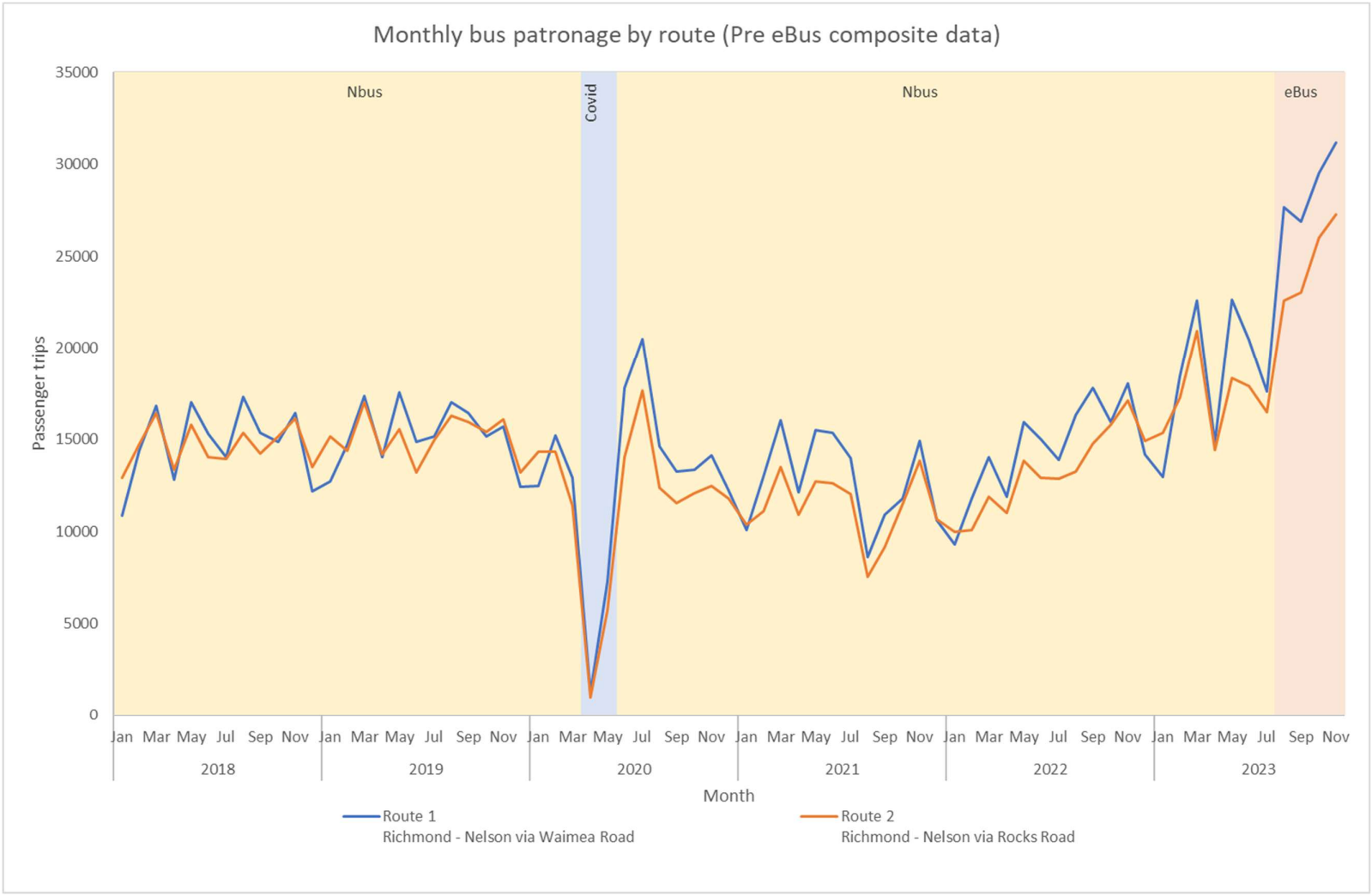
Integration with other transport modes

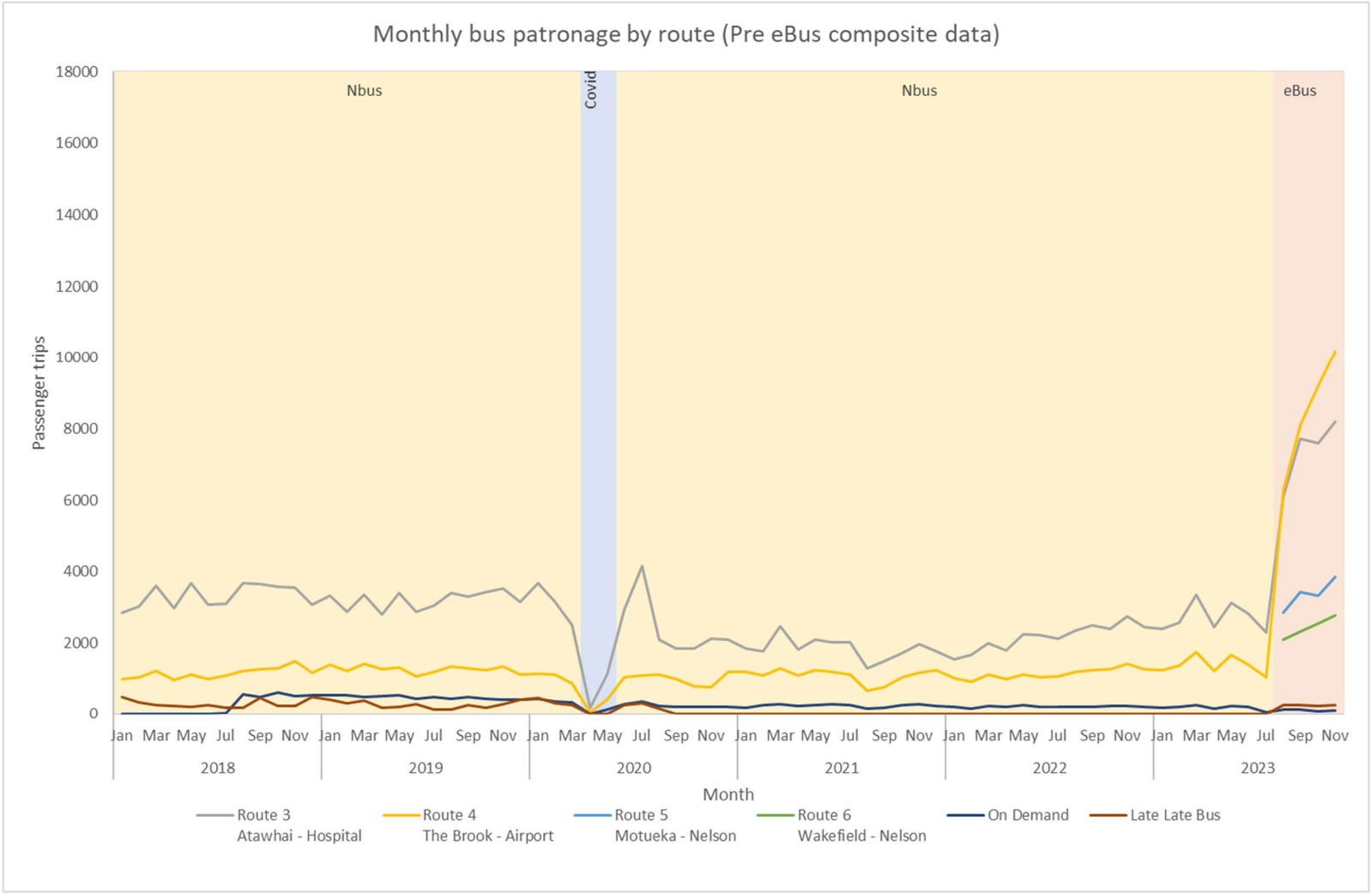
- Actively deliver public transport investment as part of the sustainable 10-year transport vision for the region,
- Encourage further integration between the buses and walking and cycling through promotion, infrastructure, and specific facilities, including road crossing safety, safety for vulnerable 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




Monthly bus patronage by route (Pre eBus composite data)
Nbus
Covid
Nbus
eBus
Passenger trips
18000
16000
14000
12000
10000
8000
6000
4000
2000
0
Jan Mar May Jul Sep Nov Jan Mar May Jul Sep Nov Jan Mar May Jul Sep Nov Jan Mar May Jul Sep Nov Jan Mar May Jul Sep Nov Jan Mar May Jul Sep Nov
2018
2019
2020
2021
2022
2023
Month
Route 3 Atawhai - Hospital
Route 4 The Brook - Airport
Route 5 Motueka - Nelson
Route 6 Wakefield - Nelson
On Demand
Late Late Bus

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

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

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**

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

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 RPTP 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 RPTP 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.