

Notice is given that an ordinary meeting of the Joint Nelson Tasman Regional Transport Committee will be held on:

Date: **Wednesday 20 March 2024**
Time: **9:30am - RLTP and RPTP Submissions Hearing**
Meeting Room: **Tasman Council Chamber**
Venue: **189 Queen Street, Richmond**
Zoom conference link: <https://us02web.zoom.us/j/83309647374?pwd=aFRWNDhxWUREaEVlK3ZienpaZStkQT09>

Meeting ID: Meeting ID: 833 0964 7374
Meeting Passcode: Passcode: 877002

Joint Nelson Tasman Regional Transport Committee

Komiti Te Kawenga Rohe o Nelson Tasman

AGENDA

MEMBERSHIP

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

(Quorum 3 members)

Contact Telephone: 03 543 8524
Email: councildemocracy@tasman.govt.nz
Website: www.tasman.govt.nz

AGENDA

1 OPENING, WELCOME, KARAKIA

2 APOLOGIES AND LEAVE OF ABSENCE

Recommendation

That apologies be accepted.

3 PUBLIC FORUM

There is no public forum session at this meeting

4 DECLARATIONS OF INTEREST

5 LATE ITEMS

6 CONFIRMATION OF [MINUTES](#)

That the minutes of the Joint Nelson Tasman Regional Transport Committee meeting held on Tuesday, 20 February 2024, be confirmed as a true and correct record of the meeting.

7 REPORTS

- | | | |
|-----|-------------------------------------------------------------------------------------------------------|-----|
| 7.1 | Draft Regional Land Transport Plan 2024-2034 and Draft Regional Public Transport Plan 2024-2034 | 4 |
| 7.2 | Submission on the Draft Government Policy Statement on Land Transport (GPS) 2024 | 194 |

8 CONFIDENTIAL SESSION

Nil

9 CLOSING KARAKIA

7 REPORTS

7.1 DRAFT REGIONAL LAND TRANSPORT PLAN 2024-2034 AND DRAFT REGIONAL PUBLIC TRANSPORT PLAN 2024-2034

Report To:	Joint Nelson Tasman Regional Transport Committee
Meeting Date:	20 March 2024
Report Author:	Margaret Parfitt, Manager Transport and Solid Waste, Nelson City Council
Report Authorisers:	Alec Louverdis, Group Manager, Infrastructure, Nelson City Council
Report Number:	RNTRTC24-03-1

1. Purpose of Report

- 1.1 The purpose of this report is to provide the Joint Nelson Tasman Regional Transport Committee (JNTRTC) with a copy and summary of the 76 submissions received during the draft Regional Land Transport Plan (RLTP) and Regional Public Transport Plan (RPTP) consultation in advance of the JNTRTC hearing and hear submissions from those that have indicated they wish to speak.

2. Recommendation

That the Joint Nelson Tasman Regional Transport Committee

1. **receives the Draft Regional Land Transport Plan 2024-2034 and Draft Regional Public Transport Plan 2024-2034 Report RNTRTC24-03-1; and**
2. **receives the 76 submissions on the Draft Regional Land Transport Plan 2024-2034 and Draft Regional Public Transport Plan 2024-2034 contained in Attachment 1 to the agenda report; and**
3. **notes that staff will prepare and circulate advice on the issues in a deliberations report to the deliberations meeting on 17 April 2024.**

3. Background / Horopaki

Regional Land Transport Plan

- 3.1 The RLTP sets out how the Nelson Tasman land transport system will develop and identifies proposed regional transport activities for investment (local and central government) over the next 10 years. It includes policy and activities related to road maintenance and improvements, public transport services and infrastructure, walking and cycling infrastructure, road safety and transport planning.
- 3.2 The Land Transport Management Act 2003 requires Unitary Authorities to prepare a RLTP every six years and review it every three years. The 2024-2034 RLTP is a mid-term review.

- 3.3 The draft RLTP is a joint document, with Nelson City Council (NCC), Tasman District Council (TDC), Department of Conservation (DOC) and New Zealand Transport Agency – Waka Kotahi (NZTA) to enable the key transport objectives and policies to provide a joint voice when competing for central government funding.
- 3.4 Two JNTRTC workshops have been held (6 June 2023 and 27 October 2023) to understand the key issues, opportunities and benefits facing the region from a transport perspective.
- 3.5 The RLTP also includes the council's, DOC's and NZTA's transport programme for 10 years. The councils are required to submit the mid-term review no later than 14 June 2024.
- 3.6 The RLTP provides the mechanism for the Council to seek investment funding from the National Land Transport Fund (NLTF) through submission of its work programme to NZTA.

Regional Public Transport Plan

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

4. Consultation

- 4.1 When preparing a RLTP or RPTP, a Regional Transport Committee must consult in accordance with the principles specified in section 82 of the Local Government Act (LGA) and may use the special consultative procedures specified in section 83 of the LGA.
- 4.2 A regional council may carry out consultation on the proposal to adopt an RPTP in conjunction with the relevant RTC's consultation on its RLTP.
- 4.3 On 11 December 2024, the JNTRTC approved both the draft RLTP and draft RPTP documents for public consultation. Consultation occurred between 22 January 2024 and 25 February 2024.
- 4.4 Over the consultation period 76 individual submissions were received, 14 submitters have requested to speak at the hearing.
- 4.5 From the 76 individual submissions the following high level summary has been prepared based on the key themes the submitters made:
 - 4.5.1 road safety was supported by 16 submitters with three against a decrease in speed limits;
 - 4.5.2 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;

- 4.5.3 increased road capacity and/or congestion reduction was suggested by 13 submitters. Three submitters were against the Hope Bypass and five submitters requested that alternatives to the Hope bypass be investigated; and
- 4.5.4 improvements to walking and cycling infrastructure was requested by 15 submitters with three against further development.
- 4.6 The submissions are included in Attachment 1.
- 4.7 The schedule of this hearing is attached as Attachment 2. An updated copy will be provided at the hearing.

5. Conclusion / Kupu Whakatepe

- 5.1 There has been a good level of community interest and feedback on the draft RLTP and draft RPTP and this is shown by the receipt of 75 written submissions. The hearings provide a further opportunity for RTC to hear and understand the feedback from some submitters.

6. Attachments

1.	↓	Submissions	8
2.	↓	Hearing Schedule	193

Submission Summary

Draft Nelson-Tasman Regional Land Transport Plan and Public Transport Plan - Submission #32013

Dr Derek Gray

Owner Tahunanui Dental Centre

Speaker? False

Department	Subject	Opinion	Summary
Nelson Tasman Consultation	Tell us your feedback on the Regional Land Transport Plan		I am disappointed to see no reference to a desperately needed bypass road from Tahunanui to Nelson City. Earlier criticisms of such a road referencing increased pollution are no longer valid with the transition to electric vehicles.
Nelson Tasman Consultation	Tell us your feedback on the Regional Public Transport Plan		I am disappointed to see no reference to a desperately needed bypass road from Tahunanui to Nelson City. Earlier criticisms of such a road referencing increased pollution are no longer valid with the transition to electric vehicles.

Submission Summary

Draft Nelson-Tasman Regional Land Transport Plan and Public Transport Plan - Submission #32014

Mr Gary Thorpe

Speaker? False

Department	Subject	Opinion	Summary
Nelson Tasman Consultation	Tell us your feedback on the Regional Land Transport Plan		<p>I see that despite the National Government having decided that the Road To Zero is an abysmal failure, the NZTA, Nelson and Tasman organisations are intent on continuing to attempt to waste money on RtZ, and to ram speed limit reductions down the throats of ratepayers.</p> <p>eg. It is total bollocks to claim that a fatal accident was caused by speed, while ignoring the bloody great pothole that was the real cause</p> <p>Spending money on the condition of the roads and driver education i.e. driving skill and abilities, will be far more worthwhile</p>

Submission Summary

Draft Nelson-Tasman Regional Land Transport Plan and Public Transport Plan - Submission #32015

Mr Andrew Browning

Home owner

Speaker? False

Department	Subject	Opinion	Summary
Nelson Tasman Consultation	Tell us your feedback on the Regional Land Transport Plan		The E bus service from Motueka to Nelson could be further enhanced by adding an extra stop on Higgs rd Mapua at Jessie st as the school bus Alston's there. Also a stop at Nelson airport would be a great opportunity.

Submission Summary

Draft Nelson-Tasman Regional Land Transport Plan and Public Transport Plan - Submission #32016

Mrs Catherine Barak

Non Non

Speaker? True

Department	Subject	Opinion	Summary
Nelson Tasman Consultation	Tell us your feedback on the Regional Land Transport Plan		<p>Not sure what the commercial high use areas are that you talk about that the national transport agency has in their remit. Please advise what that means as people won't understand.</p> <p>I understand the need for the Hope bypass now that the big development has happened in Waimea west but it will be very expensive and disruptive. Are there other things we could try first and /or in the meantime like a cycle / pedestrian bridge between the new development and the city centre? I know they are trying to make use of existing routes like church street but that still relies on a crossing of Gladstone road. Can we not use some creative funding like enhancement of the Tasman Taste trail to link the trail to Richmond? Tourists are not going to want to cycle over a bypass with log trucks anyhow - it is hardly in the spirit of a relaxing ride. So why not do that first to alleviate the pressure and encourage people to cycle.</p> <p>Also there is no mention at local or national level of e scooter and e bike road code. I think this is very important as with the rise of use of e scooters in particular there are lots of dangerous practices like scooters being in the pavement one moment then slipping into road user the next second. Some with and without helmets.</p> <p>I saw a 13 year old going round a roundabout with a smaller child on the same e scooter , towing another child on a normal scooter. No helmets!</p> <p>There needs to be urgent legislation or accidents</p>

			<p>will happen while we are trying to encourage alternative forms of transport. E scooters can go as fast as mopeds but you don't need any trading or licence and you are more vulnerable.</p> <p>Lastly you need to keep the free and half price options for the e buses. The teens are more environmentally aware and will more readily take the bus if you encourage them. My 17 year old uses it and has not asked to learn to drive. I see this as a positive but it needs time to bed in and grow. Like a lot of good NZ policies a new government comes in and throws the baby out with the bath water. This is a good policy but it takes time to change peoples habits. Older people are so used to their cars it is harder to get them into alternatives. The younger you get them using the bus and seeing it as cheap and convenient the better but you need to be patient and have faith in that policy. You also need to go in the same direction long enough for it to bed in.</p> <p>No good investing in the buses and not encouraging people to use them.</p>
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Submission Summary

Draft Nelson-Tasman Regional Land Transport Plan and Public Transport Plan - Submission #32017

Mr Hugh Rennie

Speaker? False

Department	Subject	Opinion	Summary
Nelson Tasman Consultation	Tell us your feedback on the Regional Public Transport Plan		Over the planning period I submit that consideration needs to be given to a public transport service which would meet the needs of the communities in the southern part of Tasman including St Arnaud, Murchison, Tapawera. This might involve the support of a freight and passenger operator rather than a purely passenger service.

Submission Summary

Draft Nelson-Tasman Regional Land Transport Plan and Public Transport Plan - Submission #32018

Mr Simon David Goodwin

Speaker? False

Department	Subject	Opinion	Summary
Nelson Tasman Consultation	Tell us your feedback on the Regional Land Transport Plan		I support more buses, especially out to Wakefield and Mapua, keeping lower speed limits, and reducing speed limits on highways through settlements below 50kph
Nelson Tasman Consultation	Tell us your feedback on the Regional Public Transport Plan		I support more buses, especially out to Wakefield and Mapua, keeping lower speed limits, and reducing speed limits on highways through settlements below 50kph. Reduced fares for more people, increased parking charges, and reduced speeds on main roads are all a good thing for increasing public transport use over time

Submission Summary

Draft Nelson-Tasman Regional Land Transport Plan and Public Transport Plan - Submission #32019

Mrs Noeline Alexander

Rate-payer Resident of Richmond

Speaker? False

Department	Subject	Opinion	Summary
Nelson Tasman Consultation	Tell us your feedback on the Regional Land Transport Plan		Has there been a THOROUGH investigation into other options regarding the Hope bypass? A far less intrusive solution would be a sturdy, high bridge across the Waimea Estuary which could be constructed with no interruption to traffic until connection takes place. Begin near the exit to Saxton Rd on the Richmond Deviation, and come out at Lansdowne Road. Or else a causeway road across the estuary such as with the road to Motueka which is an extremely beautiful drive and the tide management works beautifully. It's been done before, so why not emulate this?
Nelson Tasman Consultation	Tell us your feedback on the Regional Public Transport Plan		Get those humongous empty buses off our roads please. Give us a more reasonable size for those very few people who actually use public transport.

Submission Summary

Draft Nelson-Tasman Regional Land Transport Plan and Public Transport Plan - Submission #32020

Mr Mark Howard

Speaker? False

Department	Subject	Opinion	Summary
Nelson Tasman Consultation	Tell us your feedback on the Regional Public Transport Plan		The need to include a buse service to the glen and hira Todd valley etc is now not in 10 years time there is no safe cycleway for children or adults , the only way to get to town is by car this is not effecient and the kids miss out on .any opportunities because of the lack of bus service.

Submission Summary

Draft Nelson-Tasman Regional Land Transport Plan and Public Transport Plan - Submission #32021

Mr Nate Wilbourne

Speaker? False

Department	Subject	Opinion	Summary
Nelson Tasman Consultation	Tell us your feedback on the Regional Public Transport Plan		<p>Free fares would be an absolute game-changer!! The demand for EBus would increase so much, and it would allow students and people on low-income to use it more. It also allows the general public who don't have a Bee card or coins to use the service, it's just the right thing to do! If we want to reduce our emissions as a region, getting people onto the most effective and sustainable methods of transport is key, and that is making free fare public transport!!!!</p> <p>Light rail would also be an awesome long term solution to connect the region!</p>

Submission Summary

Draft Nelson-Tasman Regional Land Transport Plan and Public Transport Plan - Submission #32022

Dr Ben Simmons
Dentist

Speaker? False

Department	Subject	Opinion	Summary
Nelson Tasman Consultation	Tell us your feedback on the Regional Land Transport Plan		<p>Hello, I wish to express my disappointment at the abandonment of the Suffolk Rd to Hill st link.</p> <p>In my opinion this link is a vital necessity for the resilience and efficiency of our region. It would provide numerous significant benefits to both private and public transport movements. The only downside I can see is the cost, which is meagre compared to the benefits. I believe this even though I live on hill street, and expect that it would increase traffic past my own house.</p> <p>Benefits:</p> <ul style="list-style-type: none"> -Enabling the bus route that currently passed along hill st to pass along Suffolk rd/Ridgeway. Vastly improving access. Richmond folk travelling to stoke centre will only need to walk thru isel park or one large block to get there which is in my view a minimal issue. Or they can link to the other route in central Richmond. -enabling an alternative route of travel when there is a shut down of the bypass due to an accident. This situation creates numerous headaches for commuters, and emergency services alike. -enabling an alternative route at all times to Appleby from Nelson, via hart Rd. <p>Downsides:</p>

			<p>-Cost. BUT, those that cannot see the inevitability of this link eventually being created are shortsighted or blind. It will happen, and in all likelihood it will never get any cheaper. Look, I do appreciate that council has to make countless trade offs.</p> <p>-difficulties at the hill st/Queen st intersection. I believe that this intersection should be modified to match the flat roundabout at hill/champion, and/or be reprioritised to benefit hill st users, who outnumber queen st thru traffic. I appreciate that the slope on upper queen st is an issue should the priority change, and that downhill traffic will need to slow down to the intersection on that slope. A slow sign or a speed limit change should be adequate.</p> <p>In closing, I applaud those councillors that supported moving forward with this essential and inevitable piece of regional infrastructure, and I hope that the importance of this may bring it back to the table. When it does I hope sensibility and courage prevail.</p> <p>My thanks to council for inviting and hearing this submission.</p>
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Submission Summary

Draft Nelson-Tasman Regional Land Transport Plan and Public Transport Plan - Submission #32023

Mr Shane Jason Mills

Speaker? False

Department	Subject	Opinion	Summary
Nelson Tasman Consultation	Tell us your feedback on the Regional Land Transport Plan		<p>I support all initiatives to make roads safer. This includes median barriers, side barriers, speed reductions.</p> <p>On the subject of reducing speed, where appropriate, speed reductions could be temporary until safety measures are put in place (such as median barriers for example). When all safety measures are in place, the speed limit could be increased again (where appropriate).</p> <p>'Black spots' should be prioritised initially, then all other potential problem areas after they have been done.</p> <p>I support all NZ state highways with installed median barriers to stop drivers passing dangerously into oncoming traffic. I also support more passing lanes where appropriate.</p>
Nelson Tasman Consultation	Tell us your feedback on the Regional Public Transport Plan		<p>I support all proposals.</p> <p>In particular, I support any measure to reduce emissions and get vehicles off the road.</p>

Submission Summary

Draft Nelson-Tasman Regional Land Transport Plan and Public Transport Plan - Submission #32024

Mr Warwick Rogers

Speaker? False

Department	Subject	Opinion	Summary
Nelson Tasman Consultation	Tell us your feedback on the Regional Land Transport Plan		<p>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.</p> <p>There will be more options to carry cycles on buses.</p> <p>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.</p> <p>That is a seriously concerning statement, it basically boils down to councils trying to control everyone's movements, in how and when they travel which is an over reach of epic proportions! I 100% vehemently oppose that in the strongest possible way.</p> <p>I am as strongly against any blanket approach to</p>

			<p>speed limits. urban is perfectly safe at 50kmh and it should stay that way. Same with 100 as the open road limit, any attempt to alter those is again a massive over reach in trying to control peoples lives. Not only that, lowering the urban limit to the utterly stupid 30kmh suggested by some idiots, will INCREASE congestion dramatically. Simple maths, move the cars slower = cars on the road for longer = more cars on the road at the same time.</p> <p>The personal car is not going away so you need to plan and build infrastructure for it.</p> <p>instead you need to be pressuring the NZTA to actually do something about our driving standards. It's not a number on a sign that causes deaths, it's drugs, alcohol and incompetence. not 1 single death has ever been caused by speed. Claiming speed as a factor is pure BS. The aforementioned drugs, alcohol and/or incompetence cause the speed.</p>
Nelson Tasman Consultation	Tell us your feedback on the Regional Public Transport Plan		<p>First up it's a poorly presented document full of government time wasting talk. Very little substance.</p> <p>I am 100% opposed to any bus priority lanes where they will remove lanes for existing traffic. That will increase congestion dramatically.</p> <p>Some different buses are required for the routes over the port hills, and other tight streets. The current e buses are way too big and are very dangerous in those areas. They are a huge health and safety risk and I'm absolutely staggered they are permitted over there.</p>

Submission Summary

Draft Nelson-Tasman Regional Land Transport Plan and Public Transport Plan - Submission #32025

Mrs Rachael Brown
Teacher

Speaker? False

Department	Subject	Opinion	Summary
Nelson Tasman Consultation	Tell us your feedback on the Regional Public Transport Plan		<p>Why are you waiting until 2027 to implement increased frequency on urban routes? I know right now - six months on from the introduction of the E bus services that more people would be using the routes at peak times if there were earlier runs. Many of us need to be at work around 7am between Stoke and the city and if there was a service starting earlier it would be used. A goal is to increase peoples use of public transport, yet, if the only times are to suit school kids and those popping into the city for shopping runs you are cutting out a huge percentage of people who could potentially be using it.</p> <p>The late running of almost every time tabled bus is also an issue. Often up to 15minutes late. How can this be improved so it becomes a reliable service - also a key part of enabling people to trust and use the public transport on offer.</p> <p>You also need another 1-2 buses covering the peak school closure times - trying to get on a bus when it is jam packed full of school children between 3-4.30 puts off other users. How can you improve this experience at this high use time?</p>

Submission Summary

Draft Nelson-Tasman Regional Land Transport Plan and Public Transport Plan - Submission #32026

Mr Adam Friend

Speaker? False

Department	Subject	Opinion	Summary
Nelson Tasman Consultation	Tell us your feedback on the Regional Land Transport Plan		Can we please have a bypass for Motueka.... please....

Submission Summary

Draft Nelson-Tasman Regional Land Transport Plan and Public Transport Plan - Submission #32027

Mr alec Waugh

Secretary Oakwoods Village Resident Committee

Speaker? False

Department	Subject	Opinion	Summary
Nelson Tasman Consultation	Tell us your feedback on the Regional Land Transport Plan		<p>We are a community of 161 Villas, 43 Apartments and a 48 swing bed Care/Hospital , at 357 Lower Queen St , Tasman 7020. The Village is served by a host of local tradespersons and visitors, servicing a large village community.</p> <p>Entrance and exit from the Village is onto Lower Queen Street from one entrance/exit .</p> <p>At peak Traffic hours, the increasing traffic congestion on Lower Queen St is of such numbers, it is impossible to turn right exiting from the village, relying solely on driver courtesy from those in the Lower Queen street traffic line que, to allow an exiting vehicle to turn right.</p> <p>This is an intolerable and dangerous situation and needs immediate attention.</p> <p>The possible solution is for traffic lights to be installed at the Berry field Drive /Lower Queen Street. This will allow the traffic flow to have gaps, allowing vehicle opportunity.</p> <p>A possible interim solution is a Giveaway/roundabout erected at the Berry field Drive /Lower Queen Street mentioned above , allowing for exiting vehicles from Oakwoods to go left, then right at the Give way roundabout so, they can enter the Lower Queen street traffic flow/que.</p> <p>Could a yellow box junction or similar have applicability in this case, painted onto the Lower</p>

			<p>Queen street roadway, opposite our exit way, as already occurs at Beach road/Lower Queen St intersection, warning drivers people are coming into the traffic flow with the right hand turn?</p> <p>The writer can think of existing traffic lights in some local areas, which have nothing like the volume of queued traffic, currently impacting Lower Queen St traffic and there is no lessening future projection.</p> <p>Solution required please to a unsafe driving area. Everyone knows over the last decade plus, that the Residential and business development in the Lower Queen Street area, would impact severely on traffic and this has proven to be so.</p> <p>Regards Alec Waugh</p>
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Submission Summary

Draft Nelson-Tasman Regional Land Transport Plan and Public Transport Plan -
Submission #32028

Mr Blair Cunningham

Speaker? False

Department	Subject	Opinion	Summary
Nelson Tasman Consultation	Tell us your feedback on the Regional Public Transport Plan		Earlier busses from Richmond to Nelson allowing for 7am start time workers like the morning shift at hospital and supermarkets .

Submission Summary

Draft Nelson-Tasman Regional Land Transport Plan and Public Transport Plan - Submission #32029

Mr Richard Blunt

nil nil

Speaker? False

Department	Subject	Opinion	Summary
Nelson Tasman Consultation	Tell us your feedback on the Regional Public Transport Plan		<p>I wish the Council to reconsider the proposal to relocate the new Bus Center to the Millers Acre site. This site is too valuable alongside the Maitai river as it a premium residential location with its views and walkways and proximity to the Nelson City activities. The Council is looking for financial cost savings for the City and Ratepayers and it is my opinion that this site should be zoned for higher density apartment building and living. This site will attract residential Developers for this outstanding location and generate a higher Rate return for the Council, The current Bus Station site is more central but will probably need more site for the future.</p> <p>I hope this submission will be considered as an option</p>

Submission Summary

Draft Nelson-Tasman Regional Land Transport Plan and Public Transport Plan - Submission #32030

Mr Robin Whalley

Speaker? False

Department	Subject	Opinion	Summary
Nelson Tasman Consultation	Tell us your feedback on the Regional Public Transport Plan		I think there should be an uninterrupted bus between Nelson City central depot and the Airport. I don't use the present service because of the need to swap buses and luggage at Muritai Street.

Submission Summary

Draft Nelson-Tasman Regional Land Transport Plan and Public Transport Plan - Submission #32031

Ms Sue Lindsay

Rate payer and resident Richmond

Speaker? False

Department	Subject	Opinion	Summary
Nelson Tasman Consultation	Tell us your feedback on the Regional Land Transport Plan		<p>I'd like to see the speed limit reduced on most rural roads to 80km/hr, especially on roads servicing logging trucks, milk tankers, etc. The roads around Ngatimoti, Moutere, Appleby/Hope, Tasman and Motueka are often windy and narrow, with deep culverts either side, and are not suitable for 100km/hr speed limit.</p> <p>`Nightmare' roads are Little Sydney, all the roads behind Motueka, Moutere, Pugh Road, McShane Road, etc.</p> <p>I'd like to see parking removed from all arterial roads in urban areas, eg. Hill Street, and all corners on urban streets eg. upper Queen street.. Finally please reduce the speed limit to 40km/hr in urban residential streets, and put speed `calming' mats or road humps on the `race track' roads, eg. Churchill avenue/Marlborough Crescent circuit.</p>
Nelson Tasman Consultation	Tell us your feedback on the Regional Public Transport Plan		<p>Please continue to develop cycle lanes on main use/arterial routes, as you have on Queen Street and Champion Road. These are now so much safer to cycle and drive down. Cycling is my main preference for commuting in Richmond-Nelson, but I am still very anxious about cycling many of these roads. Despite being a very experienced cyclist, and having cycle toured for many months through Western and eastern Europe. Our roads are THE MOST DANGEROUS, and our drivers THE MOST DISRESPECTFUL, in my experience, of cycling here and overseas for around 50 years. Please continue to increase bus routes and frequency.</p>

Submission Summary

Draft Nelson-Tasman Regional Land Transport Plan and Public Transport Plan - Submission #32032

Mrs Tarnia Pilcher
Resident

Speaker? False

Department	Subject	Opinion	Summary
Nelson Tasman Consultation	Tell us your feedback on the Regional Public Transport Plan		<p>I would really like you to consider extending the bus route out to Todd's valley. We are currently isolated from Nelson in terms of public transport. Both ourselves, and our teenage children would frequently use the bus if it came this far. There are also many families who would benefit from this service here and at the glen.</p> <p>Please. We don't have a cycle way so this would be the next best thing.</p>

Submission Summary

Draft Nelson-Tasman Regional Land Transport Plan and Public Transport Plan - Submission #32033

Dr Michael Ashby

Speaker? False

Department	Subject	Opinion	Summary
Nelson Tasman Consultation	Tell us your feedback on the Regional Land Transport Plan		<p>I note that travel time is consigned to the bottom of the list of considerations, the last bullet in the last box. You are so out of touch with your funders. Reading through the actions for the Hope bypass, it is all just rearranging deck chairs on the Titanic - the biggest issue in connecting the top of the south is the congestion on SH 60 from Nelson to Richmond. You're going to have to change all this because the new government stands for much more individual freedom and less central planning than the last lot - actually they stand for more populist causes like travel times for the vast majority and less ideological causes like cycling rights for the comparatively few.</p> <p>The emphasis on transport choice over road user convenience is likewise misplaced. I understand officials would like to see people choose not to use their cars, and that they think that having more choices would lead to more patronage, but generally people are always going to take the option that is most convenient to them. There are certainly a few who would walk/bus/cycle as a deliberate choice in line with their philosophy, but they should not be designated the prime consumer of taxpayer-funded transport plans. Wayne Brown is an objectionable character on many levels, but his first letter to Auckland Transport was a clear and compelling statement of the views of the vast majority of transport users.</p> <p>The largest number of people use roads for private transport, and in this dispersed and scarcely populated region, they'll use cars. Cater for them as your primary focus, and that means balancing safety and travel time - they are equally important. The notion that you can legislate safety through speed control pays no heed to how the marginal and downstream costs increase as controls increase. The marginal cost of eliminating the last road death is in the billions.</p> <p>I don't think you should move very far with this process until you've got greater clarity about the government's approach. It's likely you'll have to go back to the drawing board anyway. In the meantime, dust off the plans for the Waimea bypass.</p>

Submission Summary

Draft Nelson-Tasman Regional Land Transport Plan and Public Transport Plan - Submission #32034

Ms Tanya Davey
Tanya Davey

Speaker? False

Department	Subject	Opinion	Summary
Nelson Tasman Consultation	Tell us your feedback on the Regional Public Transport Plan		I think that you should speed up the increased Ebus routes and increase the rural area timetables. I think you need to think of Nelson's main industries and the times these start and make buses available for these people particularly in the rural areas as these people are being more affected by high fuel costs and vehicle maintenance costs. Bus timetable interchange times need to be more accurate if u want people to use buses for work. Remember a lot of people don't do office hours. If u want females to use the buses they must feel safe so more bus stops(shorter walking distances in the dark winter months) and camera's for security. Bus shelters in cold windy areas and where there is no shelter from rain.

Submission Summary

Draft Nelson-Tasman Regional Land Transport Plan and Public Transport Plan - Submission #32035

Mr Mark Holmes

Speaker? False

Department	Subject	Opinion	Summary
Nelson Tasman Consultation	Tell us your feedback on the Regional Public Transport Plan		I believe an option to allow dogs on the ebus will be of help to both individuals and the greater community through traffic reduction

Submission Summary

Draft Nelson-Tasman Regional Land Transport Plan and Public Transport Plan - Submission #32037

Ms Gabrielle Drummond

Speaker? False

Department	Subject	Opinion	Summary
Nelson Tasman Consultation	Tell us your feedback on the Regional Public Transport Plan		<p>An earlier bus from Nelson into Richmond during the week is required.</p> <p>Currently, the Route 1 bus to Richmond is the only option if you need to be at work/commitments in Richmond by 8 am, and often this is full which is wonderful but means it is usually a little bit behind schedule and hard to get a seat!!</p> <p>An early bus on both Route 1 AND 2 is needed.</p> <p>Living on Nayland Road with a bus stop almost directly outside my driveway, I am still unable to utilise this service every morning due to the timing and not being able to get into Richmond by 8 am and I am sure many along this route are in the same boat, multiple buses are going from Richmond into Nelson via Stoke before the first one from Nelson to Richmond even arrives in Stoke.</p>

Submission Summary

Draft Nelson-Tasman Regional Land Transport Plan and Public Transport Plan - Submission #32038

Julie Baker

Speaker? False

Department	Subject	Opinion	Summary
Nelson Tasman Consultation	Tell us your feedback on the Regional Public Transport Plan		<p>I fully support the Regional Public transport plan and am an avid user of the bus service. My partner is also pleased with the service and used to be reluctant to use public transport as (his words) "they never ran at the times you needed them to".</p> <p>The flat fare is helpful, but I do see a lot of people are confused with the difference between the fees with the Bee card and cash, and often dispute this with the driver when they get on the bus.</p> <p>When the new service was introduced, I was disappointed to learn that the earliest bus from Stoke Interchange to Richmond was 7.42. Previously I was able to catch at least two earlier buses to make it to work for 7.30. In the ten minutes I'm at the interchange I see two buses heading into Nelson during this time. Because this is the first bus, all seats are routinely full, which is good to see, but earlier bus/es would alleviate some of this.</p> <p>Route 1 Northbound from Berryfields routinely struggles to make it to the Richmond interchange in the four allotted minutes because it's unable to run onto Lower Queen Street and gets held up at the traffic lights. Living in Stoke, I can use either Route 1 or 2 and I often wait only approx. five minutes for Route 2 as it tends to be quicker and less people. You're probably aware of this already, but thought I would support a timing adjustment as it's unrealistic at peak times.</p> <p>Otherwise, thank you very much for these improvements to the service. It's good to see the increased use of the buses and hope to see it expand further afield in the future.</p>

Submission Summary

Draft Nelson-Tasman Regional Land Transport Plan and Public Transport Plan - Submission #32039

Mr Jonas Ermen

Speaker? False

Department	Subject	Opinion	Summary
Nelson Tasman Consultation	Tell us your feedback on the Regional Land Transport Plan		Gridlock along Rocks Road towards Richmond during rush hours is excessive, whenever anything at all interferes with traffic in the opposite direction getting out of Richmond after work can be similarly difficult.
Nelson Tasman Consultation	Tell us your feedback on the Regional Public Transport Plan		I would love to be able to commute to Richmond for work using public transport but the earliest #2 bus gets me there at least half an hour too late. An earlier bus service would allow me to use public transport instead of driving every day.

Submission Summary

Draft Nelson-Tasman Regional Land Transport Plan and Public Transport Plan - Submission #32040

Mr Arthur Clarence

General Manager Golden Bay Coachlines

Speaker? False

Department	Subject	Opinion	Summary
Nelson Tasman Consultation	Tell us your feedback on the Regional Public Transport Plan		<p>By arrangement with Tasman District Council, they have been subsidizing \$320 a month for people catching our Nelson service. They must be living in Golden Bay or Motueka. This takes. \$16 off an adult fare Takaka to Motueka cutting it in half. Children under 14 who get a half fair end up paying only \$6.00 Takaka to Motueka. This subsidy makes a huge difference to our regular older passengers and children. Golden Bay is remote and for older people that do not drive our Nelson service is essential to them. We run this service regardless of passenger numbers. While only a trial at the moment the amount of \$320 a month which equates to 20 adult fares subsidized seems to be about right. Takaka People live remote and face greater distances than their urban counterparts. This subsidy assists older people to remain part of our community. We also travel directly without the need to change buses to Nelson Airport this is popular with both Motueka and Takaka Residents. We do not gain anything from this subsidy ourselves, but it will over time hopefully increase passenger numbers and help to keep our service viable.</p>

Submission Summary

Draft Nelson-Tasman Regional Land Transport Plan and Public Transport Plan - Submission #32042

Dr Alistair Kwan

Speaker? False

Department	Subject	Opinion	Summary
Nelson Tasman Consultation	Tell us your feedback on the Regional Land Transport Plan		It's a pity that we are not aspiring to add our long-unbuilt rail lines, nor to restoring seaport operations at Mapua and Motueka (both freight and passenger). Our connection to Wellington in particular might benefit from that (it can be very hard to get a Cook Strait ferry booking), in addition to congestion around the Port of Nelson and along the Richmond Deviation. Given how few roads cross the mountains around us, rail and sea also offer a possibility for resilience. Can we at least raise them as prospects for future consideration?
Nelson Tasman Consultation	Tell us your feedback on the Regional Public Transport Plan		<p>Please determine reasons why people choose private transport. You'll need a survey and possibly focus groups to find out, and will need to actively seek response from underrepresented groups. If you could find reasons such as poor connectivity, unreliability (whether actual or merely perceived), low frequency, buses not running late enough, impossibility of travelling with dogs (even off-peak), inadequate provision to carry groceries (e.g. chilled and frozen foods, or even just luggage space), that should help to identify groups needing particular types of intervention or service change. All of these reasons apply to me, and are problems for my son who relies on the buses to travel to and from school.</p> <p>Please measure and evaluate the extent and consequences of disconnects e.g. when a feeder route is late, resulting in missing the arterial connection. Our experience is that this happens quite often, making my son late to school, and you'll need to analyse them in order to figure out how to remedy the timeliness issue, and what contingencies would be appropriate. (For example,</p>

			<p>many other cities keep reserve buses ready to swing into action from maintenance yards or have high enough frequencies that it doesn't matter; airlines delay take-off when waiting for late feeder flights.)</p> <p>Please evaluate CO₂ concentration in buses both as a measure of support for drivers' and passengers' cognitive function, and also as a measure of infection risk. We know this about Covid, but it applies equally to all airborne illnesses – 'flu, colds, measles, and so on.</p> <p>Please increase arterial route frequencies to once per 15 minutes at least from 7:30–9:00 and 3:00–6:00. (That latter window is to include the after-school rush.)</p> <p>Please run feeder routes until at least 8pm. Some areas are not safe to walk through or wait in, making good bus service important for personal wellbeing.</p> <p>Please keep fares down. The "user-pays" paradigm is not appropriate because the primary beneficiaries are often not the passengers but road users and businesses. Businesses in particular are not paying an earmarked contribution to fares that bring employees to work when they could have worked at home, nor to bringing customers to shops and services.</p> <p>Please make the buses dog-friendly, at least outside peak periods. Using the same timing as the Goldcard period should make it easy to conceptualise and communicate.</p> <p>Please try to keep service up on public holidays. That's when we need it for family.</p>
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Submission Summary

Draft Nelson-Tasman Regional Land Transport Plan and Public Transport Plan - Submission #32043

Mrs Inge Cornish

Speaker? False

Department	Subject	Opinion	Summary
Nelson Tasman Consultation	Tell us your feedback on the Regional Public Transport Plan		Bus service from Hira to Nelson would be greatly welcomed. Bus station could be at the Hira service station and serve possible clients from Teal - Valley, Lud Valley, Hira, Wakapuaka, Delaware Bay and Cable Bay
Nelson Tasman Consultation	Tell us your feedback on the Regional Public Transport Plan		A bus service connecting Hira (Cable Bay) to Nelson would be most welcome. It would diminish pressure on the need for a car and encourage people to commute without car into town. 3 Times a day would be sufficient for the time being (morning to get to work, midday and late afternoon) There is also need for a bicylce path over Gentle Annie or the option to take your bike on the bus. At the moment it is to dangerous to ride on the road which is a shame since the cycling distance to town is perfect for any commuter who would wish to do so (especially on an ebike)

Submission Summary

Draft Nelson-Tasman Regional Land Transport Plan and Public Transport Plan -
Submission #32044

Mr Stuart Bean

Speaker? False

Department	Subject	Opinion	Summary
Nelson Tasman Consultation	Tell us your feedback on the Regional Public Transport Plan		It would be great if the bus service in the region ran through to 10 or 11pm on Thursday through Saturday nights.. it would be a great transport option for people wanting to go out in the city

Submission Summary

Draft Nelson-Tasman Regional Land Transport Plan and Public Transport Plan - Submission #32045

Mr Alex Partridge

Speaker? False

Department	Subject	Opinion	Summary
Nelson Tasman Consultation	Tell us your feedback on the Regional Land Transport Plan		<p>Improvements to Richmond queen street / sh6 traffic lights needs to be improved or bypassed out to the north. There is an unacceptable reduced level of traffic congestion here.</p> <p>Traffic improved improvements in Nelson Waimea road at peak times would be great too.</p> <p>Please could you also add onto my submission that I feel the speed limit is too high around the area on sh60 between gardener valley road and Westlake road. I would like To suggest the speed limit is 80kkm as the road is just as winding as the current 80k/hr areas closer to Nelson. The intersections to dominion road and mapua are dangerous to pull into the road at the current speed limit. People tend to speed down the hill towards the mapua turn off. It is dangerous when people dropping their kids off on dominion road school bus with multiple cars transferring from the mapua junction over to the dominion road intersection. A speed reduction in this area would be much appreciated . There have been multiple accidents and fatalities at this location.</p>
Nelson Tasman Consultation	Tell us your feedback on the Regional Public Transport Plan		<p>We enjoy the use of the new eBus system. The pricing is great. We'd appreciate more services to mapua - especially in the morning and also the afternoon / peak times.</p>

Submission Summary

Draft Nelson-Tasman Regional Land Transport Plan and Public Transport Plan - Submission #32047

Mr Samuel Chandra

Speaker? False

Department	Subject	Opinion	Summary
Nelson Tasman Consultation	Tell us your feedback on the Regional Public Transport Plan		The current infra is good...but if we can have smaller buses with more frequency it would be better. Looks good at the moment

Submission Summary

Draft Nelson-Tasman Regional Land Transport Plan and Public Transport Plan - Submission #32048

Mr Tim O’Connell

Speaker? False

Department	Subject	Opinion	Summary
Nelson Tasman Consultation	Tell us your feedback on the Regional Land Transport Plan		Earlier starts for 1 and 2 routes. Arrivals at 7am for both terminus would be valuable

Submission Summary

Draft Nelson-Tasman Regional Land Transport Plan and Public Transport Plan - Submission #32049

Mr Christopher Browne

Speaker? False

Department	Subject	Opinion	Summary
Nelson Tasman Consultation	Tell us your feedback on the Regional Public Transport Plan		Please see my attached submission.

32049

13 February 2024

To Whom It May Concern:

I am writing to provide feedback on the Draft Regional Public Transport Plan 2024-2034. I have three main suggestions focused on improving connections to the Nelson Airport and increasing service frequencies on regional routes from Motueka and Wakefield:

1. The current routes from the South and West don't provide good connectivity to the Nelson Airport. Requiring passengers from Wakefield, Motueka, Richmond and other southern/western areas to travel all the way into Nelson and then transfer creates inconveniently long journey times. I suggest extending Route 4 beyond the Airport via Stoke to Richmond. This would allow passengers from southern/western regions to transfer in Richmond onto the extended Route 4 for easier airport access.
2. Service frequencies on Routes 5 (Motueka) and 6 (Wakefield) are too infrequent for convenient travel. Instead of operating these routes as limited-stop express services, I suggest they terminate at the Richmond hub to allow transferring. By connecting Routes 5 and 6 to Routes 1, 2, and the extended Route 4 in Richmond, overall service frequencies can increase through combined transfers. This will better serve passengers making regional trips.
3. An alternative suggestion is to extend Routes 1 and/or 2 further south, west, and north to improve coverage. This could allow Route 3 to be separated into two parts - Route 1 and/or 2 could service the area to the north of the Nelson CBD, while the area to the south of the Nelson CBD could be serviced by a route branching from an optimised Route 4. Removing the specialised Motueka and Wakefield services in favour of extended high-frequency Route 1 and/or Route 2 coverage would increase access for passengers in these areas travelling to key destinations like Richmond and Nelson.

Improved transfers, increased frequencies, and extended coverage will make regional public transportation much more useful for residents in Motueka, Wakefield, and other outer areas. Implementing these suggestions will make services

more efficient and user-friendly. I appreciate your consideration of these suggestions as you finalise the Regional Public Transport Plan.

Thanks for your consideration,

Chris Browne

Submission Summary

Draft Nelson-Tasman Regional Land Transport Plan and Public Transport Plan - Submission #32050

Mr Tony Gosnell

Speaker? False

Department	Subject	Opinion	Summary
Nelson Tasman Consultation	Tell us your feedback on the Regional Public Transport Plan		We have lived in Todd Bush Rd for 23 years and have had many visitors who were unable to get in or out from Nelson as nearest bus stop is at Clifton Terrace school. Walking along the State Highway is extremely dangerous as there is no footpath available.

Submission Summary

Draft Nelson-Tasman Regional Land Transport Plan and Public Transport Plan - Submission #32051

Ms Gillian Wratt
Chair Nelson Tasman Cycle Trails Trust

Speaker? True

Department	Subject	Opinion	Summary
Nelson Tasman Consultation	Tell us your feedback on the Regional Land Transport Plan		See attached submission



Submission Nelson-Tasman Regional Land Transport Plan 2024-2034
From Gillian Wratt, Chair Nelson Tasman Cycle Trails Trust
Email admin@heartofbiking.org.nz
Address PO Box 381, Nelson 7040
Phone +64 21 548110
Date 15 February 2024

1. Introduction

The Nelson Tasman Cycle Trail Trust (The Trust) creates great cycle trails for our communities. The Trust aims to create and maintain unique, safe and diverse cycle trail experiences that showcase the best of the Nelson Tasman region for visitors and locals, with a focus on regionally and nationally significant trails and linkages.

More specifically, the Trust works with Nelson City Council (NCC) and Tasman District Council (TDC) in the construction and maintenance of Tasman's Great Taste Trail (GTT) and the Coppermine Trail (CT).

The Trust is pleased to see a focus on supporting economic and population growth, improving safety, travel choice and resilience, and making an increased investment in maintenance. In particular we support the consideration in the RLTP to improving cycling and walking paths across the region.

Our comments on the draft strategy are around:

- Cycle Highways Connecting Te Taihu,
- Walking and Cycling Strategies, and
- Rocks Road Walking and Cycling project.

2. Cycle Highway Connecting Te Taihu

The Trust presented its 'Te Taihu Cycle Highways' concept proposal to the Regional Land Transport Committee in May 2023. The concept seemed to be received favourably by the Committee. However, we understand that funding constraints mean that the concept can't be actively progressed at this stage.

The Trust is keen to extend the regional trail network. While the focus is often on sections of trail for recreational use, it is important to recognise that cycling is a transport option and a plan for cycling in Te Taihu is needed to make cycling a viable active transport option, connecting our communities across the region and suppressing the growth in private car use. Existing cycle trails and routes would provide the core of the Te Taihu Cycle Highway. Spur and link trails would then connect across Te Taihu. Key components are:

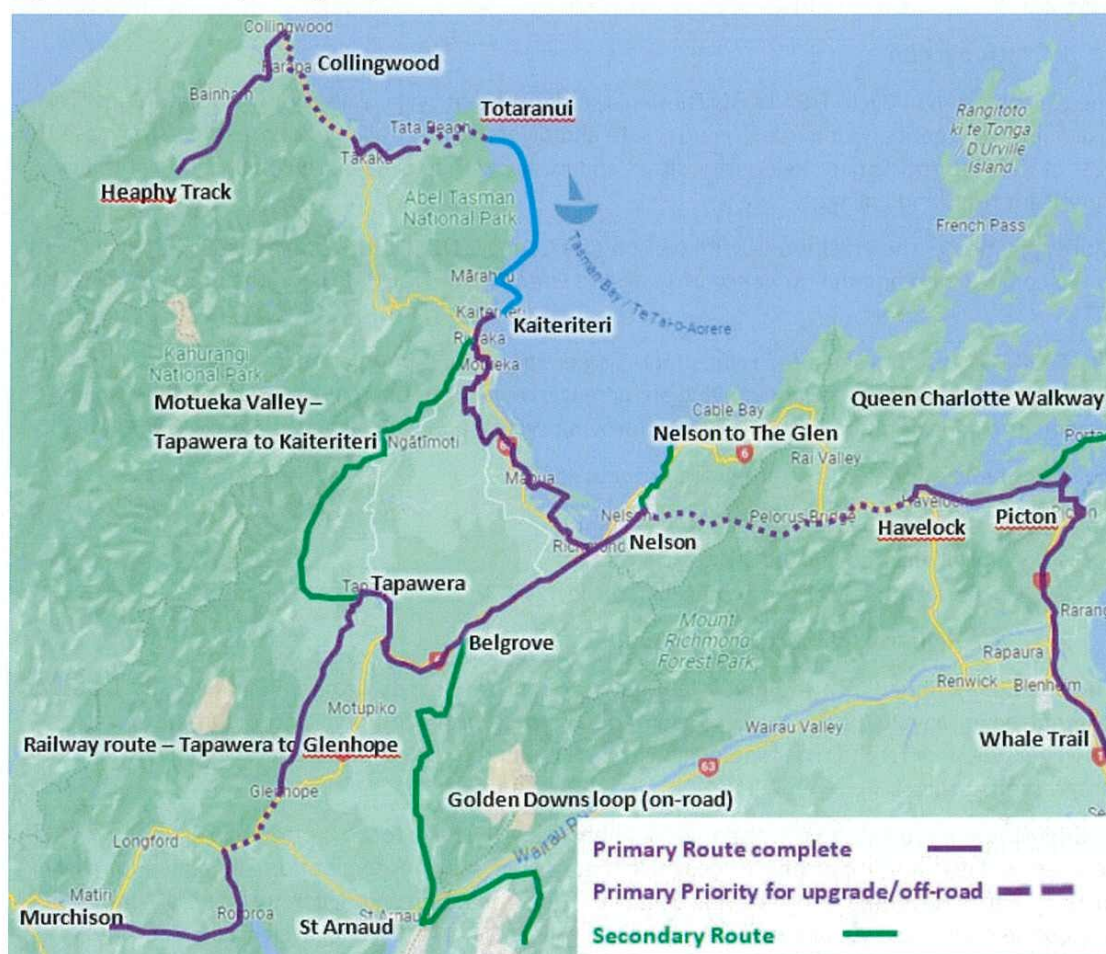
- Cycle highway 6C Picton to Murchison. This includes the Link Pathway in Marlborough, part of the Great Taste Trail and the Heartland ride from Tapawera to Murchison,
- Cycle highway 60C Richmond to The Heaphy Track. This includes part of the Great Taste Trail, existing boat services from Kaiteriteri to Totaranui and the Pohara to Takaka cycleway, and
- A link between Cycle highways 6C and 60C is the Motueka Valley section of the Great Taste Trail.

Parts of the Te Taihu Cycle Highway are complete but there are significant gaps and some parts are not up to the standard required for the user (fit for purpose). The concept being promoted by the Trust (Figure 1) is based on improving the network in terms of closing the gaps and bringing existing sections up to standard.

While we accept the current funding limitations, we would like to see this concept included in the RLTP to provide a strategic concept for reference as opportunities arise, for example with roading projects, to enhance the cycle network.

See *Attachment 1* for the Trust's submission to the RLT Committee of May 2023, which contains detail about the projects that form the Te Taihu Cycle Highway.

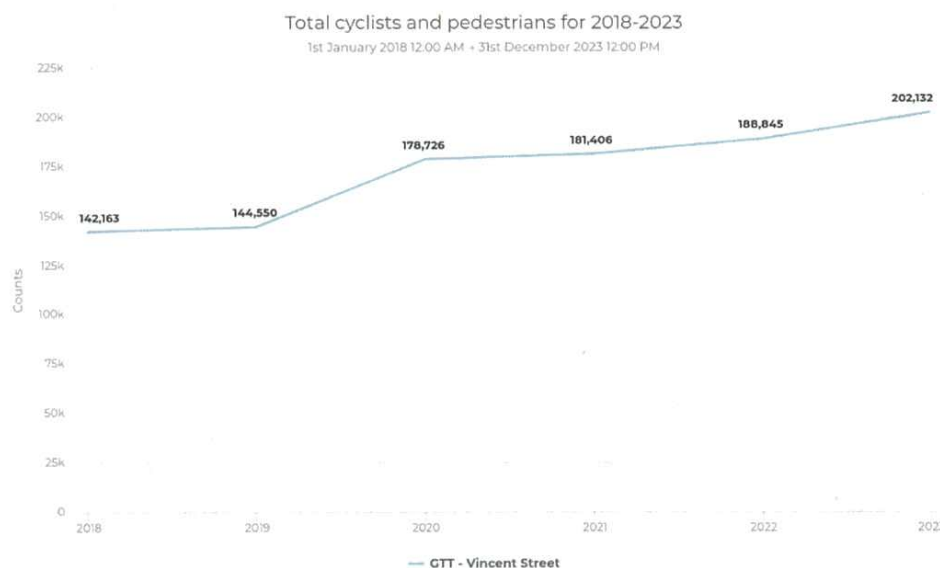
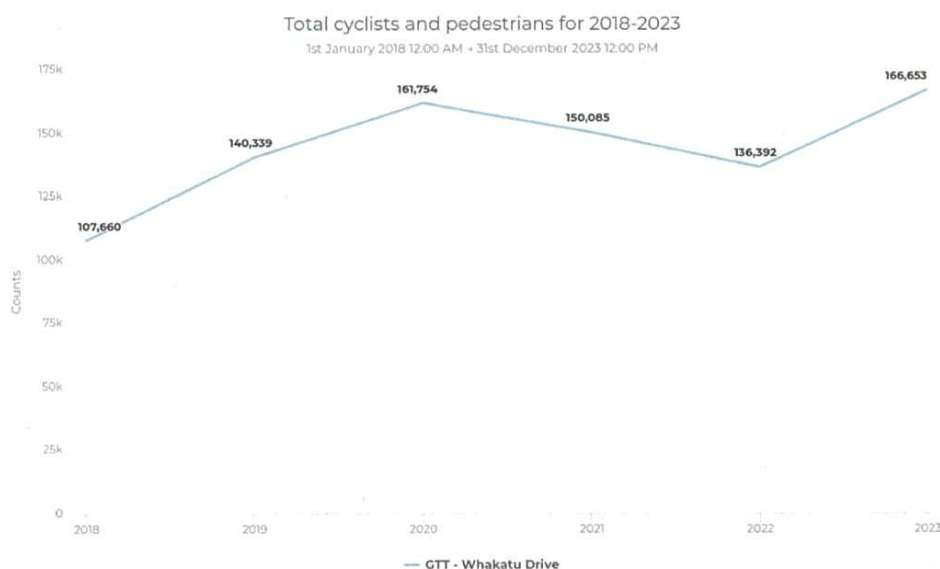
Figure 1: Te Taihu Cycle Highway



3. Walking and Cycling Strategies

Off-road cycle (and walking) trail development aligns with the TDC and NCC Long Term Plans plus with the NRDA Destination Management Plan, the Te Taihu Intergenerational Strategy, TDCs Walking and Cycling Strategy and NCC's Out and About Strategy. While the RLTP is the key transport planning document, it is complemented by these other planning documents.

People cycle for both recreation and as a form of transport. This is strongly evident in the counter data for the Whakatū Drive and St Vincent Streets where numbers recorded are highest during commuting hours. Use of the trails has increased over the past five years – by 55% on the Whakatū Drive counter and by 42% on the St Vincent Street counter. In 2023 there were nearly 167,000 passes at the Whakatū Drive counter and over 202,000 passes at the St Vincent Street counter. See graphs below.



Cycling has enjoyed a surge in use right across New Zealand and an MBIE report, the [2021 Evaluation of Nga Haerenga Great Rides of New Zealand](#) shows significant growth in trail usage across the Great Ride Network. There is no reason to expect that this trend of more people cycling will not continue.

4. SH6 Rocks Road

SH6 Rocks Road has links to both ends of the Great Taste Trail and is a 'wow' piece of coastline, but due to the high traffic volume and no separated pathway the Trust does not promote its use. The Trust is of the view that a separated shared pathway is a priority and planning should not be delayed any longer. The Trust is pleased to see that in the RLTP a shared pathway on SH6 Rocks Road has been identified as a project that will:

- Focus on improving the connectivity and amenity of the waterfront, and
- Improve resilience of the aging seawall.

The shared pathway will have considerable benefit – including increased resilience – well beyond cyclists and walkers. The way that the table on page 35 of the RLTP is presented could lead a casual reader to think that the total cost (\$204m) is solely for the shared pathway. In reality the project will ensure that SH6 remains open to road traffic, improve connection with the waterfront for everyone (local and visitors), improve resilience of key freight route to and from the Port, and reduce emissions (as people choose to cycle).. The [NZTA State Highway Investment Proposal 2024-34](#) observes that Nelson's urban area has one of the highest proportions of people walking and cycling in New Zealand. It goes on to say that the Rocks Road proposal will both increase resilience and reduce emissions¹.

The Trust strongly supports a pathway that is sufficiently wide for comfortable sharing by bikers and walkers. This needs to be separated from any road rebuild in both costing and physically with a separated 4-5m wide elevated shared pathway. (This is similar to the Ngā Ūranga – Pito-One shared path in Wellington, which is currently being constructed with a 5m wide sealed path and which will provide significant resilience benefits in addition to those associated with the promotion of walking and cycling).

Such a shared pathway would significantly increase safety for cyclists and pedestrians. Currently only confident cyclists are prepared to brave the existing on-road cycleway due its high traffic volumes which include logging and freight trucks heading to and from the port, the city and Blenheim/Picton. A separate shared path would open this scenic route into Nelson to families and local and visiting recreational riders.

5. Conclusion

With population and economic growth, the regional road network will be increasingly subject to congestion. Cycling, especially with the adoption of e-bikes, has a potentially significant role to play in the suppression of traffic demand, alongside contributing to community welfare and connectivity.

To realise this potential, cycling has to be attractive and perceived as safe. Cycling routes need to be segregated from general traffic and offer continuous facilities over both shorter and longer distances.

The Trust is committed to creating great cycle trails for our communities and sees the RLTP as an important document in helping to ensure that we plan to have the right balance of land transport infrastructure to connect the Te Taihū community, to provide access for all to employment, education, recreation and services.

We thank the Councils for the opportunity to make this submission. We are happy to clarify comments in this submission if required.

¹ The outcome will be a safer connection for cyclists going between Nelson CBD, the southern suburbs and Richmond. There'll also be a focus on encouraging the uptake of zero/lower emissions vehicles and fuels, and where funding is available, we'll support lower cost projects to improve transport choice.

ATTACHMENT 1

LONG TERM PLAN 2024: PRE-CONSULTATION STATEMENT OF PRIORITIES

NELSON TASMAN CYCLE TRAIL TRUST & GOLDEN BAY CYCLE AND WALKWAY SOCIETY

REGIONAL CYCLE NETWORKS

Introduction

The Nelson Tasman Cycle Trail Trust (The Trust) aims to create and maintain unique, safe and diverse cycle trail experiences that showcase the best of the Nelson Tasman region for visitors and locals, with a focus on regionally and nationally significant trails and linkages. While the focus can often be on sections of trail for recreational use, it is important to recognise that cycling is a transport option and a vision/plan for Top of the South/Te Taihū cycling is needed to make cycling a viable active transport option.

Vision

Connecting communities
for social, health and active transport benefit

A connected regional network
for community recreation and economic/visitor benefit

A “state highway” concept for cycleways that utilises existing cycle trails and routes, and has spur or link trails driven by demand would implement this vision (Figure 1):

- **Cycle highway 6C - Picton to Murchison**

Includes the Link Pathway in Marlborough, part of the Great Taste Trail and the Heartland ride from Tapawera to Murchison

- **Cycle highway 60C - Richmond to The Heaphy Track**

Includes part of the Great Taste Trail, existing boat services from Kaiteriteri to Totaranui and Pohara to Takaka cycleway.

- A link between these routes is the Motueka Valley section of the Great Taste Trail.

The key to making Cycling a viable transport and recreational option is for routes to be

- Safe
- Connected
- Fit for purpose for the expected user

Parts of the above Cycle highways are complete but there are significant gaps and some parts are not up to the standard required for the user (fit for purpose). The projects promoted below are based on improving the network in terms of closing the gaps and bringing existing sections up to standard.

The Trust has worked with the Golden Bay Cycle and Walkway Society (GBCWS) and this document provides a shared vision of both parties for the Nelson Tasman region.

Nelson Tasman Cycle Trails Trust

P O Box 381, Nelson, Nelson 7040. New Zealand

027 4148781 admin@heartofbiking.org.nz www.heartofbiking.org.nz

The Trust is also working with the Link Pathway group in Marlborough and two proposals in the Marlborough region are included below as they are part of the key network vision. (It is recognised that these are part Marlborough District considerations but they also form part of any Te Taihū Cycling vision)

The Trust and GBWCS support the overall direction of both Councils for walking, cycling and active transport, and are pleased to see a commitment for improvement.

The Trust and GBWCS have identified the following priority routes for consideration as both Councils develop their Long Term and Regional Land Transport Plans Plans:

Tasman (excluding Golden Bay)

- Safety, grade compliance and enhancements to the Great Taste Trail
 - o Wai-iti Domain to Hoult Road
 - o 300m section south of Tapawera
 - o Easyrider / access to Kaiteiteri
 - o Waimea Inlet project
 - o Tapawera Baton Rd off-roading along gravel sections
 - o Motueka Valley West Bank off-road
 - o Rabbit Island to Mapua as part of the public transport network
- Glenhope to Gowan River/Lake Rotorua turn-off Heartland Ride
- Motueka Valley East bank Ngatimoti to Motueka
- Spur Trails

Golden Bay

- Extend the Tākaka to Pōhara route from Selwyn Street to Pōhara Valley Road to improve road safety
- Tākaka to Collingwood commuting route and connecting communities
- Extend Tākaka to Pōhara route to Ligar Bay and Tata Beach
- Linking the GTT via Kaiteiteri and water taxi to Totaranui

Nelson

- Enhancements to the Great Taste Trail
 - o Rocks Road off-road pathway
 - o Whakatu Drive pathway upgrade
- Coppermine Trail – Maitai Hub to Groom Creek
- Maungatapu Heartland Ride (& Pelorous to Havelock)
- Nelson North

Tables 1 and 2 contain an assessment of each of these routes and Figures 2 and 3 map the routes.

In addition to funding for separated cycle lanes and shared paths to connect people and communities across Nelson, Tasman and Golden Bay and enhance the region's cycling experience for locals and visitors (as above), we would like to see the following reflected in the Long Term Plans for each of Nelson City Council and Tasman District Council:

1. Improving the quality of the user experience for all.
2. Advancing active transport and low carbon transport initiatives.
3. Urban planning to fill gaps in urban cycling & walking networks.

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027 4148781 admin@heartofbiking.org.nz www.heartofbiking.org.nz



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Table 1: Specific Cycle Routes (see map in Figure 2 – page 15 – map numbers do not indicate priorities)

*Potential for 50% from MBIE Great Ride Funds for Coppermine and Great Taste Trail projects

** Potential Waka Kotahi projects

Tasman (excluding Golden Bay) (Figure 2)						
Priority within sub region	Route and map number on Fig 2	Distance	Cost estimate	Grade	Stakeholders	Comment
Priority 1 2024-25	Great Taste Trail #1 * Wai-iti Domain to Hoult Road	1.4km	\$700,000	Current 3+ Would become 1-2	TDC MBIE	,
Priority 2 2023-25	Great Taste Trail * 300m of Trail adjacent to highway 2km south of Tapawera	300m	\$30,000	Current 3+ Should be 2	TDC MBIE Trust	A short section of trail is too narrow for two-way riders and is not wide enough for barriers between it and the 100km/hr road. Crossing and recrossing is not a viable option. There is a section of "deeds index" land for which could be utilised, but ownership rights are disputed by the adjoining owner. The allocation of funds is to pursue acquisition of this land. The cost for forming the trail and fencing is expected to be budgeted for from MBIE and the Trust.
Priority 3 2023-24	Great Taste Trail #4 * Waimea Inlet Stage 1	4km	\$125,000	1	TDC - Reserves dept MBIE Trust NPD	This is a high use section of trail that is industrial, 'messy' and under grade . It is the first impression that users have when starting their journey from Richmond. An enhancement project to improve the environmental condition and the user experience has been instigated. The Trust is working with stakeholders and businesses from Richmond to Lansdowne Rd. Funding of \$135,000 has been gained from MBIE, TDC, local businesses and the Trust for a first enhancement project

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027 4148781 admin@heartofbiking.org.nz www.heartofbiking.org.nz

						<p>along the front of the NPD and Higgins facilities. This is not included in the cost estimate here, which is for the work described below</p> <p>A project to upgrade the old stock underpass to the Aquatic Centre is to begin shortly as this route doesn't flood and has safer approaches.</p> <p>The Fittal Street/Waimea Inlet counter recorded an average of 51,000 cyclists per annum for the period 2018-22. This piece of trail is currently mostly used by recreational users, and use peaks at the weekend. With e-bikes becoming more popular this pattern could change, particularly if the Mapua ferry had operating hours suitable for commuters and/or if a walk/cycle bridge was constructed between Mapua and Rabbit Is (see below).</p> <p>An additional factor that is not picked up by the Fittal street counter is that with the new Berrylands housing block, the cycleway/walkway has many entry/exit points. The trail and its adjacent natural areas have become a recreational space for the Berrylands housing. TDC have recently acknowledged this by upgrading the toilets along the route. However, with the increase in usage, the trail is not fit for purpose and an upgrade is required. It is too narrow in places and should be bought up to a grade 1 higher use trail.</p> <p>Stage 1 upgrade would involve clearance to a 3m trail width, corner corrections and some resurfacing.</p> <p>NOTE : The funding for upgrade of this trail section should in part come from the reserves contributions from the Berrylands developments.</p> <p>A stage 2 is considered in Priority 9 below</p>
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P O Box 381, Nelson, Nelson 7040. New Zealand

027 4148781 admin@heartofbiking.org.nz www.heartofbiking.org.nz

Priority 4 2024-25	Great Taste Trail - #6 * Easyrider access to Kaiteriteri	2.5km	\$400,000	1-2	TDC KRR Board	<p>The Easyrider section of the Great Taste Trail is a Grade 2-3 mountain bike trail. Some users feel uncomfortable riding on this section - they like visiting/staying at Kaiteriteri but don't find the MTB park 'nice' to ride. Neither the Trust nor the Kaiteriteri Reserve Board want to encourage people to ride on the road, which is narrow and busy. The Kaiteriteri Reserve Board is considering possibilities for a 2nd and easier grade bike path into Kaiteriteri.</p> <p>WSP Spatial Destination planning has focussed on regeneration & biodiversity within the Reserve. One challenge is to reduce the number of cars entering Kaiteriteri, particularly in the summer season, and reclaim the space for better and safer recreation facilities. Beyond the peak season, Kaiteriteri is dominated by empty car parking spaces. The major barrier would be how people get in and out of Kaiteriteri in the absence of car parks. A Park and Ride system has been discussed, amongst other ideas. An easier cycle path would contribute to a sustainable and safe alternative.</p>
Priority 5 2024-25	Great Taste Trail #2 * Tapawera to Baton Saddle turn off	4km	\$164,000	2	TDC MIBE	<p>The Trust would like to move trail off-road on gravel road sections along the Wangapeka River between Tapawera and the Baton Saddle turn off. An initial section for this is along the Wangapeka River adjacent to the Newcomb hop garden (approx. 1.5km, off Newport Rd) was costed at \$40,000. Since then other land owners are sympathetic to more off road trail. This will reduce the amount of shingle road that is shared with vehicles. A 50% subsidy may be available from the Great Rides enhancement/safety fund.</p>

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Priority 6 2024 onwards	Trail resilience and enhancement **	TBA	\$120,000 per annum	1-2	TDC MIBE Trust	<p>The Trust has developed an ongoing upgrade program for the trail which includes safety and grade improvements.</p> <p>The Trust hasn't developed specific proposals or costs for spur trails but has identified a demand for spur trails. near the GTT. Examples are:</p> <ul style="list-style-type: none"> • Trails to hospitality establishments e.g. the Riwaka Hotel and Seifried Estate. • Trails to food & beverage hubs e.g. Connings, Hop farms near Tapawera. • Linking Mapua to Upper Moutere to make exploration of wineries safer and more enjoyable. <p>These upgrades and spur trails would provide safer riding for locals, encourage more bike use and enhance visitor experience with bike friendly access to attractions.</p> <p>It is anticipated that any projects are 50% funded from external sources. Eg MIBE, Trust and NZTA</p>
Priority 7 2024-25	Heartland Ride #7 ** Glenhope to Gowan River/Lake Rotoroa turn-off	14km	Stage 1 \$600,000 Stage 2 1.4M	Current y 5 Should be 3 Could be 2	TDC Waka Kotahi	<p>In 2019 Waka Kotahi extended the Heartland rides network to include a section from Tapawera to Murchison. A section of this is on a dangerous piece of road for cyclists - from Glenhope to the turn-off to Lake Rotoroa. It is classified as grade 5 (the highest grade) due to a 80km speed limit and high road usage. The Trust has scoped using the old rail embankment which is largely intact for the southern piece from Kawatiri to the Gowan. This is the worst section in terms of safety. Costing for this was \$600,000. Cycle trail would significantly improve the safety and cycle friendliness of this section. The northern section (Glenhope to Kawatiri) presents more of a challenge as the rail formation is not intact and bridges are required. This was costed at \$1.4M.</p>

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Priority 10	Great Taste Trail #5 * Rabbit Island to Mapua, public transport commuter ferry or bridge option		\$2M	1	TDC MIBE NZTA?	<p>The only way of getting directly between Rabbit Island and Mapua is by ferry. The ferry service does not run on a regular timetable all year round or at suitable morning or evening hours for commuters. The crossing is frequently closed during winter when the ferry is not economic to run. TDC currently provides a subsidy to Kiwi Journeys, who run the ferry service.</p> <p>With the growing population in Mapua-Tasman, and the growth in e-bike use, a more viable active transport/cycle option is needed for commuting to Richmond as well as recreational access to Rabbit Is. This connection should be considered as part of the region's public transport network.</p> <p>A bridge or bridges would relieve reliance on the Mapua ferry and allow ready, all-day, weather independent and inexpensive access within operating times of Rabbit Island. It would also potentially carry services infrastructure between Rabbit Is and Mapua.</p> <p>A bridge could be an iconic structure matching/highlighting the estuary environment. Rough costing in 2020 was \$2M. There would be opportunity for payment options by users that would help offset the costs of bridge construction.</p> <p>An analysis is needed of the options in the context of the provision of regional public transport.</p>
Priority 11 2025-28	Motueka Valley East Bank #8	17km	TBA	1-2	TDC	Off-road trail from Ngatimoti to Motueka would provide a commuter route that has considerable local interest.
Golden Bay (Figure 3)						
Priority 1	Tākaka to Collingwood route ** #2	27km	\$2.7m	1	Waka Kotahi	The Golden Bay Cycle and Walkway Society (GBCWS) have identified the route from the Heaphy Track to Tōtaranui as the priority cycling route for Golden Bay. The most important section of this route is

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<p>Bird's Hill section: 2023</p> <p>Off road portions on private land: 2023-2024</p> <p>Remaining sections: 2025</p>				TDC	<p>connecting Tākaka and Collingwood to provide a safe active transport gateway to the Heaphy (via the Heaphy Heartland Ride), Farewell Spit, Wharariki Beach and Whanganui Inlet.</p> <p>SH60 between Tākaka and Collingwood is unsafe for cycling. There are no alternative routes for cyclists to use and no scheduled bus service. Residents and tourists have only two options when travelling between Tākaka and Collingwood, take a risk cycling or drive. Due to the traffic volumes and road alignment, safe cycling cannot be achieved through speed reductions alone. The GBCWS proposes a 2.5m wide 27 km long separate cycleway. The cycleway will maximise off road opportunities, with connections as required using a separated cycleway adjacent to or away from SH60, with some land offers received already. The route could be done with a staged approach to reflect funding availability, with the priority stages being: Tākaka to Rangihaeata, Mussel Inn bypass, Milnethorpe.</p> <p>Besides addressing the safety issues for cyclists on SH60, the cycleway would:</p> <ul style="list-style-type: none"> • Address suppressed cycling demand: Golden Bay residents are health and environmentally conscious. This was reflected in survey results when 96% of the 750 respondents stated that they would cycle more if there were safe cycleways. People living all along the route as well at Tākaka and Collingwood want to access destinations along the route. • Rangihaeata is one of TDC's residential growth areas. This cycleway would provide a safe cycling connection to the schools in Tākaka. • Form a key part of the proposed 'Top-of-the-South National Cycle Network': The Heartland link between Seddonville and Collingwood via the Heaphy Track will significantly increase
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						<p>the number of cyclists, opening Golden Bay up as a cycling-only through destination, linking Buller to Tasman, home of the Great Taste Trail.</p> <ul style="list-style-type: none"> Benefit the local economy: There are many local artists and accommodation providers accessed from a Tākaka to Collingwood cycleway that would benefit from the increase in cycle tourism. The cycleway would provide many features of scenic and historical interest for cycle tourists. Additional side routes are identified for areas of scenic and historic interest and signage would highlight many other features. <p>A pre-feasibility study for this was completed in 2019. Preliminary discussions are underway with 3 generous landowners who have offered access for the trail between Onekaka Hall and Tukuru Beach turnoff. Discussions are also underway with the Milnthorpe Management Committee re access through Milnthorpe Reserve.</p>
Priority 2 2023	Extension of Tākaka to Pōhara route through to Pōhara Valley Road #1	1.5 km	\$150,000	1	TDC	<p>The Tākaka to Pōhara cycleway has had strong uptake by both cyclists and walkers since it was opened in 2019. There are concerns about road safety, particularly at the Selwyn Street intersection and through Pōhara past the campground where, particularly in summer, there are very high traffic volumes with roadside parking encroaching into the road reserve.</p> <p>This work would see the pathway extended from Selwyn street to Pōhara Valley Road through an on road dedicated cycleway and an extension of the existing off road shared path from the Bandstand to Pōhara Valley Road.</p>
Priority 3	Extension of Tākaka to Pōhara route Pōhara Valley Road to Tata beach #3	3.9 km	\$500,000	1	TDC	<p>This, after completion of the Selwyn Street-Pōhara Valley Road section, would connect the Tata Beach settlement to Tākaka. A combination of onroad cycleway and separated pathway to would provide a safe cycling and walking route from the settlements of Tata</p>

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027 4148781 admin@heartofbiking.org.nz www.heartofbiking.org.nz

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						<p>designed facility. Usage would put the necessary width at 3m+ (Austroads standards commonly used by Waka Kotahi and NZ Councils). Currently it is 1.8m or less and in the danger zone of the road. It is unpleasant to ride along due to its narrowness and proximity to high volume traffic. Debris from vehicles also makes the trail dangerous. The Whakatu Drive counter recorded an average of 245,000 cyclist passes per annum for the period 2018-22.</p> <p>WSP has carried out feasibility studies and design work for Waka Kotahi. The option which meets the design criteria is for a mix of cycle path and boardwalk. We have recently been advised by Waka Kotahi that the section from Orphanage Stream south to the end of the coastal section should be completed within this NLTP period (by June 2024). This will leave the section north of Orphanage Stream for the next NLTP.</p> <p>The Trust canvassed options at an onsite meeting with WSP and Fulton Hogan in 2022 and has considered costings in comparison with the contract the Trust managed on behalf of NCC for the estuary boardwalk at Tahunanui, which was carried out by Fulton Hogan. Scaling this up to a wider boardwalk, larger posts, adding a handrail and allowing for cost increases the base cost of construction should be \$800-1000/m. With overheads, planting and limited traffic management this would put the overall cost of 2km of trail at around \$3M.</p>
2026- 27	Great Taste Trail #9** Rocks Road off-road pathway	2.5km	??	1	NCC Waka Kotahi	<p>The Trust strongly supports the concept of a pathway sufficiently wide for comfortable sharing by bikers and walkers. This needs to be separated from any road rebuild in both costing and physically with a stand-alone 4-5m wide elevated shared pathway.</p> <p>Such a shared pathway would significantly increase safety for cyclists and pedestrians. Only confident cyclists are currently prepared to</p>

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								brave the existing on-road cycleway due its high traffic volumes which includes logging and freight trucks heading to and from the port, the city and Blenheim/Picton. A separate shared path would open this scenic route into Nelson to families and local and visiting recreational riders. Costing of this section is difficult as the design is still linked to a road upgrade.
Priority 2 2023-24	Coppermine Trail #11* Maitai hub to Groom Creek			\$60-100,000	3	NCC MBIE		The Coppermine provides a unique experience amongst the Great Rides of starting and finishing from the city with its cafes and bars. The Groom Creek project would provide a new off-road riverside trail, connecting from the Maitai Hub, to Groom Creek and the Coppermine Trail (acknowledging this connection from the Maitai to the Coppermine is on Ngāti Koata whenua). This would also further improve the cycle trail network in the Maitai Valley.
Priority 3 2024-25	Pelorous to Havelock **	22km		\$660,000 2019 costing	1-2	MDC Waka Kotahi		While this route is in Marlborough District Council, it adjoins the Maungatapu route connecting with the Link Pathway around Queen Charlotte Sound from Picton. Current vehicle numbers on this highway mean that it is unsafe for cyclist to be riding on it, even with shoulder widening. A viable route on the north bank was investigated in 2019-20 and put to Waka Kotahi. The route is on Crown Land. The route could be split into two projects- Havelock to Dalton Bridge and Daltons bridge to Pelorus
Priority 4 2026-27	Heartland Ride ** Maungatapu #12 Nelson side	12km		\$2-2.5M	3	NCC MBIE Waka Kotahi		A proposal from 2009 which predated the Great Rides/Great Taste Trail had a route from Picton to Murchison, of which some has been incorporated into the Great Taste Trail, Link Pathway and the Heartland rides network. Proposals to upgrade the Maungatapu to a grade 3 touring route and link in with the Coppermine trail were investigated extensively in 2019-20 with some funding from NCC. These included ecological and water quality studies, on the ground mapping and aerial footage of the two

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027 4148781 admin@heartofbiking.org.nz www.heartofbiking.org.nz

						possible routes. The proposals for the Nelson Side were put to the NCC water management committee who manage the Maitai water works reserve. Discussions were undertaken in 2021/22 but put on hold by the Trust because of other time commitments and Council staff requiring more extensive investigations. It is intended these discussions will recommence in 2023. The costing is only the Nelson Side. The benefits of this include: upgrading the Maungatapu road route to a grade 3 biking standard as a safer route for bike packers than the Wangamoa Saddle road, provide a link between the existing Coppermine Trail and the Maungatapu Saddle at a grade 3 standard, and provide an alternative loop extension to the Coppermine Great Ride.
Priority 4 2028 29	Heartland ride Maungatapu - Marlborough Side	10km	\$1.5-2M	3	MDC Waka Kotahi	As above for Nelson side . 70% of the route is on one private land block which has been verbally agreed, Balance is crown land and a possible use of other private land.
Priority 5 2025 26	Nelson North #13	1.65km	\$600,000 (2016 estimate)	1	NCC Waka Kotahi	A shared pathway extends from the Nelson CBD to Clifton Terrace School, a distance of 6.6km. This proposal would extend cycle trail to Todds Valley. The Trust was consulted to provide a viable solution to a route from Clifton School to Todds Valley on the inward side of the highway. 1.65km. This was planned and costed excluding the first 350m which Council was to do separately. A cycle trail would provide increased safety for cyclists and pedestrians. A further extension would provide a safe cycle route to Glenduan (not costed).

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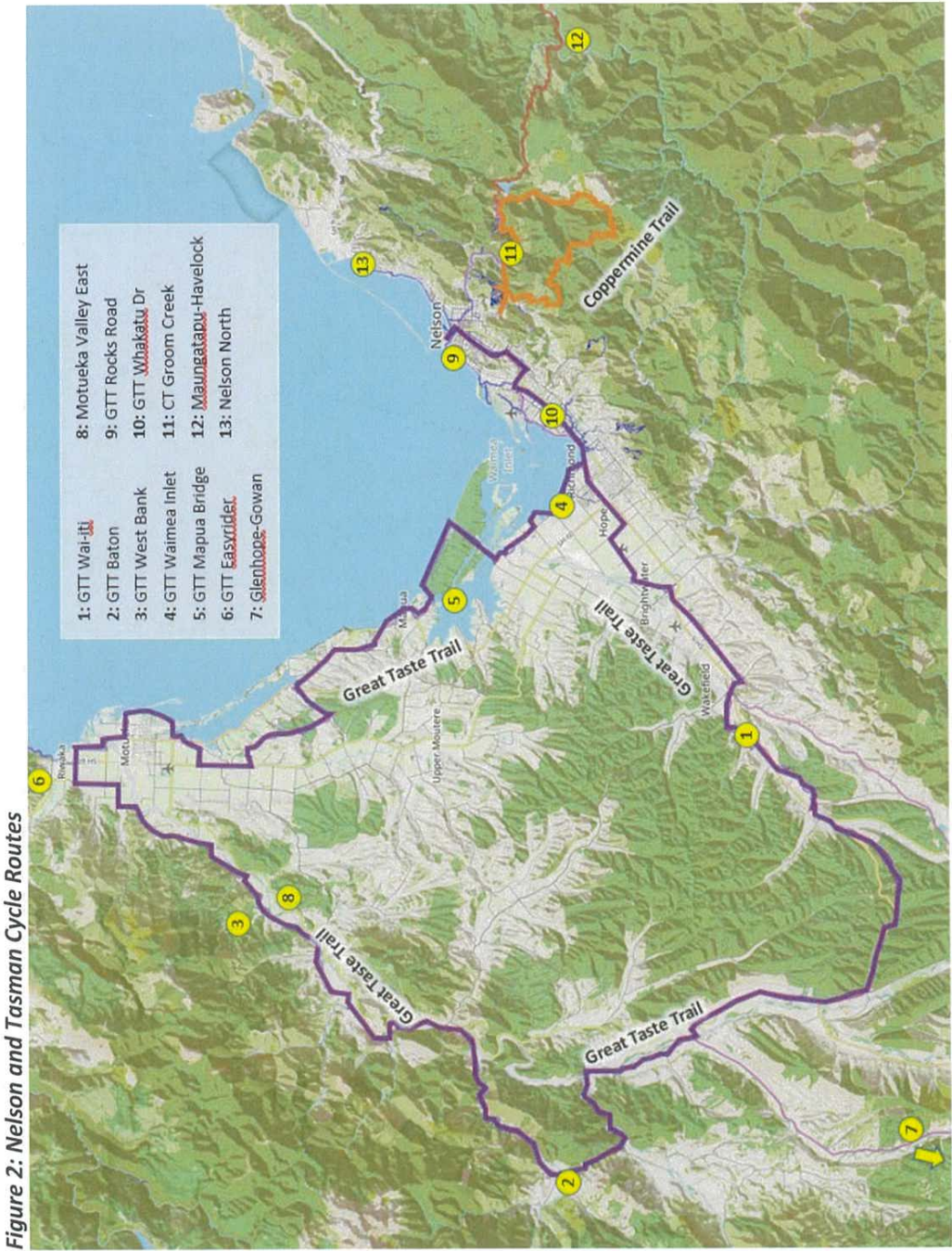
Table 2: Specific Cycle Routes Summary Statistics

TASMAN GTT			
Wai-iti Domain to Hoult Road	\$700,000		1.4km
Kohatu-Tapawera off-road section	\$30,000		300m
Waimea Inlet upgrade - stage 1	\$125,000 / \$600,000		4km
Easyrider access to Kaiteiteri	\$400,00		2.5km
Tapawera to Baton Bridge off-road	\$164,000		4km
Trail resilience and enhancement	\$120,000/ annum		N/A
Motueka Valley West	\$350,000 / \$3M		33km
Rabbit Island to Mapua connection	\$2M		TBC
TASMAN RLTP	\$400,000		2.5km
Rabbit Island to Mapua connection	\$2M		TBC
Heartland Ride: Glenhope to Gowan River	\$2M		14km
Motueka Valley East	TBC		18km
GOLDEN BAY			
Extend the Tākaka to Pōhara (Selwyn Street to Pōhara Valley Road)	\$150,000		1.5km
Tākaka to Collingwood commuting/ connecting communities	\$2.7M		27km
Extend Tākaka to Pōhara route to Ligar Bay and Tata Beach	\$500,000		3.9km
NELSON			
Great Taste Trail: Whakatu Drive	\$3M		2km
Coppermine Trail: Maitai hub to Groom Creek	\$60- 100,000		1km
Heartland Ride: Maungatapu Nelson Side #11	\$2-2.5M		12km
Great Taste Trail: Rocks Road off-road shared pathway #5	TBC: see notes		2.5km
Nelson North: #14	\$600,000		1.65km
MARLBOROUGH			
Heartland Ride: Maungatapu Pelorus Side	\$1.5-2M		10km
Pelorus to Havelock	\$660,000		24km

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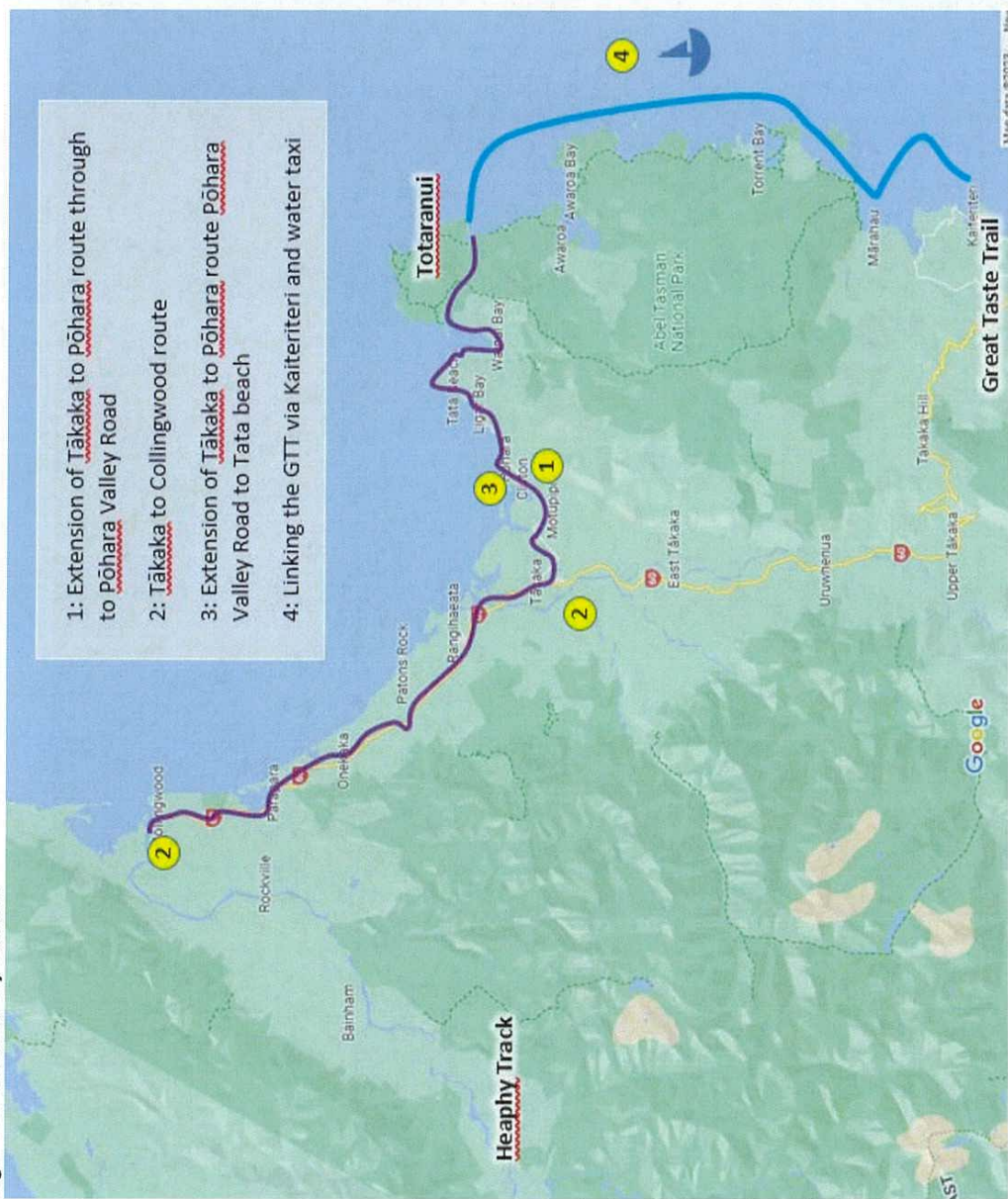
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027 4148781 admin@heartofbiking.org.nz www.heartofbiking.org.nz



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P O Box 381, Nelson, Nelson 7040, New Zealand
027 4148781 admin@heartofbiking.org.nz www.heartofbiking.org.nz

Figure 3: Golden Bay Routes



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P O Box 381, Nelson, Nelson 7040, New Zealand

027 4148781 admin@heartofbiking.org.nz www.heartofbiking.org.nz

Submission Summary

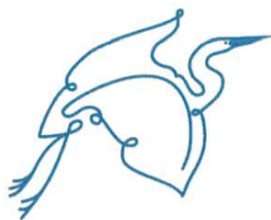
Draft Nelson-Tasman Regional Land Transport Plan and Public Transport Plan - Submission #32052

Mr David Sissons

Waimea Inlet Forum working group

Speaker? True

Department	Subject	Opinion	Summary
Nelson Tasman Consultation	Tell us your feedback on the Regional Land Transport Plan		See the uploaded file: Waimea Inlet Forum Feedback on the draft Regional Land Transport Plan 2024-02-15.pdf



Waimea Inlet Forum

E waimea.inlet@gmail.com
www.waimeainlet.wordpress.com

Waimea Inlet Forum

Feedback on the draft Regional Land Transport Plan 2024-2034

15 February 2024

Our Organisation

The submission is from the Waimea Inlet Forum working group, acting in the interests of the ecological health and wellbeing of Waimea Inlet.

The Waimea Inlet Forum is an informal group that was created to support the implementation of actions springing from the Waimea Inlet Management Strategy. This Strategy was adopted by Nelson and Tasman Councils in 2010. It has recently been updated¹. The new version was adopted by Tasman District Council in August 2023 and will shortly be adopted by Nelson City Council.

Objective 4.1 is that *“The health, mauri and wairua of the Inlet’s water, substrate, flora, and fauna is improved by reducing inputs of contaminants”*.

Objective 5.1 is that *“Indigenous ecosystems can adapt to any future shore-line change”*.

Our Submission

This feedback is in response to the invitation of the Nelson Tasman Joint Regional Transport Committee for feedback on the draft Regional Land Transport Plan.

We have two concerns about the draft version of the Regional Land Transport Plan, and we request that changes be made accordingly, before the plan is finally adopted.

Firstly,

Water pollution

Objective 6 on Page 29 of the Plan calls for *“Policies to support an environmentally sustainable transport system”*, including *“Understand and monitor transport pollution to air and water and develop programmes to address adverse effects”*.

Transport Priority 4 on Page 33 identifies water pollution through the use of vehicles as a problem that needs to be addressed. It states that *“It is difficult to isolate the contribution vehicular traffic has on air quality and water quality from other sources of pollution”*. Yet the adverse effects of contaminated run-off

1 <https://www.tasman.govt.nz/document/serve/Final%20Waimea%20Inlet%20Strategy%20and%20Action%20Plan%20%28June%202023%29.pdf?DocID=34569>

from busy roads are well documented, and, as stated in Objective 6, a programme is needed to address them.

A significant level of contamination enters Waimea Inlet from SH6, both directly from run-off flowing through culverts into the Inlet, and indirectly where it is first directed into waterways which discharge into the Inlet. The level of contamination, from hydrocarbons, tyre wear and brake linings, can be expected to increase as traffic volumes increase. This is acknowledged on Page 33 of the Plan.

However the Plan gives no indication of any intention to take steps to manage or reduce this pollution in the Region. Notably, there is an urgent need to reduce the contamination flowing down Jimmy Lee Creek from the Queen Street/Gladstone Road/Richmond Deviation intersection (featured on the front cover of the Plan) and from the SH6 pavement east from here through to Tahunanui. The proposed construction of the Hope by-pass would add to this contamination unless its construction includes measures to capture and reduce the contamination.

The Plan should include at least a sentence and a funding sum committing the Nelson Tasman Joint Regional Transport Committee to establish and implement a programme to reduce the contamination of water reaching the Inlet and other coastal waters from vehicles using State Highways.

Secondly,

Climate Change

Transport Priority 3 on Page 32 identifies climate change as a factor putting the highway network at risk. The Case for Investment on Page 32 and associated mapping show the stretch of SH6 that runs beside Waimea Inlet as being at high risk. However, it gives no clue as to how this road is to be made more resilient.

The Plan should include at least a sentence and a funding sum committing the Nelson Tasman Joint Regional Transport Committee to take active steps to investigate, using an adaptive pathways approach, how the resilience of this stretch of highway can be increased using environmentally sensitive adaptation methods such as managed retreat and soft protection, as opposed to hard protection, or if this is not possible in the longer term, how to offset the loss of natural shoreline by the restoration of coastal saltmarsh elsewhere on the shore of Waimea Inlet, and so to comply with Policy 27 of the NZ Coastal Policy Statement and to protect the natural character of the Inlet and its shoreline.

Thank you again for the opportunity to submit.

Yes, we wish to speak to this submission.

For the Waimea Inlet Forum working group

Submission Summary

Draft Nelson-Tasman Regional Land Transport Plan and Public Transport Plan - Submission #32053

Mr Jeremy Zachariah Butler

Speaker? False

Department	Subject	Opinion	Summary
Nelson Tasman Consultation	Tell us your feedback on the Regional Land Transport Plan		<p>Investment in active transport infrastructure remains critical, particularly in Nelson. Permeability across Waimea Road is extremely difficult. School students and residents wanting to travel from Bishopdale and the eastern side of Waimea Road do not have easy access to the Railway reserve and therefore cycling is very difficult for less confident people. School students getting to Boys or Girls colleges must use Motueka Street lights, or travel on narrow footpaths past Boys college.</p> <p>Overpasses or underpasses for permeability across Waimea road should be considered.</p> <p>Add a button so that cyclists can trigger the lights at Motueka Street lights when approaching from the East. Active transport from Bishopdale and the hills of Nelson South (Tukuka St etc) is really difficult. Exiting the area via Motueka Street is attractive, and the lights are helpful. But a bike doesn't trigger the traffic lights as not heavy enough. A button would give a bike confidence that they can trigger the lights cycle.</p> <p>Where significant cycling routes cross roads, consider giving cyclists the right of way. This is particularly the case where minor roads cross the cycle way. For example, Beatson Road on the Bishopdale Hill. Every time cars have the right of way, cyclists have to prepare to stop etc etc. The Railway Reserve is a major active transport arterial route. It would seem appropriate that they</p>

		<p>have right of way so that they can keep their speed and momentum up to get to work, school or home. It may not seem like much, but having to stop frequently (at each road crossing) does all add up and take the efficiency and enjoyment out of the biking commute.</p> <p>Consider utilising T2 lanes to cater for carpooling, buses and service vehicles. This would need to be enforced with cameras. Over the Bishopdale hill (the key commuting pinch point) a T2 lane could be used. This would allow faster commuting either by public transport or carpooling.</p>
Nelson Tasman Consultation	Tell us your feedback on the Regional Public Transport Plan	<p>E-Bus is excellent.</p> <p>Consider utilising T2 lanes to cater for carpooling, buses and service vehicles. This would need to be enforced with cameras. Over the Bishopdale hill (the key commuting pinch point) a T2 lane could be used. This would allow faster commuting either by public transport or carpooling.</p> <p>Long term, there seems to be more attention being given to gondolas as a public transport option. There are numerous gondolas that have been installed worldwide for commuting. As a long, linear settlement, this could be a good option.</p>

Submission Summary

Draft Nelson-Tasman Regional Land Transport Plan and Public Transport Plan -
Submission #32054

Annabel Goulter

Speaker? False

Department	Subject	Opinion	Summary
Nelson Tasman Consultation	Tell us your feedback on the Regional Public Transport Plan		<p>Good morning</p> <p>Firstly thank you for the EBUS's they are amazing better on the environment, less cars on the road etc. but we need more buses on in peak times. I have been busing now for 4 months last year you could get a seat. This year since the school has gone back, I catch the bus 7.29 from Richmond R1 it is full by the time it gets to me on Hill Street near Meadow Lane at out stop between 10 -12 get on. It's becoming a real health and safety issue, how many are legally allowed on a bus people are crammed in. Last week the bus stopped on Waimea Road for two young people the bus was full they couldn't get on the front so they jumped in the back door and nearly got squashed by the doors, the bus driver then opened the door and asked them to come through the front door. The bus driver is unable to see if people are getting off so he just closes the doors. This is becoming a real health and safety issue. Please put on more buses peak times. They are great.</p>

Submission Summary

Draft Nelson-Tasman Regional Land Transport Plan and Public Transport Plan - Submission #32055

Mr Todd Welran

Speaker? False

Department	Subject	Opinion	Summary
Nelson Tasman Consultation	Tell us your feedback on the Regional Land Transport Plan		<p>I am in favour of the current proposed RLTP. it presents a reasoned approach to the upcoming transport issues that the region will be facing balancing the needs of commercial vehicles and the need to reduce vehicle kilometres.</p> <p>I am concerned with how much the plan can change when Wellington releases the new Government Policy Statement on transport.</p> <p>I would like to add my voice as a proponent of investment in Active transportation methods, Public Transport and the need to increase road safety and reduce Vehicle kilometres. I am pleased that statements such as "This RLTP is therefore signalling a greater focus on providing improved choices for people to use the transport network, lessening the reliance on single occupancy vehicles" and "Nelson and Tasman will continue to improve their cycling networks in line with their Walking and Cycling Strategies and Waka Kotahi have proposed the Rocks Road Walking and Cycling project."</p> <p>There was only minor mention of the regions increasing Electric vehicle fleet. There was mention of the need for a charger in Springs Junction. This charger was suppose to be delivered in Q1 2023 however has not materialized. Smaller size EVs (usually cheaper models) are currently unable to use Lewis pass due to this. The need for this charger is a key factor in keeping the charger network functional and practical for users.</p> <p>I would like to see the full pedestrianization of Trafalgar St. in the future plans for the city. Specially with the proposed move of the ebus interchange to Millers Square.</p>
Nelson Tasman Consultation	Tell us your feedback on the Regional Public Transport Plan		<p>The upgrades that came with the ebus improvements have been substantial. The implementation of priority bus lanes on Waimea road will further help the reliability and on-time performance of the network at peak times</p>

Submission Summary

Draft Nelson-Tasman Regional Land Transport Plan and Public Transport Plan -
Submission #32056

Mr Simon Scowen

Speaker? False

Department	Subject	Opinion	Summary
Nelson Tasman Consultation	Tell us your feedback on the Regional Public Transport Plan		<p>Some good points it is good the bus is operating more. But would be good to have bus in the weekend going to Motueka</p> <p>For me to use the bus there needs to be bus lanes as sitting in traffic in my car is faster then sitting in traffic in a bus. As the bus pulls off then has to try and get back in to the traffic. Also as an ex bus driver trying to get out of Parker's Road is a nightmare.</p>

Submission Summary

Draft Nelson-Tasman Regional Land Transport Plan and Public Transport Plan - Submission #32057

Ms Diane Baker

Speaker? False

Department	Subject	Opinion	Summary
Nelson Tasman Consultation	Tell us your feedback on the Regional Land Transport Plan		<p>I support lowered speed limits around schools during school hours & pick up/ drop off times either side only not blanket speed reductions throughout the region. Education & prominent reminders to the public about the road diamond meanings / significance surrounding pedestrian & raised crossings vehicles before the diamond are required to slow down to give way, vehicles after the diamonds are not required to unless they feel they can do so safely, pedestrians / cyclists & footpath users need to look for oncoming traffic & not blindly step out expecting everything to instantly stop is badly needed.</p> <p>I am increasingly concerned with the use of medium barriers through out the region as there appears to be no allowance for emergency services need to efficiently get to where they need to go.</p>
Nelson Tasman Consultation	Tell us your feedback on the Regional Public Transport Plan		<p>the public transport appears to be heading in the right direction. One hopes the service times will adjust to earlier start times to allow those starting work by 7am to use this service throughout the Nelson / Tasman region.</p>

Submission Summary

Draft Nelson-Tasman Regional Land Transport Plan and Public Transport Plan - Submission #32058

Dr Bruno Lemke

Treasurer Nelson Tasman Community Transport Trust (NTCTT)

Speaker? True

Department	Subject	Opinion	Summary
Nelson Tasman Consultation	Tell us your feedback on the Regional Public Transport Plan		<p>The Nelson Tasman Public Transport Plan is excellent. We (speaking on behalf of the NTCTT) particularly like:</p> <ol style="list-style-type: none"> 1) the focus on the reduction of climate emissions (p3). 2) the encouragement of Council and public transport operators to work together. The NTCTT with the help of some TDC council staff has forged ahead since 2018 showing that the Motueka to Richmond and Wakefield to Richmond bus route was viable. This has subsequently been taken over by the ebus and offers a great service to those communities. 3) the Stage 1 initiatives of increasing the geographic coverage of the bus service. We are already working with Tapawera in developing a NTCTT bus service from there to Wakefield and Motueka to link with the ebus. 4) the expansion to Hira: We have already had communication with Hira so they can piggy back off the benefits of our charitable trust in terms of funding (eg Lotteries) 5) we like your idea of providing attractive, viable, economic transport choices, but in the short term this is difficult in a low population area. That is where our trust using local volunteer drivers and our small minibuses could be very useful. 6) thank you for the grants to NTCTT. While we gained similar grants from Lotteries, the TDC fund allows trials to be run in new areas and helps pay for our marketing coordinator to promote bus use and link our services to the ebus service. 7) we like your vision of removing barriers for

			<p>access and we are working on this by picking up passengers from near their home if not too far away from the main route.</p> <p>We note requests for weekend services from Motueka and Wakefield, and we believe we can cover some of this in the interim. We currently run a Saturday service from Motueka to Richmond and are looking at extending this to Sundays. We would do the same for Wakefield, but we have a lack of volunteer drivers in that town.</p> <p>We have just had a strategic planning meeting (10/2/2024) and it is very heartening that the proposals outlined in the Regional Public Transport Plan matches our vision statement. Clearly we are on the same page and the goodness of fit of our vision and your plan speaks heaps on our support of what you propose.</p>
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Submission Summary

Draft Nelson-Tasman Regional Land Transport Plan and Public Transport Plan - Submission #32059

Ms Emily McDonald
Federated Farmers

Speaker? True

Department	Subject	Opinion	Summary
Nelson Tasman Consultation	Tell us your feedback on the Regional Land Transport Plan		Please see attached feedback
Nelson Tasman Consultation	Tell us your feedback on the Regional Public Transport Plan		Please see attached feedback

32059

FEEDBACK

TELEPHONE 0800 327 646 | WEBSITE WWW.FEDFARM.ORG.NZ



To: **TASMAN DISTRICT COUNCIL**

Submission on: Nelson Tasman Regional Land Transport Plan, Mid Term Review 2024-2034

Date: 16 February 2024

Contact: **STEPHEN TODD**
PROVINCIAL PRESIDENT NELSON
Federated Farmers of New Zealand

CHERRIE CHUBB
PROVINCIAL PRESIDENT GOLDEN BAY
Federated Farmers of New Zealand

Address for Service: **EMILY MCDONALD**
REGIONAL POLICY ADVISOR
Federated Farmers of New Zealand

1. Federated Farmers welcomes the chance to submit on Tasman District and Nelson City Councils Regional Land Transport Plan. We acknowledge any feedback made by individual members of Federated Farmers. We would like to be heard in support of our feedback.
2. Federated Farmers is eager to meet to provide continual feedback on any likely issues of significance for the rural community, and particularly any changes proposed to rural roads.

SUBMISSION

3. Federated Farmers is conscious that there may be significant 'consultation fatigue' out in the community, following the regional NPSFM consultation processes and 18 months' worth of significant central government proposals.
4. Our members do not want their busy silence to be misconstrued as disinterest in the Regional Land Transport Plan (RLTP). Given the challenging regulatory and economic environment we are currently in, we acknowledge this may result in a low response rate from the farming community.

Page 1 of 7

5. Federated Farmers has an interest in the RLTP to ensure that:
 - a. Rural interests are protected and they are not overlooked to the advantage of urban concerns.
 - b. The plan acknowledges and adequately addresses the economic and social contributions of the district's primary industries.
 - c. The plan should consider potential transport network vulnerabilities identified by analysing impacts of events from other areas of the country.
 - d. The funding model for any proposals within the Framework considers affordability for ratepayers and does not disproportionately impact farmers.
6. Federated Farmers has an interest in the roading network as it provides access for the farming sector's goods and services. Improvements made to the network contribute to economic resilience and sustainability of rural communities. The roading network is also a crucial social and health and safety lifeline, because for much of the rural community, there is no other viable alternative mode of transport.
7. We highlight that the primary sector contributes heavily to the district's economy through exports, and local economy and employment. Rural businesses rely heavily on the roading network to provide a safe and reliable means to transport goods and services within and out of the district. If local roads are not maintained to a fit-for-purpose standard, it will become increasingly costly and unsafe for primary producers to transport supplies to farms, and equally for transporting products (milk, livestock, crops, timber) to processing or export points.
8. We wish to remind the Councils that the costs associated with the delivery of roading infrastructure represents a significant cost for primary producers and rural residents through fuel tax, road user charges, and rates. These costs are not decreasing. The Tasman and Nelson districts have significant rural populations and therefore the Councils should ensure that they are considering the needs of both urban and rural residents through the RLTP process.

Key Issues

Lack of consideration for rural interests

9. The RLTP consultation document has limited mention of rural communities, businesses or primary industry, with rural roads really only mentioned in the context of expanding rural residential development, FFNZ considers this a major oversight. The proposed framework demonstrates a clear urban-centric emphasis, which fails to recognise the substantial economic and social value that rural communities and businesses hold for the Nelson and Tasman districts.
10. The plan's approach is notably optimistic and forward-thinking, emphasising a vision for the future and the increasing population. However, it's essential to balance this optimism with a stronger focus on fundamental improvements that recognise the significance of rural entities. This involves continuous, intensified improvement and maintenance of the rural roading network, which holds the potential for a more immediate, lasting impact. Prioritising these

foundational enhancements alongside larger-scale projects could lead to more comprehensive, equitable and sustainable outcomes.

11. There is also an ongoing need to invest in upgrading infrastructure, particularly roads, bridges and culverts and drains, for improved safety and resilience in severe weather events. The Council must recognise that rural people have no choice but to use personal vehicles on public roads to reach their destinations. Proposed initiatives such as reduction of on street parking within townships will disproportionately affect people who live outside the city.

Speed limit changes

12. Federated Farmers requests that the Council maintain the existing rural roads speed limits. Rural roads play a vital role in connecting communities and supporting economic activities, which is why Federated Farmers opposes lowering speed limits on these roads. While prioritising safety is crucial, it is essential to assess the potential drawbacks and unintended consequences of reducing speed limits on rural roads.
13. We ask that the RLTP consultation process also includes Federated Farmers submission on Tasman District Councils Speed Management Consultation which provided the following matters listed below as to reasons why the Council should not lower the speed limits of rural roads:
 - Limited traffic density
 - Longer travel distances
 - Driver compliance and enforcement challenges
 - Overtaking and impeded traffic flow
 - Economic impact
 - Potential for driver drowsiness
 - Environmental
 - Cost of signage
 - Animal welfare
14. Federated Farmers reminds the Council that they need to align with the purpose, goals or recommendations of the Waka Kotahi Speed Management Guide 2022¹. The guide advises that Rural roads/connectors are given speed limits between 60-110km/h. The guide clearly allows for room for speed limits to maintained at the current levels that aligns with a survival safe system as outlined in the guide.

Maintenance and upgrade of the rural transport network

15. There is no mention in the RLTP of how rural roads and infrastructure will be maintained and improved to support primary industry. In districts like Tasman and Nelson where a large part of the economy is based on the primary sector with production units geographically spread out, the road network is a critical part of the infrastructure.

¹ Speed management guide: Road to Zero edition 2022 (nzta.govt.nz)

16. Existing roads, bridges, and culverts in rural areas are often inadequate. Many rural roads were not designed to handle today's larger farm equipment and increased traffic. They lack sufficient width and load capacity. Bridges and drainage infrastructure also frequently have capacity and safety issues.
17. Maintaining and where possible upgrading the rural road network is important from a social perspective, connecting rural people to neighbours and communities, and connecting isolated rural communities to education, social and emergency services and other basic needs. Federated Farmers supports the operations, maintenance and renewals of roads and supporting infrastructure to receive a level of service appropriate to maintain secure access for all residents and ratepayers in the district. The quality of the rural roading network is a hugely important and often contentious area for farmers and councils. The roading network is a major cost to local government, particularly for councils with a large geography and relatively small populations. There are expectations from all sectors that roading will deliver a minimum level of service and a safe travel experience.
18. Federated Farmers also expresses concern that speed limit reductions may be proposed to reduce spending on road maintenance and improvements within rural roads. We worry that the easiest approach that the Councils will take is to apply speed reductions in the rural area, with no intention to improve the road infrastructure. Federated Farmers encourages the Councils to prioritise the improvement and sealing of rural road network, as sealing roads enhances safety, reduces damage, improves rural connectivity, and supports rural communities. Maintaining rural local roads to a reasonable standard is crucial to ensure their social and economic importance. Setting of Speed Limits Report (2022)² requires that speed management be considered alongside investment in safety infrastructure, we urge both Councils to invest in infrastructure that would enable safer roads, before exploring speed limits.
19. A good rural roading network overall is fundamental to the economic and social wellbeing of the whole region by transporting farm resources and produce, allowing rural families to travel, and for other industries, particularly tourism. Farmers pay a considerable amount to the roading rate and wish to see additional value brought from the rate to rural Tasman and Nelson. While maintenance of unsealed roads is important, Federated Farmers encourages the Council to continue to improve and seal more unsealed rural roads where appropriate and necessary³. Sealing improves road safety, reduces road damage from vehicle use and weathering, and improves rural connectivity which helps support rural communities. Rural local roads need to continue to be maintained to a reasonable standard to keep these social and economic lifelines.

² NZTA Setting of Speed Limits 2022, <https://www.nzta.govt.nz/assets/resources/rules/docs/setting-speed-limits-2022.pdf> accessed 29 June 2023

³ Feedback from Federated Farmers members has noted that in some areas gravel roads are easier to maintain as it allows graders to clear out debris from culverts and ditches which would damage sealed roads.

Network Vulnerabilities and Resilience

20. The Councils need to prioritise the fundamental needs of the community such as protection from natural hazards. This includes ensuring that Port Taranaki is maintained as an emergency contingency for road closures. Tasman Council needs to ensure that the berthing facilities within Port Taranaki are maintained and fully functional as an emergency contingency for road closures. This was highlighted in 2018 following Cyclone Gita when goods were barged in through Port Taranaki following damage to Takaka Hill. With the vulnerability of the region with a single road access via Takaka Hill ensuring Port Taranaki is maintained is a priority.
21. The RLTP should encompass strategies aimed at mitigating vulnerabilities within the crucial rural roading network. The significance of the recent adverse events and the subsequent short-term and long-term effects have particularly severe and unique impacts on rural communities. These communities can easily become isolated for extended periods of time (with no road access, no power, and no way of communicating with the outside world).
22. Federated Farmers believes that proactive maintenance and improvement programmes are far more cost effective than reactive repairs after failures. Further, well-maintained infrastructure has greater residual life, maximising return on investment. Repair costs escalate the longer upgrades are deferred.
23. Upgrading undersized culverts and bridges provides increased capacity to handle heavy flows during flood events helping avoid overflow. Improving scour protection around bridge abutments and ends of culverts prevents storm water from eroding and undermining foundations. This helps avoid total washouts.

Funding and Cost Implications

24. It is quite difficult to meaningfully evaluate and provide input on the RLTP without more specific details and information. Federated Farmers requires information relating to the projects, associated costs, expected benefits, and justification for the funding mechanisms, which we expect will be developed in due course and considering feedback from the current consultation process.
25. Costs associated with the delivery of roading infrastructure also represent a significant cost for primary producers and rural residents, through fuel taxes, road user charges and property rates. To a large extent, these factors guide rural road users' expectations on roading levels of service in their areas.

Improving public transport

26. Federated Farmers largely supports the proposed initiatives within the RLTP recognising the significance of public transport in alleviating traffic congestion and reducing the number of cars on the road. Our stance is grounded in the belief that a well-implemented public transport system can play a pivotal role in achieving these objectives.

27. It is important to consider however, that farmers due to their remote locations and limited access to public transport services, are the least likely users of such services. In light of this, implementing a user-based targeted rate would offer a fair and just funding solution. By directing the funding burden towards those who benefit the most from public transport services, we promote a system that allocates resources responsibly, ensuring that financial support aligns with the actual utilisation of the service.

Enabling a Reduced Reliance on Private Vehicles

28. As previously mentioned for rural communities suffering the “tyranny of distance” there is often little realistic alternative to current roading usage, particularly for private vehicle transport. Alternatives that may appear feasible in an urban context rely on a sufficient population base that simply does not exist in rural areas. For individuals living in remote locations where public transport options are limited or non-existent, relying on personal vehicles is not a choice but a necessity to ensure essential tasks are carried out efficiently and effectively.
29. It is requested that the Councils consider the effect of reducing carparks, increasing parking fees and subsidised public transport on people who live outside the city who have no other option than private vehicles to commute in and out of town for their regular errands, such as shopping or medical appointments.

Review

30. Federated Farmers fully supports the overarching goal of achieving zero deaths and serious injuries through Waka Kotahi’s Road to Zero programme however, we advocate for a comprehensive approach to risk mitigation in rural areas, which includes not only speed management but also prioritising road improvements and maintenance especially around roadside drains and culverts.

Federated Farmers thanks Tasman District Council and Nelson City Council for considering our submission on the Regional Land Transport Plan.

About Federated Farmers

Federated Farmers is a not-for-profit primary sector advocacy organisation that represents farmers, and other rural businesses. Federated Farmers has a long and proud history of representing the needs and interests of New Zealand's farmers.

The Federation aims to add value to its members' businesses. Our key strategic outcomes include the need for New Zealand to provide an economic and social environment within which:

- Our members may operate their businesses in a fair and flexible commercial environment.
- Our members' families and their staff have access to services essential to the needs of the rural community.
- Our members adopt responsible management and environmental practices.

This submission is representative of member views and reflect the fact that local government rating and spending policies impact on our member's daily lives as farmers and members of local communities.

Submission Summary

Draft Nelson-Tasman Regional Land Transport Plan and Public Transport Plan - Submission #32061

Mrs Claire Reichert

Speaker? False

Department	Subject	Opinion	Summary
Nelson Tasman Consultation	Tell us your feedback on the Regional Public Transport Plan		It would be great to have the N1 bus service starting at the Stoke interchange in the mornings. The busses (even though there are over flows) are still full with patrons from Richmond. If you had a 8.07am bus from there, along with the normal one that starts at 7.52am in berryfields and the overflow, you would be able to service the stoke patrons far better than they currently are, and atleast if there are then hold ups in Richmond, it doesn't affect them.

Submission Summary

Draft Nelson-Tasman Regional Land Transport Plan and Public Transport Plan - Submission #32062

Mr David Burrowes

Speaker? False

Department	Subject	Opinion	Summary
Nelson Tasman Consultation	Tell us your feedback on the Regional Land Transport Plan		<p>I have lived and been a ratepayer in Nelson since 1985. Most of this time I have lived in Atawhai. I now live in Todds Valley, Wakapuaka.</p> <p>There are no shops or social or medical services in Todds Valley, and few in the entire Nelson North area. To reach these, we need to go to Nelson CBD, via a very busy State Highway. As there is no safe shared cycleway or pathway from Todds Valley to the nearest bus stop, this necessitates the use of a car. For the last three or so years, I have been unable to drive, so I am totally dependent on my wife to take me to medical appointments, shopping and social services and events.</p>
Nelson Tasman Consultation	Tell us your feedback on the Regional Public Transport Plan		<p>There is no public transport in North Nelson. I have conducted, via Facebook, surveys of need. There is a substantial number of people who support, and would use on bus service. A copy of this survey has been sent to aaron Stallard, NCC rep for North Nelson. It can also be viewed on North Nelsoners and Living in Todd Valley Facebook page. It is consistent with other surveys, including the survey conducted just prior to the Council meeting with residents in August 2023.</p> <p>At least this would be from Monday to Friday, with support for an extension to weekends, This would not enable people such as myself to get into town for appointments etc, but others to and from work,</p>

			<p>students to attend after school and weekend activities.</p> <p>Some seek an extension of the existing ebus to include stops at Cawthron, The Glen and Hira, as well as Todds Valley. Others suggest a smaller bus to take them to the existing bus stop at Clifton Terrace. Some add that a large bike rack would enable them, and Cawthron workers to safely traverse the busy and dangerous State Highway.</p> <p>I do not believe that the NCC proposal that North Nelson set up a community bus akin to Wakefield is viable. We are a small, scattered community. with no single hub, Rather, the funding set aside for this proposal would be better used to pay for a NCC trial of a bus service either by way an extension of the existing e bus route or using a smaller bus such as the Bus on Demand at Stoke. (A park and ride service to say 3 or 4 main stops would be sufficient in the first instance - Hira, Cawthron, The Glen and Todds Valley)</p> <p>I do not see the introduction of a service for pets as having a greater priority than the extension of public transport to North Nelson.</p>
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Submission Summary

Draft Nelson-Tasman Regional Land Transport Plan and Public Transport Plan - Submission #32063

Ms Margot Wilson

Speaker? False

Department	Subject	Opinion	Summary
Nelson Tasman Consultation	Tell us your feedback on the Regional Public Transport Plan		There needs to be one or two earlier buses on the schedule from Nelson to Richmond in the mornings. For example at least a bus leaving the hub at 7:00am - but preferably also a 6:30am (or 6:15am) bus as well.

Submission Summary

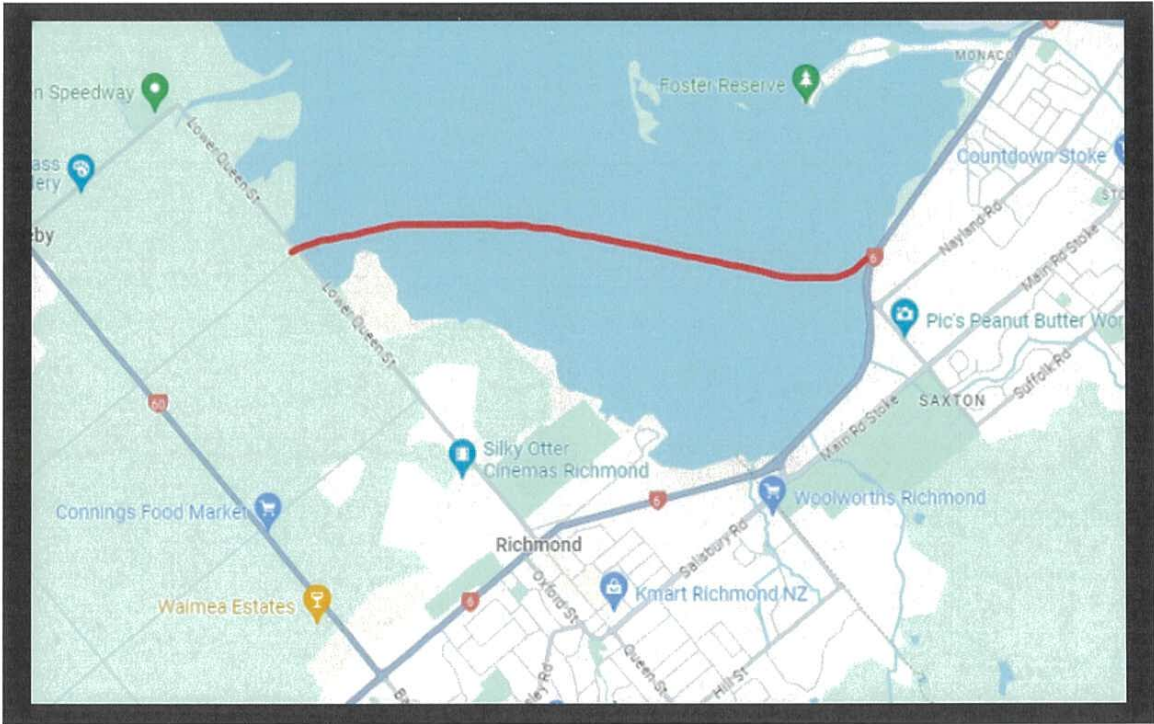
Draft Nelson-Tasman Regional Land Transport Plan and Public Transport Plan - Submission #32064

Mr Geoff McGee

Speaker? False

Department	Subject	Opinion	Summary
Nelson Tasman Consultation	Tell us your feedback on the Regional Land Transport Plan		<p>I would like to put forward an alternative to the Hope Bypass project. I see little positive for the residents of Richmond in the proposed project. Loss of green space, loss of pleasant Great Taste Trail cycling, more noise, constant noise for the new berrylands subdivision, and years of disruption during the build.</p> <p>I would like the council roading engineers and Waka kotahi to at least consider, investigating building a new road across the estuary. This would allow all Nelson, Moutere, Mapua, Motueka, Golden Bay traffic to avoid Richmond altogether. Possibly reducing demand on the Richmond deviation and Gladstone Road. One benefit would be little disruption to anyone while the road was being constructed. It would build more resilience into our roading network, and also be used as a heavy vehicle bypass. Even a toll road.</p> <p>Does the TDC and Waka Kohati know how many vehicles use the Richmond Deviation and then turn west bound towards Golden Bay, or travel south bound towards Brightwater?</p> <p>Is there any reason a road couldn't be constructed across the estuary, similar to the Motueka Estuary highway, or Christchurch Eastern suburbs, or Port Chalmers in Dunedin?</p> <p>The estuary road could split from SH6 near Saxton Rd, head across the estuary, and link with Swamp Road or even Lansdowne Road.</p> <p>Anyway, just my idea to avoid years of disruption, and loss of quality of life for Richmond residents.</p>

32064



Submission Summary

Draft Nelson-Tasman Regional Land Transport Plan and Public Transport Plan - Submission #32065

Mrs Maureen Dewar

Speaker? False

Department	Subject	Opinion	Summary
Nelson Tasman Consultation	Tell us your feedback on the Regional Land Transport Plan		<p>I support proposals that lower speed limits in order to improve safety.</p> <p>I support proposals that improve the provision of cycleways and increased e-bus useage. Maybe park and ride centres.</p> <p>How about three-lane roads that change direction depending on the time of day ie two lanes into Nelson from Richmond in the morning rush, with one going outwards to Richmond, then the opposite in the afternoon rush.</p>
Nelson Tasman Consultation	Tell us your feedback on the Regional Public Transport Plan		<p>I support a National Ticketing Solution.</p> <p>I support subsidised fares to encourage increased useage of the e-bus.</p>

Submission Summary

Draft Nelson-Tasman Regional Land Transport Plan and Public Transport Plan - Submission #32066

Michaela Markert

Speaker? False

Department	Subject	Opinion	Summary
Nelson Tasman Consultation	Tell us your feedback on the Regional Public Transport Plan		it would be nice to have public buses in the weekends too
Nelson Tasman Consultation	Tell us your feedback on the Regional Land Transport Plan		<p>Bad visibility at the corner Baldwin Road/Aporo Road and Robinson Road/Lower Moutere Highway could be improved with the installation of a mirror. With a small car, it is hard to see anything behind the railing over the Moutere River. I almost caused crash when I slowly went forwards to see something.</p> <p>Where I am living, most of the roads are not connected. For hiking, biking and horse riding it would be much easier if there would be connections. Children could bike to their friends instead of having to be driven. I am adding a map with suggestions for connections around Tasman Village.</p>

32066



Submission Summary

Draft Nelson-Tasman Regional Land Transport Plan and Public Transport Plan - Submission #32067

Mr Tim Crawley
Speaker? False

Department	Subject	Opinion	Summary
Nelson Tasman Consultation	Tell us your feedback on the Regional Land Transport Plan		<p>I support the SH6 Hope (and Gladstone Rd) Bypass project and think this should be very high priority.</p> <p>It was good to see transport priority one is dealing with growth and congestion, but I notice your headline targets and monitoring dont include reducing traffic congestion (making the asset actually work better at what it is designed for). A good headline target and measure could be "reduce the rush hour travel time from Motueka to Nelson and Nelson to Motueka by 20% by 2030".</p> <p>With increased traffic volumes and congestion it would be good for right turning lanes that back up with traffic into the path of through traffic to be extended (so the turning lanes can hold more vehicles).</p> <p>The variable speeds at schools is great, highlighting to drivers that school children are likely to be present and reducing the speed limit when they are. It would be good also to have reminders on the back of school busses of the reduced speed limit to pass a school bus stopped to pick up / drop off children.</p> <p>Although it makes sense in summer facilitating more journeys to work and school by walking and cycling, it doesn't make sense if doing so restricts movements for motor vehicles as the number utilizing walking and cycling as a mode of transport drops in winter so the infrastructure still needs to</p>

			<p>be there for motor vehicles (still the vastly preferred mode of transport). It will be interesting to see if the infrastructure changes do increase the number choosing to walk and cycle.</p> <p>It wouldn't surprise me if the 'give way to cyclists' crossing on Songer St through to Quarantine Road kills a cyclist one day. It seems dangerous to give cyclists the false assurance of having the right of way across a road in front of moving vehicles that are not expecting cyclists to be racing across a "pedestrian" crossing, and the bumps in the road at those crossings are not always warned of in advance either - lots to distract drivers. The system Hutt Valley have on SH2 at Petone of a sign with lights that flash to warn drivers when there are cyclists present is great - you could instead use something like that to reduce speed limit when cyclists present.</p> <p>A link road between Suffolk Rd and Hill St would be an excellent idea.</p> <p>I don't have high hopes for Park And Ride working unless the bus gets to the destination quicker and more reliably than their own car would, or if the fare is cheaper than the cost of parking at destination.</p> <p>Not good to shift bus terminal fu</p>
Nelson Tasman Consultation	Tell us your feedback on the Regional Public Transport Plan		<p>I don't think moving the bus station in Nelson further away from the city center (from Bridge St to Millers Acre) is a good idea at all. To encourage users it should be as close as possible to where people want to go - after all, once they get off the bus they are on foot, and that is a lot further to walk (and a lot of it uncovered) and makes for a lot more pedestrians crossing all the roads in between (which is dangerous).</p>

Submission Summary

Draft Nelson-Tasman Regional Land Transport Plan and Public Transport Plan - Submission #32068

Michaela Markert

Speaker? False

Department	Subject	Opinion	Summary
Nelson Tasman Consultation	Tell us your feedback on the Regional Land Transport Plan		Motueka Huia Carpark could be turned into a family friendly carpark by opening it up to the MFSC and the Playschool in Talbot St. Parents could have access to the services of those institutions from the town center and have a safe place to unload toddlers. Both centres would be better integrated by having direct access to the middle of town. It could be a new community hub for our most vulnerable young families.

Submission Summary

Draft Nelson-Tasman Regional Land Transport Plan and Public Transport Plan - Submission #32069

Graeme North

Speaker? False

Department	Subject	Opinion	Summary
Nelson Tasman Consultation	Tell us your feedback on the Regional Public Transport Plan		I would suggest that additional bus stops be placed as close to the corner of Queen St and Hill St as practicable. Currently they are not very close to the intersection,, and I am sure that they could be placed closer. This would considerably improve the accessibility of the bus routes for people living to the west and south of that corner and so easily enlarge the catchment area for the bus service in that area.

Submission Summary

Draft Nelson-Tasman Regional Land Transport Plan and Public Transport Plan - Submission #32070

Dr Christina Simkanin

Coordinator of the Transport Subgroup Nelson Tasman Climate Forum

Speaker? False

Department	Subject	Opinion	Summary
Nelson Tasman Consultation	Tell us your feedback on the Regional Land Transport Plan		attached document
Nelson Tasman Consultation	Tell us your feedback on the Regional Public Transport Plan		attached document



32070

Nelson Tasman Regional Land Transport Plan 2024-34
Nelson Tasman Regional Public Transport Plan 2024-35

Submission from the Transport subgroup of the Nelson Tasman Climate Forum

Our Vision

Nelson Tasman has a thriving community that travels our region by various modes including walking, cycling, public bus, and driving (when necessary and ideally by EV). These modes are safe, accessible, and easy for all people and families to utilize. Sustainable transport and reduced emissions are a cornerstone of our council's portfolio and together we are working towards a rapidly decarbonized transport system.

Our Viewpoint

As the Transport sub-group of the Nelson Tasman Climate Forum, we are particularly concerned about the impacts of climate change in our local region and support a decarbonized transport system. Greenhouse gases, and carbon dioxide in particular, trap heat in our atmosphere leading to global temperature rise at a rate not previously recorded. Annual average temperature in Aotearoa increased by 1.26 (\pm 0.27) degrees C between 1909 and 2022 (114 years) with eight of the 10 warmest years on record in the last decade¹. Aotearoa will continue to experience warming temperatures, changing rainfall patterns, and extreme weather events. In recent years our region has experienced several events that have severely impacted lives, livelihoods, infrastructure, and the natural environment. These include tropical cyclones Fehi and Gita, the 2019 Pigeon Valley fire and the August 2022 severe rain event. Our future will look different and bring challenges, but we have a chance to make responsible decisions and safeguard our community now.

Designing and managing our regional land transport system needs also to take into account its wider impacts in and beyond our region. For example, approximately 260 premature deaths annually can be attributed to air pollution in Nelson Tasman, approximately 75% of them from inhalation of fine particulates (PM2.5) and nitrogen dioxide pollution from motor vehicle².

Further, applying the 1000 ton rule³, current Nelson Tasman annual emissions (about 1 million tonnes CO2e) will result in about 320 mainly poorer future persons around the globe prematurely dying over the next century. Assuming approximately 20% of Nelson Tasman emissions are from road transport (from Stats NZ data), this represents approximately 60 further premature deaths globally over the next century from our annual emissions.

The Regional Land Transport Plan mentions a Headline Target (pg 28) of a 47% reduction in transport generated carbon emissions by 2035 and we argue below that this goal can't be reached with the RLTP as outlined.

Our Feedback

Firstly, we want to thank the Joint Nelson Tasman Regional Transport committee for its thoughtful consideration of the key transport problems and issues in our region and for its leadership in working

towards carbon reducing solutions. In particular, the improved cycleways and eBus network are highlights of the committee's work and show impetus towards reducing land transport emissions, improving public health, and reducing environmental harm. These initiatives show clear forethought and overall support for a thriving regional community.

RLTP Feedback

The RLTP document starts with amongst other things: "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" (p8). We find this problematic in that it is difficult, if not impossible, to increase GDP while reducing our environmental footprint: generally, the two go in lockstep. We need to focus on increasing prosperity and wellbeing without a sole focus on increasing (economic) growth⁴. Increasing GDP alone is not congruent with New Zealand's climate goals.

A systemwide framework is necessary to move towards decarbonizing our road transport system and significantly decreasing our carbon emissions. This framework should be based around travelling by car less, travelling by active means like biking or cycling more, travelling by public transport more, and travelling electric if you need to go by car. The online tool:

<https://transport2035.mrcagney.works/dashboard> shows clearly that only by reducing the number of trips taken by petrol car, increasing the number of passengers per car, and increasing trips by active and public transport we can reach our regional climate emission goals: a wholesale change to EVs by itself does not result in sufficient emission reductions.

It's clear that there needs to be a traffic solution in Richmond, but the Hope Bypass is not the answer. While the Hope Bypass may result in short-term relief to commuter and driver woes, longer term this strategy does not serve the wellbeing of our community. Research from around the world (US, Japan and Europe;^{5,6,7}) shows that induced demand leads to more cars when new roads are built. These in-depth studies of transportation infrastructure and traffic levels, looked at entire nations and measured traffic changes over decades, finding what is now termed the 'Fundamental Law of Road Congestion'⁸. An increase in road capacity directly generates a proportional increase in traffic, with the effect that congestion and travel times quickly return to pre-expansion levels. This induced demand is often missing from environmental planning assessments⁹. It's not that cars appear out of nowhere when roads are built, it's that new roads expand people's ability to travel by car, inducing them to do it more. More and more people have easier access to living further away from their workplace and therefore move outside of town centres and make more trips by car. Also, businesses that rely on roads begin to build further out, bringing more trucking and shipments. Building the Hope Bypass will only increase our greenhouse gas emissions - through emissions from both the construction of the infrastructure and the increase in car traffic using the road itself.

Switching cars to electric doesn't ease congestion and as private cars are by far the main users of State Highway 6 and 60, we suggest a more useful way to deal with the problem is to introduce congestion charges on all arterial routes into Nelson, payable by private car drivers only. Now that we have a good and extensive bus service, and with the addition of park and ride spaces outside the congestion zone, choices are available to commuters that they didn't have before.

Once congestion charges are in place, the Gladstone Rd/Queen Street intersection can be redesigned as a roundabout, similar to the Annesbrook roundabout that caters for almost exactly the same sort of traffic. This won't suit the increasing number of pedestrians and cyclists needing to navigate this

intersection, though. An underpass wouldn't work with a high-water table there so we endorse Nelsust's suggestion¹⁰ of a circular walkway/cycleway above. It obviously takes much less energy for pedestrians and cyclists to hoist themselves "up and over" than the fully loaded log trucks and other straight-through traffic that would use the proposed flyover.

Leadership by our local council is imperative on this matter. We know that our national government and many of our local politicians support the Hope Bypass as a Road of National Significance. But building a larger road will only solve our travel problems in the short term – after considerable financial expense. Longer term many more negative and varying impacts will be created. Reducing the number of cars on the roads, rather than expanding the number by building bigger roads, has positive impacts on our community beyond climate change and decarbonization. It's also better for the health of our populations decreasing the number of premature deaths due to vehicle emissions (pg 33 of RTLP report).

RPTP Feedback

We are grateful for the recent changes and upgrades to Nelson and Tasman's public transport system and happy to hear about increased ridership and usage across the network. Increased bike capacity on buses and/or the creation of park and rides – with good bike storage - on the out-skirts of bus routes would be helpful for communities who live beyond our local urban centres.

We support extending the operating hours of the buses as it would not require any more equipment, no extra buses, simply extra bus driver wages and would like to see immediate consideration in particular of starting the buses an hour earlier in morning. Even half an hour would make using the bus possible for quite a few workers who have to be at work before 8am. We also suggest money saved from progressing with a much cheaper solution to the Queen St/Gladstone Road intersection issue would give a budget for increasing frequencies of buses at peak times particularly on the main Nelson-Richmond route.

Prepared by: Christina Simkanin PhD, on behalf of the Transport group of the Nelson Tasman Climate Forum

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Submission Summary

Draft Nelson-Tasman Regional Land Transport Plan and Public Transport Plan - Submission #32071

Mrs Sandra Hagler

Speaker? True

Department	Subject	Opinion	Summary
Nelson Tasman Consultation	Tell us your feedback on the Regional Land Transport Plan		<p>I feel you should enhance our most beautiful asset: Instead you plan to destroy it.</p> <p>Why can't Rocks Road be move like Wellington Sea front or Picton.</p> <p>What you're proposing makes no/sense what so ever.</p> <p>Do you really think tourists want to visit this beautiful country to see a 4 lane HWY on the iconic Nelson water front.</p>

Submission Summary

Draft Nelson-Tasman Regional Land Transport Plan and Public Transport Plan - Submission #32072

Mr Richard Struthers

Secretary Golden Bay Cycle & Walkways Society Inc

Speaker? False

Department	Subject	Opinion	Summary
Nelson Tasman Consultation	Tell us your feedback on the Regional Land Transport Plan		<p>The Golden Bay Cycle & Walkways Society and the Nelson Tasman Cycle Trails Trust request that the concept of a trans Golden Bay active transport route be formalised in the RLTP, to inform planning and construction work in the road network.</p> <p>This route runs between Totaranui and the Heaphy Track, and would form an extension of the Great Taste Trail, as the "Golden Bay Cycle Trail". This route will provide connectivity between the major population hubs of Golden Bay, and form the basis of a major recreation and tourism development.</p>

32072

Submission to: Nelson-Tasman Regional Land Transport Plan 2024-2034
From: Golden Bay Cycle & Walkways Society Inc

Contact: Richard Struthers

Date: 24 February 2024

1. Introduction

The Golden Bay Cycle and Walkways Society(GBCWS) Inc was formed in 2006 for the purpose of establishing cycling and walking opportunities in Golden Bay. GBCWS has worked collaboratively with the local community, Tasman District Council, Waka Kotahi NZTA, and the Nelson Tasman Cycle Trail Trust. Progress to date includes producing the Golden Bay Cycling Strategy (endorsed by the Community Board and others), working with TDC and Waka Kotahi on the construction of shared pathways within the road corridor, plus off road shared pathways such as Paines Ford to East Takaka Road. We would like to acknowledge the engagement and investment already made by TDC and Waka Kotahi.

2. Strategies and Planning

Off-road cycle and walking trail development aligns with the TDC Long Term Plans plus with the NRDA Destination Management Plan, the Te Taihu Intergenerational Strategy, and the TDC Walking and Cycling Strategy. While the RLTP is the key transport planning document, it is complemented by these other planning documents.

The TDC Walking and Cycling Strategy is clear on the priorities for Golden Bay:

- *P18. **Links between towns within Golden Bay will be prioritised** over connections within Takaka. Cycle connections on State Highway 60 will be undertaken in collaboration with Waka Kotahi. Specific hazardous locations on cycling routes that are a safety risk to cyclists will be improved.*
- *P5. What about the rural cycleways? **Key hazardous locations, or pinch points, on rural cycle routes will be looked at as part of the short to medium term actions.** In 2027, the strategy will be reviewed to see how we can better address rural cycleways.*
- *P6.Shared Paths. **On high speed roads (over 50 km/hr), cycle facilities will be fully separated from the vehicle traffic.** In the urban environment, shared paths serve as an extra walking and cycling connection (for example, through parks and reserves). In areas with lower numbers of people biking and pedestrians (for example, rural town connections or Tasman's Great Taste Trail), shared paths will serve both as a route for*

active commuters and recreational users. Examples: Tasman's Great Taste Trail, Richmond Deviation, Tākaka to Pōhara Cycleway

This submission requests that roading development planning and construction on the TDC and Waka Kotahi networks allows for active transport options, in a way that future proofs for planned active transport routes. Examples include intersection redevelopments with towns, highway improvements along SH60 and Abel Tasman Drive. Specific cases in point are mentioned at item 4, Focus of this submission.

3. The Golden Bay Cycle Trail - Park to Park

The vision of GBCWS and the NTCTT, is to see safe, separated, active transport pathways linking communities across Golden Bay from Totaranui and Tata Beach, to Collingwood, and on to the Heaphy Track. Broadly speaking this would be a trans Golden Bay cycle route, serving the local population and visitors alike. It would generate all the well documented benefits to communities, provide realistic active transport options, reduce transport emissions, promote sustainable tourism, plus provide new business and recreation opportunities.

The Golden Bay cycle trail would be a critical link in the regional trail network, providing safe transit between the Abel Tasman National Park and Kahurangi National Park, where seasonal cycling connects to Karamea. This route is part of the NTCTT strategic plan, and would connect to the Great Taste Trail via boat transport from Kaiteriteri to Totaranui, or via routes on Takaka Hill, such as the Rameka Track or SH60. Completing the Golden Bay cycle trail would fill the gap between well developed cycling infrastructure in the Nelson/Tasman district and popular options on the Westcoast.

Figure 1 below shows the potential Golden Bay cycling network, with the pink route from Totaranui to the Heaphy Track being Priority 1. This route passes through most of the major population hubs scattered across Golden Bay, providing connectivity within Golden Bay in a way similar to the Great Taste Trail providing connectivity between communities in Nelson/Tasman. Other routes shown connect communities and provide alternate destinations. Not all require off road development, such as from Collingwood to the Heaphy road end, but for the "Park to Park" route to be safe and effective in meeting expectations and potential, off road or separated trail formation on main roads, is essential.

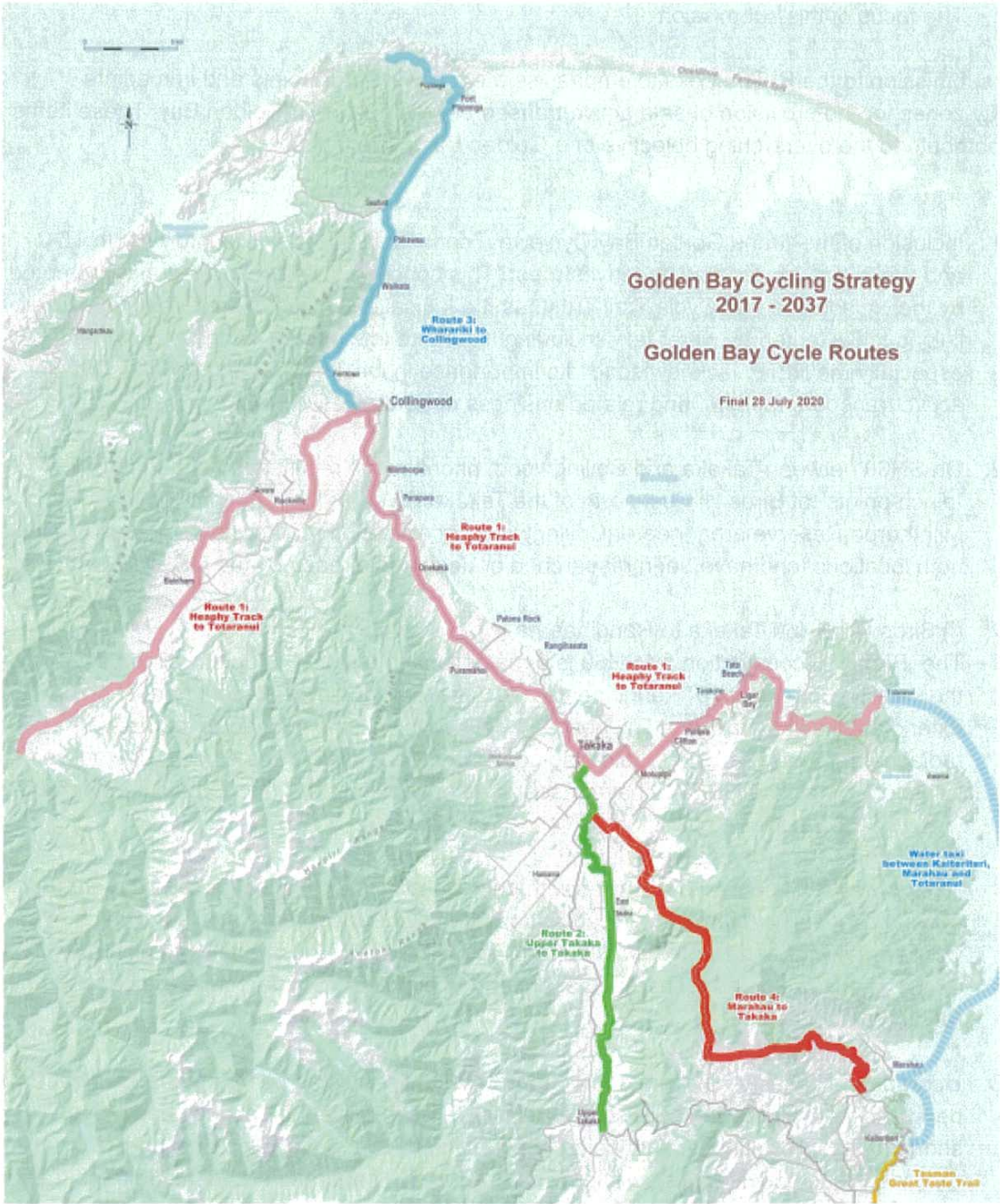


Fig 1: Planned Golden Bay cycling network (from the GBCWS Cycling Strategy v2 2020)

4. The focus of this submission

This submission to the RLTP seeks to emphasise the following four points and immediate priority zones for the provision of safe active transport infrastructure in Golden Bay. These items all contribute to the overarching objective of a Golden Bay cycle trail.

1. Inclusion of the “trans Golden Bay Cycleway” concept in the RLTP, to inform both TDC and Waka Kotahi planning and investment. This concept is also supported and promoted by the Nelson Tasman Cycle Trail Trust, as the logical extension of the Great Taste Trail, linking to Kaiteriteri by water taxi. Including this route in strategic planning documents, especially the RLTP, acknowledges its importance in local and regional connectivity for active transport, tourism, and related business opportunities.
2. On SH60 between Takaka and Collingwood, prioritise the rectification of dangerous “pinch points” at Birds Hill just north of the Takaka River bridge, and through the Milnthorpe Reserve area nearer Collingwood. Alternate off road routes are available in both locations, and have been researched or designed already by the GBCWS.

(i) Birds Hill SH60 Takaka to Rangihaeata :

The Birds Hill constriction on SH60 is a major limiting factor in people cycling between the satellite community of Rangihaeata and Takaka. Planning and work here should extend a full active transport link between the two townships, as part of the network radiating from Takaka. This would also contribute to the main trans Golden Bay active transport route. The GBCWS have researched options for this important connector route.

(ii) Milnthorpe Reserve zone SH60.

This is a difficult section of highway with poor sight lines and high objective danger for cyclists especially. Alternate off road routes for active transport are available which would get cyclists and walkers off the highway, with the obvious benefits to all road users. These are being researched and planned by GBCWS and require the support of roading authorities.

3. Upgrade the Takaka - Pohara shared pathway. While this has been a game changer for people to walk and cycle more safely on Abel Tasman Drive, the pathway has many shortcomings, resulting in it not being used as intended e.g. vehicles treating it as extended road shoulder. As per the TDC Strategy, full separation from the 80kmph traffic is required. The surface quality and drainage also present strong limitations on the pathway, where in parts it is not suitable for all users, and is at times, unusable. This would be a flagship section of the Golden Bay cycle trail receiving maximum traffic, warranting further investment and surface seal in key areas.
4. Pohara Valley to Tata Beach. This section of Abel Tasman Drive passes through the Outstanding Natural Landscape of the Tarakohe limestone coast and on to the high

density residential communities of Ligar Bay and Tata Beach. It also serves Port Tarohe and the Tarohe Quarry, with the associated heavy transport movements. It should be noted that marine farming and Port are planned to expand, further increasing heavy traffic to the Port. Beyond Tata Beach is the Abel Tasman National Park and Totaranui, which is a standing township of more than 800 people throughout summer. The turn over of campers at Totaranui is steady, resulting in a steady flow of traffic often towing. Through the Port zone to Ligar Bay, the road is very narrow with many points of interest where people stop, such as for rock climbing, fishing, the Abel Tasman Memorial, or the Motor Caravan Association parking area. It is common to see people walking on the carriageway as there is no ready alternative. The GBCWS request that a cycle and walking path be established in this zone ahead of any planned Port development. The Society is currently developing options and proposals for this work.

Submission Summary

Draft Nelson-Tasman Regional Land Transport Plan and Public Transport Plan - Submission #32073

Dr Mimi Tzeng

Speaker? False

Department	Subject	Opinion	Summary
Nelson Tasman Consultation	Tell us your feedback on the Regional Land Transport Plan		(uploading a file in Step 4)
Nelson Tasman Consultation	Tell us your feedback on the Regional Public Transport Plan		(uploading a file in Step 4)

25 Feb 2024

Dear planners,

I've lived in the Nelson-Tasman area for the last five years. I've walked, cycled, bussed, and more recently scootered, as well as ridden in other people's cars. I'd like to express my support for the two transport plans. I'm a big fan of the 15-minute city idea and would like to see it happen, at least in Nelson City and Richmond.

Public Transport

I read the public transport plan in detail. There were multiple points that I considered offering as feedback on the bus service and how it could be improved, only to see that they are already in the plan. I look forward to seeing everything implemented. The only specific comment I have is that in the Public Feedback section (pages 37-38), I would add that there have been multiple requests for a more direct route to the airport from Tasman (Motueka and Wakefield). My suggestion (which I also wrote on the ebus feedback map) is to make a new express route connecting North Nelson (Hira etc.) that becomes an express service when it gets to Nelson, but then goes to the airport instead of the hospital on its way to Richmond. If it was timed to arrive and depart Richmond shortly after the 5E and 6N, even better. In fact it would probably help a lot of people if the 1N and 2N arrived just after the 5E and 6N instead of just before. (According to the original timetable it was supposed to happen that way, but many parts of the printed version need to be revised to reflect what actually happens, now that the buses have been running for a while.)

It would also be great to eventually connect some of the farther rural towns, like Tapawera and Murchison. (Speaking from the perspective of where I'd like to live in the long term, which needs to be a place with public transport.)

My other main comment about buses has to do with factory workers. Nelson has many factories that employ hundreds of workers (each!), mostly in Stoke and Port Nelson. In many of these factories, the first shift starts at 6am, which means they must arrive at the factory between 5:30 and 5:45 (locker room time). The second shift ends at 11pm. Neither of those time periods have busy traffic at present, however, shift change happens at 3pm when school is also finishing. If buses were available at both ends of each factory shift, there would probably be fewer factory workers having to drive, saving them money and helping lighten the afternoon rush traffic. (On that note, replacing the car parks with a bus shuttle service that runs along the length of Vickerman Street would probably help the situation, since Vickerman Street's current layout considers pedestrians an afterthought and is actively hostile to cyclists).

Other Transport

As a cyclist who fears cars, it would be great if all of the cycle lanes that need to be next to roads followed the design of Vincent Street. In most places, the pattern is: road, then cycle lane, then car parks, then sidewalk. On Vincent Street it's: road, car parks, cycle lanes, then sidewalk. The Vincent Street pattern means that cars don't have to cross the cycle lane to get between the road and parking, and the only places that cyclists need to worry about cars is at the intersections instead of the entire length of the path. An alternate pattern that might work even better (for pedestrians): road, car parks and bus stops, sidewalk, cycle lane(s).

Also, roundabouts are kind of a nightmare for cyclists. I understand that they are great for cars when it comes to reducing the severity of accidents between cars. However, many car drivers have no idea where cyclists fit in the roundabout, and cars often try to pass when they shouldn't. I don't know of a good solution to this, other than more bridges or underpasses, but it's something worth keeping in mind in future road design.

The Railway Reserve bike path is excellent. It makes commuting between Nelson and Richmond much easier than it would be on the main roads. There are a couple of places where I would suggest improvements. At the "multiple highway roundabouts" area between Bishopdale, Annesbrook, and Stoke, large sections of the pedestrian/cyclist path is a narrow sidewalk right next to the road. Since this is supposed to be part of the Great Taste Trail, it looks more at the

moment like a point of shame than a point of pride. It needs to be much wider to better accommodate morning traffic, when there are many kids who walk or are on scooters, and many cyclists going in both directions. The bridge that goes over the area is a brilliant idea. If it was a little wider to accommodate some shoulder space, pedestrians would be able to walk up there and stop to enjoy the view, which they already do now, but without also blocking traffic.

The area between Bunnings and Saxton is the other main pain point for cycling. It took me a couple weeks to figure out how to navigate the underpass under Main Road Stoke and then go south, so some better signs would help. (The answer: do a loop back to the sidewalk so that going south is possible.) Then the paved path in Saxton (runs parallel to Main Road Stoke) needs to be much wider. As it is, it's barely wide enough for one bike, let alone two that want to pass each other.

Finally, please fix Washington Valley Road. The sidewalks are narrow and bumpy (which is very noticeable on a kick scooter especially on recycling day), and the cycle lanes intermittently disappear and become car parks. In short, it's just as bad as Vickerman Street, but this is a major road through a large residential area with many pedestrians, cyclists, and scooters, and needs to be much better. The area would also benefit by being better connected to the CBD. At the moment, the whole north Vincent Street/Rutherford Street area is difficult to travel through by walking or cycling, and doesn't seem much fun for cars either.

I have other, smaller detail comments I could share as well, and would like to encourage the use of the interactive feedback map approach more often when gathering public feedback (like with the ebuses and speed hump requests).

Thanks for reading,

Mimi Tzeng
Current resident in Washington Valley, Nelson
Current employment in Richmond

Submission Summary

Draft Nelson-Tasman Regional Land Transport Plan and Public Transport Plan - Submission #32075

Gordon Shaw

Chair Mapua Districts Business Assn Inc.

Speaker? False

Department	Subject	Opinion	Summary
Nelson Tasman Consultation	Tell us your feedback on the Regional Land Transport Plan		<p>Submission on behalf of Mapua District Business Association (MDBA) - Mid-term review of the Regional Land Transport Plan and the Regional Public Transport Plan for Top of the South</p> <p>I am writing on behalf of the Mapua District Business Association (MDBA) to provide our input and recommendations regarding the Mid-term review of the Regional Land Transport Plan and the Regional Public Transport Plan for Top of the South. MDBA is a collective voice for businesses in the Mapua and district, and we are committed to fostering a conducive environment for social and economic growth within our region.</p> <p>MDBA recognises the significance of a connected Regional Land Transport Plan in promoting both social and economic development. As we engage in the consultation process, we would like to highlight key transport issues in Te Taihū over the next decade, which we believe demand immediate attention:</p> <p>Vehicle Usage Growth and Its Effects on Access: The escalating growth in vehicle usage has implications for access within our region. MDBA emphasises the need for a comprehensive strategy to manage this growth efficiently, ensuring that it does not hinder accessibility for businesses and residents.</p> <p>Underfunded Maintenance and Deteriorating Road Conditions:</p>

		<p>The underfunding of road maintenance in the past has resulted in worsening road conditions. MDBA urges the incorporation of sufficient funding mechanisms in the updated plan to address this issue, ensuring that our roads are maintained to the highest standards for the safety and convenience of all road users.</p> <p>Safety on Our Roads: Safety is paramount, and MDBA supports initiatives to enhance road safety in Te Taihū. We recommend the implementation of measures such as improved signage, road design modifications, and public awareness campaigns to reduce accidents and promote safer travel.</p> <p>Vehicle Usage Impact on the Natural Environment: MDBA acknowledges the environmental concerns associated with increased vehicle usage. We encourage the development of environmentally sustainable transportation solutions and the integration of green infrastructure in the transport plan to mitigate the impact on our natural surroundings.</p> <p>In addition to addressing these challenges, MDBA urges the focus on developing effective and resilient roading networks. An emphasis on the strategic planning of these networks will not only accommodate the expected economic growth but also serve as a catalyst for raising regional produ</p>
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Submission Summary

Draft Nelson-Tasman Regional Land Transport Plan and Public Transport Plan - Submission #32076

Lawrence Blair

Nelson

Speaker? False

Department	Subject	Opinion	Summary
Nelson Tasman Consultation	Tell us your feedback on the Regional Land Transport Plan		<p>Hey folks -</p> <p>I preface the following with noting I haven't read everything; I have a job and a child. However I offer some thoughts I have noted as potential improvements to the wonderful network in Nelson as I have been using them, and I'd love consideration of them where they are relevant to these LTP proposals.</p> <p>Toward the objective of reducing reliance on private cars, I love the cycle network in Nelson – it is what drew us to the lifestyle of the region. I strongly encourage more improvements to the brilliant cycle network. Here are some wishlist thoughts relating to my travels and desires in the area we live.</p> <p>Suggestions</p> <ul style="list-style-type: none"> • Making Seaview road cycle trail connect to Nayland Road – i.e. formalise a route through college or across poorman valley stream by the pool or something. • Making the Whakatu Drive Seaview Road underpass (and all whakatu drive underpasses) passable at all tides • Improving the cycling/ped crossing at the Mitre10/quarantine road intersection. That new shopping center is going to make an already terribly long wait to cross almost impossible and very dangerous for non-vehicle transport • Cycleway along Jenkins stream from Quarantine road to Pascoe st and SH6 • Changing the barriers at Songer street; That slalom is sloppy and counter-productive in encouraging mode-shift. I have to dismount and drag the baby bike trailer now – terrible response to the success of such a great bit of infrastructure. • Bike riding access around the airport • Kerb dip to aid cycling from Aldinga Ave > to Songer Street (The commute from Orchard stream has an easy blip to improve there) <p>Keep up the great work.</p> <p>Cheers</p> <p>Larry</p>

Submission Summary

Draft Nelson-Tasman Regional Land Transport Plan and Public Transport Plan - Submission #32077

Murray Brown

Speaker? False

Department	Subject	Opinion	Summary
Nelson Tasman Consultation	Tell us your feedback on the Regional Land Transport Plan		<p>Hi.</p> <p>As a E-Bus Driver</p> <p>I and my passengers have identified 4 areas of Motueka that require 4 more bus stops.</p> <p>1-Atkins Street-- 1 each side =2</p> <p>2- High Street --- 1 each side =2</p> <p>Between Toad Hall and NPD locations.</p> <p>As we're often asked to drop off/pickup at these locations.</p> <p>Bus Shelters---</p> <p>Mainly at Wallace Street and outside 427 High Street.</p> <p>All Bus Shelters across the network---</p> <p>In the Winter, drivers can not see inside any bus Shelters for potential pax waiting.</p> <p>LED Solar lights in every shelter would fix this issue.</p> <p>Idea- Please push the fact that all pax waiting for a bus should Wave Down the driver..</p> <p>Reason- a lot of people sit in bus stops to relax/rest..</p> <p>They don't actually want a bus.</p> <p>Now- the driver has to try and push back into the traffic, which usually do not like letting bus's out.</p> <p>I believe you're looking at timetable timing...</p> <p>That's good, because a lot of routes, drivers are supposed to have a 10 minute break. This never happens on some runs as always late- Traffic.</p> <p>Thankyou for reading and taking any ideas into consideration.</p> <p>Murray Brown</p>

Submission Summary

Draft Nelson-Tasman Regional Land Transport Plan and Public Transport Plan - Submission #32078

Phil Cain

Speaker? False

Department	Subject	Opinion	Summary
Nelson Tasman Consultation	Tell us your feedback on the Regional Land Transport Plan		<p>Dear Planners,</p> <p>I am a 1950 Old Boy and have seen many changes to traffic movement over the years All the bypasses of Townships and Villages have worked well. However the scenario now is a little different as you are wanting to get people and vehicles between and in to two main centres . not quite so easy !</p> <p>Rocks Road was formed many years ago to give easy access to the port for produce from the South, and of course supplies out. It would be stupid to put a multitude of heavy vehicles up over a hill, and through a City to achieve the same. I firmly believe that Rocks road should remain State Highway and remain mostly unchanged to serve the Port !!</p> <p>For four years I did shuttle bus work based at the Airport and during that time I formed the opinion that road planners should make better use of the room that is available along the Richmond to Nelson route. Traffic only jams up when short merging lanes run out, so I believe that you need to build a four lane road between Three Brothers corner and the traffic lights at Motueka Street. Some resident may lose street parking but recent and unwelcome cycle way projects have done just that.</p> <p>So I say leave Rocks Road and put a 40 K/h speed limit on it, four lanes on the Richmond / Nelson road, and definitely leave heavy vehicles on Rocks Road as they will use a lot less fuel to do the same job rather than going over the Bishopdale Hill.</p> <p>As Traffic volumes build you may have to look at traffic lights at the bigger roundabouts.</p> <p>That is enough from the country and thank you for the opportunity to comment</p> <p>Regards Phil Cain</p>

Submission Summary

Draft Nelson-Tasman Regional Land Transport Plan and Public Transport Plan - Submission #32079

Elaine Henry

Speaker? False

Department	Subject	Opinion	Summary
Nelson Tasman Consultation	Tell us your feedback on the Regional Land Transport Plan		<p>1. The new bus service is wonderful particularly the services that go to the airport, the increase in frequency of all the services and having at long last a service to/from Motueka at reasonable fares</p> <p>2. Bus shelters. I see new shelters are planned. But I can't see where one is planned for the Tahunanui Interchange in Muritai Street by the garage. Passengers needing to change buses at this interchange to travel either to the airport or Richmond can wait for 15 mins or so. Standing in the rain or the hot sun with a suitcase is not very pleasant for anyone but when you are elderly or travelling with small children it really puts you off using the airport bus. Could a bus shelter please be planned asap for this interchange.</p>

Submission Summary

Draft Nelson-Tasman Regional Land Transport Plan and Public Transport Plan - Submission #32080

Siobhan Sweeney

Speaker? False

Department	Subject	Opinion	Summary
Nelson Tasman Consultation	Tell us your feedback on the Regional Land Transport Plan		<p>Since the arrival of buses to the Nelson region, we have mused over how fantastic it will be to have a bus out to Hira soon.</p> <p>We live out in Cable Bay. A household of 4 people. Two of which are teenagers.</p> <p>We are constantly juggling our trips into town so as to keep our carbon footprint low.</p> <p>Especially in the weekends.</p> <p>Folk could leave their cars at the Hira store.</p> <p>A bus from the Hira store to town Departing Morning - 9am Returning around 5pm (when shops close) 7 days a week would be well utilised by the North Nelson community. Makes perfect sense.</p> <p>Please seriously consider this. We are all trying to do our bit to help.</p>

Submission Summary

Draft Nelson-Tasman Regional Land Transport Plan and Public Transport Plan - Submission #32081

Kyle Lightfoot
Chairman - Nelson District Council NZ Automobile Association

Speaker? True

Department	Subject	Opinion	Summary
Nelson Tasman Consultation	Tell us your feedback on the Regional Land Transport Plan		See attached
Nelson Tasman Consultation	Tell us your feedback on the Regional Public Transport Plan		See attached



21 February 2024

RLTP & RPTP Submission
Nelson City Council
NELSON.

via email to: submissions@ncc.govt.nz

**THE NEW ZEALAND
AUTOMOBILE
ASSOCIATION
INCORPORATED.**

Nelson District
45 Halifax Street,
Nelson 7010
PO Box 164,
Nelson 7040
New Zealand

T. +64 3 5463906
W. aa.co.nz

DRAFT NELSON TASMAN REGIONAL LAND TRANSPORT PLAN 2024-2034
DRAFT NELSON TASMAN REGIONAL PUBLIC TRANSPORT PLAN 2024-2034

Introduction:

The New Zealand Automobile Association is an Incorporated Society with a personal membership of 1,131,000 nationally, and with an additional 1,038,000 vehicle-based memberships. This gives the NZAA an all-up affiliation of 2,161,000 memberships and enjoying steady growth especially within the younger age groups.

In the Nelson Tasman areas personal membership now exceeds 30,100.

As a stakeholder we appreciate the close relationship between the both the Nelson and Tasman Councils along with the NZ Transport Agency. We will always value the opportunity to be involved in the transport sector on behalf of our AA members.

We recognise the significant time and effort that goes into the preparation of such plans and we acknowledge the collaboration between the two Councils hoping that this will bring about a good degree of consistency throughout the region. This is what AA members and indeed the public should expect when driving or biking on the roads – not only regionally but nationally.

Release of impending Government Policy Statement (GPS):

AA clearly recognises that the GPS is nearing completion and due for release shortly. This is likely to set different priorities which may need to be adopted in the NTRLTP.

Proposed Regional Outcomes.

Differing priorities by Central and Local Government over time will result in changing conditions across the roading environment. In recent years parts of the network have not been maintained to a level of service that is acceptable to road users. AA member surveys confirm this.

Future traffic volumes generally, in the Nelson Tasman region will continue to increase and greater investment and improvement in the network is immediately required to cater for this.

AA General Priorities

Prior to the 2023 General Election NZAA released a set of Election Calls, which were based on member surveys that identified issues which AA members cared about deeply. A selection of these priority Calls were:

- **Revive essential road maintenance.**

Public dissatisfaction over the quality of surfaces and the frequency of repairs has continued to grow and this has an impact on safety. To catch up AA has asked for \$1.2b over three years for foundation and resurfacing work. Nelson Tasman should receive a portion of this.

**GUIDING LIFE'S JOURNEYS
FOR OVER 110 YEARS.**
New Zealand Automobile Association



- **Make the road network resilient.**

In all AA member surveys for Government action this subject was top. Note significant reconstruction work has been carried out in Nelson Tasman e.g. SH6 Whangamoia and SH60 Takaka Hill.

- **Boost investment in EV chargers.**

Without a complete network drivers will continue to have driver anxiety and result in choosing to purchase ICE vehicles. The Upper South Island is impacted by “holes” in the network eg Springs Junction.

- **Lift the safety of regional highways.**

New roads have a massive safety benefit. AA wants to see fully funded plans for upgrading regional roads, by passes, upgrading road corridors and smaller safety refits. It is great to see the upgrades underway on the SH60 Ruby Bay bypass.

- **Fund roads fairly.**

More investment is needed to improve transport infrastructure and AA wants GST paid on fuel tax (FED/RUC) to go into roads.

Nelson Tasman Significant Projects:

- **SH6 Hope By-pass.**

We note this is the highest ranked priority and AA wants to see this proceed as soon as possible as it “holds the key” to many of the issues of traffic movements through and around Richmond. In conjunction, and for optimum efficiency, we see additional benefits in four-laning SH6 Whakatu Drive and Richmond Deviation, a flyover at Queen Street incorporating a “mini” flyover at the SH6/Link Road intersection.

- **SH6 Rocks Road Offroad Shared Pathway.**

We recognise there could be benefits in providing a “limited” shared pathway along this route. However, this will remain a heavily used vehicle traffic route and with predicted growth (especially in heavy vehicles) traffic volumes will only worsen at great economic cost and efficiency. The congestion and resilience issues along Rocks Road are well known to all.

- **Waimea Road Priority Lanes.**

Notwithstanding the current congestion at peak hours AA considers such priority lanes likely to exacerbate the congestion as the predominant mode use is and will always be motor vehicles. The regularity of bus movements should have little impact on traffic flow and expenditure of \$204m over 10 years seems excessive for this project.

- **Commercial Vehicle Regional Safety Centres.**

AA would support in principle the establishment of the proposed three Centres (we understand these are weighbridge facilities), in the expectation that they would improve safety for all road users and reduce or eliminate the incidence of overweight heavy vehicles on the regions roads. We trust that personnel can be secured to staff these Centres in order to warrant the substantial expenditure.

- **Lower Queen Street Upgrade.**

This is a heavily used area and AA is generally supportive of needed improvements together with other significant activities detailed in the draft NTRLTP.

Nelson “Southern Arterial” Alternative Route:

We are surprised that the draft NTRLTP does not even consider this an activity on the horizon. There can be no doubt that in the not-too-distant future an alternative route through Nelson will be needed to cover the expected growth and enhance resilience. We consider that planning for development of this now, at the expense of a portion of the very substantial \$204m (over five years) for a shared path on Rocks Road, is warranted.

To delay progress on this important route will only see growing congestion on Rocks Road and Waimea Road and also increasingly on Vanguard Street and Motueka Street as drivers seek easier access to/from the city. Without a southern arterial Nelson could become a “gridlocked” city.

NELSON TASMAN REGIONAL PUBLIC TRANSPORT PLAN 2024 – 2034:

We support Councils' efforts in the introduction of the new Public Transport service. However we consider this may only be able to achieve limited results in endeavouring to reduce traffic congestion. It does nevertheless provide a travel choice option and at the same time meets a community need. Interestingly in a significant number of AA surveys over a period of years, AA members (nationally) indicated that **not** being able to use a car would be a problem for nearly 90% of people.

CONCLUSION:

On behalf of our AA members, we support the need for an efficient, resilient, well maintained, reliable and safe transport/roading system which caters for the predicted increasing needs and growth throughout the Top of the South region.

Kyle Lightfoot
Chairman – Nelson District Council
NZ Automobile Association

Submission Summary

Draft Nelson-Tasman Regional Land Transport Plan and Public Transport Plan - Submission #32082

Nicola Gausel
Health in All Policies Advisor Te Whatu Ora – Health New Zealand

Speaker? True

Department	Subject	Opinion	Summary
Nelson Tasman Consultation	Tell us your feedback on the Regional Land Transport Plan		See attached
Nelson Tasman Consultation	Tell us your feedback on the Regional Public Transport Plan		See attached

Nelson Tasman Regional Land Transport Plan 2024 – 2034 and Regional Public Transport Plan 2024 - 2034

Date due: 23 February 2024

For more information please contact:

Nicola Gausel (she/her)

Health in All Policies Advisor

Nelson Marlborough Public Health

Te Waipounamu Region

waea pūkoro: 022 102 9798 | **īmēra:**

281 Queen Street, Richmond | PO Box 647, Nelson 7040

National Public Health Service – Nelson Marlborough (NPHS-NM) is a key organisation involved in the health and wellbeing of the people within Te Tau Ihu. NPHS-NM appreciates the opportunity to provide feedback from a public health perspective on Nelson Tasman Regional Land Transport Plan 2024 – 2034 (RLTP) and Regional Public Transport Plan 2024 – 2034 (RPTP).

NPHS-NM makes this submission in recognition of its responsibility under:

The Pae Ora (Healthy Futures) Act 2022 to:

- a) protect, promote, and improve the health of all New Zealanders; and
- b) achieve equity in health outcomes among New Zealand's population groups, including by striving to eliminate health disparities, in particular for Māori; and
- c) build towards Pae Ora (Healthy Futures) for all New Zealanders.

Health Act 1956, to:

- a) improving, promoting, and protecting public health.

Under both sets of legislation public health means the health of:

- b) all the people of New Zealand; or
- c) population group, community, or section of people within New Zealand

NPHS-NM also makes this submission from a Health in All Policies (HiAP) perspective. HiAP is defined as “an approach to public policies across sectors that systematically takes into account the health implications of decisions, seeks synergies, and avoids harmful health impacts, in order to improve population health and health equity.”¹

General Comments

1. NPHS-NM supports the overall strategies outlined in the RLTP that have the potential to improve health outcomes for the Nelson Tasman community. NPHS-NM has significant interest in the RLTP due to the large impact the transport system has on human health. There are a number of pathways that connect transport and health, which can have positive or negative impacts on health. Pathways linking transportation to health benefits include when transportation serves as a means for social connectivity, independence, physical activity and access. Detrimental impacts can include health outcomes from air pollution, road travel injuries, noise, stress, urban heat islands, climate change, community severance, and restricted green space.²

¹ Health in All Policies (HiAP) framework for country action. (2014). National Library of Medicine. <https://pubmed.ncbi.nlm.nih.gov/25217354/#:~:text=WHAT%20IS%20HIAP%3F%3A%20HiAP,population%20health%20and%20health%20equity>

² Fourteen pathways between urban transportation and health: A conceptual model and literature review (Vol. 21). (2021). Elsevier. <https://www.sciencedirect.com/science/article/pii/S2214140521001006>

2. In Aotearoa New Zealand, transport is the second largest source of greenhouse gas emissions³. It is responsible for 17 per cent of the country's gross domestic emissions and 39 per cent of total carbon dioxide emissions.⁴ Producing these harmful emissions contribute to climate change. Climate change has been described by the World Health Organization as the greatest threat to global health in the 21st century.⁵ The RLTP and the RTPT present opportunities for climate change mitigation while also improving health and wellbeing.
3. Transport emissions are a source of air pollution and are the largest current cause of ill health from the transport system. Air pollution does significant harm to many New Zealanders, including children. Even low levels of air pollution cause significant harm with the contribution of motor vehicles much more significant than previously thought. Health impacts of air pollution include premature deaths, hospitalisations, asthma, and restricted activity days, as well as the social costs from illness and deaths.⁶
4. Vehicle emissions of nitrogen dioxide (NO₂) and particulate matter smaller than 2.5 microns across (PM_{2.5}) is estimated to contribute to 2,025 premature deaths, 9,376 hospitalisations and 13,229 new cases of child asthma a year, with an estimated cost of \$10.5 billion nationally. Exposure to these harmful emissions is not equal across ethnicities as 54.5% of Pacific peoples are exposed to unsafe levels of NO₂ compared to 31.4% of the total population, leading to inequitable health outcomes.⁷
5. In 2016, the social costs of NO₂ air pollution from motor vehicles was exceptionally high per capita in the Whakatū Nelson region, as shown on the graph below. Social costs reflect the cost of all air pollution impacts in terms of direct costs incurred in the health system,

³ Waka Kotahi NZ Transport Agency. (n.d.). Climate change. <https://www.nzta.govt.nz/roads-and-rail/highways-information-portal/technical-disciplines/environment-and-sustainability-in-our-operations/environmental-technical-areas/climate-change/>

⁴ Ministry for the Environment. (2022). Te hau mārohi ki anamata Towards a productive, sustainable and inclusive economy. <https://environment.govt.nz/assets/publications/Aotearoa-New-Zealands-first-emissions-reduction-plan.pdf>

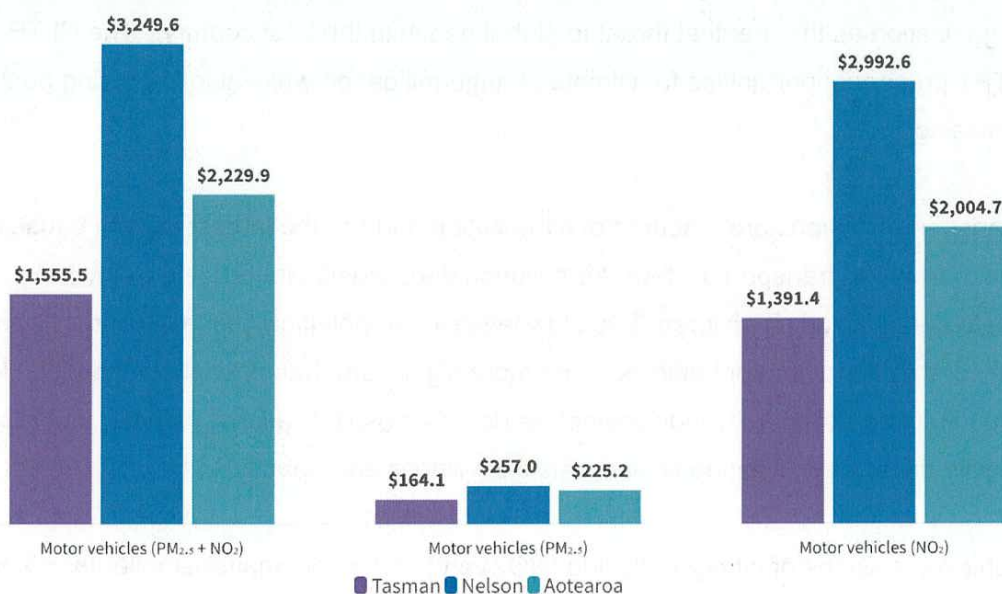
⁵ World Health Organisation. (2018). Health and climate change. <https://www.who.int/news-room/facts-in-pictures/detail/health-and-climate-change>

⁶ Impossible, E. (2022). Health and air pollution in New Zealand 2016 (HAPINZ 3.0). <https://environment.govt.nz/assets/publications/HAPINZ/HAPINZ-3.0-Findings-and-implications.pdf>

⁷ Impossible, E. (2022). Health and air pollution in New Zealand 2016 (HAPINZ 3.0). <https://environment.govt.nz/assets/publications/HAPINZ/HAPINZ-3.0-Findings-and-implications.pdf>

and monetary costs attributed to loss of life, lost quality of life, and lost productivity. The higher costs associated with NO₂ in Whakatū Nelson may reflect its higher density urban environment.

Social cost (\$ NZD per capita) due to air pollution from motor vehicles



Source: EHINZ: HAPINZ 3.0 • 2016

Te Whatu Ora
Health New Zealand
Nelson Marlborough

Click here to get the live version of the above graph - [Environmental Health: Air Quality | Flourish](#)

6. Choice of transport mode can have a significant impact on physical activity and health outcomes. Active transport is a way to incorporate physical activity into the lives of the population of Aotearoa, whether walking, cycling or using micro-mobility. Achieving recommended physical activity levels for all the population lowers the risk of colorectal and breast cancer, strokes and heart disease, alongside mitigating the effects of diabetes.⁸ In addition, it is estimated that a 25% uptake in active transport mode use for trips under 5 km results in \$750 million (2011 NZD) cost decrease for the health system, without accounting for potential reductions in obesity and its associated health risks.⁹

⁸ Mizdrak A, Blakely T, Cleghorn CL, Cobiack L. Technical Report for BODE3 Active Transport and Physical Activity Model. Department of Public Health, University of Otago, Wellington, 2018. Technical Report No. 18.

⁹ Mizdrak, A., Blakely, T., Cleghorn, C. L., & Cobiack, L. J. (2019). Potential of active transport to improve health, reduce healthcare costs, and reduce greenhouse gas emissions: A modelling study. PloS one, 14(7), e0219316. <https://doi.org/10.1371/journal.pone>

7. Death and Serious Injuries (DSI) caused by road traffic is a cause of significant health burden in New Zealand. Each death has a social cost valued at \$12.5 million and each serious injury has a social cost of \$660,100.¹⁰ DSI also have an impact on active modes through the perception of safety. Furthermore, safety is one of the top barriers for people to use active modes more regularly.¹¹
8. In Aotearoa New Zealand, particular groups face transport disadvantage including Māori, older people, disabled people, young people and children, people who are socioeconomically deprived, and people living in rural areas. The location of and access to transport infrastructure, services and facilities can lead to inequitable health outcomes.
9. People who are transport disadvantaged have limited options to participate in everyday activities because of lack of suitable transport options or overcome lack of transport choice by paying more than they can reasonably afford for transport. The positive and negative health impacts of transport are experienced unevenly due to transport disadvantage and inequities in access.

Specific Comments

Regional Land Transport Plan (RLTP)

10. NPHS-NM supports the overall strategic context of the RLTP outlined on page 11, with Nelson City and Tasman District Council's (Councils) goals of investing in programmes creating a sustainable, integrated regional transport network. We support the proposal to reduce the reliance on motor vehicles, that transport is safe and affordable, that there is improved resilience on the overall network (through greater uptake of active and public transport modes), and that it is sustainable and based on reduced carbon emissions.
11. We support the RLTP's focus on providing improved choices for people to use the transport network and lessening the reliance on single occupancy vehicles as outlined on page 23.

¹⁰ Waka Kotahi New Zealand Transport Agency. (2020). Monetised benefits and costs manual. <https://www.nzta.govt.nz/assets/resources/monetised-benefits-and-costs-manual/Monetised-benefits-and-costs-manual.pdf>

¹¹ New Zealand Transport Agency. (2016) Urban New Zealanders Attitudes and Perceptions of Cycling.

As covered in this section, it is important that high density areas have good walking and cycling corridors and have good public transport services and connectivity to facilitate a reduction in car use. We strongly support the councils' goal of doubling active transport rates within the next 10 years.

12. NPHS-NM commends the councils on the success of the eBus with its more frequent timetable and broader network coverage. We support the Councils work in attracting more patrons to utilise public transport, reducing the reliance on single occupancy vehicles and consequently reducing carbon emissions impacting our environment. There are further benefits of a well-developed public transport system that include reduced congestion, increased social contact, and improved safety for travellers.¹²
13. NPHS-NM supports the list of significant projects outlined for Te Taihiti for the next 3 years identified on page 35 of the RLTP, however, have concerns relating to the Hope Bypass development. As outlined on page 36 of the RLTP, environmental impacts and increased emissions are expected with the development and ongoing usage of the Hope Bypass. We have concerns about the health impacts on the local and wider community should the project proceed. It is understood that existing transport links, including cycleways, would be severed should the bypass be developed. These are important infrastructural assets, supporting active transport and contributing to sustainable network management. Evidence suggests that investment in road infrastructure for car use can increase traffic volume and congestion¹³. This increases transport emissions, road crashes, air and noise pollution which negatively impacts public health^{14, 15}. To ensure that all impacts of the bypass development are considered, we recommend that a health impact¹⁶ or social impact

¹² Wilkinson R, Marmot M. Social determinants of health: The solid facts 2nd edition. Geneva: World Health Organization, 2003. (http://www.euro.who.int/_data/assets/pdf_file/0005/98438/e81384.pdf)

¹³ Anupriya; Bansal, P & Graham, D.J. (2023). Congestion in cities: Can road capacity expansions provide a solution? Science Direct, 174. <https://doi.org/10.1016/j.tra.2023.103726>

¹⁴ Jones, P. et al. (2018), Urban Mobility: Preparing for the Future, Learning from the Past, CREATE, https://www.researchgate.net/publication/329168103_Urban_Mobility_Preparing_for_the_Future_Learning_from_the_Past (accessed on 16 March 2021).

¹⁵ Kuschel et al (2022). Health and air pollution in New Zealand 2016 (HAPINZ 3.0): Volume 1 – Finding and implications. Report prepared by G Kuschel, J Metcalfe, S Sridhar, P Davy, K Hastings, K Mason, T Denne, J Berentson-Shaw, S Bell, S Hales, J Atkinson and A Woodward for Ministry for the Environment, Ministry of Health, Te Manatū Waka Ministry of Transport and Waka Kotahi NZ Transport Agency, March 2022

¹⁶ Lock, K. (2000). *Health Impact Assessment*. National Library of Medicine. <https://www.ncbi.nlm.nih.gov/pmc/articles/PMC1118057/#:~:text=Health%20impact%20assessment%20is%20a%20multidisciplinary%20process%20within%20which%20a,affected%20by%20a%20proposed%20policy.>

assessment¹⁷ is undertaken in the early stages of the project. It is particularly important to ensure any assessment of health/social impacts includes potential long-term effects on future generations. NPHS-NM is interested in supporting this type of assessment and has contacted Waka Kotahi about this. We have been involved in similar studies in the past in relation to council projects, such as the original Nelson Arterial Road Study in 2010.¹⁸

14. NPHS-NM supports the other significant projects listed on page 35 of the RLTP set to improve the safety and resilience of state highways, local roads and develop public transport infrastructure. We see this as a good investment supporting community health and wellbeing. We are particularly interested in the development of the Millers Acre Bus Interchange and are keen to partake in early discussion about its design to support accessibility and any other public health matters.
15. NPHS-NM commends the councils on providing details about the eight iwi of Te Taihupo within Nelson and Tasman on pages 15 and 16 of the RLTP as this provides the whakapapa (history) of the connection tangata whenua have with the whenua (land) in this rohe (region). In addition, we noted the intention to form a collaborate partnership between iwi, Waka Kotahi, and the two Councils as significant projects in this RLTP are developed. NPHS-NM fully supports this intention as partnership is essential to living out obligations under Te Tiriti o Waitangi. Furthermore, responding to Māori health aspirations recognises tino rangatiratanga (self-determination) and is essential to achieve health equity for Māori.¹⁹

Regional Public Transport Plan (RPTP) 2024 - 2034

16. NPHS-NM supports the objectives of the RPTP outlined on page 7 of the RPTP that proposes 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

¹⁷ <https://www.buildingbetter.nz/toolkit/social-impact-assessment-guidelines-for-thriving-regions-and-communities/>

¹⁸ <http://www.nelson.govt.nz/assets/Our-council/Downloads/Plans-strategies-policies/ATS-health-impact-assessment-stage-3.pdf>

¹⁹ Ministry of Health. (2019). Achieving Equity in Health Outcomes: Summary of a discovery process. Wellington: Ministry of Health.

17. We support what is proposed under stage 1 of RPTP, however have concerns relating to the cessation of Crown funding for free fares for 5-12-year-olds and half price fares for 13–24-year-olds on public transport, expecting to end on 30 April 2024. As outlined on page 28 of the RPTP, 28% of eBus patrons are youth aged between 13–18 years and 10% are children aged between 5–12 years. Young people are often reliant on public transport to get to education, work and recreational activities. Costly public transport reduces opportunities to access education, training and employment which can increase inequities.²⁰ NPHS-NM encourages council to explore options for how reduced fares for these age groups could be continued.

18. We support what is proposed under stage 2 of RPTP, however recommend the following additional routes and any route changes that are set to be identified in the 2027–37 RPTP, be brought forward.

- Additional weekend bus services on regional routes
- Increased peak hour frequencies on key urban routes
- Supporting community transport options for Golden Bay, and Hira

As mentioned under “public feedback” on page 37 of the RPTP, it appears that there is already demand for these increased services in the near future.

19. We strongly support the continuation of the eBus On Demand service that provides a greater degree of accessibility than the scheduled service as outlined on page 24 of the RPTP. Providing a door-to-door service for wheelchair passengers wherever vehicle access allows supports the reduction of transport disadvantage.

20. NPHS-NM strongly supports the continuation of the community transport services outlined on page 25 of the RPTP. It is understood that these services also include transport routes to outlying areas from what the e-Bus service provides, offering residents an alternative transport option than utilising private vehicles or other means. These services reduce transport disadvantage and as stated in the RPTP, are integral to our public transport service in order to service our rural communities. We recommend that the trial of subsidised trips for local residents for trips between Motueka and Takaka on Golden Bay Coachlines is continued beyond July 2024 as currently proposed.

²⁰ Collings, S., Chatterjee, K., & Cope, A. (2022). Fair bus fares for young people.
https://www.sustrans.org.uk/media/10857/220719-fair-bus-fares-for-young-people-v14_d.pdf

21. We strongly support the continuation of the Total Mobility Scheme, supporting people with disabilities to access alternative transport options if they are unable to physically access the eBus (acknowledging that eBuses are wheelchair accessible). Travel often takes more time and effort for disabled people (including physical, sensory and intellectual) than for non-disabled people, which means that disabled people may forgo journeys, including 'essential' trips that support their health and wellbeing.²¹ It is encouraging to see that further options to supplement the Total Mobility Scheme are being considered, such as a new accessibility concession enabling Total Mobility card holders to utilise the eBus network with the support of a caregiver. Should this be approved, NPHS-NM supports allowing caregivers to travel at a reduced fare or for free as outlined on page 30 of the RPTP.
22. NPHS-NM supports the infrastructure projects listed on page 49 of the RPTP, that includes a "superstop" at the Hospital. The development of new bus-stop facilities and improvements to existing ones is an area that we would like to work upstream on with councils on. Designing facilities that are accessible and usable for people of all abilities supports mobility independence. We commend the councils for considering wheelchairs in the RPTP.
23. We note that opportunities to advertise on buses is included on page 49 of the RPTP. This presents an opportunity to further strengthen existing measures that minimise harm from advertising such as disallowing the advertising of harmful commodities such as junk-food, sugar sweetened beverages and alcohol on buses.
24. NPHS-NM noted the change to the Councils Public Transport Advertising Guidelines: *Static advertising or digital fixed advertising of high saturated fat, salt or sugar products within 300 metres of a primary or intermediate school is not permitted.*²² Whilst NPHS-NM commends this move to reduce harm to younger people, we have observed this type of advertising on the back of buses (refer to Figure 2 below) which may counteract the bold move to ban such advertising on bus stops.

²¹ Doran B, Crossland K, Brown P, & Stafford L. (2022). Transport experiences of disabled people in Aotearoa New Zealand (waka Kotahi NZ Transport Agency research report 690). Wellington, NZ; Waka Kotahi NZ Transport Agency.

²² Joint Nelson Tasman Regional Transport Committee Meeting Agenda. (2023, August). Tasman District Council.

https://tasman.infocouncil.biz/Open/2023/08/NTRTC_20230811_MIN_4395.HTM#PDF2_ReportName_1991



Figure 2: Picture of a McDonald advertisement on the back of an eBUS on Saxton Rd.

25. Junk food marketing contributes to the worldwide increase in childhood obesity by encouraging the repeat purchase and consumption of unhealthy foods.²³ Evidence has shown that New Zealand children are exposed to 68 junk food advertisements a day.²⁴ The World Health Organization (WHO) recommends that settings where children and adolescents gather should be free of marketing of unhealthy food and sugar-sweetened beverages.²⁵ Noting that Councils data shows that younger people are high users of the eBUS service, NPHS-NM encourages Councils to consider further reducing harm by banning the advertisement of high saturated fat, salt or sugar products on buses.
26. NPHS-NM requests that alcohol advertising or advertising for alcohol related events, are not condoned on buses. It is understood that currently they are sanctioned under the Councils Public Transport Advertising Guidelines.²⁶ Alcohol can cause considerable harms to people, whānau and communities and drives health and social inequities, resulting in

²³ Smith, R., Kelly, B., Yeatman, H., & Boyland, E. (2019). Food Marketing Influences Children's Attitudes, Preferences and Consumption: A Systematic Critical Review. National Library of Medicine.

²⁴ Watkins, L., Gage, R., Smith, M., McKerchar, A. R., & Signal, L. (2022). An objective assessment of children's exposure to brand marketing in New Zealand (Kids'Cam): a cross-sectional study. *The Lancet Planetary Health*, 6(2). [https://doi.org/10.1016/S2542-5196\(21\)00290-4](https://doi.org/10.1016/S2542-5196(21)00290-4)

²⁵ Policies to protect children from the harmful impact of food marketing: WHO guideline. Geneva: World Health Organization; 2023. Licence: CC BY-NC-SA 3.0 IGO.

²⁶ Joint Nelson Tasman Regional Transport Committee Meeting Agenda. (2023, August). Tasman District Council.

https://tasman.infocouncil.biz/Open/2023/08/NTRTC_20230811_MIN_4395.HTM#PDF2_ReportName_19913

significant costs to the health, welfare and justice sectors.²⁷ There is strong evidence of a causal relationship between alcohol marketing and drinking among young people.²⁸

Conclusion

NPHS-NM thanks the Councils for the opportunity to comment Nelson Tasman Regional Land Transport Plan and Regional Public Transport Plan.

Ngā mihi,



Vince Barry

Regional Director Public Health Te Waipounamu
National Public Health Service

²⁷ te hiringa hauora-Health Promotion Agency. (2022). Alcohol advertising, promotion and sponsorship.<https://www.hpa.org.nz/sites/default/files/4.0%20AL1195-B%20Advertising%20and%20Promotion%20Position%20Statement.pdf>

²⁸ Sargent JD, Babor TF. The Relationship Between Exposure to Alcohol Marketing and Underage Drinking Is Causal. J Stud Alcohol Drugs Supply 2020; : 113–24.

Submission Summary

Draft Nelson-Tasman Regional Land Transport Plan and Public Transport Plan - Submission #32083

Rhonda Hewitt
Te Pou Hanganga, Matihiko | School Transport Ministry of Education

Speaker? False

Department	Subject	Opinion	Summary
Nelson Tasman Consultation	Tell us your feedback on the Regional Land Transport Plan		See attached
Nelson Tasman Consultation	Tell us your feedback on the Regional Public Transport Plan		See attached



23/02/2024

Tēnā koe,

Please accept the following feedback as the Ministry of Education's submission on the draft *Nelson-Tasman Regional Land Transport Plan 2024-2034 (RLTP)* and the draft *Nelson-Tasman Regional Public Transport Plan 2023-2034 (RPTP)* as required under Section 125(1)(e) of the Land Transport Management Act 2003. As School Transport assistance is provided by the Te Pou Hanganga, Matihiko group of the Ministry, the Secretary for Education, Iona Holsted, has asked me to provide the following feedback on her behalf.

The Ministry is generally supportive of the information provided in the Plans, and in particular the RPTP which seeks to provide a regional integrated public transport network that provides attractive, economic and viable transport choices for all sectors of the community.

Background

While caregivers are ultimately responsible for getting students to and from school, the Ministry may offer assistance to students in cases where distance, mobility or other issues create barriers to accessing an appropriate learning environment.

Ministry-funded school transport assistance is provided through the administration of an appropriation from Vote Education. The purposes for which this appropriation may be used are detailed in section 559 of the Education and Training Act, 2020 which states:

Section 559 School Transport

The Secretary for Education may assist in the provision of school transport by doing any of the following:

- a) paying schools to provide school transport to their students;
- b) arranging transport providers to provide school transport;
- c) contributing to the cost of parents providing school transport.

To meet our obligations under the Public Finance Act, we are required to work within our school transport assistance policy settings, including our eligibility criteria. These settings are designed to help us make effective and efficient use of limited resources and help us maintain the integrity of local schooling networks across New Zealand. As stewards of public money, we have a responsibility to ensure existing resources are used cost effectively and efficiently.

The Ministry applies a range of criteria to determine eligibility for Ministry-funded school transport assistance consistently across New Zealand. These criteria ensure the careful application of this limited resource, and the sustainability of local schooling networks. To be eligible for school transport assistance a student must meet all three of the following criteria:

1. They are attending their closest state or state-integrated school they can enrol at.
2. They live more than a certain distance from the school:
 - o 3.2km for Years 1 – 8

8 Gilmer Terrace, Levels Ground floor, 1, 2, and 6-14, Wellington
PO Box 1656, Wellington 6140 Phone: +64 4 463 8000

education.govt.nz





- 4.2km for Years 9 – 13

3. There is no suitable public transport available.

In assessing suitable public transport options, the Ministry gives consideration to the following guidelines:

- Suitable public transport must travel within:
 - 2.4km of the roadside gate of the student's home, and
 - 2.4km of the closest appropriate school.
- The student:
 - won't have to be picked up before 7 am
 - can get to school before it starts
 - can be picked up no later than one hour after school finishes
 - won't have to change buses more than once on a journey

Demarcation between Public Transport Authorities (such as regional councils) and Ministry-funded services

The Ministry has a specific focus on reducing barriers to educational access and offers transport assistance as an enabling service in support of this objective. The Ministry's school transport services traverse the whole country but largely consist of low-volume services in rural and peri-urban areas where there are no suitable Public Transport (PT) options. Despite significant differences in their funding models, legislative mandate and geographical distribution, Ministry-funded services can overlap with PT operations delivered by public transport authorities.

One of the marked differences between the Ministry's school transport services and PT networks is that the Ministry's school transport services is restricted to only students. Whereas PT network can be served by mixed usage services (i.e. services able to carry both students and commuters), as well as opting to run dedicated school services which to help to manage capacity at peak times.

While we engage through formal and informal communication channels to try to avoid duplication or gaps in services in regions, there are no formal, national guidelines governing the demarcation of PT and Ministry-funded School Transport services. Historically, the Ministry has assumed that PT planners will observe Waka Kotahi's 2013 guidelines for Public Transport (PT) planning, which states the Ministry is a 'provider of last resort':

Section 9.2 Consultation with Key Stakeholders

Ministry of Education: in respect of school transport services, the Ministry of Education is a provider of 'last resort' – where a suitable public transport (SPT) service exists, the Ministry of Education is legally unable to provide a duplicate service.

The Ministry maintains ongoing dialogue with Waka Kotahi and the Ministry of Transport, and regularly advocates for greater co-operation between public transport authorities and the Ministry's School Transport group to maximise efficiency of the wider PT network and minimise gaps and disruption for the network's users.

We believe that there is a significant opportunity for meaningful future collaboration between Nelson City Council (NCC), Tasman District Council (TDC) and the Ministry to work co-operatively to



develop, clarify and refine operational policies that govern the provision of transport services that serve students.

As the Ministry has a clear mandate on how it allocates its funding for school transport assistance, we are eager to establish and implement terms of engagement between our organisations to collaborate on school transport planning. We would like to explore how the Ministry, NCC and TDC could work together to ensure that the transport needs of students in your region are met. For example, the Ministry has identified that with some minor adjustments to several of your existing and future bus routes and timetables a more robust and sustainable PT network, capable of safely delivering students to their schools, can be delivered.

Collaborative planning would ensure that transport services are aligned for optimal public value and would remain responsive to the changing needs of communities and the wider region.

A collaborative approach to service planning also has the potential to assist NCC and TDC in meeting their goals of reduced emissions and delivery of integrated services.

The Ministry requests that NCC and TDC undertake regular engagement with the Ministry and schools when planning for routes that run near school sites, including dedicated PT school bus services. This will enable a co-ordinated approach to ensure public transport networks are provided to and around our school communities to support safe and accessible travel to school.

We have provided a table of specific feedback to the draft RLTP and draft RPTP below, which we believe will enhance our joint strategic and collaborative approach and allow both agencies to ensure that services remain responsive to the needs of the Nelson Tasman community.

I hope this information is helpful.

Nāku noa, nā

A handwritten signature in blue ink, appearing to be 'James Meffan'.

James Meffan
Group Manager, School Transport
Te Pou Hanganga, Matihiko | Infrastructure & Digital



RLTP Statement	Ministry of Education Comments
General Comment	<p>The Ministry recommends that the Ministry is considered as a stakeholder.</p> <p>The Ministry is generally supportive of the objectives listed in the RLTP, with additional commentary provided below:</p>
OBJECTIVE 1: MODE CHOICE Policies to support communities having access to a range of travel choices to meet their social, economic, health and cultural needs across the transport system	<p>The Ministry recommends that education is also identified as a core need which is reliant on transport options and that students are considered a key community.</p> <p>The Ministry supports the objective to 'encourage public transport use by providing a timely, convenient, affordable, connected and sustainable public transport network' and notes a transition of ineligible students from Ministry-funded School Transport Network onto public services would increase public transport uptake and change behaviours over time.</p>
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	<p>The Ministry supports this objective and notes opportunities for collaboration. It is our intention to begin formal engagement with councils this year regarding Ministry network planning projects.</p> <p>The Ministry has identified opportunities that with minor adjustments to existing and future PT services better access to schools could be provided for students and would also deliver a more robust and sustainable PT network. Areas which would benefit from better integration of planning include Atawhai to Nelson, Wakefield/Brightwater to Richmond and Motueka/Māpua to Richmond/Nelson.</p> <p>The Ministry suggests funding of public transport services under NCC and TDC ten-year forecast be increased to provision for increased demand and capacity on the PT network. This will enable provision for additional capacity and encourage the expansion of the PT network where duplication and gaps between Ministry-funded and PT services are identified.</p>
OBJECTIVE 6: ENVIRONMENTAL OUTCOMES Policies to support an environmentally sustainable transport system that is integrated with well planned development, enabling the efficient and reliable	<p>The Ministry supports this objective and notes some duplication of services (PT and Ministry funded) currently in operation which is expected to increase in the future. Joint area and transition planning will improve environmental outcomes.</p>



movement of people and goods	
RPTP Statement	Ministry of Education Comments
General Comment	The Ministry is generally supportive of the objectives and policies outlined in the RPTP, with additional commentary provided below:
Policy: Services provided	<p><i>"Are planned to provide transport choices and specifically provide choices and improve accessibility for those without other transport options"</i></p> <p><i>"Regularly assess the needs of the community with regard to its public transport and accessibility needs"</i></p> <p>The Ministry recommends that students and schools are considered a key community and should be regular engaged with to understand and provide for their current and future needs.</p> <p>Councils should note that some students currently accessing Ministry-funded services are not eligible to do so due to the availability of suitable public transport. These students will need to be transitioned onto PT services.</p>
Policy: New Services	The Ministry will be engaging with councils on network development projects which will likely affect students who have access to PT (now and in the future) that will be required to be transitioned onto PT services. It is recommended that the council considers the impact of these transitions, particularly in terms of increased capacity, frequency, and timetable adjustments.
Policy: Infrastructure	The Ministry recommends that councils engage with schools and the Ministry regarding access (including bus stops) to school campuses.
Policy: Integration with other Transport Modes	<p><i>"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"</i></p> <p>The Ministry is supportive of this statement, in particular the integration of active modes and buses around schools.</p>

Submission Summary

Draft Nelson-Tasman Regional Land Transport Plan and Public Transport Plan - Submission #32084

Mary O'Brien

National Coordinator Street Accessibility Audit CCS Disability Action

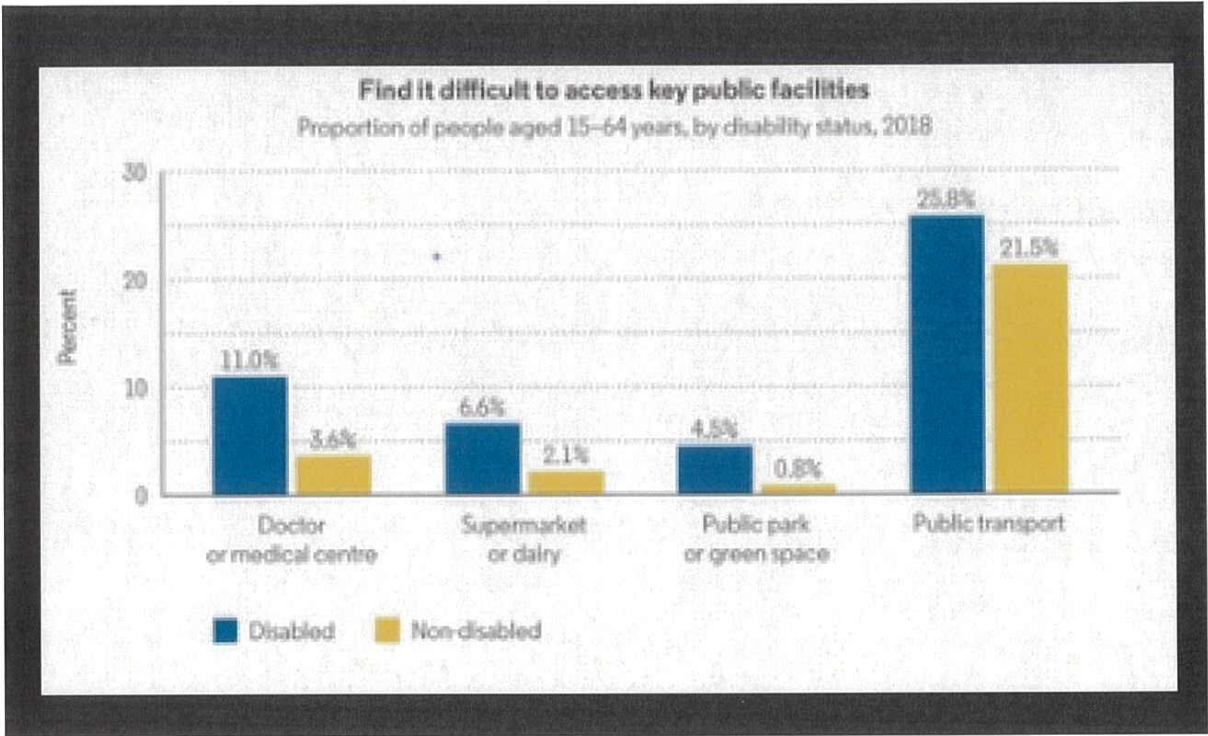
Dunedin

Speaker? False

Department	Subject	Opinion	Summary
Nelson Tasman Consultation	Tell us your feedback on the Regional Public Transport Plan		<p>Please find below, our feedback regarding the draft Regional Public Transport Plan 2024 -2034</p> <p>It is pleasing to read of the positive feedback re the eBus service and the Councils are to be congratulated on this initiative.</p> <p>We also note that a 20% emissions reduction in Vehicle Kilometres Travelled (VKM) will be required to meet the targets of the emissions reduction plan.</p> <p>It is out overarching submission that the Council strengthens its focus on the disadvantaged people who experience transport poverty and will continue to be disadvantaged in the current economic and transport environment. Reasons for this include: -</p> <ul style="list-style-type: none"> • Around a quarter of the local population have a disability[i] • Disability increases with age – 59% Of New Zealanders over 65 have a disability[1] • With the ageing population and a disproportionate proportion of older people, the demand for an accessible transport will increase. • Disabled people already experience transport poverty and it most likely that this will continue with the increased living costs and the increasing proportion of older people. <p>The graph below shows that disabled people (11.0%) are more likely to have difficulty accessing a Doctor or Medical Centre than non-disabled people (3.6%) and that accessing a supermarket</p>

			<p>or dairy is more difficult for disabled people (6.6%) compared with non-disabled people 0.8%. Disabled people (4.5%) are more likely than non-disabled people (0.8%) to have difficulty accessing a park or greenspace and disabled people (25.8%) are slightly more likely than nondisabled people (25.8%) to have difficulty accessing public transport.</p>
			<p>Graph one. Find it difficult to access public facilities [ii]</p> <p>Transport is a key contributor to people accessing health care and services such as supermarkets, therefore it is important that the Councils strengthen the work that has already been done to improve accessibility to public transport. A key contributor to this is measuring patronage of public transport by disabled and older people, conducting accessibility audits, and continuing to consult with disadvantaged transport users.</p> <p>Recommendations</p> <ul style="list-style-type: none"> • eBus review - survey disabled people to identify who does and who does not use the eBus. We recommend taking the whole of journey approach to identify infrastructure barriers such as inaccessible footpaths and bus shelters and using this information to inform future planning. • Review of fare policy and concession categories. o We f

32084



Submission Summary

Draft Nelson-Tasman Regional Land Transport Plan and Public Transport Plan - Submission #32085

Bevan Woodward
Bicycle Nelson Bays

Speaker? True

Department	Subject	Opinion	Summary
Nelson Tasman Consultation	Tell us your feedback on the Regional Land Transport Plan		See attached



25 Feb 2024

Submission re: Draft RLTP

We commend TDC and NCC's recognition of the key issues relating the transport

We agree with the RLTP's statements...

Page 4: transport... "Must respond and adapt to a changing climate and emission reduction requirements."

Page 8: "The key transport issues in Te Taihū in the next 10 years are:

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

All of this points to the urgent need to reduce Vehicle Kilometres Travelled – especially by single occupancy internal combustion engine private motor vehicles.

Page 22: "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."

But despite this, the RLTP is largely business as usual...

Whilst we commend the recent step change in public transport, the RLTP does not go far enough.

- 1) In order to deliver the results desired by the RLTP, the bulk of funding must be allocated to delivering mode shift (ie: more trips using public transport and active transport). This requires an integrated transport plan which TDC & NCC do not appear to have.
- 2) Key projects to be at the top of RLTP's list:
 - a. Reduction in free parking (this will increase the funding available of transport projects.
 - b. Priority lanes for buses (to help them become quicky and more convenient than driving)
 - c. Safer urban speeds for neighbourhoods of 30 km/h is the single most effective and best value treatment to enable mode shift - and improve liveability of streets.
- 3) TDC and NCC need to investigate longer term solutions and plans, including:
 - a. congestion charging, otherwise gridlock will become an unwanted aspect of transport – as we are seeing in Tauranga and Queenstown.
 - b. Rapid transit between Nelson and Richmond
 - c. Moving the port and/or a rail link to the Port of Nelson – as this will be the only major port in NZ without a rail link. Having to bring all the trucks through Richmond and Nelson is unacceptable.
 - d. How the RLTP is delivering on the Te Taihū Intergenerational strategy.

Consequently we do not support the Hope Bypass, as it will generate even more traffic, be a dividing wall of concrete and elevated traffic lanes (ie: a blot of the landscape) and a massive cost. Once completed it will create such congestion in Nelson that some will demand the continuous Southern Link due to the incorrect assumption that growing cities can build their way out of congestion.

We have prepared a “Top 10” projects to improve walking and cycling – please see over.

We welcome the opportunity to present in person on our submission.

Submitted by:

Bevan Woodward (Co-convenor, BNB)



Accessible, vibrant, healthy communities

Top 10 Low-cost Projects for the Regional Land Transport Programme		Who
1	30 km/h traffic speeds using low-cost calming: <ul style="list-style-type: none"> • around schools • residential neighbourhoods • retail centres 	NCC/TDC/NZTA
2	Raised-table pedestrian/cyclist crossings to calm traffic and improve access for active travel users: <ul style="list-style-type: none"> • outside schools • on arterial roads (eg: Quarantine Road, Tahunanui Drive) • at roundabouts (eg: Gloucester St, Hardy St, Saxton Rd/Main Rd) • where shared paths meet roads (eg: Trafalgar Street) 	NCC/TDC/NZTA
3	Improvement to off-road cycle route between Richmond and Nelson via Toi Toi: <ul style="list-style-type: none"> • Priority crossing of St Vincent side roads • Lighting & widening of the entire railway reserve path • Raised pedestrian crossing of Saxton Roads and Lower Queen St • Enhanced crossing facilities at Lower Queen St/SH6 intersection. 	NCC/TDC
4	Continuous cycle lanes ¹ on key arterials, including: <ul style="list-style-type: none"> • Ridgeway, Suffolk & Saxton Road connecting to Richmond • Rutherford Street & Waimea Road • Collingwood Street • Halifax Street • Salisbury Road 	NCC/TDC
5	SH6 Safety Improvement Project (between Annesbrook roundabout along SH6/Haven Road to Halifax Street)... 30 km/h, raised crossings and safer intersections in Tahunanui.	NZTA/NCC
6	Contra-flow cycle lanes on one-way streets, eg: <ul style="list-style-type: none"> • Church St, Tahaki Street, Kerr Street, Chings Road 	NCC
7	Signage audit and cycle routers updated on Google Maps	NCC/TDC/GTT
8	Removing parking from around schools at drop off and pickup times.	NCC/TDC/NZTA
9	More covered bike parking outside popular destinations, eg: schools, supermarkets, community facilities, etc.	NZTA/NCC/TDC
10	Safe cycle routes from Nelson city to the MTB tracks in the Brook and Maitai.	NCC/MTB Club

¹ Reduce car parking and/or flush medians to create continuous high quality cycle lanes in both directions, with protective armadillos as appropriate.

Submission Summary

Draft Nelson-Tasman Regional Land Transport Plan and Public Transport Plan - Submission #32086

James R. McCarl

Speaker? False

Department	Subject	Opinion	Summary
Nelson Tasman Consultation	Tell us your feedback on the Regional Land Transport Plan		<p>There have been numerous extensive past studies all pertaining to this latest draft Regional Land Transport Plan. Prior studies all agree there is a need to develop an alternative route of transportation by the early 2030's to preserve the natural beauty of Nelson's iconic waterfront , movement of people and freight.</p> <p>To do nothing is no longer an alternative due to the increasing population, freight and importance of the harbor Port itself.</p> <p>Many years ago it was proposed to develop a Southern link to the Port . This is still the least expensive, most practical solution and is the "Route" (no pun intended) to take .</p> <p>Get off the dime and simply recommend and build this Southern Link. Tim is of the essence!</p>

Submission Summary

Draft Nelson-Tasman Regional Land Transport Plan and Public Transport Plan - Submission #32087

Jo Leyland

Speaker? True

Department	Subject	Opinion	Summary
Nelson Tasman Consultation	Tell us your feedback on the Regional Land Transport Plan		See attached
Nelson Tasman Consultation	Tell us your feedback on the Regional Public Transport Plan		See attached

Comments on Draft RLTP & RPTP out for community consultation

As a farmer and resident out in Tapawera, I should like to make a few comments in respect of the two Transport Plans that are out for community consultation. I also make these comments as an active member of both the Nelson Tasman Community Transport Trust and the Nelson Tasman Climate Forum Transport Group. I have previously held positions as Trustee of the Nelson Tasman Cycle Trails Trust (Tapawera Portfolio) and was Appointee for Environment and Sustainability on the Tasman Regional Land Transport Committee about 10 years ago.

At the broader level, both these Plans must comply with the Ministry of Transport's Outcomes Framework which gives the five long term outcomes for the Transport Sector, and with the Land Transport Management Act 2003. (The latter is not indicated in Fig 2 of the RLTP on page 10.) It is problematic for the Councils that the GPS is not yet out from the new Government which gives the short term investment direction but the longterm direction should be guided by the MoT and LTMA documents. The first Outcome of the MoT's five (p27 of the RLTP) is 'Inclusive Access'. The Ministry of Transport's quoted purpose of the transport system is 'to improve people's wellbeing, and the liveability of places'.

As a rural resident of Tasman District, there is very little indication of support for 'inclusive access' for areas outside of the ebus routes and urban areas. The Fig. 1 map on page 9 is a graphic illustration of the size of Tasman District vs. Nelson (with Nelson's significantly sized shipping port and airport) and the relatively sparsely populated rural nature of Tasman's region. Providing future public transport services that could cover the wider area of Tasman with conventional bus services is not going to be viable. Carsharing, tripsharing options and support of them has almost no mention in either document. The only travel modes that are mentioned are walking, cycling, public transport ebus routes and freight/car transport, particularly single occupancy car travel. Under the Community Transport paragraph in the RPTP on page 25, there is acknowledgement of the Nelson Tasman Community Transport Trust's work and similar bodies who are trying to address 'inclusive access' in Tasman. The paragraph is quoted below with the last sentence highlighted:

*'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.'***

With predicted population growth, there will be a significant increase in the number of people aged 65+ years. How are we addressing their travel and wellbeing needs: enabling them to stay

in their rural areas where they would prefer to live near family and friends? There's a range of options to support this and a broader approach needs to be adopted than is outlined in the RLTP and RPTP. With the projected 25,000 new houses over the next 30 years stated, 30% are likely to be outside urban limits, which equates to 7,500.

Nelson City Council has a carpooling free carpark scheme for employees in the CBD (as given on their website). There is no mention of how this is going and whether it will be expanded. The data in the RLTP does state that Nelson has the highest number of employees cycling (6.6% of 2.2% nationally) so there should be scope for working with commuters and employers on encouraging cycling and carsharing which merits resourcing through the RLTP given that such travel options reduce traffic congestion, parking requirements and improve health and social interactions. The school cycling figures are also relatively high and should be encouraged.

Below is the excerpt quote from the Foreword of the RLTP which bears reiteration.

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

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

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

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

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

Priority areas

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

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

In line with the priority areas for South Island tourism transport systems improvements; a long term investment alternative to the ferry in connecting Mapua and Rabbit Island on the Great Taste Trail would significantly support cyclists keen to commute from Mapua and would address a serious constraint on the Great Taste Trail that we have with the ferry operations, costs and timetable. It would be a good longterm investment in line with national priorities and potentially help increase resilience of services to Mapua if aligned with addressing other considerations.

Facilitating better intermodal transitions e.g. bus to bike would help make individual travel more independent and easier. With the long term likelihood of many more people taking domestic holidays and using ebikes, there should be better provision for public transport accommodation of bikes and encouragement of such vacations.

The Councils are to be congratulated on the implementation of the ebus network and frequent service scheduling and Tasman on the rate at which it is implementing infrastructure measures to support cycling and walking. There is good uptake and expanding these initiatives should be a priority.

We need to focus on the wellbeing of our communities rather than economic growth if the RLTP is going to align with the Te Tauihu Intergenerational Strategy and we be good ancestors.

Jo Leyland

25 February 2024

Submission Summary

Draft Nelson-Tasman Regional Land Transport Plan and Public Transport Plan - Submission #32088

Jude Osborne
Secretary Tahunanui Business & Citizens Assn Inc

Speaker? True

Department	Subject	Opinion	Summary
Nelson Tasman Consultation	Tell us your feedback on the Regional Land Transport Plan		See attached

Tahunanui Business and Citizens Association submission to the Nelson Tasman Regional Land Transport Plan – Mid Term Review 2024-2034

February 25th 2024

Thank you for the opportunity to submit on the Nelson Tasman
Regional Land Transport Plan – Mid-term review 2024-2034

We would like to comment on the key transport issues in Te
Tauihu in the next 10 years, that you reference:-

- **Vehicle usage growth & its effects on access**

Whilst we appreciate that your reference for this title, is
looking at the wider Nelson Tasman region, we feel it is
important that a stronger priority needs to be given to the
Safety of locals in our Tahunanui Beachside community,
who live & work calling Nelson Tasman home. Tahunanui &
Nelson Waterfront is the largest effected community in
Nelson with the SH6 dissecting its people.

The Transport system needs to allow people to travel safely
& efficiently, whilst still allowing communities to function.
We invite council staff, councilor's and NZTA to come and
spend time, engage face to face with residents and visitors
accessing their properties, local attractions & businesses.

Tahunanui Business and Citizens Association

We are a unique mix, regardless of modes of transport used with a high recreational/sporting hub situated around Tahunanui with Playing fields, sporting clubs and our world class Tahunanui beach.

Where else do you have logging trucks and paddle boarders crossing, using the same space?

Essential Health services and local eateries & entertainment, all creating a busy community vibe.

Tahunanui's beachside community is one of the main arterial routes from the Port to the South, you quote (page 20) ' 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% in 2010 to 10.5% in 2019", what is the projected increase for the period of this Plan? And why is it not included, as it is clear for those living in Tahunanui with the introduction of High Productivity Motor vehicles (HPMV) that the frequency of heavy freight is much higher.

It is great to see the projected increase of Primary industry production, we would like to reference in particular the Aquaculture out of Tarakohe, Golden Bay.

For a community that already lives 24/7 with extreme severance of its residents, with SH6 creating a barrier in the middle of our Tahunanui beachside community, which has a significant impact on the neighborhood's nature & social cohesion. With detrimental effects, especially noise & air pollution and safety.

We find the following projections quoted below from this plan (page 24) incredibly concerning for the Golden Bay, Motueka and then SH6 through our Tahunanui community

Tahunanui Business and Citizens Association

onto the Port , with the huge increase in freight on the road...Aquaculture.... “ Production is tipped to climb from 8000 tonnes annually to around 41000 tonnes annually,(that is a phenomenal increase of 412.5%) much of this will be transported on road by SH60.”

This is one part of road transport users from a singular Primary industry, multiply this with everything else that is projected to happen in our region, and we are looking at a huge increase in vehicles, particularly HPMV's over the next ten years.

- **Maintenance has been underfunded in the past and road conditions are getting worse.**

We totally agree about the underfunding and deterioration of our roads across the Nelson Tasman Region.

The Road user chargers and fuel excise tax collected in Nelson Tasman has not been reinvested into the maintenance of our roads, often used in other centres throughout NZ

Both Waimea Road and SH6 are running close to capacity and congestion is increasing. The peak traffic hours are increasing in duration.

We are pleased to see the support of the new e-bus service and the choice this is giving commuters.

It is great also to see that Nelson continues to lead the way with the number of commuters walking and cycling, the highest in the country.

We are concerned that some local roads appear to be showing the same deterioration as referenced on Page 24, where HPMV are on SH6. In particular the Tahunanui/Port hill bus routes. Has a smaller ebus been considered for these routes and what is the cost analysis versus roading repair costs?

- **Safety on our roads**

We are pleased to see that NZTA are in talks with local businesses and residents in Tahunanui about the installation of much needed pedestrian refuge crossings, connecting the community that SH6 dissects along the length of Tahunanui & Annesbrook Drives, and look forward to this becoming a much-awaited reality this year.

We are surprised that no reference has been made that we're aware of, to extra refuges on the Waterfront, such as to the popular swimming steps near Magazine Point, the Basin reserve and near the restaurants on Wakefield Quay. These are also long overdue and much needed asap.

We'd still like to see added signage introducing road users entering from both the South and North that they're welcomed into the Nelson Waterfront and Tahunanui beachside communities to give them an awareness of our communities, and encourage appropriate behavior.

Tahunanui Business and Citizens Association

Horizons Activities (Page 39)

We would like to reinforce our strong stance on support for the SH6 Priority Lanes (Tahunanui Drive/Rocks Rd) to be removed permanently from the NFAP and not just be put on the Horizon list.

We had huge support from a variety of modes and road users using SH6 in support, the last NCC council along with Mayor Rachel Reese, MP Rachel Boyack all backed us in removal due the communities & road users safety concerns. A letter was sent to NZTA by Mayor Reese the week of the August 2022 floods in support and yet we've heard nothing from NZTA about projects in our community since early 2022.

An update would be greatly appreciated.

Whilst we understand the financial restraints on projects, it is disappointing to see that Parker Rd/SH6 intersection has again been pushed back. This has been proposed for close to twenty years now.

We at TBCA feel it would be preferable to continue with this, as the access onto SH6 for vehicles, especially trucks and the new ebus' is very difficult.

Add to this, no safe pedestrian/cyclist crossing points and that SH6 has the highest serious accident and death rate of all roads in Nelson, we can't understand the delay.

NZTA propose a raised crossing platform on Muritai St near the entrance to SH6/Tahunanui Drive, and yet nobody in the community is aware Why?

This is a NCC local road, no consultation has been done with locals, surely if this is about Safety, then engage with the locals who would rather a raised platform nearer the

Tahunanui Primary School, kindergartens, and Tahunanui Community Hub.

Or funding could be redirected to Parkers Rd?

- **Our communities are susceptible to losing access in more frequent weather events**

Tahunanui residents are fully aware of this with a large majority of those temporarily or permanently removed from their properties with the recent August rain events of 2022, from our community and many others in the wider Nelson Tasman region were also affected.

Tahunanui is often isolated with roads severed on SH6 along the Waterfront as well as local Port hill roads such as Bisley & Moana Avenues and Princes Drive.

We are surprised to see that there is no reference in the next ten years, of remediation of the Waterfront cliffs, with one area still needing resilience improvements.

As you quote this is the main route south for the majority heading south and for all fuel distribution to the Nelson Tasman region, surely this should be a priority?

Considering the ongoing issues with the Tahunanui Slump and in the 2011 Rain Event that the majority of the households were evacuated for fear of the whole hillside coming onto the SH6, this again happened with a large percentage of houses evacuated in 2022 with slips on the

Cliffs frontage, near Magazine point gully, Moncrief cliffs and Princes Drive Cliffs all falling.

Considering the forecast for an increased frequency, duration and extent of coastal flooding and rain events and with the most recent MOE Climate report at the end of 2023, stating ‘Coastal subdivision, greenfield developments and major new infrastructure The NZ Coastal Policy statement 2010 emphasises locating such development away from areas

prone to coastal hazard risks.

Does this not query many elements and the logic of touching the toe of this slip by placing major infrastructure and retaining Sh6 Priority Lanes (Tahunanui drive/Rocks Rd) in the Horizons activities Page 39?

Vehicle usage is affecting our natural environment.

We feel that this statement is mainly in reference to Greenhouse gas emissions and not looking at a more localized effect that Major infrastructure has on the Coastal marine environment such as Tahunanui Beach and the Nelson Waterfront.

We would be interested to know how ‘Linking Transport objectives and significant activities’ (Page 36) SH6 Rocks Road Offroad Shared Pathway ‘aligns’ in the RLTP priorities? What studies or research supports that there is no Environmental Impact by building a revetment, up to twenty metres in places out into the Marine/Coastal environment?

Tahunanui Business and Citizens Association

Often over a designated 'Outstanding Natural landscape' area

In conclusion, we appreciate the work that has gone into the RLTP and appreciate the more relevant local information provided.

We acknowledge that the Hope bypass should be a priority and whilst we support a SH6 shared pathway, we query with the huge cost(\$200m+) and a long delay in implementing this.

We have members of our community riding mobility scooters and electric scooters on the same roading system as Heavy vehicles.

Whilst the greatly improved ebus service has helped, many choose to be out at one with nature when wanting to access Nelson City from Tahunanui.

We agree that a resilient and fit for purpose transport system is vital for the continued health, wellbeing, and prosperity of our Tahunanui Beachside community.

We wish to speak to this submission.

Can it please be noted that to find this submission on the NCC website was not straight forward and when the heading was typed into the search engine it didn't appear. It would be incredibly helpful and beneficial for members of the public to have a calendar noting a monthly guide of the submissions coming up, at

least a month , ideally three months in advance. Ideally in order of due date.

For our organization of volunteers, we have completed three submissions in the past two weeks, and have a very busy schedule ahead.

We hope this feedback will provide change to create greater engagement with members of the community with higher quality submissions.

Yours sincerely

Jacinda Stevenson TBCA – Chair

Tahunanui Business and Citizens Association

Submission Summary

Draft Nelson-Tasman Regional Land Transport Plan and Public Transport Plan - Submission #32089

Catherine Ell

Speaker? False

Department	Subject	Opinion	Summary
Nelson Tasman Consultation	Tell us your feedback on the Regional Public Transport Plan		<p>I'm writing these comments as a regular eBus (mainly route 6, but most other routes occasionally) user. A great improvement over what we had previously ("nothing"), and well-utilized. I've counted up to 30 on the bus, and regularly saw 10 or more boarding just at Wakefield Village Hall over the summer. Other routes -- especially 1 and 2 -- are also well patronized.</p> <p>So clearly there's demand, throughout the Nelson/Tasman region, for frequent and reliable transportation services. The long-term goal must be expansion of services - more routes, greater frequencies, more buses, more drivers, more funding.</p> <p>In the short term, there's a number of issues that can be addressed simply to improve services.</p> <p>Schedule reliability. Some schedules are impossible - 10 minutes from Richmond to Mapua, including the Berryfields loop? Should be at least 20 minutes. 17 minutes Richmond to Wakefield? Not much better. 23 minutes Nelson to Richmond express? I've seen 18 minutes in the middle of the day, and leaving the busy Richmond interchange ahead of schedule - not good. The late afternoon Wakefield schedule is especially problematic; frequent traffic delays, and minimal slack in the schedules.</p> <p>More stops needed in some places. On route 6, the northern end of Wakefield, on the main road --</p>

		<p>that's nearly half Wakefield's residential area, without a convenient stop. (Most users of the Pitfure Road stop walk back to the main road, and beyond). So around that busy intersection is an obvious place. Others -- Bird Lane; Spring Grove? If they're used, great; if not, the bus goes straight past, so no problems.</p> <p>The express section is lightly used at times - maybe some extra stops? Waimea College and NCG the sensible ones, given rider demographics. Also better promotion of this as an alternative to routes 1,2.</p> <p>Service disruptions. Both 5 and 6 suffered some severe disruptions over the summer, with last services apparently curtailed or abandoned. With just one bus operating back/forward, and passengers relying on the last buses to get home, disruption of these routes is especially problematic. Buses need to be prioritized in these situations, and last buses need to operate, even if delayed into the evening hours.</p> <p>Communication. At present, service announcements, news, disruptions etc are scattered around the eBus web-page, Shape, various facebook pages, or not at all. There needs to be one place to look - preferably the web page. Live tracking is useful; but doesn't</p>
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Submission Summary

Draft Nelson-Tasman Regional Land Transport Plan and Public Transport Plan - Submission #32090

Peter Olorenshaw
Convenor Nelsust

Speaker? True

Department	Subject	Opinion	Summary
Nelson Tasman Consultation	Tell us your feedback on the Regional Land Transport Plan		See attached
Nelson Tasman Consultation	Tell us your feedback on the Regional Public Transport Plan		See attached

SUBMISSION to the Nelson City Council

Regional Public Transport Plan 2024

From:

The Nelson Transport Strategy Group, (NELSUST) Inc.

www.nelsust.co.nz

Peter Olorenshaw Convenor

PUBLIC INFORMATION STATEMENT:

We are happy that our submission is included in reports available to the public.

INFORMATION ABOUT NELSUST:

We are an incorporated society of 300 people committed to sustainable transport in the region. This submission is the result of committee consultation.

1. INTRODUCTION

The teams involved in the eBus concept, design and implementation deserve hearty congratulations. You have done a marvellous job that is transforming the whole idea of usable, let alone attractive public transport options for a wide range of people in the region. To the members of the Regional Transport committees we applaud your courage at committing resources to revolutionise public transport in the region. While there are still some criticism of the feeder buses not being particularly full we note these are necessary to feed into the trunk route between Nelson and Richmond to make the whole service viable. And even a partly loaded bus means more road space for those who really do need to drive and with all the urban buses being electric, means zero tailpipe emissions.

The comments we make here are in no means a criticism, just suggestions on improvements.

2. OUR SUBMISSION

2.1 Earlier Start Times as a zero capital expenditure way of making the buses more usable for more people. We ask you to start all buses near 6am rather than nearer 7am as they are at present.

2.2 Increase Peak Hour Frequency of Peak Routes: While increasing frequency of particularly the trunk routes at peak times, so wait times were down around 7minutes is really desirable, we are cognisant that it would require additional capital expenditure on buses and so may need to be delayed. However the congestion on the peak hour trunk route buses we are seeing already suggests that they really are where the need is.

2.3 Bus Signal priority - Surely this is a low cost initiative that needn't be delayed? The point being that if buses are stuck in the same traffic as cars they are no faster and probably slower than taking a car so mode shift is stymied.

2.4 Bus Priority Lanes shouldn't be funded out of the PT budget if they are also for trade vehicles as we argue they should be (note we are clear here that we are talking about trade vehicles so including tradies vans and utes, not just have trucks). Indeed there is a case for the RLTP funding measures that increase PT speed and usefulness as a means of congestion busting - improving travel time reliability and speed across the network without increasing road capacity (noting that

simply increasing road capacity is a proven failure if you want to reduce congestion, due to the additional road capacity inducing more driving).

2.5 Weekend Buses including a loop into Rabbit Island - utilising existing buses and leveraging existing Nelson-Richmond weekend buses so people across the region could have a day out at Rabbit island - Motoroa without using a car. It would also increase the possibility of people using the great taste trail to travel one way on the bus as long it towed a bike trailer. And this is what we suggest that these rural buses tow a bike trailer to take 20 bikes. Please see attached document from Reslienz Ltd. detailing possibilities here.

2.6 Bee Card Monthly Concessions suggested: Overseas monthly concessions have proven a boon for public transport and we think they should be included here. The crucial advantage is that having paid for the monthly card there is no disincentive for taking an extra trip. With the present Bee card - each and every trip has to be paid for regardless of how frequently you use the bus. We suggest that monthly concessions may well result in no loss of fares as monthly concessions attract more people to the service: the bus is going anyway - it might as well be full or nearly so. This again is a zero capital expenditure initiative to further increase numbers using the bus.

2.7 Promotional events to get people into trying the bus - eg Opera in the Park, Brook Sanctuary open days, Tahuna fun days, Marchfest days. One of the biggest barriers to people using the buses is that is so unfamiliar to most people unless they have lived overseas or in Wellington. Free buses could be paid for out of a combination of event promotion budgets and e-bus promotional budgets.

2.8 Racks on back of buses - We understand that these have been dismissed in the past due to them potentially restricting buses turning circles. However if the were vertical racks like the attached picture but concentrated in the middle of the bus turning circles could be unaffected. The



buses surely already have a reversing camera that gives drivers a clear view of people loading or unloading bikes so they needed necessarily leave their seat. It is also unlikely that heavy e-bikes

will be loaded on the back of buses as they are capable of long journeys themselves. And racks most common for mountain bikes now have the handlebars of adjacent bikes turned so they stack together well. If a car can have a rack for 6 bikes on the back without it projecting beyond the sides, surely a significantly wider bus can have 6 bikes on the centre of the back without them reducing the turning circle of the bus.

As our RLTP submission:

2.9 Mode Choice Strategic Objective Needs Changing the crucial thing about mode choice is that it must be a genuine choice. To have one mode that is convenient, very safe and relaxing and another where you fear for your life every time you use it is not a real choice. We ask that the definition be changed to “all modes of travel are made equally attractive” (p28)

2.10 Safety Strategic Objective needs changing : The current definition “communities have access to a safe transport system” could be interpreted that as long as one mode is safe then the strategic objective is met. This needs to change to : “people have access to safe transport regardless of the mode”(p28)

2.11 Economic Prosperity Strategic Objective needs to change from supporting economic growth, which we have argued does not make us happier (beyond a certain point that we have already reached) and that is incompatible with 1.5°C maximum planetary warming. This objective needs to change to: “Supporting a prosperous economy through good access” (p28)

Thank you for the opportunity to submit on this issue.
(End of Submission)



**PRELIMINARY STUDY OF POTENTIAL WEEKEND BUS SERVICE TO RABBIT ISLAND
PREPARED IN CONJUNCTION WITH NELSUST INC. 2023 09 07**

Background:

On 1st August 2023 Nelson City Council and Tasman District Council launched a transformative expansion of bus services in the Nelson and Waimea Plains area. This featured a fleet of new e-buses running with various new routes, including weekday services between Nelson and Motueka and Nelson and Wakefield, and the expansion of existing routes with increased frequency and additional weekend services.

However, one of the region's most intensely used hospitality and recreational areas, from Nelson to Motueka, and notably the Mapua and Rabbit Island areas, has no service when demand is highest (during weekends), and at present the very popular Rabbit Island has no bus service at all. Additionally four important settlements – Motueka, Mapua, Brightwater and Wakefield – have new weekday bus services but no weekend services at all.

A notional route map and timetable are included at the end of this report.

Scope:

This study explores at the most basic level the opportunity for providing weekend bus services to service Rabbit Island, and to consider other easily gained benefits in association with such a service.

"Most basic level" is taken as operating with a single additional bus, and with no change to other existing weekend services. This could be framed as an "off-season" service, with the potential to be expanded during summer (both in frequency and operating hours) as patronage warrants.

The notional timetable is based on travel times derived from existing timetables on the routes, plus a nominal 15-minute addition to the Mapua to Richmond time to allow for the extra Rabbit Island loop. The study does NOT include any attempt to optimise the new route times in terms of connections with existing Richmond to Nelson services, although it is expected there is potential for notable improvement. Allowances for driver changes and breaks are hypothetical only.

Broad concept:

The core of the concept is to optimise the potential of a single bus operating to service Rabbit Island at weekends, and this has been identified as running on a continuous circuit from Wakefield to Motueka and back, with a key interchange in Richmond to connect with existing Nelson services, plus an additional loop to the beach at Rabbit Island.

Stops would align with those of the weekday buses on the relevant parts of present routes, and the only additional bus stops would be associated with the Rabbit Island loop. The Motueka-Wakefield-Motueka return trip is estimated to take about 3 hours, including modest driver breaks. This would not only have the effect of servicing Rabbit Island but would give weekend bus linkages to the numerous settlements mentioned above.

Key Rabbit Island features:

- Rabbit island is close to the mid-point of the Wakefield/Motueka route, and a “use only one bus” concept would service Rabbit Island with three visits per day in each direction (towards Motueka and towards Wakefield). These in turn would enable beach stays of approximately 1.5 hours, 4.5 hours, and 8 hours, depending on which cycles were used for the journey.
- The potential for buses to service Mapua facilities, and also both ends of popular walking or cycling journeys between Mapua and Rabbit Island (subject to ferry services).
- The ability to a) offer beach access to people who are unable to drive; b) offer an appealing alternative to people who wish to lower their carbon footprint and c) reduce traffic and parking pressure at Rabbit Island.

Other notable features:

- Providing what is in essence a basic weekend form of the new week-only routes servicing Wakefield and Motueka, plus Hope and Brightwater but using the Richmond interchange to connect to Nelson services.
- The ability to connect the region with Nelson’s Saturday Market and Motueka’s Sunday Market.
- Providing ready access to numerous points of interest on the Appleby Highway.
- Expanding options for users of the Great Taste Trail, and especially for many potential users for whom a return cycle along the beautiful section from Nelson to Rabbit Island is beyond their one-day capability. (Realising this may entail providing supplementary cycle carrying, such as a trailer).
- Possibility of extending the Mapua route by a 840 m to the Tahi St roundabout to give better access to the wharf area and associated hospitality venues.

Preliminary comments on logistics:

- Patronage: While no formal survey has been carried out, observations of Rabbit Island usage on two winter weekends showed surprisingly heavy usage. In addition, informal conversations with bus patrons have shown that people without the ability to drive would welcome being able to access the beach.
- Buses: As many of the new eBuses are not required at weekends, the service would be expected to operate entirely with the existing fleet.
- Fares: This report has not analysed the existing fare structure in detail but it is envisaged that it will largely apply to the potential Rabbit Island service, with the possible requirement for people who normally receive free weekend travel to pay for this service.
- Final start and end points: no inquiry has been made as to the optimum place to start the daily routes, but it is assumed that buses would normally begin and end at Richmond, where the charging facilities are located.
- Drivers: no study has been made as to the optimum way to use drivers, but it is expected that a one-bus-only service would require two drivers for each day of operation. This nominally equates to 4 person-days, or approximately one additional full-time driver.
- Bus stops: There would need to be one, and ideally two additional stop at the beachfront at Rabbit Island. It is also expected a stop would be placed near Rough Island, possibly one near the Seifried’s vineyard, and potentially one in Mapua near the Tahi Rd roundabout to be closer to the wharf and adjacent facilities.
- Handling bicycles: it is understood that even with present operations, the limitation of two cycles per bus is a disincentive to cyclists who wish to ensure they can do part of their journey on the bus. This would be expected to become even more of an issue for servicing a recreational venue such as Rabbit Island, and in due course there may become a case for adding extra cycle carrying capacity, in the form of a modified bus lobby or a cycle trailer.

Potential downsides:

Apart from the simple and modest requirement for additional driving capacity, plus between one and four additional bus shelters, the main potential operational difficulty is seen as integrating with Nelson services in a way that is convenient for patrons. It is beyond the scope of this report to analyse that further as it requires more data on driving times and bus driver working conditions.

The vulnerability of patronage levels to adverse weather would need to be better understood as part of a feasibility study, as well as the potential to better cater for bicycles.

Comment on possibly further expanded services:

There are seen as two obvious simple extensions to the single-bus system outlined above:

- Operating two buses on the same circuit but 1.5 hours out of phase with each other. This would have major benefits in terms of improving the timing flexibility for users, the overall capacity of the service, and the ease of connecting effectively with the Nelson services.
- Extending the hours of service, especially to better suit summertime usage of the beach facilities. This is seen as slightly more complicated because it likely runs into a less predictable time for patronage, and would also see services operating after the connecting buses to Nelson have ceased to operate on their current schedules. A possible workaround with a two-bus system is to have one of the later buses travelling through to Nelson.


Further work:

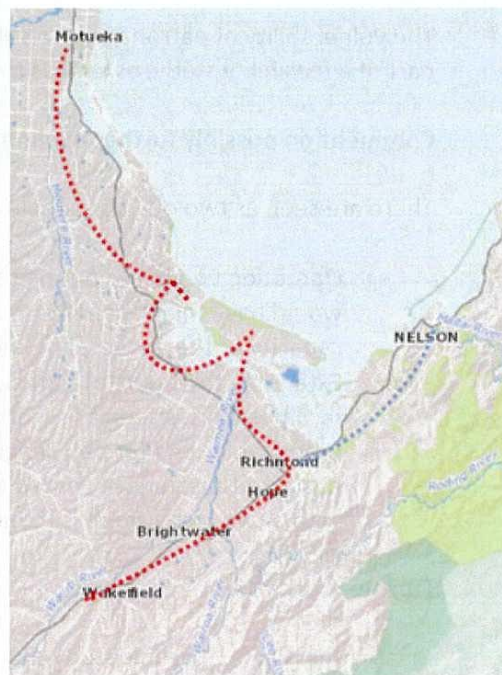
Clearly this is an embryonic study that, if seen as holding merit, will require sound feasibility and logistic analysis.



It is also recognised that the eBus teams of the two councils have greatly extended themselves to get the service to its current point, and it may well be prudent to not to pursue this matter until the time of the 12 month review.

However, if the concept is seen as having potential it suggested that, present staff capacity allowing, consideration is given to a pilot service in the 2023/34 summer to better evaluate the nature of a fuller service in due course.

Lindsay Wood
Director.

		DRAFT EXPLORATORY RABBIT ISLAND WEEKEND BUSES First "JUST USE ONE BUS" concept - no effort to rationalise times v.2 add Mapua Wharf				
MOTUEKA/WAKEFIELD		DEP	NELSON CONNECTION			
			Leave N	Arr R	Leave R	Arr N
Richmond	0	9.00	8.25	8.54		
Brightwater	10	9.10				
Wakefield	10	9.20				
Wakefield	0	9.20				
Brightwater	10	9.30				
Richmond	10	9.40			10.04	10.40
Richmond	5	9.45	8.55	9.24		
Rabbit Island	15	10.00				
Mapua wharf	15	10.15				
Motueka	30	10.45				
Motueka	5	10.50				
Mapua wharf	25	11.15				
Rabbit Island	15	11.30				
Richmond	15	11.45			12.04	12.40
Richmond	10	11.55	10.55	11.24		
Brightwater	10	12.05				
Wakefield	10	12.15				
Wakefield	20	12.35				
Brightwater	10	12.45				
Richmond	10	12.55	12.25	12.54	13.04	13.40
Rabbit Island	15	13.10				
Mapua wharf	15	13.25				
Motueka	30	13.55				
Motueka	10	14.05				
Mapua wharf	30	14.35				
Rabbit Island	15	14.50				
Richmond	15	15.05	14.25	14.54	15.04	15.40
Brightwater	10	15.15				
Wakefield	10	15.25				
Wakefield	20	15.45				
Brightwater	10	15.55				
Richmond	10	16.05	15.25	16.01	16.04	16.40
Rabbit Island	15	16.20				
Mapua wharf	15	16.35				
Motueka	30	17.05				
Motueka	10	17.15				
Mapua wharf	30	17.45				
Rabbit Island	15	18.00				
Richmond	15	18.15	17.25	17.54	18.37	19.10
Brightwater	10	18.25				
Wakefield	10	18.35				
Wakefield	5	18.40				
Brightwater	10	18.50				
Richmond	10	19.00				



 Proposed Motueka Wakefield loop
 Existing Nelson/Richmond service

APPEALING FEATURES/DESTINATIONS

Rabbit Island
 Mapua (inc loop to near wharf)
 Mapua/RI walk/bike round trip
 Brightwater cafes
 Wakefield cafes
 Motueka cafes
 Motueka Sunday Market
 Nelson Saturday Market
 Appleby Highway hospitality sites
 Great Taste Trail (with extra bike capacity)
 Some vineyards

Weekend service connecting Motueka and Wakefield to Richmond and Nelson

Link the region to Tahunanui Beach via Route 2 from Richmond to Nelson

SUBMISSION to the Nelson City Council**Regional Land Transport Plan 2024****From:**

The Nelson Transport Strategy Group, (NELSUST) Inc.

www.nelsust.co.nz

Peter Olorenshaw Convenor

PUBLIC INFORMATION STATEMENT:

We are happy that our submission is included in reports available to the public.

INFORMATION ABOUT NELSUST:

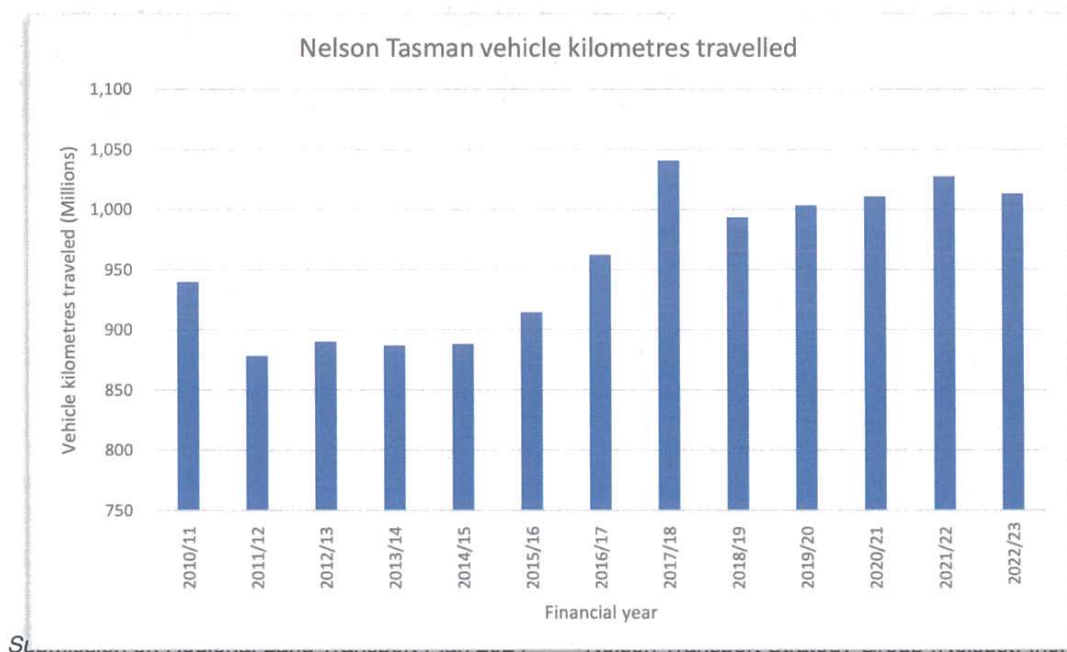
We are an incorporated society of 300 people committed to sustainable transport in the region. This submission is the result of committee consultation.

1. INTRODUCTION

While we like a lot of the nice words in the document we find the prioritisation of the *Significant Activities* is at odds with climate change necessities of reducing traffic numbers, are at odds with making modes other than car commuting the most attractive option for most people. We are dismayed that the evidence you give of traffic increases actually show decreases since 2018 and note that these decreases happened more than two years before the first covid case in NZ. Please see comments on expanded information below.

2. OUR SUBMISSION

2.1 Traffic Growth? The document shows a graph of traffic numbers that show a declining traffic trend since 2018 yet the document has the words *"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"*. We struggle with describing this as steady growth with 2022/3 being less than 2021/22, and considerable less than 2018:



Page 1

and WK figures showing declining traffic counts despite significant population growth. While we are yet to obtain 2023 data, Annual Average Traffic Data from Waka Kotahi shows flat or falling traffic numbers since 2018, well before the first covid case reported in NZ (28th Feb 2020), let alone the affects of the covid lockdowns. While it is possible that peak hour road congestion has increased within a declining overall traffic numbers, we think this is unlikely. So we are perplexed about the RLTP saying there are “a greater number of vehicles on our roads than ever before” (line 2 exec. Summary p8)



(WK graphs: Burkes Bank is SH6 near Brighwater, 3 Brothers is on Gladstone Rd Between 3 brothers corner and Queen St, Stoke is Whakatu Drive)

2.2 Public Transport use skyrocketing, Active transport counts increasing yet traffic numbers as reported by the transport agency Waka Kotahi are falling. The PT numbers at least are possibly showing what a good public transport system can do for shifting commuting modes away from single occupant car commuting. We are yet to see complete cycle networks that would really make cycle commuting a more attractive option than driving for a lot of people. We really need the blanket 30kph urban areas except those roads with separated cycle paths (ie not riding on the outside of parked cars)

2.3 The Predict and Provide model that appears to be adopted here is not the best approach. Rather we suggest the more modern decide and provide model should be used. Ie we should be deciding what sort of development we want and what sort of transport system we want rather than the 1950's logic of predicting what random growth might be and providing road capacity to suit that. "...growth in vehicles on our roads ... how the transport network will cater for this in future" (p8). We need to move to the Decide and Provide methodology so we get what we want rather than building a network that responds to the entrenched habits of car driving. This reflects the sort of proactive approach to policy that benefits a time of enormous change and, especially, one where changing our approach to transport and its various modes is critical.

The Document says: *"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" (page 8).* Even if traffic were more today than it was in 2018, should we be catering for the growth in traffic numbers or working on ways to reduce traffic numbers after all aren't the majority of vehicles single occupant car commuters? Catering for growth in traffic numbers is a recipe for induced traffic - the sugar rush of more roads space creates very short term gains at the expense of inducing rather than reducing traffic numbers and you are back to the same congestion but at a higher level of car use. Permanent fixes like allowing people to live where they want to (in towns) rather than forcing sprawl through limiting the number of dwellings per title etc so people don't have to car commute, giving people safe cycle options so they don't take their life in their hands each time they go out the door and increasing the frequency and operating hours of buses giving people attractive alternatives to car commuting leaving more space on the road for those who need to use them like freight operators, tradies are all much preferable.

2.4 Focus should be on Prosperity not Growth *"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" (p8)*

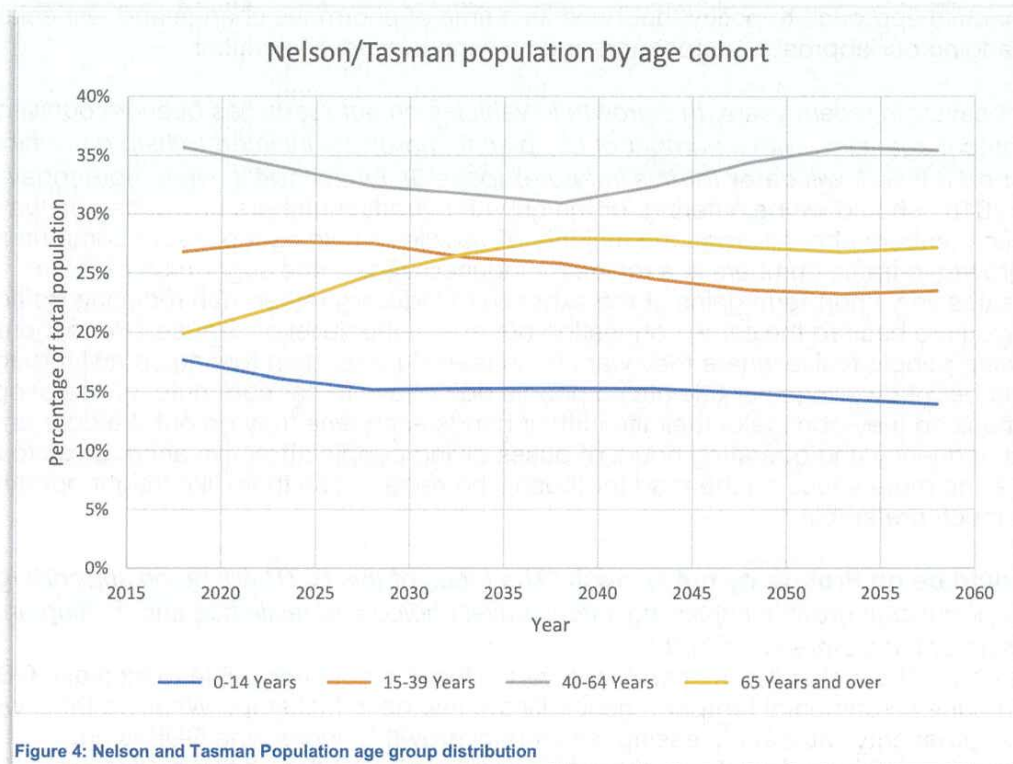
We find this problematic in that it has been found very difficult if not impossible to increase GDP while reducing our environmental footprint: generally the two go in lockstep. What we think we need is to have prosperity without increasing (economic) growth*. Increasing GDP is not congruent with our climate goals. We contend that increasing GDP does not increase out happiness and that should be the aim. Unless and until it can be shown that increasing GDP is indeed compatible with a 1.5°C climate we should not support economic growth.

* see https://en.wikipedia.org/wiki/Prosperity_Without_Growth (Book by Tim Jackson by this name)

2.5 Heavy Traffic only 7-15% of vehicles: We fundamentally disagree with the underlying contention in the document that you can build your way out of congestion by extending road capacity. President Obama's transport advisor Roy Kienitz concurred with what Lewis Mumford said in 1955 that *"Adding highway lanes to deal with traffic congestion is like loosening your belt to cure obesity"*. It is instead a fundamental fact that adding more road capacity induces more driving. It is not the truckies and tradies who are congesting the roads, rather it is single occupant car commuting as evidenced by WK traffic counts that itemise Heavy traffic - it ranges from 7% on Atawhai and Whakatu Drive to 15% on the Appleby highway: ie 85-93% of the traffic is not heavy traffic. At peak congestion times literally most of the vehicles (by our count roughly 80%) are single occupant car commuters.

2.6 Intensification Failure should not be assumed: *"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"(P11).* One of the main points of urban intensification is to make it easy for people to use active and public transport for the majority of their trips. We should not assume our intensification efforts will be a failure and that all or even most of the population increase will be from new people living in outlying areas where public and active transport is not so viable.

2.7 Population Dynamics Ignored in Traffic Projections? The document shows that younger working age people will decline, older working age people will decline for 13 years before recovering to a similar level as today and retirement age people will increase significantly for 13 years before flattening off (fig.4 p13). Although some of these retirement age people will still be working, most won't and won't be needing to commute at peak times. So suggestions that a growing population necessarily means growing numbers of peak hour commuters is questionable.

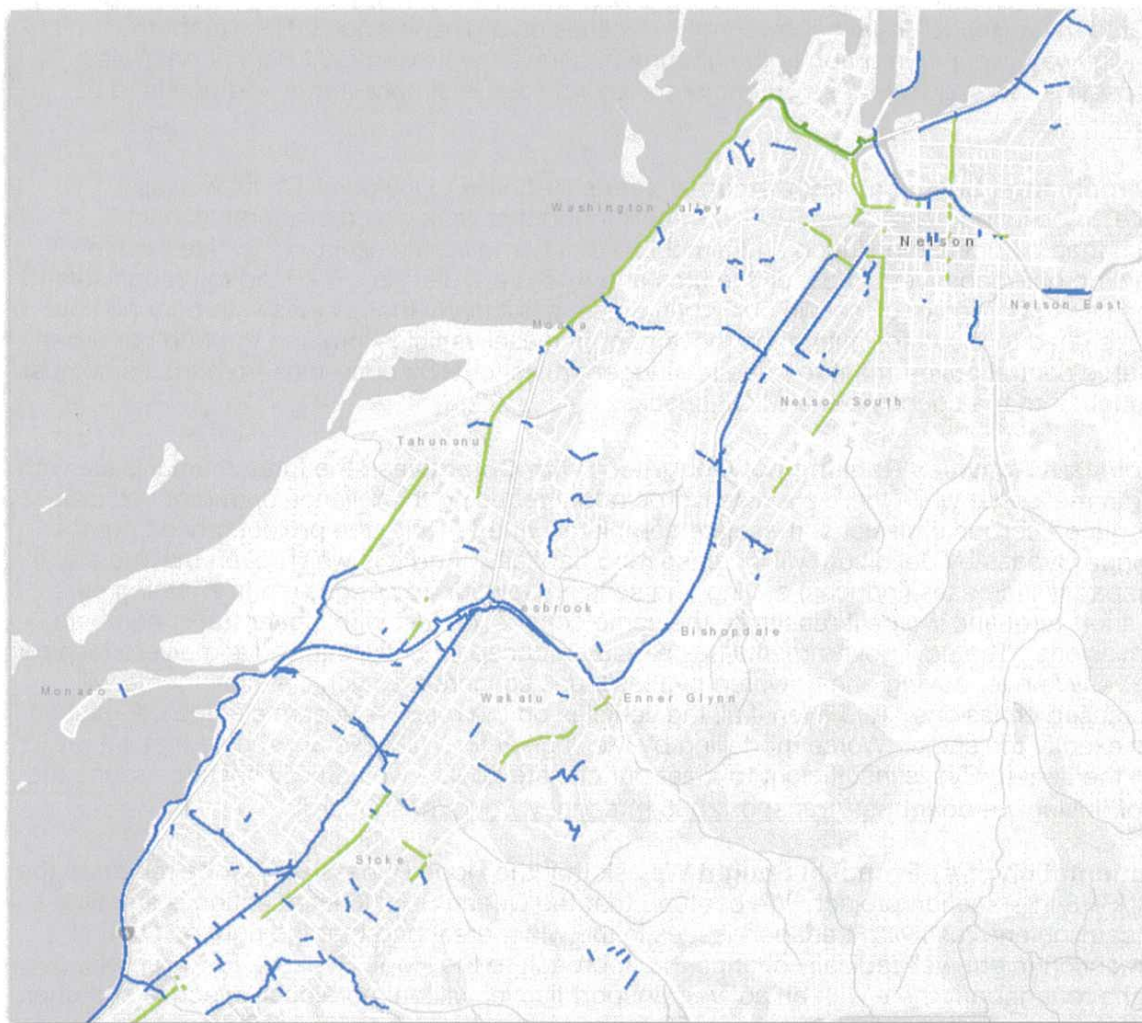


2.8 Flawed Future Development Strategy Results in More Car Travel Projections: The FDS in not allowing for the possibility of “partitioning” of 3 and 4 bedroomed houses into 2 or 3, 2 bedroomed houses that the Plan Change 29 would allow (3 dwellings as of right on every title), significantly underestimates the potential for urban intensification. Most people actually want to live close in where they can easily walk, bike or bus to work, education, shops, but have been banned from doing so by town planning regulations. Plan change 29, even if it removes the higher multi-story building proposals could with the one change of allowing 3 dwellings all but eliminate greenfield sprawl and the associated unsustainable transport issues that go with that sprawl. If Richmond also adopted the 3 dwellings as of right plan change, this would result in a massive change to transport projections.

2.9 Freight not paying its way the document states “*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*” While 100% of State highways are paid for through Road User Charges and Fuel Excise Duties*, for local roads 49% of maintenance is paid for by ratepayers. We are concerned about this ratepayer subsidy for heavy freight companies. Road damage is to the fourth power of the axle weight, so you can see the difference in road damage between a bicycle and a log truck on local roads both paid for 49% by the ratepayer. We would contend the person on a bike is paying far more than their share for the road damage they do and a trucking company far less than the damage they do. And it's not just the cost of the road surfaces but the way they have to be built extra strong for the extra large trucks, the retaining walls and bridges upgraded - all 49% at the

ratepayers expense. We ask the councils to lobby national government for a more equitable share of the RUC to repair and upgrade local roads for these heavy trucks rather than unquestioningly burdening the ratepayers for their damage. (*the National Land Transport Fund also has minor income from motor vehicle registration etc and some state highway projects are funded by the government outside of the NLTF)

2.10 30km/hr urban zones crucial for building complete cycle network. Below is the current “network” of safe cycling routes. Not much of a network is it? We note that none of the planned or even talked about cycle paths goes anywhere near creating a comprehensive safe cycling network so crucial to getting that real lift in cycling as attractive commuting option. This is where the 30kph urban zones are so magic - they instantly create safe cycling zones that get people safely to and from the protected cycle paths on the more major roads that have higher speed limits. And on-road cycle lanes on the outside of parked cars in 50kph zones are killers: they were never fit for purpose and should be removed.



2.11 Mode Choice Strategic Objective Needs Changing the crucial thing about mode choice is that it must be a genuine choice. To have one mode that is convenient, very safe and relaxing and another where you fear for your life every time you use it is not a real choice. We ask that the definition be changed to “all modes of travel are made equally attractive” (p28)

2.12 Safety Strategic Objective needs changing : The current definition “communities have access to a safe transport system” could be interpreted that as long as one mode is safe then the

strategic objective is met. This needs to change to : “people have access to safe transport regardless of the mode”(p28)

2.13 Economic Prosperity Strategic Objective needs to change from supporting economic growth, which we have argued does not make us happier (beyond a certain point that we have already reached) and that is incompatible with 1.5°C maximum planetary warming. This objective needs to change to: “Supporting a prosperous economy through good access” (p28)

2.14 Economic Prosperity Objective needs to change: We do not support economic growth (as defined by GDP growth) as an objective. As we have argued above, GDP growth does not make us happier (beyond a certain point that we have already reached) and that is incompatible with 1.5°C maximum planetary warming. This objective needs to change to: “Policies support economic prosperity...”

2.15 Summary of Evidence for congestion shows flat to falling traffic: The reference you title “Vehicle Growth on Roads” in fact shows traffic declines on all roads since 2018 except the Appleby Highway. Your own graph in the document shows the most recent data on VKT also shows a decline. To suggest these graphs show an increase is simply untrue and needs to be retracted.

2.16 Environmental Sustainability Outcome Needs Refining to include NOx as well as particulate air pollution. The latest HAPINZ report found that NOx was considerably more dangerous than particulate pollution and almost all of it came from diesels. There are very few diesel cars on our roads, yet almost all the utes and trucks are diesels. We need to recognise and act on the health burden of diesels in our urban areas, particularly those areas with poor air flow. Perhaps we need to move to limiting the movement of diesel vehicles into and through our urban areas or urge central government to bring in stringent rules for NOx emissions from trucks not just when brought into the country but at WOF checks.

2.17 Significant Activities Ranking not Congruent with Objectives : the fundamental issue with the programme is that while there are nice words about reducing the reliance on motor vehicles and on reduced carbon emissions, these are completely at odds with the project ranked number 1. The Hope Bypass by definition will increase road capacity. And it is well proven that increases in road capacity increases (induces) driving and so is no solution to congestion in anything other than the short term and worse it results in the same congestion just with higher traffic numbers, higher emissions. The new governments has already reduced incentives for buying a zero tailpipe emission vehicle over buying one powered by fossil fuel, so increased vehicle movements will mean increased emissions. And even if all the vehicles on the road were pure electric congestion would be exactly the same. Worse modelling by McCagney for Waka Kotahi shows that simply changing the fleet to EVs is insufficient to meet our climate goals - we actually have to reduce the amount of driving we do (<https://transport2035.mrcagney.works/dashboard>)

2.18 Reorientation of #1 Proposal Sought We ask that the Hope Bypass Project be renamed the Queen St/SH6 Intersection project. We contend that the Queen St/SH6 intersection is a critical factor in causing and resolving transport issues in the wider area, and that the right solution at that intersection might well radically change the approach to the Hope Bypass. For example, a double lane roundabout there with an active transport flyover will be more cost-effective and offer a better suite of outcomes than a flyover for 50 tonne trucks, be able to be implemented far sooner and mitigate unintended consequences of inducing further single occupant car commuting. Such a roundabout could include provision for a bypass connection should that be required at some point in the future.

2.19 New Project Asked for We ask for a new project of bus and trade vehicle **Peak hour Priority lanes** on Gladstone Road, Richmond deviation, Whakatu Drive, Annesbrook Drive and Waimea Rd to Motueka St. We stress how bus and trade vehicle lanes make bus travel faster than driving and stop trade vehicles being held up by car commuters who are given more attractive options than single occupant car commuting. ie Priority Lanes do not induce car commuting like

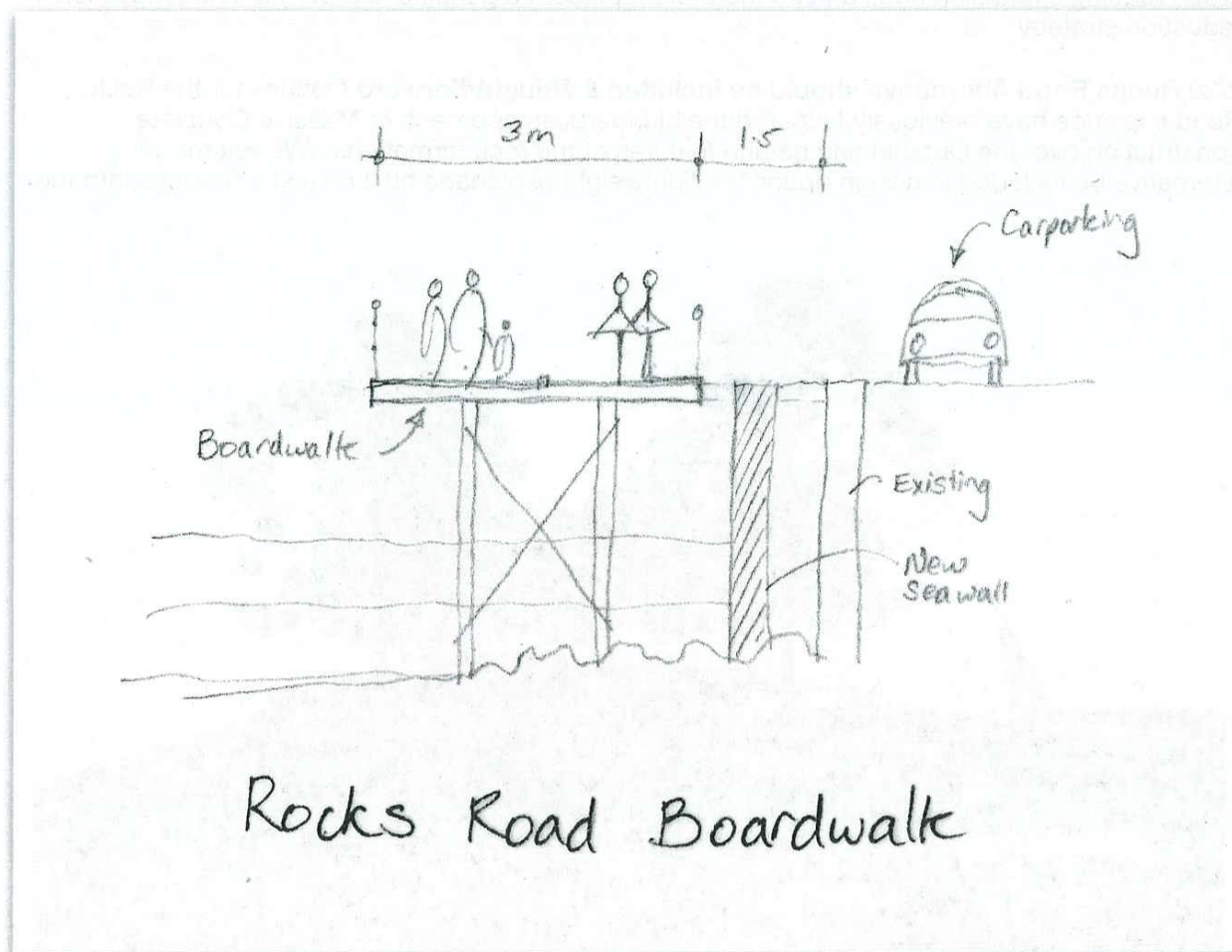
crude roading expansion does and so therefore represent a genuine and permanent congestion reduction strategy.

2.20 Rocks Road Alternative should be included & Bought Forward Options for the Rocks Road esplanade have previously favoured the blunderbuss approach of Massive Concrete construction over the Outstanding natural features of the rock formations. We ask for our alternative be included in design options: A lightweight esplanade built on just a few legs into the



water (and rocks) like the fisherman's platform (Conoloys Quay) that fared very well in the cyclones. This would cost significantly less than building a new sea wall right out at the edge of the esplanade, would allow much easier consenting as the rock formations are still visible and accessible under the esplanade at low tide and would perform the roles of protecting the road from wave splash - which is why the road is occasionally closed now. Furthermore we suggest this esplanade could be built in the very near future, before the seawall is reinforced and still allow access to build the seawall, while the esplanade was in use. Once the new seawall was in place the esplanade could be widened out to its full 4.5 or 5m width out to the new seawall. And lastly we suggest the esplanade could be built of carbon sequestered timber that doesn't rust like reinforcing in concrete structures do.

Thank you for the opportunity to submit on this issue.
(End of Submission)



Submission Summary

Draft Nelson-Tasman Regional Land Transport Plan and Public Transport Plan - Submission #32091

Dr Henry R Hudson

Speaker? True

Department	Subject	Opinion	Summary
Nelson Tasman Consultation	Tell us your feedback on the Regional Land Transport Plan		<p>Hudson Submission on the draft Regional Land Transport Plan</p> <p>Thank you for the opportunity to comment on the draft Regional Land Transport Plan (RLTP). There are numerous aspects of the RLTP that are worthy of debate and/or comment, but I will focus on a few key points/"Headline Targets".</p> <p>The RLTP recognises a change in NZ government has occurred that is likely to result in different transport priorities. However, the RLTP does not appear to recognise that changes in local government have also occurred which is also likely to lead to changes in some priorities.</p> <p>Both the previous and current NZ governments prioritise the Hope Bypass. I concur.</p> <p>The Hope Bypass will enhance traffic movement both north and south. However, north of Whakatū Drive the system is vulnerable and underperforming.</p> <p>RESILIENCE:</p> <p>In terms of Resilience, there appears to be little or no consideration of the consequences of a major earthquake with a catastrophic closure of Rocks Road, for a protracted period. This is a matter of "when" not "if".</p> <p>NZTA-WK consultants have grossly underestimated the frequency of closure of Rock Road because of cliff failure with several closures between the extreme events in December 2011 and August 2022. Failures will continue because work on the cliff face, an NZTA-WK responsibility, is incomplete.</p> <p>What is the risk of more frequent cliff failures from</p>

			<p>changing weather patterns?</p> <p>In addition, there have been numerous closures of Rocks Roads over decades because of storm surges. What is the risk of more frequent inundation of Rocks Road from changing weather patterns and projected sea level rise??</p> <p>Even if Rocks Road can be protected with a sea wall, what is the plan to protect access along Wakefield Quay-Haven Road to the north and Tahunanui Drive to the south?</p> <p>NZTA-WK recognise the need for an inland route to provide access if Rocks Road is closed because of frequent inundation and/or earthquake related cliff failure.</p> <p>If the RLTP is for the longer term, closure risks must be accounted for, and plans made now to develop an inland route that ticks the boxes for widespread community support (e.g. a similar approach to the Arras Tunnel, Memorial Park, Wellington, for sections of the inland route).</p> <p>The alternative to not planning for “when” not “if” is acting in haste with a quick engineering solution when the inevitable closure of Rocks Road for a protracted period occurs. Emergency measures with consultation to gain a widely acceptable solution</p>
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32901

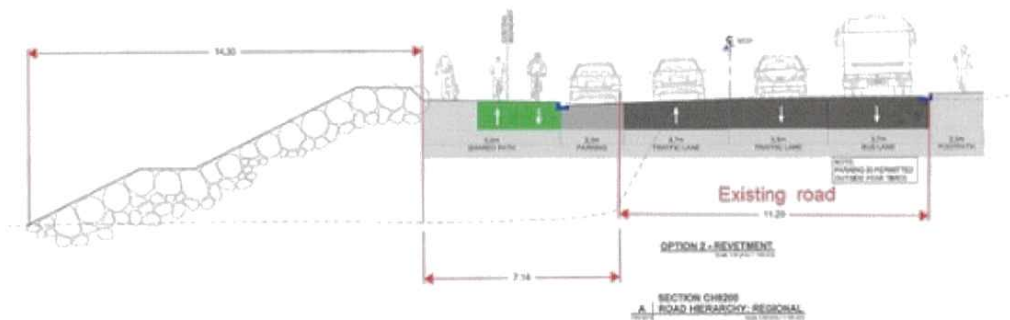


Figure 1 Revetment option cross section near Days Track (view north)



Figure 2 Days Track iconic benches for swimmers (view south)

32091

Submission Summary

Draft Nelson-Tasman Regional Land Transport Plan and Public Transport Plan - Submission #32092

David Ogilvie

Speaker? True

Department	Subject	Opinion	Summary
Nelson Tasman Consultation	Tell us your feedback on the Regional Land Transport Plan		<p>1, That a business case be conducted to investigate the options for a By-pass of Motueka. (this has been an ongoing request since an initial Bypass option of the 1990's did not progress.)</p> <p>2, Those projects of the 2023-2024 Transport Choices programme relating to Motueka which were cancelled be re-instated in the 2024-2027 period of the RLTP.</p> <p>3, The Cycling Strategy (Richmond-Motueka) 2022 be actioned and the various works completed in the 2024-2027 period.</p> <p>4, There be investigation for a transportation link from the Manoy-Talbot streets pathway to High St, probably through the Whitwells carpark.</p>

Hearing Schedule for Submission Round: Draft Nelson-Tasman Regional Land Transport Plan and Public Transport Plan

Wednesday, March 20, 2024 Council Chambers, TDC, 189 Queen St, Richmond (12 Speakers)

Start Time	Duration	Speaker (Submission ID)
9:40 AM	(10 mins)	Mrs Catherine Barak (32016) Non
9:50 AM	(10 mins)	Ms Gillian Wratt (32051) Nelson Tasman Cycle Trails Trust
10:00 AM	(10 mins)	Dr Bruno Lemke (32058) Nelson Tasman Community Transport Trust (NTCTT)
10:10 AM	(10 mins)	Mrs Sandra Hagler (32071) – to be confirmed
10:20 AM	(10 mins)	Mr David Sissons (32052) Waimea Inlet Forum working group
10:30 AM	(10 mins)	Ms Emily McDonald (32059) Federated Farmers
10:40 AM	(10 mins)	Nicola Gausel (32082) Te Whatu Ora – Health New Zealand and Dr Rachel Eyre
10:50 AM	(10 mins)	Bevan Woodward (32085) Bicycle Nelson Bays
11:00 AM - morning tea adjournment		
11:15 AM	(10 mins)	Jo Leyland (32087)
11:25 AM	(10 mins)	Jacinda Stevenson, TBCA chair (32088) Tahunanui Business & Citizens Assn Inc
11:35 AM	(10 mins)	Peter Olorenshaw (32090) Nelsust
11:45 AM	(10 mins)	Dr Henry R Hudson (32091)
11:55 AM	(10 mins)	Kyle Lightfoot (32081) NZ Automobile Association

7.2 SUBMISSION ON THE DRAFT GOVERNMENT POLICY STATEMENT ON LAND TRANSPORT (GPS) 2024

Report To:	Joint Nelson Tasman Regional Transport Committee
Meeting Date:	20 March 2024
Report Author:	Margaret Parfitt, Manager Transport and Solid Waste, Nelson City Council
Report Authorisers:	Alec Louverdis, Group Manager, Infrastructure, Nelson City Council
Report Number:	RNTRTC24-03-2

1. Purpose of Report

- 1.1 To approve the submission on the Draft Government Policy Statement on Land Transport 2024 (GPS).

2. Recommendation

That the Joint Nelson Tasman Regional Transport Committee

- 1. receives the Submission on the Draft Government Policy Statement on Land Transport (GPS) 2024 Report RNTRTC24-03-2; and**
- 2. approves the Joint Nelson Tasman Regional Transport Committee submission on the Draft Government Policy Statement on Land Transport (GPS) 2024 to the Ministry of Transport; and**
- 3. delegates authority to approve minor changes and sign the submission on the Draft Government Policy Statement on Land Transport (GPS) 2024 to the Chair and Deputy Chair of the Joint Nelson Tasman Regional Transport Committee.**

3. Background and Discussion

- 3.1 The GPS helps guide investment in land transport by providing a long-term strategic view of the Government's priorities for investment in the land transport network.
- 3.2 The Draft GPS provides guidance on how approximately \$7 billion should be spent through the National Land Transport Fund (NLTF) each year and signals spending of a further \$1.5 billion each year on land transport through local government investment.
- 3.3 The Draft GPS was issued by the MoT on 6 March 2024 for formal engagement under Clause 67(c) of the Land Transport Management Act 2003 (LTMA). Submissions close on 2 April 2024.
- 3.4 A workshop was held on 15 March with the Joint RTC to guide a submission and the Draft GPS brings a significant change in focus from the existing 2021 GPS.
- 3.5 The Draft GPS 2024 has an overarching strategic priority of economic growth and productivity. This is supported by other strategic priorities including increased maintenance and resilience, safety, and value for money.

- 3.6 The Draft submission considers feedback from the workshop and due to time constraints will be tabled on the day of the committee meeting. Approval of the submission is requested from the RTC.

4. Options

- 4.1 There are three options available to the joint Committee – either:
- 4.1.1 Option 1 - Adopt the Submission as prepared; or
 - 4.1.2 Option 2 – Amend the submission; or
 - 4.1.3 Option 3 - Make no submission.
- 4.2 Officers support option 1.

5. Important considerations for decision making
<p>5.1 Fit with Purpose of Local Government</p> <p>The Draft GPS is a requirement under the Land Transport Management Act 2003 legislation and is a key document that governs the way Regional Council deliver on transport matters</p>
<p>5.2 Consistency with Community Outcomes and Council Policy</p> <p>The Draft GPS is a guiding document for Council’s RLTPs and Transportation AMPs. It is a requirement that all documents give effect to the direction of the Draft GPS.</p>
<p>5.3 Risk</p> <p>Not providing feedback to the MoT on assessment measures risks perception that Council is disinterested and/or that the final approved measures do not take Council view into consideration.</p>
<p>5.4 Financial impact</p> <p>There are no costs involved in preparing and lodging a submission.</p> <p>Providing feedback on key priorities of the Draft GPS acknowledges measurement of progress is important in securing funding and if inappropriate could affect future funding.</p>
<p>5.5 Degree of significance and level of engagement</p> <p>This is not a significant decision under the significance policy within the RLTP.</p>
<p>5.6 Climate Impact</p> <p>Consideration to Climate change is addressed in the Draft GPS.</p>
5.7 Inclusion of Māori in the decision making process

No engagement with Māori has been undertaken in preparing this report.

5.8 Delegations

The Joint Nelson Tasman Regional Transport Committee (JNTRTP) has the following delegations to consider.

Areas of Responsibilities:

- *prepare the joint regional land transport plan in accordance with sections 14 and 16 of the Act; and*
- *consult in accordance with sections 18 and 18A of the Act; and*
- *lodge the joint regional land transport plan with the relevant regional councils in accordance with section 18B of the Act.*
- *prepare any variation to a joint regional land transport plan for the approval of the relevant councils*
- *provide the relevant councils with any advice and assistance requested in relation to their transport responsibilities.*
- *adopt a policy that determines significance in respect of—*
 - *variations made to regional land transport plans under section 18D of the Act; and*
 - *the activities that are included in the regional land transport plan under section 16 of the Act.*
- *carry out any functions conferred on a regional transport committee under any other provision of the Act (including functions conferred by regulations made under section 109(c)).*

Powers to Decide:

The Joint Regional Transport Committee is responsible for the operational oversight of the joint Nelson Tasman Public Transport Operations Contract and associated public transport activity, including the authority to make decisions and approve policies that support operations.

6. Conclusion and Next Steps

6.1 Following the approval of the Draft submission it will be sent to the MoT by the due date.

Attachments

Nil