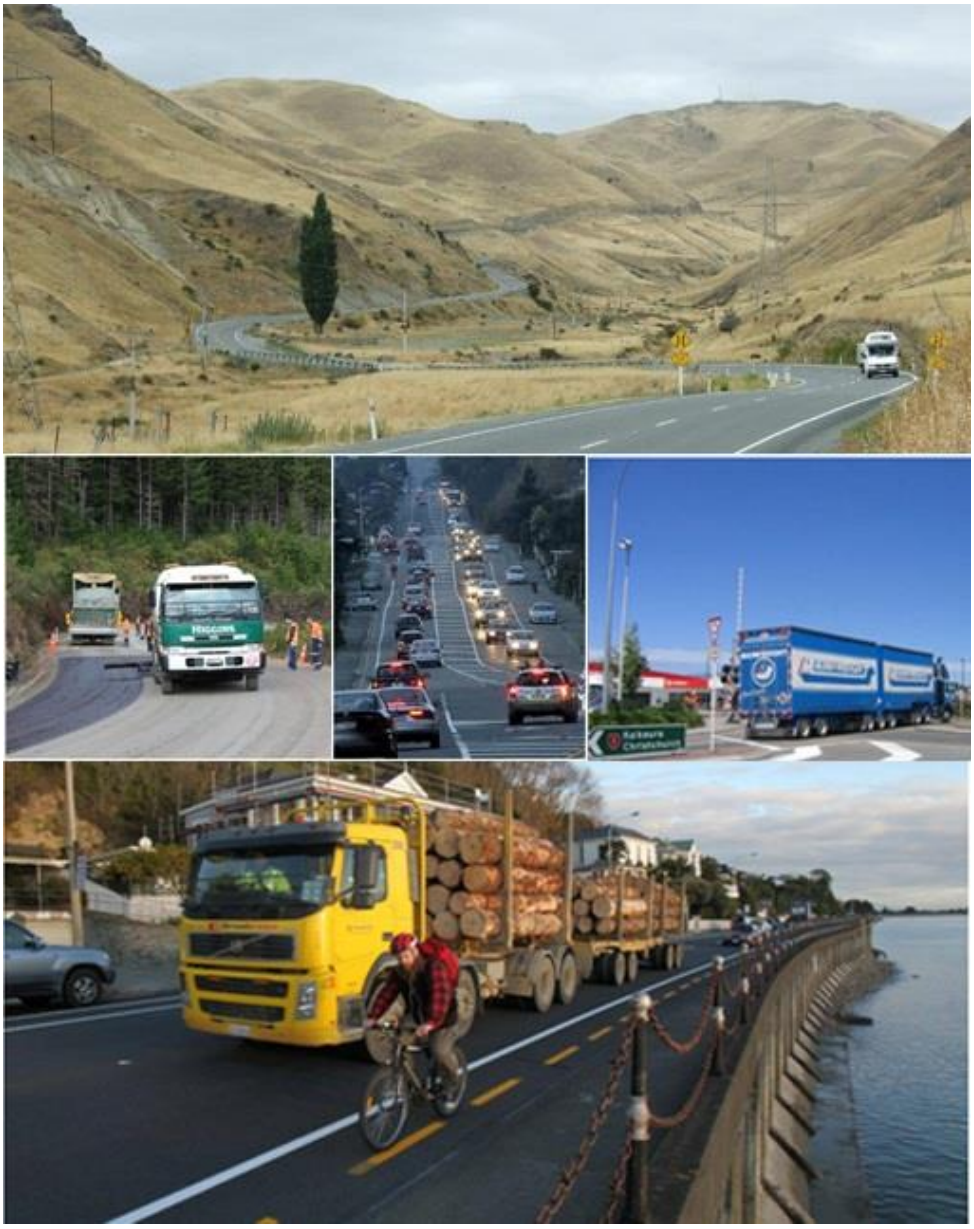
Connecting the Top of the South

Final

Marlborough Regional Land Transport Plan 2015-2021 and Statement of Proposal

Mid Term Review



Marlborough District Council, Nelson City Council and Tasman District Council

Record of amendment

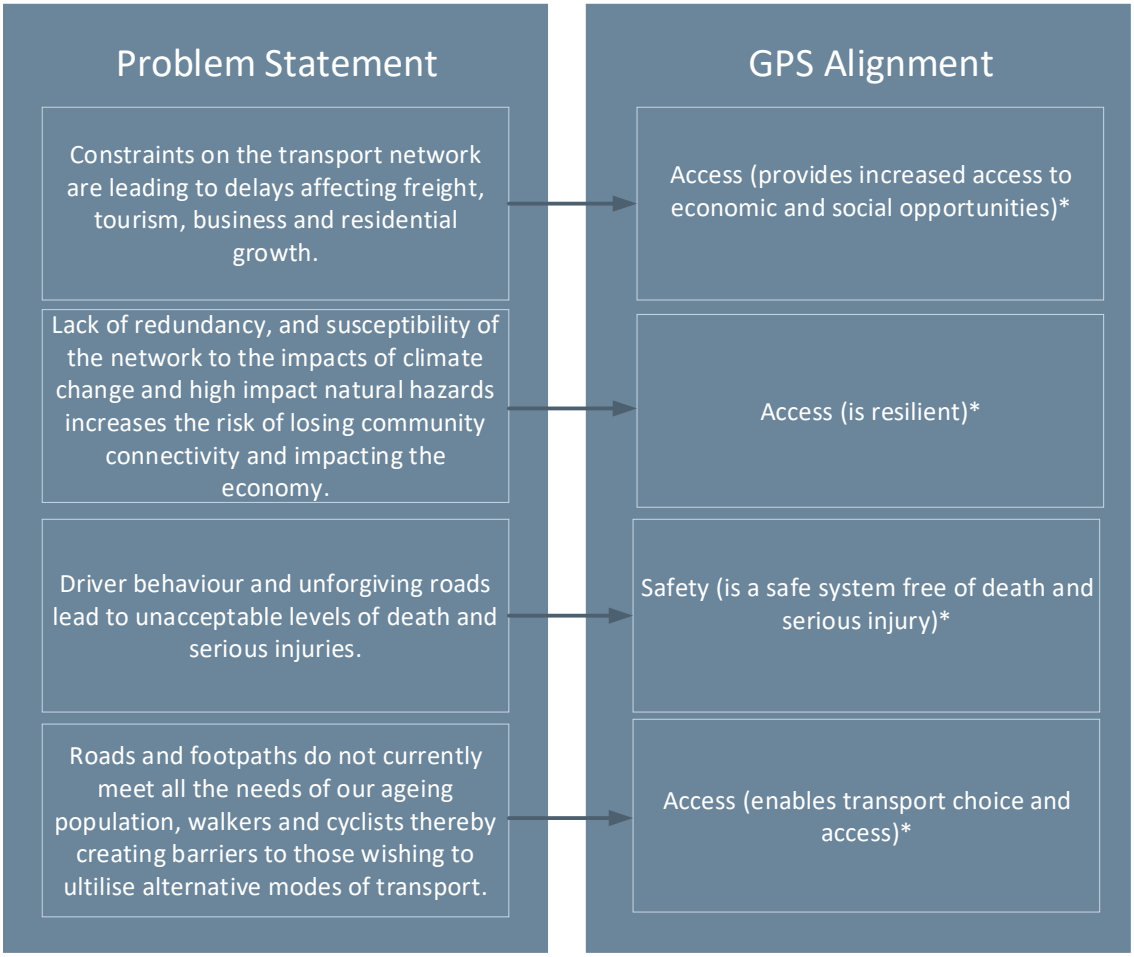
Amendment number	Description of change	Effective date	Updated by
1	2015 Regional Transport Plan Adopted by Council	April 2015	Frank Porter
2	2015 RLTP amended following consultation and adopted by Council	April 2015	RTC
3	Changes made following Mid Term Review and approved for public consultation	Dec 2017	RTC
4	Mid Term Review changes made following consultation and release of 2018 Draft GPS	June 2011	RTC
5	2018 Regional Land Transport Plan Mid Term Review Adopted by Council	28 June 2018	RTC

Executive Summary

This document is a mid-term review of the six year document that was developed initially for the Transport Agency's National Land Transport Programme 2015–18, but that is also current for the 2018-2021 National Land Transport Programme. The main purpose of the Regional Land Transport Plan is to set out the region's land transport objectives, policies, and measures for the next 10 financial years using national funding. In developing this plan the Top of the South aspirations have been aligned with the national outcomes as outlined in the Draft 2018 Government's Policy Statement on Land Transport.

The Top of the South councils, in partnership with the New Zealand Transport Agency, have collaborated to develop a joint Regional Land Transport Plan that aims to provide the community with an efficient, safe and resilient road network. This Regional Land Transport Plan considers the economic drivers for the Top of the South with horticulture, viticulture, forestry, seafood, farming and tourism being the main areas driving our economic growth. All three areas are experiencing significant growth. Nelson City continues to be the largest urban area within the region for employment, the State Highway 1 route through Marlborough District is the highest use freight route in the South Island and Tasman is experiencing significant residential and commercial growth.

The key problems and benefits from solving those problems that face land transport in the top of the south have been collaboratively determined using Treasury's Better Business Case principles. Four key problems were identified:



Further detail on the key transport issues and challenges are presented in Part C.

All three councils recognise that we are highly interdependent on each other for our economic and social welfare. The Top of the South economy is highly dependent on its transport network as there is no rail alternative for Nelson and Tasman, so the need for resilience, reliability and safety along key journey routes is of vital importance.

Evidence and discussion on the key problems and issues is discussed in Part C and the strategic response and projects that respond to the identified problems are listed in section E. In the Marlborough region this includes progressing:

- The Weld Pass realignment on SH1 to improve road user safety, and decrease maintenance costs;
- SH6 Blenheim to Nelson improvements to lift the safety performance and ensure the community has better access in natural hazard events;
- The Picton Port Access Improvements that seek improve access and amenity for the Picton community and tourists;
- SH1 Koromiko Valley Pathway (Picton to Spring Creek) is a proposed 30km off road pathway for people walking or on bikes that will promote recreational and tourist cycling within Picton and Blenheim and the small communities along the way.

Part F outlines the specific land transport issues that Marlborough faces and how we intend to deal with these issues. Part F also includes a programme of forward works for the next ten years for both local roads and the State Highway to provide the complete picture of the works planned over the next ten years in Marlborough.

Part G houses the Marlborough Regional Public Transport Plan for Marlborough. It details the public transport services that are integral to the public transport network, the policies and procedures and the information and infrastructure that support public transport.

The Marlborough Regional Land Transport Plan was published on 1 July 2015 and this mid term review was published on the 31 August 2018.

Copies can be found at any Council office or library.

Foreword - South Island Chairs Working Group

The top of the south Regional Transport Committee Chairs from Marlborough, Nelson and Tasman have been involved in a South Island wide working group.

South Island Regional Transport Committee Chairs recognise that South Island regional economies and communities are interconnected, with critical freight and visitor journeys crossing regions, and extending along and across the South Island, and connecting to both Stewart Island and the North Island.

The South Island has a relatively small and dispersed population of around one million. Christchurch is the largest urban area and is centrally located, and there are several other main centres located throughout the island. Small communities are often at a significant distance from main centres, and depend on the products transported to their locality every day, as well as the ability to move products to be processed, distributed and exported. This makes the resilience of transport linkages between South Island communities of critical importance.

The efficient movement of both goods and people is essential to the South Island's economy, as well as the social and economic wellbeing of its residents. The majority of freight is moved by road, with substantial freight growth being projected. Freight demand in the South Island is currently driven by a mix of primary sector and export growth, as well as population change. There has also been significant growth in the tourism sector, with the South Island recognised as a tourism destination in its own right. These critical freight and tourism journeys do not stop at regional boundaries – they extend across the South Island.

In this context, the South Island Regional Transport Committee Chairs Group was established with the purpose of significantly improving transport outcomes in the South Island, to help drive our economy and better serve our communities, through collaboration and integration. Chairs agree that they can make greater progress toward realising common goals if they work together.

The three key collaborative priorities for the Group are to:

1. Identify and facilitate integrated multi-modal freight and visitor journey improvements (including walking and cycling journeys) across the South Island.

2. Advocate for a funding approach which enables innovative and integrated multi-modal (road, rail, air, sea) solutions to transport problems, and small communities with a low ratepayer base to maintain and enhance their local transport network.

3. Identify and assess options for improving the resilience and security of the transport network across the South Island, as well as vital linkages to the North Island.

South Island Chairs Regional Transport Committee Working Group

Foreword - Marlborough Regional Transport Committee Chair

In Marlborough we have 1547km of Council roads and 259km of state highway which ensure our communities are connected both within Marlborough and nationally.

This Plan covers the next three-year term in detail and follows the successful completion on the 2015/18 period. It details the District's road network and transportation priorities through to 2025.

The devastation of the Kaikoura Earthquake in November 2016 has seen an enormous amount of improvement work undertaken on SH1 and SH63 and will leave both highways in a much improved and more resilient state in this mid-term period.

I look forward to this Plan enabling new opportunities for improved safety and efficiency across our Top of South networks and specifically support construction of SH1 Weld Pass improvements.

The plan must be consistent with the Government Policy Statement on Land Transport, however the Government Policy Statement on Land Transport at the time of writing this document is draft due to the recent change in Government. The key objectives of the Draft GPS under the previous National Government where to provide: Economic growth and productivity, road safety and value for money. We propose that changes resulting from the finalisation of the Government Policy Statement on Land Transport be taken into account during the deliberations process at the end of the public consultation phase.

My committee looks forward to continuing to work closely with the Nelson and Tasman Regional Transport Committees and the wider South Island Chairs Group over the coming three-year period to improve land transport outcomes in Marlborough, the Top of the South and South Island wide.

Cllr Terry Sloan

Chairman - Marlborough Regional Transport Committee

Contents

Part A – Introduction and Purpose

This document sets out the forward works programme, maintenance and operations and other land transport activities that forms part of the funding submission to the Transport Agency and the National Land Transport Fund.

The 'Top of the South' councils, being Marlborough District Council, Nelson City Council and Tasman District Council, are all unitary authorities. They undertake the functions of both a regional council as well as a territorial authority. Each Council is required under the Land Transport Management Act 2003 (the Act) to prepare a Regional Land Transport Plan (RLTP). This is required every six years with a review every three years. The purpose of this document is to provide an integrated approach to land transport planning across the local government boundaries in the Top of the South region.

Each RLTP must include a ten year forward works programme that sets the direction for the transport system as part of the RLTP. It identifies what is needed to contribute to the aim of an effective, efficient, safe and sustainable land transport system for the public interest. This RLTP will help the Top of the South meet the objectives of the Act and determine and secure investment for the entire transport system. The RLTP's purpose (once investment in the transport network has been secured) is to benefit the Top of the South communities by providing a resilient and reliable network that will meet our current and future needs.

Sections A to E of this RLTP have been prepared by the Regional Transport Committees (committees) of the three councils together with the Transport Agency. Part F of this document has been developed independently by each of the three independent committees to reflect their individual transport needs. Importantly, this RLTP has been prepared in a manner consistent with the Act (the legislative context of the RLTP can be viewed in Appendix 1). The Act requires every RLTP to include activities relating to State Highways proposed by the Transport Agency.

Puka Puka Weld Pass SH1, Marlborough

Part B – Government Policy Statement & the RLTP

B1 Relationships between Land Transport Documents

The Government Policy Statement (GPS) sets out national land transport objectives and the results the Government wishes to achieve from allocation of the National Land Transport Fund (the Fund). Whilst the RLTP must be consistent with the GPS, the National Land Transport Programme (NLTP) must give effect to the GPS and must take account of the RLTP. The relationship between the RLTP, the GPS and the NLTP is shown in **Figure 1**.

The Transport Agency's 'Statement of Intent' gives effect to the Government's direction for transport. The Transport Agency therefore invests and operates with a 'whole of system' approach, with their immediate priority being the development and finalising of the 2018 to 2021 NLTP.

In 2017 the Transport Agency released the 'Long Term Strategic View' (LTSV) document. The LTSV identifies long term pressures and priority issues and opportunities and is the link between the Government Policy Statement and investment proposals. The LTSV is informing the Transport Agencies' investment proposal, but eventually the Transport Agency wants to develop it to take a shared system view.

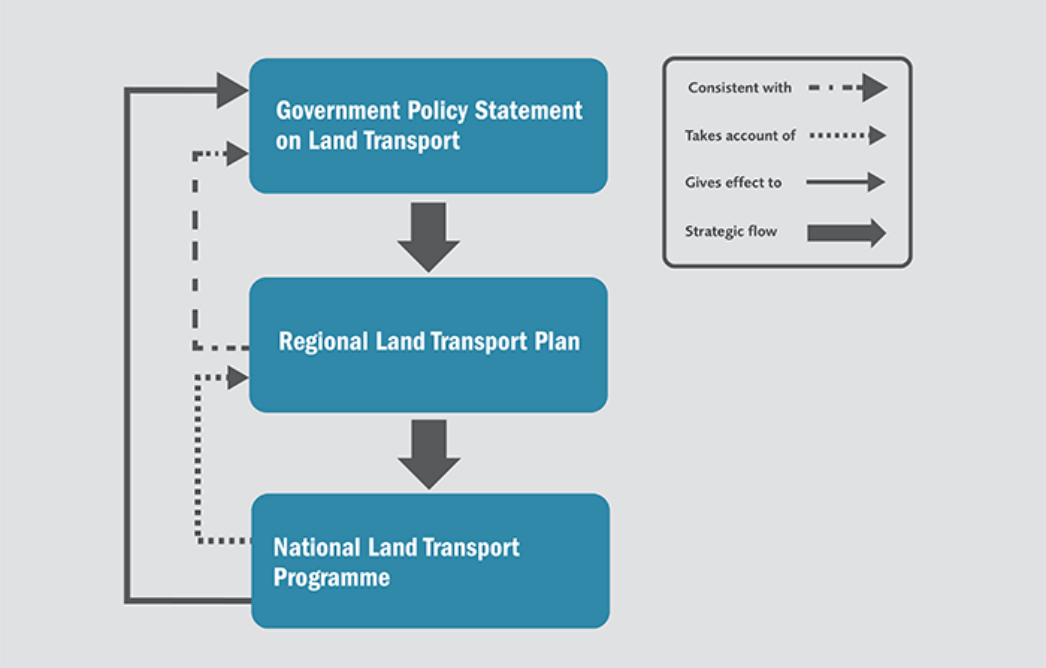


Figure 1 – Statutory Relationship between the RLTP, the NLTP and the GPS

B2 The Government Policy Statement on Land Transport 2015/16-2024/25

The GPS is the Government's main document which sets priorities and funding levels for land transport investment.

The Government released an 'Engagement Draft' of its GPS (the Draft GPS 2018) in April 2018 which includes:

- national objectives for land transport;
- the results the Government wishes to achieve from allocation of the National Land Transport Fund;
- the Government's land transport investment strategy in a framework that will guide investment over the next 10 years; and
- the Government's policy on borrowing for the purpose of managing the NLTP.

The GPS cannot determine which projects will be funded or how much funding any particular project will receive. Rather, the GPS sets ranges of funding which the Government will make available for different types of activities that best meet its objectives. The Transport Agency then determines which projects receive funding and to what level, within those overall funding ranges.

The strategic priorities in the draft 2018 GPS are shown below in **Figure 2** below.

Figure 2 GPS 2018 Strategic Priorities

Draft GPS 2018 transforms the focus of investment for land transport. There are new strategic priorities, and amended objectives and themes that focus on road safety, more liveable cities,

regional economic development, protecting the environment, mode neutrality, and delivering the best possible value for money. Further details on the draft 2018 GPS can be found at:

http://www.transport.govt.nz/ourwork/keystrategiesandplans/gpsonlandtransportfunding/

A second stage GPS is likely to be required in order to fully realise Government direction for transport investment. Inclusion of some things in the Draft 2018 has not been possible given the time constraints. This is because they rely on other work such as a review of rail, development of a new road safety strategy, and any future recommendations and targets produced by the independent Climate Change Commission. The Ministry of Transport hope to release this in 2019. Variation to this RLTP as a result of the second stage GPS could occur and at that time, and during that variation the opportunity could be taken to refine and more closely align this RLTP's objectives and measures to the GPS.

B3 The National Land Transport Programme

The NLTP for 2018 to 2021 contains all of the land transport activities, such as public transport services, road construction, maintenance and policing, that the Transport Agency anticipates funding over the next three years. The NLTP is a planning and investment partnership between the Transport Agency and local authorities which will deliver transport solutions that will help communities across New Zealand thrive. The NLTP will be published on 31 August 2018.

The Transport Agency now requires all activities seeking inclusion in the NLTP to be developed in a manner consistent with the principles of the business case approach (BCA). To support this, it is important that plans at national, regional and local levels are also developed in a way that is consistent with the BCA principles. As this RLTP is a key statutory document for the Top of the South this mid-term review has been undertaken using BCA principles. The Investment Logic Map that shows the key problems, benefits and strategic responses is located in the Key Issues section C2.

B4 Regional Land Transport Plan

Section 13 of the Act requires every regional council, through its Regional Transport Committee, to prepare a RLTP every six financial years. The RLTP provides the strategic context and direction for each region's transport network. The first iteration of this document was submitted to the Transport Agency prior to the 30 April 2015 following approval by Council. This mid term review will be submitted to the Transport Agency by 30 June 2018 once it is approved by Council.

The Top of the South Councils have agreed to work together and provide a coordinated RLTP.

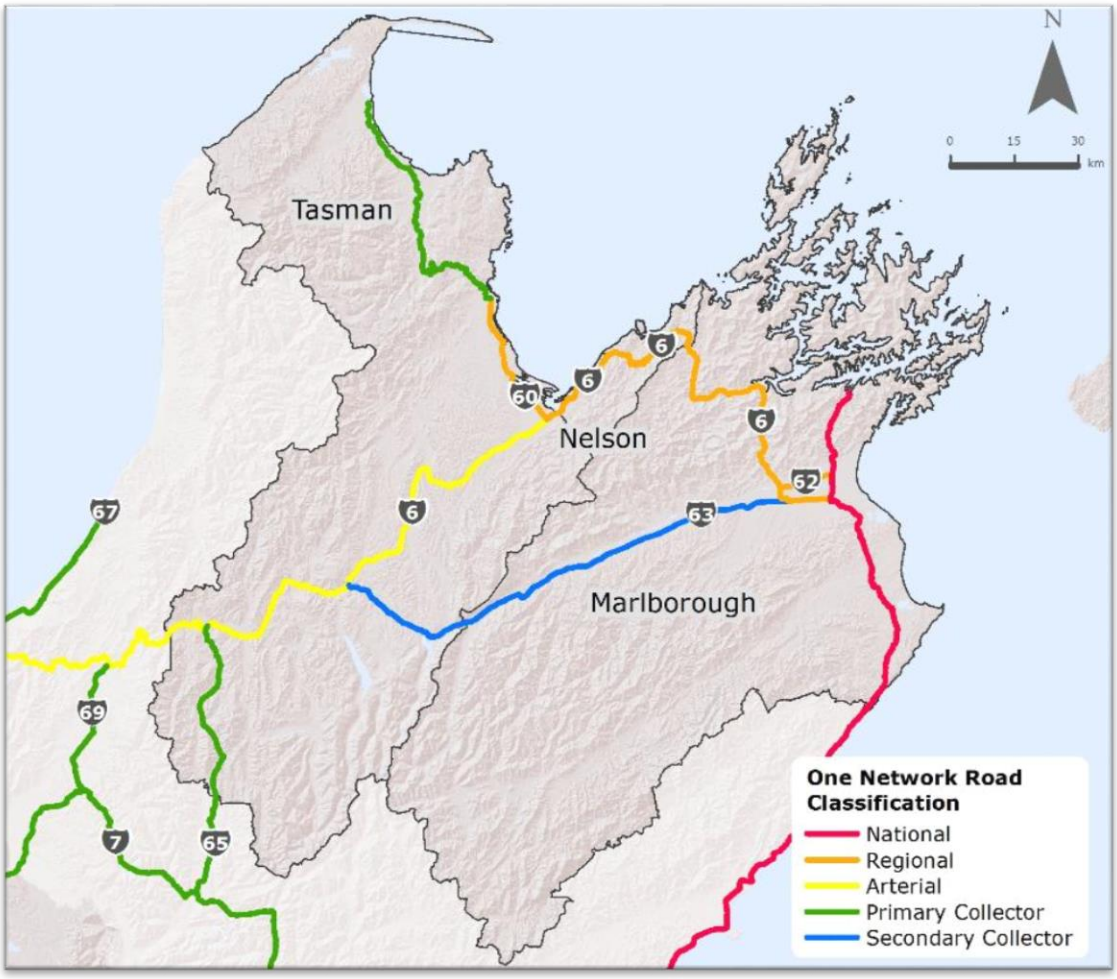
The RLTP 2015 to 2021 is available for the public to view on each council's website and in each council's respective service centres. Once this mid term review is published on 31 August 2018 it too will be available for the public to view on each council's website and in each council's respective service centres.

Part C – Top of the South Key Issues and Context

C1 Introduction

The Top of the South RLTP includes Marlborough District, Nelson City and Tasman District Councils, the Department of Conservation along with its transport investment partner, the Transport Agency, all collectively delivering a land transport system that enables economic growth, accessibility and resilience to all road users. The areas the Top of the South area, and the hierarchy of the State Highway network, are shown in **Map 1.**

Map 1. Top of the South



The area covered by the Top of the South goes from the east coast to the west coast and mainly consists of rural land and national parks. Nelson City, in comparison to Tasman and Marlborough, is predominantly urban. Nelson and Tasman are economically interlinked and dependent on each other. This heavy reliance on each other is reflected in the way the two Councils work together to provide a safe and efficient land transport network.

C2 Regional Transport System Problems and Opportunities

In order to provide strategic direction to inform this mid-term review and update the 2015 RLTP a stronger business case focus has been taken. The key issues and transport objectives from the 2015 RLTP were tested and refined through collaborative workshops and the resulting key problems that face land transport in the Top of the South have been developed. The problems and the benefits of solving the problems and the strategic responses, are shown in the Investment Logic Map below.

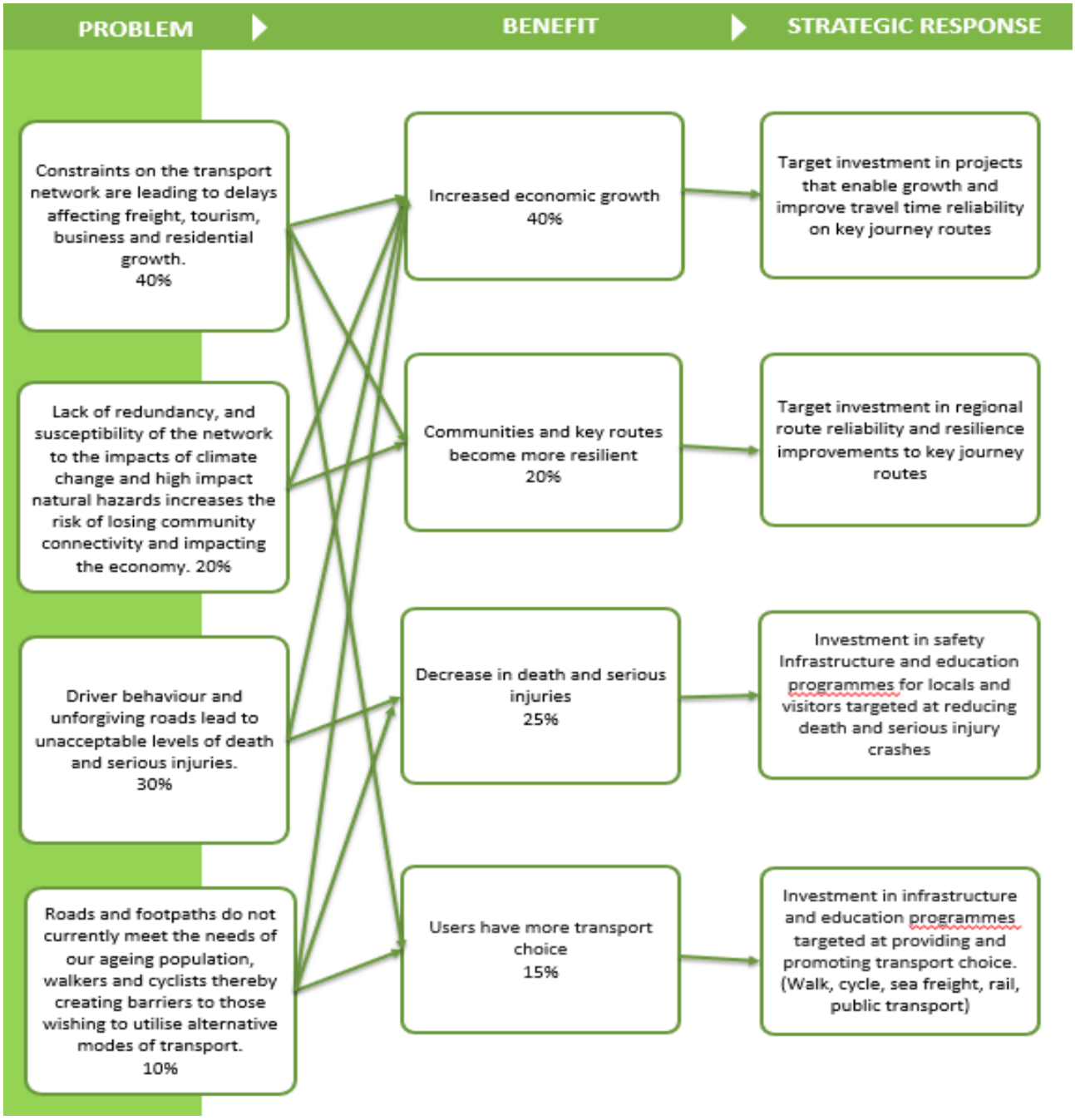


Figure 3 – Investment Logic Map - Top of the South Regional Transport Issues

Evidence to support the problem statements is located in section C4. Monitoring and measurement against the benefits are listed in Table 3 and 5 and presented in detail in Appendix 3. The strategic responses presented above are mapped to the individual projects in Tables 4 and 6 to show how the individual project responds to the identified key problems.

C3 Regional Context

Marlborough

Marlborough is situated in the north-east corner of the South Island, accessible by ferry, rail, air, and road.

As of the March 2013 Census, the resident population was 43,416. The main population of Marlborough is centred in the town of Blenheim (24,183), followed by Picton (4,056), which is 25km north of Blenheim. As the ferry transit point from Wellington and entrance to the Marlborough Sounds, Picton is a tourism gateway.

Port Marlborough, in the Marlborough Sounds, is the main portal for freight and tourists travelling between the North and South Islands.

A fifth of Marlborough District's workforce is employed in the primary sector. Over the last decade the Marlborough District has successfully converted most of the land formerly dedicated to cropping and stone fruit into viticulture so that it is now New Zealand's largest grape growing region, producing 67% of New Zealand's total wine production.

Rail runs north/south through Marlborough generally parallel with SH1 and complements the Top of the South's land transport network. Key freight hubs are located at Port Marlborough (Picton) and Spring Creek with passenger stations at Picton and Blenheim.

Nelson

Nelson City is the smallest region in New Zealand (by land area). It is bounded by Champion Road to the south, the Bryant hill range to the east and Cape Soucis and Tasman Bay to the north. Nelson's resident population at the 2013 Census was 46,437.

Nelson CBD is the main commercial centre within the Top of the South with just under 8000 employees, and is critical to the wellbeing of the regions and their respective economies. Nelson City has the Top of the South's main airport, port, hospital and the Nelson Marlborough Institute of Technology's main campus.

Nelson provides services for the communities of Tasman and Marlborough and has particular strengths in marine construction, aviation, manufacturing and is home to almost one-third of New Zealand's fishing and aquaculture. Like Tasman and Marlborough, Nelson has opportunities to add value to primary products and for smaller-scale enterprises to work together to grow and to export. The information communications technology cluster in Nelson has continued to grow and drive change across all industries.

Tourism in the Top of the South is driven by its natural beauty and great climate and supported by a premier food and beverage establishments, shopping opportunities and its thriving local arts and crafts scene which see the city and the tourist areas swelling to capacity during the summer months.

Tasman

The Tasman District is located in the north west of the South Island. It covers the area from the boundary of Nelson City in the east, to Murchison and the West Coast in the south, Golden Bay in the north-west, and Marlborough to the east.

At the time of the March 2013 census Tasman District had a total resident population of 47,157. The main population of the Tasman District is centred in Richmond which is the largest and fastest growing town in the District with 14,916 residents. Motueka is the next largest town with 7,593 residents in 2013.

The Tasman District is known for the natural beauty of its landscape. Fifty-eight percent of the Tasman District is National Park – Nelson Lakes, Kahurangi and Abel Tasman National Parks. There are a range of other forests and reserves in the area, including the Mount Richmond State Forest Park and Rabbit Island. Tasman District covers 14,812 square kilometres of mountains, parks, waterways, territorial sea and includes 812km of coastline.

Like Marlborough the primary sector is the main economic driver for Tasman.

Economic Drivers

Our community regards the Top of the South as one region. Our local government boundaries are not necessarily our economic boundaries. Many economic activities cut across the regional boundaries. The Nelson, Tasman and Marlborough regional economies are interlinked and dependent on each other through horticulture, forestry, seafood, farming, tourism, and aviation.

The Top of the South contributes close to three percent of New Zealand's gross domestic product (GDP) and has a high reliance on primary industry with concentrated exposure to natural commodities and international commodity prices. The Tasman and Marlborough districts are highly export focused and rely on factories and manufacturing in both Nelson and Tasman for export. By weight the exports are predominantly distributed via Port Nelson with lesser amounts via Port Marlborough, Nelson Airport and Marlborough Airport.

The unemployment rate for the Nelson/Tasman/Marlborough/West Coast region is the lowest in the country at 2.2% down 0.6% when comparing the September 2017 quarter against the September 2016 quarter.

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

The Top of the South's economy is driven by five export based clusters:

- horticulture;
- forestry;
- seafood;
- pastoral farming; and
- tourism.

Three other significant sectors contributing to the regional economy are

- water, air and other transport;
- chemical product manufacturing; and
- professional and technical services.

Annual growth in Nelson-Tasman regional GDP per capita in 2016 was 2.0% compared with the national average of 2.5%. In Marlborough, annual growth was 1.7% in 2016.

Horticulture and viticulture

Over the past 20 years, horticulture exports have grown from $200 million to $2.23 billion. It is now New Zealand's sixth largest export industry. Historically, horticulture and viticulture has been one of the Top of the South's key sectors. In 2016, horticulture alone contributed more than 2.4% of the regional GDP in Nelson-Tasman. It provided over 5.3% of the region's employment. In Marlborough, this figure was 2.6% of the regions GDP and 6.1% of the regions employment. New Zealand's largest grape producing region is Tasman-Marlborough. In 2013, there were 158 wineries in Marlborough and 28 in Tasman out of a total 2,005 in New Zealand. The movement of horticultural products and grapes contributes significantly to the economies of Tasman and Marlborough with the produce being predominantly transported around the Top of the South by road.

Neudorf Vineyard, Tasman

The main horticulture clusters include grapes, apples and pears, vegetables and kiwifruit. Regional issues that the horticulture and viticulture industries face include an efficient route to Port Nelson. In 2015, over 239,000 tonnes of fruit were exported from Port Nelson making up 62% of the total tonnage of food exports. Transporting that amount of horticultural products to both pack houses, cool stores and to the Port requires an efficient and reliable road network. Seasonality of the industry is a major factor with peak horticultural freight movements around the Top of the South occurring in autumn. It is especially important at this time of the year that the network is at its most efficient and resilient.

Forestry & Wood Products

In 2015/2016 there was a total of 169,783 hectares of plantation forestry in Nelson, Tasman and Marlborough (10% of New Zealand's forest plantations).

The Top of the South region is home to a mature but innovative forestry and logging cluster that contributed $64 million to the region's GDP in 2016. In the five years, forestry and logging has steadily increased its GDP contribution by 28%, as a result of increased technology, consolidation and other productivity improvements.

The wood harvested in the Top of the South flows through to local sawmills, a laminated veneer lumber plant, a medium density fibreboard plant and the remainder for log exports. The region is home to one of the world's most innovative wood processing plants, Nelson Pine Industries, based in Richmond, Tasman.

With the introduction of 50 MAX and the High Productivity Motor Vehicle (HPMV) scheme, trucks are allowed to carry heavier weights on selected routes. This has resulted in fewer trips to the ports to carry logs and processed wood products.

Export logs and wood products are transported by road to the closest port. In 2016 671,000 tonnes of logs were exported from Port Nelson and 751,000 tonnes from Port Marlborough. The forestry industry is heavily reliant on the road network and the need for a network across the Top of the South that is resilient, reliable and efficient.

Seafood

Seafood is a significant contributor to the New Zealand economy. China, Australia and the USA remain the top three countries to which New Zealand seafood is exported. The Top of the South's contribution to the seafood industry is significant. The seafood cluster includes commercial offshore fishing, aquaculture, processing and supporting sectors such as marine engineering, boat building and seafood scientific research.

Port Nelson is Australasia's largest deep fishing port and the region is New Zealand's leading location for seafood activity, with approximately a quarter of the national seafood industry. Sealord and Talley's Group Ltd are both based in the region. Sealord is based at Port Nelson while Talley's Group is based at Port Motueka, Tasman. Tally's 4,500 tonne cold-store facility is based at Port Nelson. Nelson is home to the Cawthron Institute and the Cawthron Aquaculture Park, a world-class research institute and New Zealand's largest mussel and oyster hatchery.

In 2016, the Nelson-Tasman region had 339 fishing associated businesses and 21 seafood processing business units. Mussel farming is an increasing business opportunity for the region that will provide employment, capital investment and increased regional GDP. In 2016 Marlborough produced 50% of the total NZ greenshell mussels with the Nelson Tasman region producing 9%.

Salmon farming is becoming increasingly significant for Marlborough as farms are predominantly located in the Marlborough Sounds. New Zealand King Salmon produces 50% of New Zealand's salmon. New Zealand and Canada are the only locations where king salmon

are farmed in the world and as a result New Zealand King Salmon produces 50% of the world's farmed king salmon. There are four purpose-built processing facilities in Nelson.

Pastoral Farming

The pastoral farming cluster includes sheep, beef, dairy, pig, deer and associated industries such as processing and manufacturing including wool harvesting, road transport and farm equipment sales and servicing.

In 2012 44% of farming GDP for the Top of the South came from dairy production. The flow on effect to processing and manufacturing of dairy products on the region's road network is significant. The majority of milk produced on farms in Tasman is processed at Fonterra's milk powder plants in Takaka and Brightwater for processing and is then exported via Port Nelson.

Alliance Group (meat producer and export co-operative) has a meat plant in Nelson that takes sheep from the Top of the South as well as Amberley in Canterbury to the south, and from the North Island when required.

Tourism

Tourism activities in the Top of the South are diverse, with a summer peak of tourists that are typically 'self-drive'.

Tasman provides access to three National Parks and Marlborough is home of the Sounds with Picton acting as a gateway to the South Island for travellers arriving (or departing) by ferry. St Arnaud and the Rainbow ski field are on the boundary between Tasman and Marlborough.

The region is fast becoming known for its cycleways and mountain biking. Nelson's Coppermine Trail, Tasman's Great Taste Trail, the Heaphy Track, Queen Charlotte Track, and the planned Coastal Pacific Trail between Kaikoura and Picton enhance the Top of the South's reputation as a premier cycling destination.

The top of the south is a destination for both domestic and international tourism. Whilst domestic tourist numbers has always been high especially in the 'summer holiday' period, international tourist numbers have grown considerably in the last few years.

Aviation

The Top of the South is home to Air Nelson, Helicopter New Zealand, the Regional Maintenance Facility at Nelson Airport and the Global Defence facility at Marlborough Airport. Aviation makes a considerable contribution to the Top of the South's economy with Nelson Airport being the fourth busiest airport in New Zealand and the busiest regional airport in the country, in terms of scheduled flights. In the 2016/17 year Nelson Airport experienced significant growth and record passenger numbers were up 16% on the 2015/16 year attaining the milestone of one million passengers through the terminal.

The aviation industry supports the export based economic drivers as well as tourism. Both airports are served by State Highway 6 and the adjoining local road network which are both identified as key journey routes.

C4 Key Journey Routes

Throughout the Top of the South there are a number of key journey routes as listed below and shown on **map 1** in section C1:

SH1 Picton to Christchurch

- One Network Road Classification (ONRC) National route providing critical connections to port for both freight and tourists. The route is currently closed in some southern sections due to extensive damage from the 2016 Kaikoura seismic events.
- The route is winding with gradients, vulnerable to natural events and has sections of high crash risk KiwiRAP 2-Star sections, below the KiwiRAP 4-star target for a National highway.

SH6/62/1 Nelson to Picton

- ONRC Regional route is winding with gradients, vulnerable to natural events with sections of high crash risk KiwiRAP 2-Star sections, below the KiwiRAP 3-Star target for a Regional highway.

SH6 Nelson to Richmond

- ONRC Regional Urban route providing access between the growth centres of Nelson, Richmond and Port Nelson and Nelson airport. The key issues along the route include peak period congestion and poor multi-modal accessibility.

Waimea Road

- ONRC Regional urban route providing access between the growth centres of Nelson, Richmond. The key issues along the route include peak period congestion and poor multi-modal accessibility.
- Lifeline route to Nelson Hospital

SH6 Richmond to Canterbury/West Coast

- ONRC Arterial route winding with gradients, vulnerable to natural events with multiple sections of high crash risk KiwiRAP 2-Star sections.
- The only route connecting Nelson/Tasman to the West Coast, subject to resilience issues due to lack of alternate routes.
- SH6, until its intersection with SH65, is currently acting as the primary corridor south due to extensive damage on SH1 from recent seismic events.

SH60 Richmond to Golden Bay

- Classified as an ONRC Regional route to Motueka and a primary collector to Golden Bay. SH60 provides the only route to and from Golden Bay, the route is winding with gradients, vulnerable to natural events and predominately rated as a high crash risk KiwiRAP 2-star highway.

SH63 Blenheim to West Coast

- ONRC Secondary Collector route, winding and follows the river valley. SH 63 provides a detour route for SH1 and is currently catering for significant additional traffic following the 2016 Kaikoura event.
- Tourist connection to the West Coast, high number of drivers unfamiliar with the route.

C5 Problem Statement Evidence

This section details key pieces of evidence supporting the four problem statements introduced in the investment logic map in section C2.

Evidence in support of the problem statement **'Constraints on the transport network are leading to delays affecting freight, tourism, business and residential growth.'** is summarised below.

The total population of the Top of the South is 137,010 (2013) with Nelson/Richmond being the largest urban and commercial centre. Regional population growth has been moderate over the last decade (2007 to 2016), increasing by approximately 1% per annum and in the longer term, the region's population is expected to slow to 0.4% growth per annum to 2043. The exception is Nelson/Richmond, which is currently forecast to increase by 15% by 2043 (an additional 9,500 people) and this combined with strong tourism business and industry growth is putting the transport network in Nelson and Richmond under pressure.

Constraints on the urban roading network in Nelson and Richmond result in it operating at or near capacity causing peak hour delays at selected locations. These peak delays are likely to increase as travel demand increases (with population and freight forecasts) and demand for private vehicle use continues. To date, there has been limited coordination between growth and infrastructure planning exacerbating the constraint issue.

A Transport Agency definition of congestion is "where the volume to capacity ratio exceeds 80% for five days per week over at least a one hour time period that affects at least 1.5 km of a route". Bluetooth travel time data presented in the Nelson Southern Link Strategic and Programme Business Case provides evidence for congestion ranging from 83% to 95%, confirming current traffic congestion in the peak hours on Nelson's two ONRC Regional routes between Queen Elizabeth Drive and Annesbrook.

In Richmond a recent study on SH6 found that new and intensified commercial development along Gladstone Road and its side streets is resulting in increased traffic generation and congestion at afternoon peak periods. Severe southbound afternoon peak congestion is occurring at the western end of Whakatu Drive, which is throttling back traffic through Richmond and preventing further congestion between McGlashen Avenue and Oxford Street in Richmond.

Increased transport capacity in the high growth areas of Nelson and Richmond will be needed to meet the projected demand. The National Policy Statement on Urban Development Capacity requires an additional 4542 residents in the short to medium term and the transport system that is already constrained will need to respond to this demand.

Evidence in support of the problem statement **'Lack of redundancy, and susceptibility of the network to the impacts of climate change and high impact natural hazards increases the risk of losing community connectivity and impacting the economy'** is summarised below.

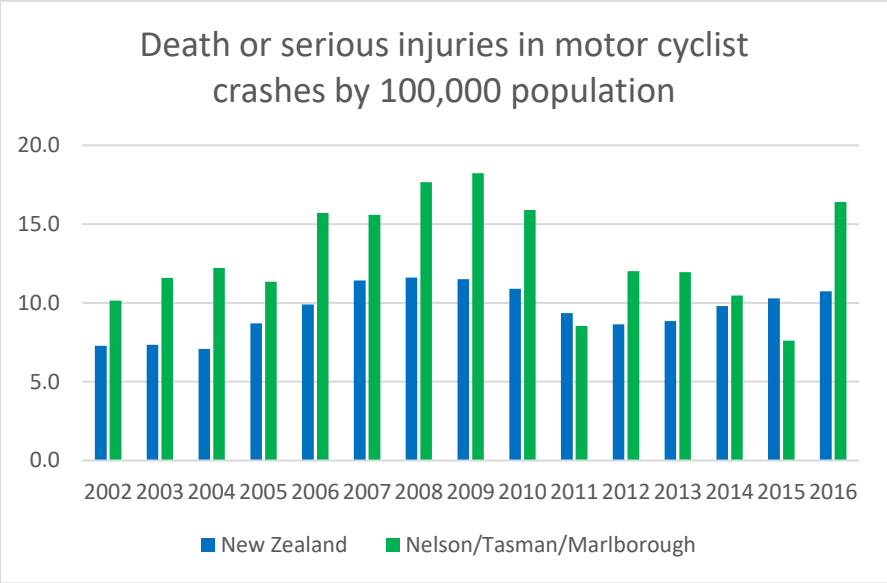
The Top of the South has experienced significant adverse natural hazard events recently. The earthquakes at Seddon in 2013, St Arnaud in 2015 and Kaikoura in 2016 has been a reminder that the Top of the South is vulnerable to major seismic events. The 2016 Kaikoura event had disrupted in excess of a million trips by the end of 2017. At the time of preparing this plan there is a detour in place for all State Highway 1 traffic via SH62, 63, 6, 65, and 7 to re-join State Highway 1 at Waipara for all north and southbound trips between Canterbury and the Top of the South. The close proximity to the Flaxmore and Alpine fault systems present considerable risk to the transport network especially in the areas of reclaimed coastal margin and the steep hillsides. The transport assets most at risk are the bridge and retaining wall stock.

Tasman, Nelson and Marlborough also regularly suffer from storm events which disrupt the land transport network and affect the movement of people and goods around the region. When combined with climate change and the resulting sea level rise the storm events are likely to become more frequent and more damaging over time. Because of the typically steep topography and soils that become unstable during extreme rainfall events the transport network is highly susceptible to slips. There has also been an increasing occurrence of erosion in the coastal margin areas that will increase with increasing sea level rise and northerly storm intensity.

Evidence in support of the problem statement **'Driver behaviour and unforgiving roads lead to unacceptable levels of death and serious injuries'** is summarised below.

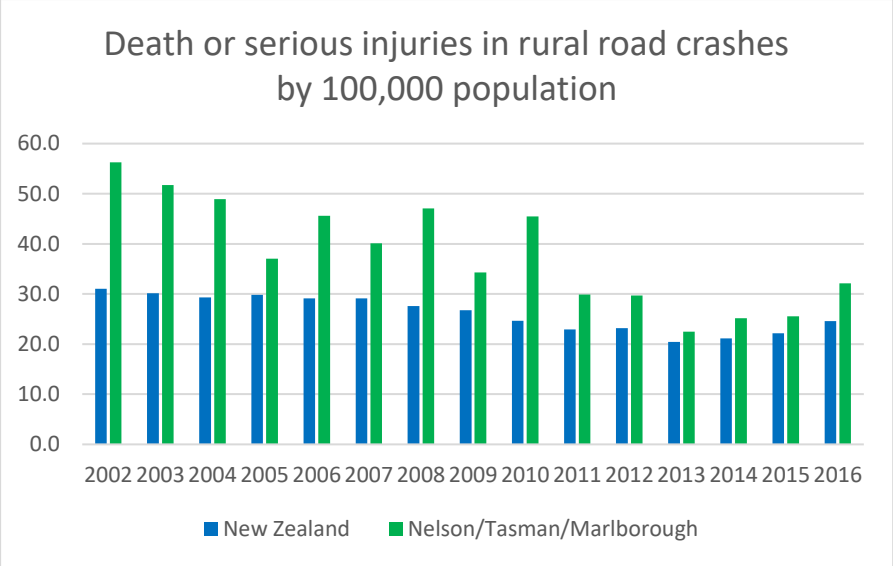
The Government's Safer Journeys 2010 – 2020 strategy highlights a safe road system that becomes increasingly free of death and serious injury. The strategy introduced the Safe System approach to New Zealand. This approach recognises that people make mistakes and are vulnerable in a crash. It aims to reduce the price paid for a mistake so crashes don't result in loss of life or limb. Mistakes are inevitable – death and injuries from road crashes are not.

Since 2002, the Top of the South has had a higher serious injury or death rate caused by a motorcycle crashes than the rest of New Zealand as shown in Graph 1. Although, the data for this issue is displaying a downward trend the numbers of death and serious injuries are still higher than the national average.



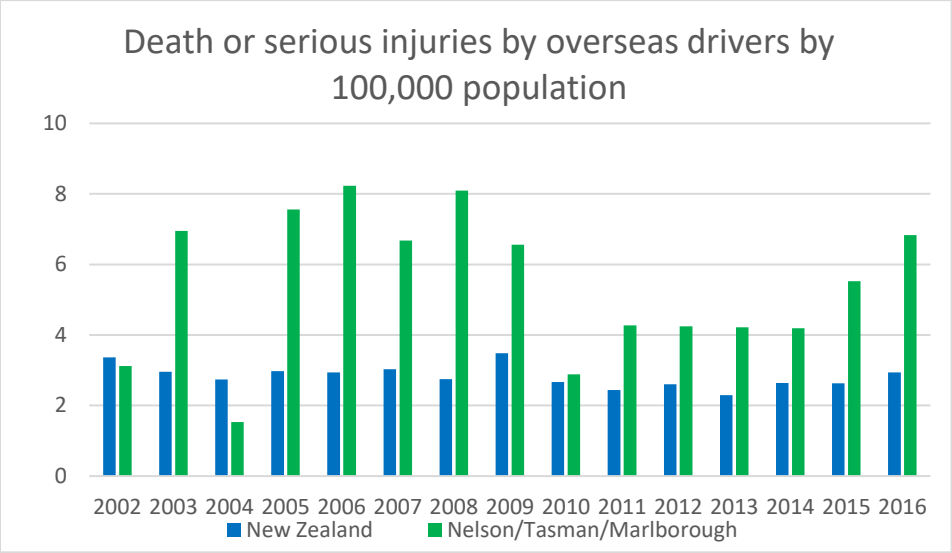
Graph 1. Death or serious injuries in motor cycle crashes.

Another key area of road safety concern for the Top of the South is our crash statistic for rural roads as shown in Graph 2, where we are also above the national average.



Graph 2. Death or serious injury in rural road crashes.

A contributor to these rural road crashes is tourists, as shown in Graph 3, due to their unfamiliarity with rural New Zealand road conditions especially to the remote tourist destinations, such as the Kahurangi National Park, Totaranui and the Marlborough Sounds.



Graph 3. Death or serious injurie crashes by overseas drivers.

Evidence in support of the problem statement **'Roads and footpaths do not currently meet the need of our ageing population, walkers and cyclists thereby creating barriers to those wishing to utilise alternative modes of transport'** is summarised below.

Demographically, the Top of the South has an ageing population. Projections by Statistics New Zealand (2013 base) reported that the population of the combined Marlborough-Nelson-Tasman region is projected to grow (under the medium variant assumptions), from approximately 142,200 in 2013 to 156,600 by 2043 (10 per cent). However, the growth will be most uneven by age, with declines projected in the 0-14, 15-39, and 40-64 years age groups, while the number of people aged 65 years and above will double in the next thirty years, both numerically and as a percentage of the population (from 18 per cent in 2013 to 35 per cent in 2043).

Whilst private vehicles remain the most popular choice for journeys to work across the main urban centres, in the 2013 census Nelson/Richmond urban centre recorded the highest number of commuter cyclists (journeys to work) of any centre in New Zealand (18%). The cycle networks across the Top of the South in the urban areas does not provide a connected network which is a barrier to less confident users. This is reflected in the annual customer surveys of both Nelson and Tasman that feature high levels of dis-satisfaction in the urban cycle networks.

The transport system will need to respond to the changing demographic, e.g. road environments that accommodate increasing reaction times, safe pedestrian facilities including for mobility scooters and convenient public transport and total mobility services.

C6 Inter-Regional Issues

The South Island Regional Transport Committee Chairs Group recognises that freight and visitor journeys, and concerns about resilience, do not stop at district or regional boundaries. In light of this, the Group has committed to working collaboratively to advance planning work across the South Island in these key areas. It is likely that there will be some projects that will be progressed over the next three year period (2018-2021). These projects are currently being scoped to better understand issues and gather information, and it is intended that they will be included in one or more RLTPs at a later stage.

Part D – Agreed Top of the South Objectives

D1 Top of the South significant activities to be funded from sources other than the National Land Transport Fund

The Opawa River bridge replacement in Marlborough and the Southern Arterial Investigation Project in Nelson were funded through the Government's Accelerated Regional Roading Package in the 2015-2018 period. The Accelerated Regional Roading Package will be used to complete construction of the Opawa River Bridge through 2018/19. For the Southern Link Investigation project it is not clear if the Future Investment Fund or the NLTF will be used to progress the next stage the detailed business case thus it is included both in Table 2 below and Table 4 for activities funded from the NLTF.

Table 2 – Significant activities not funded by the NLTF

Duration	Activity	Organisation Responsible	Region
2015-19	SH1 Opawa River bridge replacement	NZTA	Marlborough
2015-21	Southern Link Investigation Project	NZTA	Nelson
2018-2028	Marlborough to Kaikoura Cycle Trail	Trust, Ministry of Business Innovation and Employment and NZTA	Marlborough

D2 Objectives, Policies and Measures

This RLTP sets out the Top of the South region's land transport objectives, policies, and measures of success to 2025 that are consistent with the Draft 2018 GPS. The Draft 2018 GPS objectives, along with the agreed regional objectives, policies and measures of success are presented in **Table 3**. The recently developed investment logic map is linked by informing the Policy/Direction/Strategic Response as shown in column 3 of the table.

Table 3 – Draft GPS objectives and the agreed Top of the South objectives, policies and measures of success

Draft 2018 GPS Key Strategic Priorities and Objectives*	Regional Objectives	Policy/Direction/ Strategic Response	Measures of success for our communities[1]
Access - A land transport system that provides increased access for economic and social opportunities	1) A sustainable transport system that is integrated with well planned development, enabling the efficient and reliable movement of people and goods to, from and throughout the region 2) Supporting economic growth through providing better access across the Top of the South's key journey routes	Target investment in projects that improve travel time reliability on key journey routes	Travel time variance and travel time between SH 6/60 and Port Nelson Travel time variance on SH1 between Picton and the Marlborough boundary do not increase Reduction in the distance per capita travelled in single occupancy vehicles on urban key journey routes Routes available to HPMV increase over time
Access - A land transport system that is resilient	3) Communities have access to a resilient transport system	Target investment in regional route reliability and resilience improvements	Reduction in the number of hours that sections of the key journey routes are closed due to unplanned disruptions
Safety - A land transport system that is a Safe System, free of death and serious injury	4) Communities have access to a safe transport system[2]	Investment in safety infrastructure and education programmes for locals and visitors targeted at reducing death and serious injury crashes	Reducing trend in deaths and serious injuries on the Top of the South transport network

[1] Details of indicators to measure the success of these objectives can be found in Appendix 3.
[2] New regional objective developed during the mid-term review to reflect upward trend in crashes

Draft 2018 GPS Key Strategic Priorities and Objectives*	Regional Objectives	Policy/Direction/ Strategic Response	Measures of success for our communities[1]
Access - A land transport system that enables transport choice and access	5) Communities have access to a range of travel choices to meet their social, economic health and cultural needs[3]	Investment in infrastructure and education programmes targeted at providing and promoting transport choice (walk, cycle, bus, ride share, rail, sea freight)	Increase in trips travelled by walking, cycling, and public transport

*The two supporting Draft 2018 GPS strategic priorities of value for money and environment map to all regional objectives.

Part E – Top of the South Significant Activities

Regional Transport Committees are required to prioritise all 'significant' activities included in the RLTP over the first six financial years. A significant activity is a project over $5 million. Projects that are under $5 million but are considered by the Regional Transport Committees to be regionally or inter-regionally significant may also be included. These projects have been agreed to be important for meeting economic growth for the Top of the South.

The agreed priorities for the Top of the South significant activities are presented in **Table 4**. Further detail has been provided on each of these significant projects in Appendix 5. The issues for the Top of the South have been identified by the appropriate council and what the benefits would be if the project was completed (subject to funding).

The benefits for the Top of the South in seeking investment in these projects would be considerable. The Top of the South vision is of an efficient and resilient network that is able to bounce back from unplanned events. This would lead on to travel times not being disrupted for too long. Other benefits include an efficient route to take primary products to the ports. This in turn this allows for economic growth in a region that is already experiencing growth in both primary produce and tourism. Investment in the network would also allow for future demands to be met socially and environmentally as well as economically. This would provide the Top of the South with a sustainable land transport system that is safer.

An indicative ranking of each of the individual projects has been done based on the Transport Agencies Investment Assessment Framework as summarised in **Appendix 4**. This ranking is provisional until the Transport Agency gets clear investment signals from Central Government following the finalisation of the GPS.

[3] New regional objective developed during the mid-term review to reflect demand for transport choice

Table 4 – Agreed Top of the South Significant Activities

Indicative Ranking	Activity Description	Organisation Responsible and Region	Contributes to Regional Objectives	Linkage to Problem Statement and Performance Monitoring Measure	Draft National Priority	Phase	2018/19	2019/20	2020/21	2021/22	2022/23	2023/24	2024/25	Summary Total	Total Cost	NLTF Share
A	Blenheim to Seddon Safe System Enhancement	NZTA Marlborough	2) Supporting economic growth through providing better access across the Top of the South's key journey routes 3) Communities have access to a resilient transport system 4) Communities have access to a safe transport system	**Problem Statement 2** Lack of redundancy, and susceptibility of the network to the impacts of climate change and high impact natural hazards increases the risk of losing community connectivity and impacting the economy. **Problem Statement 3** Driver behaviour and unforgiving roads lead to unacceptable levels of death and serious injuries. **Measures -** Road Safety, Resilience, Travel time reliability	6	Indicative Business Case									$32,919,108	$32,919,108
						Detailed Business Case										
						Pre-Implementation	$1,743,687							$1,743,687		
						Property	$2,034,302							$2,304,302		
						Imp/ Construction	$26,419,500	$2,7214,619						$29,141.119		
B	Nelson Southern Link[4]	NZTA Nelson	1)A sustainable transport system that is integrated with well planned development, enabling the efficient movement of people and goods 2) Supporting economic growth through providing better access across the Top of the South's key journey routes 4)Communities have access to a resilient transport system	**Problem Statement 1** Constraints on the transport network are leading to delays affecting freight, tourism, business and residential growth. **Measure** - Travel time reliability	7	Indicative Business Case									$3,544,190	$3,544,190
						Detailed Business Case	$1,974,000	$1,026,000						$3,000,000		
						Pre-Implementation			$544,190					$544,190		
						Property										
						Imp/ Construction										
B	SH 6 Rocks Road Offroad Shared Pathway	NZTA Nelson	1) A sustainable transport system that is integrated with well planned development, enabling the efficient movement of people and goods 4) Communities have access to a safe transport system 5) Communities have access to a range of travel choices to meet their social,	**Problem Statement 3** Driver behaviour and unforgiving roads lead to unacceptable levels of death and serious injuries. **Problem Statement 4** Roads and footpaths inadequately support our ageing population and increasing active travel demands creating barriers to utilise alternative modes of	6	Indicative Business Case									$1,928,181	$1,928,181
						Detailed Business Case										
						Pre-Implementation	$382,591	$548,686	$996,904							
						Property										

[4] The Transport Agency has have recently completed the Programme Business Case. They will now be progressing with the Detailed Business Case and consequently the total cost of the option for any Southern Link route or Rocks Road Walking and Cycling project has not been finalised.

Indicative Ranking	Activity Description	Organisation Responsible and Region	Contributes to Regional Objectives	Linkage to Problem Statement and Performance Monitoring Measure	Draft National Priority	Phase	2018/19	2019/20	2020/21	2021/22	2022/23	2023/24	2024/25	Summary Total	Total Cost	NLTF Share
			economic health and cultural needs	transport **Measure** – Safety, Mobility		Imp/ Construction										
A	SH 60 Richmond to Mapua Safer Corridor	NZTA Tasman	4) Communities have access to a safe transport system	**Problem Statement 3** Driver behaviour and unforgiving roads lead to unacceptable levels of death and serious injuries. **Measures** Road Safety	6	Indicative Business Case									$3,523,256	$3,523,256
						Detailed Business Case				$93,455				$93,455		
						Pre-Implementation				$93,243	$95,541			$188,784		
						Property										
						Imp/ Construction						$3,241,017		$3,241,017		
B	SH60 Mapua to Collingwood Safer Corridor	NZTA Tasman	4) Communities have access to a safe transport system	**Problem Statement 3** Driver behaviour and unforgiving roads lead to unacceptable levels of death and serious injuries. **Measures** Road Safety	5	Indicative Business Case									$14,093,018	$14,093,018
						Detailed Business Case				$373,820				$373,820		
						Pre-Implementation				$363,519	$372,970			$755,132		
						Property										
						Imp/ Construction				$12,964,066				$12,964,066		
A	SH 60 Motueka Investigation	NZTA Tasman	1) A sustainable transport system that is integrated with well planned development, enabling the efficient movement of people and goods 4) Communities have access to a safe transport system 5) Communities have access to a range of travel choices to meet their social, economic health and cultural needs	**Problem Statement 3** Driver behaviour and unforgiving roads lead to unacceptable levels of death and serious injuries. **Problem Statement 4** Roads and footpaths inadequately support our ageing population and increasing active travel demands creating barriers to utilise alternative modes of transport **Measure** - Road Safety	4	Indicative Business Case									$6,025,500	$6,025,500
						Detailed Business Case										
						Pre-Implementation	$515,000							$515,000		
						Property	$206,000							$206,000		
						Imp/ Construction		$5,304,500						$5,304,500		
A	SH6 Blenheim to Nelson Safer Corridor	NZTA Marlborough/ Nelson	3)Communities have access to a resilient transport system 4) Communities have access to a safe transport system	**Problem Statement 2** Lack of redundancy, and susceptibility of the network to the impacts of climate change and high impact natural hazards increases the risk of losing community connectivity and impacting the economy. **Problem Statement 3** Driver behaviour and unforgiving	1	Indicative Business Case									$24,624,000	$24,624,000
						Detailed Business Case										
						Pre-Implementation	$1,026,000							$1,026,000		
						Property										

Indicative Ranking	Activity Description	Organisation Responsible and Region	Contributes to Regional Objectives	Linkage to Problem Statement and Performance Monitoring Measure	Draft National Priority	Phase	2018/19	2019/20	2020/21	2021/22	2022/23	2023/24	2024/25	Summary Total	Total Cost	NLTF Share
				roads lead to unacceptable levels of death and serious injuries. **Measures** Road Safety, Resilience		Imp/ Construction	$3,078,000	$10,260,000	$10,260,000					$23,598,000		
B	Saxton Growth Area Transport Project	NCC Nelson	1) A sustainable transport system that is integrated with well planned development, enabling the efficient movement of people and goods 3)Communities have access to a resilient transport system 5) Communities have access to a range of travel choices to meet their social, economic health and cultural needs	**Problem Statement 1** Constraints on the transport network are leading to delays affecting freight, tourism, business and residential growth. **Problem Statement 2** Lack of redundancy, and susceptibility of the network to the impacts of climate change and high impact natural hazards increases the risk of losing community connectivity and impacting the economy. **Measure** - Travel time reliability	6	Indicative Business Case									$12,117,000	$6,179,670
						Detailed Business Case	150,000	150,000	150,000	600,000				$1,050,000		
						Pre-Implementation				570,000	600,000			$1,17,000		
						Property					570,000			$570,000		
						Imp/ Construction						4,420,000	4,420,000	$8,840,000		
B	SH 1 Picton Port Access Improvements	NZTA Marlborough	1)A sustainable transport system that is integrated with well planned development, enabling the efficient movement of people and goods 2) Supporting economic growth through providing better access across the Top of the South's key journey routes 4) Communities have access to a safe transport system	**Problem Statement 1** Constraints on the transport network are leading to delays affecting freight, tourism, business and residential growth. **Problem Statement 2** Lack of redundancy, and susceptibility of the network to the impacts of climate change and high impact natural hazards increases the risk of losing community connectivity and impacting the economy. **Problem Statement 3** Driver behaviour and unforgiving roads lead to unacceptable levels of death and serious injuries. **Measure** – Safety, Resilience, Travel time reliability	6	Indicative Business Case									$3,230,904	$3,230,904
						Detailed Business Case	$515,000							$515,000		
						Pre-Implementation		$530,450						$530,450		
						Property										
						Imp/ Construction			$2,185,454					$2,185,454		
C	Marlborough to Kaikoura Cycle Trail	NZTA Marlborough	1) A sustainable transport system that is integrated with well planned development, enabling the efficient movement of people and goods 2) Supporting economic growth through providing better access across the Top of the South's key journey routes	**Problem Statement 3** Driver behaviour and unforgiving roads lead to unacceptable levels of death and serious injuries. **Problem Statement 4** Roads and footpaths inadequately support our ageing population and increasing active travel demands creating barriers to utilise alternative modes of	5	Indicative Business Case									$52,585,029	$52,585,029
						Detailed Business Case										
						Pre-Implementation										
						Property										
						Imp/ Construction						$52,585,029				

Indicative Ranking	Activity Description	Organisation Responsible and Region	Contributes to Regional Objectives	Linkage to Problem Statement and Performance Monitoring Measure	Draft National Priority	Phase	2018/19	2019/20	2020/21	2021/22	2022/23	2023/24	2024/25	Summary Total	Total Cost	NLTF Share
				transport **Measure** – Safety, Mobility												
A	Active Road user Corridor Programme - Nelson Safer Corridor	NZTA Nelson	4) Communities have access to a safe transport system	**Problem Statement 3** Driver behaviour and unforgiving roads lead to unacceptable levels of death and serious injuries. **Measure** – Safety	1	Indicative Business Case									$13,876,428	$13,876,428
						Detailed Business Case	$368,270							$368,270		
						Pre-Implementation	$736,541							$736,541		
						Property										
						Imp/ Construction			$12,771,617					$12,771,617		
C	SH1 Seddon to Kaikoura Safe Systems Enhancements	NZTA Marlborough	4) Communities have access to a safe transport system	**Problem Statement 3** Driver behaviour and unforgiving roads lead to unacceptable levels of death and serious injuries. **Measure** – Safety	6	Indicative Business Case									$9,608,877	$9,608,877
						Detailed Business Case				$254,877				$254,877		
						Pre-Implementation				$254,298	$260,565			$514,863		
						Property										
						Imp/ Construction						$8,839,137		$8,839,137		

Highlighted activities indicate projects or activities within Tasman District

The old SH50 Richmond to Upper Takaka has been split into 3 separate activities, 2 listed as significant, 1 has been shifted to works within Tasman

Part F – Marlborough District Council's Regional Land Transport Plan

F1 - Introduction

This section presents the key issues facing Marlborough District Council from a transport perspective. The regionally specific transport objectives, policies, and measures are identified, as well as those activities proposed within the Marlborough region by Marlborough District Council, the Department of Conservation and by the Transport Agency, which do not meet the definition of being 'significant'.

Marlborough District Council and the NZ Transport Agency are responsible for the management of a transportation network that comprises 1,527km of roads (886km sealed and 641km unsealed) and 363 bridges on the local roads and 259km of State Highway.

The Department of Conservation are responsible for maintaining 145km of roads however only 86km of these are eligible for co-investment from the National Land Transport Fund. However it is likely that the length eligible for funding assistance will increase

Marlborough District Council is also responsible for other transport related services, including community road safety, cycleways, a passenger transport service and a total mobility scheme.

Marlborough District Council aims to provide a land transport network that affordably meets community expectations. The network will enable safe and efficient movement of people and goods and support the economic and social well-being of the district.

The provision of transport services, roads and footpaths is considered a core function of the council to plan a safe and responsive land transport system that facilitates Marlborough's community wellbeing.

The transportation, roads and footpaths cluster of activities contribute to the Marlborough District Council's Community Outcomes in its Long Term Plan 2015-2025. The following **figure 4** is an excerpt from the Long Term Plan.

F2 - Community Outcomes

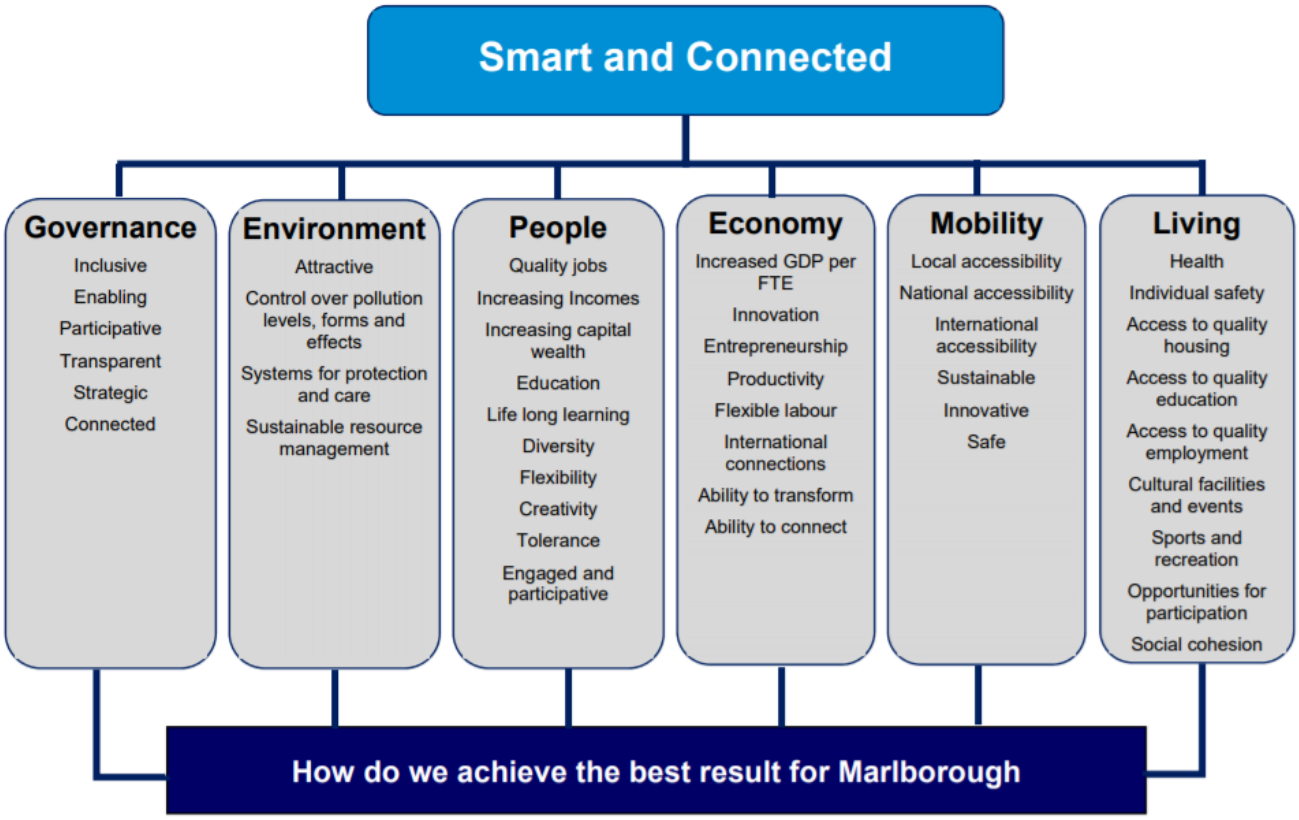


Figure 4 Community Outcomes – Marlborough District Council Long Term Plan 2015-2025

The provision of the transport system will deliver positive outcomes across the all six community outcomes through enabling governance, environmental sustainability, prosperity, essential services and physical activity.

F3 - Key Issues for Marlborough District Council

The 2018 Asset Management Plan for the local transport network and the State Highway Investment Proposal for the State Highway network within Marlborough identifies the following priority problems, key issues and challenges:

Deterioration of Bridges and Culverts

In a sparsely populated, large region like Marlborough, bridges and culverts are integral to linking roads across waterways and fundamental in allowing people to connect.

The Marlborough District Council has more than 360 bridges on its transport network. Currently 28 bridges are posted for not meeting Class 1 criteria, of which all are posted for restricted speeds, and seven are also posted for restricted weight.

When bridges fail to meet transportation needs, they become a major focal point for community concern. It is important that maintenance and renewal programmes continue to build in resilience, improve customer levels of service across the region and ensure they meet the relevant classification for the needs of those crossing. Consequences of bridge

failures can be significant and costly. There can be long diversions. Where no alternative access is in place communities can be cut off for days or weeks until a temporary crossing can be created. Given the large number of bridges in Marlborough, conditions assessments will take a reasonable time. Deferring maintenance costs for bridges will increase risks associated with safety and resilience.

Deterioration of Unsealed Roads and Dust Control

With some 630km of unsealed roads in the region, around 45% of the overall network, there is a significant investment programme required to maintain and ensure road users are safe and remain connected.

Access associated with the forestry industry is one of the main drivers for the region's transport investment. Eleven percent of the region's GDP is generated from the industry, which is heavily reliant on the unsealed transport network and on some approved routes, has to cater for High Productivity Motor Vehicles (HPMV).

Tourist and locals frequently use the unsealed road network as they provide access to remote places of natural outstanding beauty and rural homes. The unsealed network also services the rural businesses such as farms, vineyards and forestry. Unsealed roads require more frequent maintenance as they deteriorate rapidly when exposed to increased traffic such as logging truck. This rapid deterioration from increased traffic is exacerbated during wet weather though rills and/or scouring. When maintenance is deferred the road can become impassable for standard two wheel drive vehicles, they can cause damage to vehicles and become inherently less safe to drive. Consequences of this are increased crashes, damage to vehicles from flying gravel, rutting and potholes, dust nuisance to vehicle occupants and adjacent residents. In the wet there can be aquaplaning and damage/loss of control from unseen potholes.

Landslips

Where transport networks and landslides meet, is a significant safety concern and can present significant access issues.

The geology, soils, topography and climate in some parts of Marlborough combine to create the potential for land instability. The most obvious example is the land in the Marlborough Sounds where much of the geology is fractured schist with limited topsoil.

This type of land is naturally unstable where it occurs on steep slopes and especially in times of intense rainfall as well as earthquake events. It is difficult to determining the locations and likelihood of landslips as well as an accurate understanding of the level of risk. Consequently, this makes investment in proactive measures difficult to justify and results in a much greater reactive programme of work with maintenance programmes identified for areas of known previous slips. Landslips have the same connectivity issues as bridges and as they happen in steep terrain there is much less opportunity for adjacent temporary alternative routes. As with bridges consequences of landslips can be significant and costly.

Long diversions are likely to be required and if there is no alternative access communities can be cut off for days or weeks until the slip is removed and road established again.

Flooding

Residents and visitors to Marlborough typically enjoy a sunny and warm climate. However, sudden and sometimes severe storms do occur. The road network is needed to provide access to communities in need of help during these events.

Flooding often results in the need to close roads due to them being submerged and from the damage caused by erosion from moving flood water. It can take considerable effort to bring the network back to an acceptable level of service following a significant rainfall event.

Flooding where roads are washed out are costly to repair and as with other events, temporary diversions or alternative routes are likely to be required. Without them communities will be isolated until the road is reopened, or a temporary link is established. Where flooding and scour is likely, preventative measures can be used to reduce the risk of road erosion. As with landslips preventative works are difficult to identify and are usually incorporated into the repair of areas where flooding has occurred in the past. Where flood erosion measures have been implemented, they must be maintained in order to be effective. Otherwise the benefit will be literally washed away.

Conflicting Road Network Use

The increases in viticulture, forestry, tourism and an aging demographic is resulting in the transport network being used for many different purposes.

Commercial road use is increasing due to substantial growth in viticulture and a sustained forestry industry. Personal road use is increasing from growth in tourism and population growth that includes people retiring to the region. Personal mobility uses a range of transport modes that have conflicting requirements on road space and their own safety needs.

A key challenge is providing a safe transport network that affordably meets the needs of those that use it. Changing demographics can alter the focus of investment. Financial pressure could result in the remoter parts of the network being under funded from a focus on higher priority roads.

The key issues, problems and opportunities facing the State Highway network through Marlborough are summarised at a top of the south level in the State Highway Investment Proposal[5] as discussed below:

Customer safety is compromised by transport infrastructure deficiencies and poor user behaviours

- High level of motorcyclists and cyclists involved in fatal and serious injury crashes.
- Lack of attention/observation is a contributing factor to fatal and serious crashes.
- Appropriate speed and targeting low KiwiRAP rated roads would reduce DSI's.

Customers are experiencing increasing congestion on SH1 in Blenheim

- Pinch points on the urban roading network are operating at or near capacity.
- Peak delays are likely to increase as travel demand increases (with population and freight forecasts) and demand for private vehicle use continues
- To date, there has been limited coordination between growth and infrastructure planning.

Network resilience is poor - the region's economic prosperity depends on a well-functioning road transport and rail network

- The recent earthquakes have resulted in many slopes being more fragile than they once were and at a higher risk of slipping from extreme weather events.
- Narrow hillside alignments leave routes prone to slips in case of severe weather events or earthquakes.
- Climate change impacts, including sea level rising, are expected to impact on future usability of part of the SH network.
- The alternative route to SH1 on SH63 and 65 has many single lane bridges that significant increase the safety risk when high levels of detoured traffic use them.

[5] https://www.nzta.govt.nz/assets/planning/State-highway-investment-proposal-2018-2021/SHIP-regional-summary-Tasman-Nelson-Marlborough.pdf

F4 - Objectives Policies and Measures

Part E set out the five key objectives, policies and measures of success to 2025 for the top of the south region. The section below adds to those key objectives, policies and measures of success with ones that are important to Marlborough.

The issues described in this section have been categorised by the objective areas representing the Government Policy Statement. Details of the indicators to measure the success can be found in Appendix 3.

Table 5 - Draft GPS objectives and the Marlborough District Council objectives, policies and measures of success

GPS Objectives	Objectives	Problem Statement Linkage	Policy/Direction/ Strategic Response	Approach to achieving objective	Measures of success for our communities
A land transport system that addresses current and future demand for access to economic and social opportunities	Regional (Top of the South)				
	1) A sustainable transport system that is integrated with well planned development, enabling the efficient and reliable movement of people and goods to, from and throughout the region 2) Supporting economic growth through providing better access across the Top of the South's key journey routes	Constraints on the transport network are leading to delays affecting freight, tourism, business and residential growth.	Target investment in projects that improve travel time reliability on key journey routes	The improvement project SH 1 Picton Port Access Improvements The replacement of Opawa River Bridge on SH1	Travel times between SH 6/60 and Port Nelson, and on SH1 between Picton and the Marlborough boundary do not increase Reduction in the distance per capita travelled in single occupancy vehicles on urban key journey routes Routes available to HPMV increase over time
	Marlborough Specific				
	M1) Provide a land transport network which is suitable for existing use. M2) Recognise strategic significance of the land transport hierarchy. M3) Manage development to ensure the network has capacity to operate at the appropriate level of service. M4) Maximise return on investment in the land transport network.	Deterioration of Bridges and Culverts - In a sparsely populated, large region like Marlborough, bridges and culverts are integral to linking roads across waterways and fundamental in allowing people to connect. Deterioration of Unsealed Roads and Dust Control - With some 630km of unsealed roads in the region, around 45% of the overall network, there is a significant investment	Monitor the ONRC function of the land transport network and identify deficiencies that impact network efficiency and the efficient movement of people and goods. Ensure land use activities are undertaken in ways which avoid, remedy or mitigate adverse effects on the land transport network and associated infrastructure	Maintain funding for network maintenance and renewal activities in the Land Transport Programme to provide the agreed level of service to the network users. Identify future industry routes and access points, and the timely need for upgrades to accommodate heavy commercial traffic where economically feasible. Maintain and expand Limited Access Road	Travel times between Opawa Bridge and Blenheim South Boundary on SH1 do not increase

GPS Objectives	Objectives	Problem Statement Linkage	Policy/Direction/ Strategic Response	Approach to achieving objective	Measures of success for our communities
		programme required to maintain and ensure road users are safe and remain connected.		declarations including to SH62, and deter ribbon development New developments enhance the transport network road hierarchy Continue replacement and upgrading bridges to improve freight efficiency Review journey and particularly freight efficiency on SH1 from Picton to Marlborough southern boundary including through Blenheim	

GPS Objectives	Objectives	Problem Statement Linkage	Policy/Direction/ Strategic Response	Approach to achieving objective	Measures of success for our communities
A land transport system that is resilient	Regional (Top of the South)				
	3) Communities have access to a resilient transport system	Lack of redundancy, and susceptibility of the network to the impacts of climate change and high impact natural hazards increases the risk of losing community connectivity and impacting the economy.	Target investment in regional route reliability and resilience improvements		Reduction in the number of hours that sections of the key journey routes are closed due to unplanned disruptions
	Marlborough Specific				
	M5) Consider future proofing the land transport network to ensure that communities have access to a resilient and reliable transport system.	Landslips Where transport networks and landslides meet, is a significant safety concern and can present significant access issues. Flooding Residents and visitors to Marlborough typically enjoy a sunny and warm climate. However, sudden and sometimes severe storms do occur. The road network is needed to provide access to communities in need of help during these events.	Maintain network operation by timely maintenance and renewal interventions Enable network to recovery quickly from unplanned disruptions and natural hazard events by ensuring robust emergency planning	Preventative maintenance activities targeted at high risk locations and lifeline routes	Reduction in the number of hours that sections of the key journey routes are closed due to unplanned disruptions

GPS Objectives	Objectives	Problem Statement Linkage	Policy/Direction/ Strategic Response	Approach to achieving objective	Measures of success for our communities
A land transport system that is a Safe System, increasingly free of death and serious injury	Regional (Top of the South)				
	4) Communities have access to a safe transport system	Driver behaviour and unforgiving roads lead to unacceptable levels of death and serious injuries.	Investment in safety infrastructure and education programmes for locals and visitors targeted at reducing death and serious injury crashes	SH 1 Picton Port Access Improvements SH6 Blenheim to Nelson Improvements SH1 Koromiko Valley Pathway (Picton to Spring Creek) Partnership activities with Police, ACC and NMDHB delivering the Top of the South Road Safety Action Plan	Reducing trend in deaths and serious injuries on the top of the south transport network
	Marlborough Specific				
	M6) Provide a safe land transport system for all users.	Conflicting Road Network Use The increases in viticulture, forestry, tourism and an aging demographic is resulting in the transport network being used for many different purposes.	Maintain a 'Safe System Approach' to road transport Safety interventions targeted to reducing death and serious injury crashes for motorcyclists and cyclists and at intersections. Increase safe cycling through improvement of cycle networks	Implement where practicable safety retrofit improvements (e.g. continuation of safety barrier programme) Undertake road safety education programmes Widen 4 one lane bridges on SH63	Reducing trend in deaths and serious injuries on the transport network A flat or declining number of motorcycle and cycle crashes on the network

GPS Objectives	Objectives	Problem Statement Linkage	Policy/Direction/ Strategic Response	Approach to achieving objective	Measures of success for our communities
A land transport system that provides appropriate transport choices	Regional (Top of the South)				
	5) Communities have access to a range of travel choices to meet their social, economic health and cultural needs	Roads and footpaths inadequately support our ageing population and increasing active travel demands creating barriers to utilise alternative modes of transport	Investment in infrastructure and education programmes targeted at providing and promoting transport choice (walk, cycle, bus, ride share, rail, sea freight)	SH1 Koromiko Valley Pathway (Picton to Spring Creek) The improvement project SH 1 Picton Port Access Improvements	Increase in trips travelled by walking, cycling, and public transport
	Marlborough Specific				
	M7) Provide for the co-ordination of effective multimodal transport including rail, coastal shipping, walk, cycle bus and ride share.	Conflicting Road Network Use The increases in viticulture, forestry, tourism and an aging demographic is resulting in the transport network being used for many different purposes.	Appropriate and safe public transport travelling to the right location at the right time (bus services and total mobility) Encourage public transport use by improving access to services provided by railway, bus, taxi, water taxi, inter-island ferry and air travel Encourage and support people in Marlborough to choose walking and cycling for an active and healthy lifestyle by setting and reviewing strategic direction at regular intervals	Operate Blenheim Bus service Provide linkages for cyclists, pedestrians and mobility device users in urban and suburban areas which maximize the use of reserves and open spaces Ensure co-ordinated transport services are available to areas accessible by water Facilitate road and rail connections	Increase in trips via public transport Increase in trips travelled by walking, cycling, and the Bayleys Bus Reduction in heavy commercial vehicles on Marlborough Sounds roads

GPS Objectives	Objectives	Problem Statement Linkage	Policy/Direction/ Strategic Response	Approach to achieving objective	Measures of success for our communities
			Ensure that new subdivisions include appropriate facilities for cyclists, pedestrians and mobility device users Encourage and promote privately operated barges to minimise heavy traffic effects on roads within the Marlborough Sounds	Maintain nominated public wharves in the Marlborough Sounds.	
A land transport system that increasingly mitigates the effects of land transport on the environment.	Marlborough Specific				
	M8) Maintain environmental values to at least a level as exists at present.	Indirect linkages	Support and enable new technologies that reduce carbon emissions Invest in infrastructure that reduces vehicle operating costs Invest in infrastructure or operational changes that result in improved fresh water quality Ensure all works on the land transport network are undertaken in accordance with the Resource Management Act		Reduction in the distance per capita travelled in single occupancy vehicles in Blenheim Increase in total trips travelled by walking, cycling, and public transport

The 2018/19 to 2024/25 Programme

This section details the activities programmed for the period 2018/19 to 2020/21. It also outlines those projects that are scheduled for the following four years.

Regional Transport Committees are required to prioritise significant and these are in the front section of this document in table 4. Refer to Appendix 4 for details of the prioritisation framework

The remaining activities that approved organisations submit in their respective land transport programmes (maintenance, renewals, capital works less than $5.0M, low cost low risk capital works and existing passenger transport services) are set out in table 6 below:

The Transport Agency, Department of Conservation and Marlborough District Council have developed their programmes in line with the Draft 2018 GPS and with the alignment now established in this Regional Land Transport Plan. It is envisaged that the high ranked projects in Table 6 would be progressed from National funded capital activities with other lower ranked capital projects on both the SH and local road network funded from the Regional Funding programme, previously referred to as "R-Fund" and now known as "R2" Funding. Potential R2 projects could be passing lanes or slow vehicle bays on SH1 and SH6.

Table 7 sets out the Maintenance Operations and Renewal activities proposed within Marlborough District for next 7 financial years.

Appendix 4 provides details of the prioritisation framework which are provisional until the Draft GPS 2018 is confirmed along with the investment assessment framework for land transport activities.

Table 6 - Activities proposed within Marlborough District (Refer Table 4 for significant Marlborough and inter-regional activities)

Duration	Activity	Organisation Responsible	Contributes to Objectives	Performance Monitoring Measures	Total Cost	NLTF Share	Draft Profile
2018-21	SH Low Cost Low Risk Programme	NZTA	Various	Various	$9,209,259	$6,750,000	NA
2018-21	MDC Low Cost Low Risk Programme – Local Roads	Marlborough District Council	Various	Various	$7,978,000	$4,068,780	NA
2018-21	MDC Low Cost Low Risk Programme – Public Transport	Marlborough District Council	5) Communities have access to a range of travel choices to meet their social, economic health and cultural needs M7) Provide for the co-ordination of effective multimodal transport including rail, coastal shipping, walk, cycle bus and ride share.	Increase in trips travelled by walking, cycling, and public transport	$325,000	$165,750	NA
2018-21	DOC Low Cost Low Risk Programme	Department of Conservation	Various	Various	$100,000	$51,000	NA

Table 7 - Maintenance Operations and Renewal Activities proposed within Marlborough District

Activity Class / Work Category	2018/19	2019/20	2020/21	2021/22	2022/23	2023/24	2024/25
NEW ZEALAND TRANSPORT AGENCY							
001 - Investment Management (incl Transport Planning)							
002 - Model Development							
003 - Activity Management Planning Improvement							
004 - Programme Business Case Development							
Subtotal Investment Management							
111 - Sealed pavement maintenance	1,275,502	1,294,391	1,389,246	7,730,240	7,996,933	8,272,827	8,784,838
112 - Unsealed pavement maintenance	736	815	1,016				
113 - Routine drainage maintenance	307,810	280,125	300,940				
114 - Structures maintenance	517,367	514,384	548,421				

Activity Class / Work Category	2018/19	2019/20	2020/21	2021/22	2022/23	2023/24	2024/25
121 - Environmental maintenance	1,222,325	1,236,729	1,286,530				
122 - Traffic services maintenance	1,124,418	1,136,334	1,170,055				
123 - Operational traffic management	882,750	900,918	913,906				
124 - Cycle path maintenance	16,292	16,409	16,753				
131 - Level crossing warning devices	0	0	0				
140 - Minor events	0	0	0				
151 - Network and asset management	2,014,466	1,405,137	1,403,727				
161 - Property management (State highways)	249,828	224,385	251,325				
Subtotal for Road operations and maintenance:	**$7,611,494**	**$7,009,627**	**$7,281,919**	**$7,730,240**	**$7,996,933**	**$8,272,827**	**$8,784,838**
211 - Unsealed road metalling	1,206	1,297	1,612				
212 - Sealed road resurfacing	1,367,655	1,018,077	1,874,876	4,509,307	4,664,878	4,825,816	4,511,133
213 - Drainage renewals	115,517	69,652	74,427				

Activity Class / Work Category	2018/19	2019/20	2020/21	2021/22	2022/23	2023/24	2024/25
214 - Sealed road pavement rehabilitation	467,099	734,577	704,445				
215 - Structures component replacements	448,552	454,250	473,646				
221 - Environmental renewals	12,024	12,673	14,616				
222 - Traffic services renewals	165,216	158,730	181,818				
Subtotal for Road renewals:	**$2,577,269**	**$2,449,256**	**$3,325,440**	**$4,509,307**	**$4,664,878**	**$4,825,816**	**$4,511,133**
432 - Road Safety Promotion	128,250	128,250	128,250	125,000	125,000	125,000	125,000
Total budget:	**10,317,263**	**9,587,383**	**10,735,859**	**$12,364,547**	**$12,786,811**	**$13,098,643**	**$13,295,971**
MARLBOROUGH DISTRICT COUNCIL							
001 - Investment Management (incl Transport Planning)	53,040	54,080	55,120	56,160	57,200	58,240	59,280
002 - Model Development							
003 - Activity Management Planning Improvement	30,600	31,200	63,600	32,400	33,000	67,200	34,200
004 - Programme Business Case Development							

Activity Class / Work Category	2018/19	2019/20	2020/21	2021/22	2022/23	2023/24	2024/25
Subtotal Investment Management	**$83,640**	**$85,280**	**$118,720**	**$88,560**	**$90,200**	**$125,440**	**$93,480**
111 - Sealed pavement maintenance	1,098,346	1,136,689	1,175,922	1,216,080	1,257,179	1,299,234	1,342,270
112 - Unsealed pavement maintenance	652,800	665,600	678,400	691,200	704,000	716,800	729,600
113 - Routine drainage maintenance	459,031	472,711	486,625	500,764	515,141	529,749	544,601
114 - Structures maintenance	329,409	343,907	358,704	373,820	389,235	404,970	421,002
121 - Environmental maintenance	1,091,400	1,123,876	1,156,884	1,190,452	1,224,564	1,259,250	1,294,504
122 - Traffic services maintenance	1,124,417	1,177,020	1,230,798	1,285,762	1,341,890	1,399,194	1,457,672
123 - Operational traffic management	61,200	62,400	63,600	64,800	66,000	67,200	68,400
124 - Cycle path maintenance	36,414	37,866	39,368	40,921	42,504	44,150	45,828
131 - Level crossing warning devices	617,000	622,000	627,000	632,000	637,000	642,000	647,000
140 - Minor events	510,000	520,000	530,000	540,000	550,000	560,000	570,000
151 - Network and asset management	891,133	858,031	897,195	958,813	1,033,076	997,405	1,039,577

Activity Class / Work Category	2018/19	2019/20	2020/21	2021/22	2022/23	2023/24	2024/25
Subtotal for Road operations and maintenance:	**$6,904,555**	**$7,050,128**	**$7,271,182**	**$7,517,995**	**$7,780,695**	**$7,936,827**	**$8,174,140**
211 - Unsealed road metalling	612,000	624,000	636,000	648,000	660,000	672,000	684,000
212 - Sealed road resurfacing	2,754,000	2,850,120	2,948,507	3,049,196	3,152,248	3,257,710	3,365,622
213 - Drainage renewals	655,207	674,731	694,586	714,766	735,284	756,146	777,343
214 - Sealed road pavement rehabilitation	1,208,180	1,250,350	1,293,518	1,337,688	2,042,898	2,101,165	2,160,505
215 - Structures component replacements	336,600	343,200	349,800	356,400	363,000	369,600	376,200
221 - Environmental renewals							
222 - Traffic services renewals	825,656	852,017	878,758	905,901	380,501	398,362	416,624
Subtotal for Road renewals:	**$6,391,643**	**$6,594,418**	**$6,801,169**	**$7,011,951**	**$7,333,931**	**$7,554,982**	**$7,780,295**
432 - Road Safety Promotion	86,931	88,635	90,340	92,044	93,749	95,453	97,158
Subtotal for Road safety promotion:	**$86,931**	**$88,635**	**$90,340**	**$92,044**	**$93,749**	**$95,453**	**$97,158**
511 - Bus Services	160,000	160,000	280,000				
514 - PT Facilities and Operations	9,500	10,250	11,000				
517 - Total Mobility	130,000	135,000	135,000				

Activity Class / Work Category	2018/19	2019/20	2020/21	2021/22	2022/23	2023/24	2024/25
519 - Wheelchair Hoists	0	24,000	0				
521 - Total Mobility Wheelchair hoist use payments	35,000	35,000	35,000				
524 - Public transport information supply, operations and maintenance	5,000	5,000	5,000				
Subtotal for Bus Services:	**$339,500**	**$369,250**	**$466,000**	**$346,000**	**$346,000**	**$346,000**	**$346,000**
Total budget:	**$13,806,269**	**$14,187,711**	**$14,747,411**	**$15,056,550**	**$15,644,575**	**$16,058,702**	**$16,491,073**
DEPARTMENT OF CONSERVATION							
111 - Sealed pavement mtce	10,863	10,863	11,578				
112 - Unsealed pavement mtce	19,138	19,138	32,355				
113 - Routine drainage mtce	7,697	7,697	12,097				
114 - Structures maintenance	53,465	53,465	53,465				
121 - Environmental maintenance	11,064	11,064	17,375				
122 - Traffic services maintenance	1,126	1,126	1,524				
123 - Operational traffic management	0	0	0				
124 - Cycle path maintenance	0	0	0				

Activity Class / Work Category	2018/19	2019/20	2020/21	2021/22	2022/23	2023/24	2024/25
131 - Level crossing warning devices	0	0	0				
140 - Minor events	0	0	0				
151 - Network and asset management	77,103	77,103	83,363				
Subtotal for Road operations and maintenance:	**$180,456**	**$180,456**	**$211,757**	**$211,757**	**$211,757**	**$211,757**	**$211,757**
211 - Unsealed road metalling	188,040	188,040	188,040				
212 - Sealed road resurfacing	0	0	0				
213 - Drainage renewals	17,019	17,019	17,019				
214 - Sealed road pavement rehabilitation	0	0	0				
215 - Structures component replacements	0	0	0				
221 - Environmental renewals	0	0	0				
222 - Traffic services renewals	0	0	0				
Subtotal for Road renewals:	**$205,059**	**$205,059**	**$205,059**	**205,059**	**205,059**	**205,059**	**205,059**

Table 8 - Activities already approved

Duration	Activity	Organisation Responsible	Contributes to Objectives	Performance Monitoring Measure	Total Cost	NLTF Share	Assessment Framework
2015/16 to 2018/19	SH6 Rai Saddle Second Curve Realignment	NZTA	2) Supporting economic growth through providing better access across the Top of the South's key journey routes 3)Communities have access to a resilient transport system 4) Communities have access to a safe transport system	Safety	$10,379,670	$10,379,670	MML

Part G – Marlborough Regional Public Transport Plan 2018

MARLBOROUGH DISTRICT COUNCIL

MARLBOROUGH DISTRICT COUNCIL
Only Marlborough

G1 - Summary

Currently, Marlborough District Council (Council) provides, by way of a subsidised contract, bus services in Blenheim. Council also subsidises the Total Mobility scheme for people with disabilities.

The demand for public transport is led by the increasing elderly population in Marlborough and as such the bus service is designed to support this by efficiently operating after school runs are complete in the mornings and generally before they commence in the afternoons. This timing is ideal for older people to visit the CBD, their doctor or catch up with friends.

In the 2016/17 financial year, 22,691 public transport trips were made on the Council subsidised bus service. A further 19,048 trips were made on the Council subsidised Total Mobility scheme.

The bus service costs approximately $160,000 to provide. This is the cost after deducting passenger fares, and is met by way of subsidies provided by the NZ Transport Agency and Council, together with sponsorship from Bayleys Marlborough Limited in return for bus advertising.

The annual cost in subsidy of the Total Mobility is about $135,000 (met by New Zealand Transport Agency and Council.

This Marlborough Regional Public Transport Plan (MRPTP) sets out Council's intentions in respect to the current and any future ratepayer funded public transport services in the District.

Council is preparing this MRPTP as an update to its first MRPTP that was drafted following the changes to the Land Transport Management Act (LTMA) that required a MRPTP in 2015. This RPTP replaces the previous RPTP adopted in April 2015.

The focus of this RPTP is to build on the existing Blenheim Bus and Total Mobility services that provide the community with transport choice. Changes are proposed with the most significant being a trial bus service to service the Boulevard Park on Taylor and Omaka Landings developments and the Renwick township to compliment the two existing Blenheim bus routes. The trial would initially be run in 2018 and if successful be considered as a permanent service.

The plans for the future include:

- Fare review in 2023 (last reviewed 2017).
- Investigate options for a Picton to Blenheim service and also other outlying towns.
- Investigate participation in Ridewise for Total Mobility. Ridewise is a swipe card system which would replace the current manual voucher system.

G2 - Introduction

Purpose of the RPTP

The LTMA states that the purpose of a RPTP is to provide:

A means of encouraging Council and public transport operators to work together in developing public transport services and infrastructure; and

An instrument in engaging with the public in the region on the design and operation of the public transport network; and

A statement of:

The public transport services that are integral to the public transport network; and

The policies and procedures that apply to those services; and

The information and infrastructure that support those services.

This MRPTP sets out Council's intentions and policies regarding public transport in Marlborough. The MRPTP takes into account all relevant national and local policies, and the public transport funding from NZ Transport Agency likely to be available to Council.

G3 - Background and Context

The MRPTP focuses primarily on services contracted or provided by the Council. The public transport activity in Marlborough is aligned with three of the six objectives in the Draft 2018 GPS on Land Transport as listed below:

- A land transport system that addresses current and future demand for access to economic and social opportunities
- A land transport system that provides appropriate transport choices
- A land transport system that delivers the right infrastructure and services to the right level at the best cost.

As a Unitary Authority the relationship with transport operators is a simple one-on-one partnership to ensure passengers' needs are met.

The Blenheim Bus Service

The bus service in Marlborough is integrated with a separate school bus contracted service (by the Ministry of Education) and is able to deliver a reliable and sufficiently frequent service.

The Blenheim Bus Service is the only publicly funded 'public transport service' (within the definition of the Public Transport Management Act) operating in the district. It is contracted by the Marlborough District Council and currently operated by Ritchies Transport Holdings Ltd. The contract was recently retendered for 9 years using the PTOM contract model and is due to expire in February 2027.

The PTOM contract model is set to include a sharing of the financial risk and reward of operating a bus service between the operator and Council. Council's share is sourced from general rates on all properties in the region ($60,000) and Transport Agency subsidy, including SuperGold reimbursement ($80,000) with commercial support from Bayleys Marlborough Limited ($21,000).

Total Mobility

The Council also intends to continue to provide financial assistance for taxis through the Total Mobility Scheme, subject to continued funding from the Transport Agency.

Inter-regional and inter-community services

Two longer-distance commercial public transport services currently operate in the Marlborough District. The Intercity Bus runs a network throughout New Zealand. Blenheim and Picton are part of the network with connections to Nelson to the west and Kaikoura and Christchurch to the South. Atomic Shuttles also has a South Island network and connects Blenheim to Picton, Nelson, Kaikoura and Christchurch.

The Ministry of Education also fund a school bus service. Details can be found at https://education.govt.nz/school/running-a-school/school-transport/.

The Marlborough Sounds Community Vehicle Trust provides health mobility services between Marlborough and Nelson hospital.

Private hire service operators offer services to and from Woodbourne Airport.

G4 - Services Council intends to provide

Blenheim Bus Service (Single Unit)

This MRPTP supports maintaining a bus service in Blenheim.

The service currently offers a modern super low floor kneeling bus which accommodates 34 passengers and two wheelchairs. The bus runs 2 loops, a south loop in the Redwoodtown – Witherlea areas and a north loop in the Springlands – Riversdale areas. The routes are designed for wide coverage and extend through much of Blenheim. The service operates on weekdays from 9am to 3pm (excluding the lunch hour) and on Saturdays from 9am to 1pm. Customers are charged a standard fare for each trip ($2 for adults and $1 for school children as from October 2005) Supergold cardholders and under 5's are able to travel for free. A map of the present route and timetable is attached below.

Note: The new contract fills the current lunch time void and will run continuously from 9am to 3pm on weekdays, as from 1 March 2018.

Map 1 - Blenheim Bus Timetable - South

THE BLENHEIM BUS
operates Monday to Friday 9.00 am-3.00 pm and Saturday 9.00 am-1.00 pm (excl Public Holidays)

Key: MS=Monday-Saturday MF=Monday-Friday SO=Saturday Only

South Route (Redwoodtown - Witherlea)

		MS	MS	MS	SO	MF	MF
1	Countdown, Seymour St	9.00	10.00	11.00	12.00	1.00	2.00
2	Seymour Square	9.01	10.01	11.01	12.01	1.01	2.01
3	Clubs of Marlborough	9.02	10.02	11.02	12.02	1.02	2.02
4	117 Scott St	9.05	10.05	11.05	12.05	1.05	2.05
5	21 Ida St	9.06	10.06	11.06	12.06	1.06	2.06
6	Mitre 10 Mega, Alabama Rd	9.08	10.08	11.08	12.08	1.08	2.08
7	118 Alabama Rd	9.09	10.09	11.09	12.09	1.09	2.09
8	Countdown, Redwoodtown	9.10	10.10	11.10	12.10	1.10	2.10
9	153 Weld St	9.11	10.11	11.11	12.11	1.11	2.11
10	133 Hospital Rd	9.12	10.12	11.12	12.12	1.12	2.12
11	165 Hospital Rd	9.13	10.13	11.13	12.13	1.13	2.13
12	183 Redwood St	9.14	10.14	11.14	12.14	1.14	2.14
13	98 Wither Rd	9.15	10.15	11.15	12.15	1.15	2.15
14	54 Wither Rd	9.16	10.16	11.16	12.16	1.16	2.16
15	36 Wither Rd	9.17	10.17	11.17	12.17	1.17	2.17
16	18 Wither Rd	9.18	10.18	11.18	12.18	1.18	2.18
17	11 Hospital Rd	9.20	10.20	11.20	12.20	1.20	2.20
18	90 Howick Rd	9.22	10.22	11.22	12.22	1.22	2.22
19	65 Alabama Rd	9.23	10.23	11.23	12.23	1.23	2.23
20	Bethsaida, Litchfield St	9.25	10.25	11.25	12.25	1.25	2.25
21	Guide Hall, 36 Eltham Rd	9.26	10.26	11.26	12.26	1.26	2.26
22	4 Eltham Rd	9.27	10.27	11.27	12.27	1.27	2.27
1	Countdown, Seymour St	9.29	10.29	11.29	12.29	1.29	2.29

Adults $2.00 - School Children/Students $1.00 - SuperGold Cardholders and Children under 5 free

MARLBOROUGH DISTRICT COUNCIL RITCHIES BAYLEYS

WITH FUNDING FROM NZ TRANSPORT AGENCY WAKA KOTAHI

Map 2 – Blenheim Bus Timetable - North

THE BLENHEIM BUS
operates Monday to Friday 9.00 am-3.00 pm and Saturday 9.00 am-1.00 pm (excl Public Holidays)

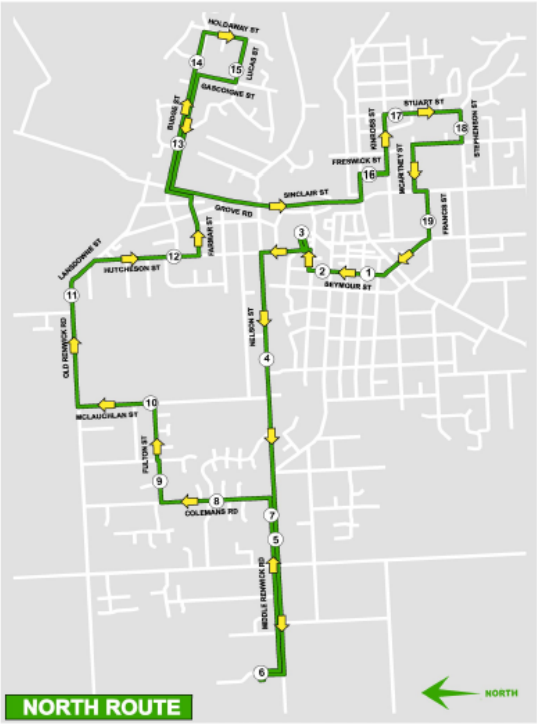
Marlborough District Council, with sponsorship from Bayleys Marlborough operates a subsidised bus service in Blenheim

Key: MS=Monday-Saturday MF=Monday-Friday SO=Saturday Only

North Route (Springlands - Riversdale)

		MS	MS	MS	SO	MF	MF
1	Countdown, Seymour St	9.30	10.30	11.30	12.30	1.30	2.30
2	Seymour Square	9.31	10.31	11.31	12.31	1.31	2.31
3	Clubs of Marlborough	9.32	10.32	11.32	12.32	1.32	2.32
4	39 Nelson St	9.34	10.34	11.34	12.34	1.34	2.34
5	Countdown, Springlands	9.35	10.35	11.35	12.35	1.35	2.35
6	PAK'nSAVE	9.37	10.37	11.37	12.37	1.37	2.37
7	Ashwood Park, Middle Renwick Rd	9.39	10.39	11.39	12.39	1.39	2.39
8	35 Colemans Rd	9.40	10.40	11.40	12.40	1.40	2.40
9	44 Fulton St/1 The Willows	9.41	10.41	11.41	12.41	1.41	2.41
10	59 McLauchlan St	9.42	10.42	11.42	12.42	1.42	2.42
11	12 Old Renwick Rd	9.43	10.43	11.43	12.43	1.43	2.43
12	44 Hutcheson St	9.44	10.44	11.44	12.44	1.44	2.44
13	43 Budge St	9.46	10.46	11.46	12.46	1.46	2.46
14	107 Budge St	9.47	10.47	11.47	12.47	1.47	2.47
15	31 Lucas St	9.48	10.48	11.48	12.48	1.48	2.48
16	New World, Freswick St	9.53	10.53	11.53	12.53	1.53	2.53
17	15 Stuart St	9.54	10.54	11.54	12.54	1.54	2.54
18	68 Stephenson St	9.55	10.55	11.55	12.55	1.55	2.55
19	Lister Court, 16 Francis St	9.57	10.57	11.57	12.57	1.57	2.57
1	Countdown, Seymour St	9.59	10.59	11.59	12.59	1.59	2.59

For feedback and service related issues please contact:
Marlborough District Council
Ph: 03 520 7400



MARLBOROUGH DISTRICT COUNCIL
Only Marlborough

Patronage of the present service has been in decline in line with national trends since 2015. The service does not cater for commuters but rather promotes mobility for the growing number of older people and other community members with limited access to motor vehicles within Blenheim. Recent forecasts from statistics NZ show that by 2043, 34% of the Marlborough population will be over 65 compared to 21% in the most recent census survey in 2013. It is likely that in Blenheim that this proportion will be even higher as people typically retire to the areas that can provide social services such as hospitals close by.

Progressive changes may enhance the service:

- Provision of bus timetables at bus stops (primarily where shelters are not present)
- Reconfigured bus timetables
- Installation of more shelters at bus stops, particularly at busier stops
- Better advertising and branding of the service
- Provision of concessions e.g. for bulk ticket purchases
- Longer hours of operation, especially in the evenings
- Possible extension of weekend service

Council is seeking to implement changes to extend the service into areas of recent residential development at Boulevard Park on Taylor and Omaka Landings and the Renwick township with a trial service in 2018 as well as an additional lunch time service to the existing timetable so that the bus departs and leaves each stop at the same time each hour with no periods of lower frequency during the middle of the day.

Review of the bus routes and stops can be undertaken at little cost. Other improvements that will be sought in the short term include redesigning the bus timetable information; and working with the contractor to improve advertising of the service. Introduction of concession tickets could be investigated, although travel is already heavily subsidised. A review of ticket pricing and the implication of cost escalation will need to be considered as time progresses.

Further improvements that will be considered in the longer term include investigation into a Picton to Blenheim service and other outlying towns.

Fares have been left at a low level to encourage patronage and are comparable to similar sized regions in New Zealand. Any future increase in fares would be based on an expectation that the increase is reasonable and affordable and will not affect patronage. The majority of users are supergold card holders so fare prices will have little influence on the viability of the service.

The LTMA changes in 2013 altered the administration of public transport in New Zealand by introducing a new "public transport operating model" (known as PTOM). PTOM is designed to encourage collaboration and partnering between the funders of public transport and the provider of the bus service in order to grow patronage with less reliance on subsidies. The recent retendering of the bus service used a PTOM contract and subsequent retendering of the single bus service unit will most likely continue to use this model on expiry in 2027.

Units

The LTMA requires every public transport network in NZ to be divided into "units". Each unit must then be the subject of a separate contract. The MRPTP is required to set out the units that the Council intends be provided, and the date that the units are expected to start operating. Current contracts are able to continue until they end, and the new model introduced by the LTMA is for future contracts.

Because of the nature and relatively small size of the Blenheim bus service it currently has a single bus contract for the entire network of services. This is a logical arrangement in a town

the size of Blenheim and has worked well, and enables close cooperation between Council and the bus operator. This single unit approach has been adopted in most similar sized towns to Blenheim.

This MRPTP, therefore, proposes that the single unit/single contract system will continue for the Blenheim bus service.

Total Mobility Scheme

The Total Mobility Scheme provides a subsidised taxi service to people with serious mobility constraints. It also provides funding assistance for the purchase and installation of wheelchair hoists in taxi vans.

There are three wheelchair hoist vans and two ramp vehicles operating under the scheme in Marlborough.

The Council has budgeted for an increase in total mobility trips over time in light of the aging population in the District. However, the maximum subsidy was reviewed in 2017 with a reduction from $20 maximum subsidy per trip to $15.

Users are restricted to one book of 25 vouchers per month.

Currently the only taxi company in Marlborough (Marlborough Taxis) belongs to the scheme. Other approved transport operators include A1 Picton shuttles (Picton only), Blenheim Shuttles, Your Local Chauffeur, Driving Miss Daisy Marlborough, Jade Pick Me ups and Flo2Go.

Council presently operates a manual voucher system used in conjunction with a photo identity card. Voluntary participation in a nationally developed administration system known as "Ridewise" is open to regions. Ridewise utilises swipe card technology to electronically record trips and replaces the time consuming manual voucher system.

The other primary benefit is that the swipe cards will be accepted throughout New Zealand under a nationally agreed reciprocal arrangement and become the standard.

Council must consider whether these benefits outweigh the initial conversion and ongoing annual support costs and plan accordingly.

G5 - Objectives and Policies

Table 9 – Bus Service Policy

1. Provide a Blenheim Bus Service – (Single Unit)	
Policies	**Implementation of policy**
1.1 Continue to provide a quality bus service in Blenheim	Continue to tender contract for the provision of the bus service to provide a modern low floor bus.
1.2 Provide convenient bus stop locations.	Endeavour to minimise walk distance to bus stops with 90% of passengers walking less than 500m.

1. Provide a Blenheim Bus Service – (Single Unit)	
Policies	**Implementation of policy**
1.3 Improve the Blenheim bus service, within the constraints of current budgets and contracts	Improve the bus network. Routes should allow for a 'clock face' timetable at each stop (i.e. bus arrives/departs at the same time each day), to the extent possible New stops should be located and designed with consideration of safety, and accessibility issues. Audits of existing bus stops should be undertaken to guide the design and location of new stops Provide two styles of timetables: one with stops specific to each bus stop and one for the entire network Investigate fare options to provide a more attractive fare structure while maintaining and/or improving revenue Seek to implement with the service operator Introduction of concessions tickets e.g. for bulk ticket purchases, monthly passes, community service cards, students etc Carry out an accessibility audit of the existing and proposed bus stops in 2018
1.4 Consider further improvements to the Blenheim bus service and seek additional resources necessary to implement	Consider programming the following further improvements to the service: Extension of weekend services Additional buses to improve frequency and/or increase the number of routes Further improvements to frequency or timing of the bus(s) to complete a 'clock face' timetable, additional shelters, bus timetable information facilities etc. Extension of the hours of service Develop and implement an advertising plan
1.5 Investigate alternative funding opportunities	Investigate opportunities to fund bus timetable facilities and new shelters through provision of advertising space Recognise that the Financial Assistance Rate will be at base rate

Table 10 – Total Mobility Policy

2. Provide a Total Mobility Scheme	
Policies	**Implementation of policy**
2.1 Continue to support the Total Mobility Scheme in the Marlborough District, subject to continued funding from the NZ Transport Agency	Maintain agreements with Total Mobility providers and continue to administer total mobility subsidies
2.2 Allow new operators to join the Total Mobility Scheme	Enter into total mobility agreements with new operators that meet the requirements of the scheme

Table 11 – Supergold Card Scheme Policy

3. Provide a Supergold Card Scheme	
Policies	**Implementation of policy**
3.1 Continue to support the Supergold Card initiative	Continue to administer Supergold Card subsidies for free travel during off peak hours
1.2 Provide convenient bus stop locations.	Endeavour to minimise walk distance to bus stops with 90% of passengers walking less than 500m.

G6 - Services to Transport Disadvantaged

The Public Transport Management Act 2008 requires this MRPTP to describe how the public transport services and financial assistance Council intends to provide will assist the transport disadvantaged. 'Transport disadvantaged' is defined as meaning people whom the regional council has reasonable grounds to believe are the least able to get to basic community activities and services (for example, work, education, health care, welfare and food shopping).

The first step is to determine who the council believes are transport disadvantaged. For this the Council is guided by three factors identified in the New Zealand Transport Strategy: lack of modal choice, affordability and disability. In addition, the Council considers isolation from services an important factor in the Marlborough District. The table below describes groups the Council considers are transport disadvantaged and how the services Council intends to provide will assist their needs.

Table 12 – Transport Disadvantaged Services

Transport disadvantage factor	Groups affected	How public transport services will assist
Lack of modal choice	Households with limited access to motor vehicles Households located more than 700m from a bus stop Youth	This plan aims to improve the Blenheim bus service, providing a more attractive service that will better meet the needs of those with a lack of modal choice Actions include reviewing the bus routes in Blenheim. The review will look to balance coverage with other issues such as frequency of service and travel times
Affordability	Households with lower incomes People in lower paying jobs Youth and older people	This plan aims to improve the Blenheim bus service, providing a service that better meets the needs of people that use the bus Actions include introducing concessions - family passes and discount for monthly passes, community service cards etc. will be considered
Disability	People with disabilities that affect their ability to drive and mobility Older people	Total Mobility Services will continue to be provided in the Marlborough District, subject to continued financial support from the government. The Council will investigate extending total mobility subsidies Council will also continue to specify that contractors use a low floor bus for the Blenheim bus service The Council plans to develop a bus facility improvement plan which will take into account accessibility/mobility issues and will consider seeking additional funding to implement the plan
Isolation	People and communities living away from most services	Consideration of access issues outside Blenheim will occur

Policy and funding framework

In 2008 the Government enacted the Public Transport Management Act (PTMA) which is now repealed with the LTMA Amendment Act 2013 now replacing the PTMA.

A regional council must adopt a RPTP if it intends to enter into a contract to pay for the supply of public transport services, impose controls on commercial public transport services, or provide financial assistance to operators or users of taxi/shuttle services. As Marlborough District Council contracts for the supply of the Blenheim Bus Service and provides Total Mobility financial assistance, a Regional Public Transport Plan is needed for the Marlborough District.

All commercial public transport services operating in a region must be registered with the Council. They must also give notice to the Council of fares, routes etc. The Council can decline to register a service on certain grounds, for example, it is likely to increase the net cost to the council of any contracted public transport service.

The Act also provides regional councils with a range of other controls over commercial public transport services (units) and describes the process for developing and implementing those controls.

The national and regional statutes, strategies and policies establish a number of principles or objectives to guide the planning and funding of Public Transport, as well as transport more generally. The relevance of these principles and objectives and their implementation in the MRPTP is summarised in the table below.

Table 13 – Public Transport Priorities

Priorities	Explanation	MRPTP
Economic Growth and Productivity	One of the Government's main strategic priorities, as expressed in the Draft 2018 GPS is economic growth and productivity	Implementing this plan will contribute to better access to employment for Blenheim residents. Due to timetable constraints the bus service is used little for commuting to and from work. A range of actions are needed to better meet the needs of workers, such as changing arrival and departure times in the CBD
	The Draft 2018 GPS recognises several priority areas to promote economic development and productivity. This includes initiatives that provide better access to markets, employment and areas that contribute to economic development	

Priorities	Explanation	MRPTP
Value for money	The Draft 2018 GPS stresses the need to generate better value for money from the government's investment in land transport and enhance the economic efficiency of individual projects. This is also important for Council's investment. Three concepts are related to value for money; effectiveness (contribution to the government's priorities), efficiency (maximizing value with the lowest resources possible) and economy (inputs purchased at lowest price over whole life of intervention) Council to take into account the need to obtain the best value for money, having regard to the desirability of encouraging fair competition and a competitive and efficient market for public transport services	Value for money is a key principle to this MRPTP. The plan recognises that local and central government funding is limited and there is a need to get the best value from investment in public transport In particular, the plan identifies a need to review the Blenheim bus service so that it better meets the needs of Blenheim residents, while limiting expenditure on the service. While some of the changes may require a small increase in public funding, this is likely to be more efficient than continuing to invest in a less effective service. Actions have also been prioritised to ensure investment is directed at the most important actions. No issues relating to fair competition are identified
Affordability	The New Zealand Transport Strategy promotes maintaining an acceptable financial demand on central and local government, households, businesses and individuals; taking into account available funding sources; considering all costs including those on other sectors The Strategy encourages consideration of less traditional forms of shared transport outside of large urban areas such as community buses or demand-responsive transport	The MRPTP recognizes that the government and the communities of the Marlborough District have limited ability to fund public transport initiatives. The Blenheim bus service must be reviewed to achieve better value for money.

Priorities	Explanation	MRPTP
Making best use of existing networks and infrastructure	The Draft 2018 GPS seeks better use of existing transport capacity, networks and infrastructure. According to the Draft 2018 GPS, this means improving the efficiency of existing networks as well as investment in new infrastructure. It also means sequencing development so that small iterative investments in existing infrastructure do not take place when more significant investment in redevelopment the same infrastructure is shortly planned to commence	The MRPTP recognises the need to review and get more value out of existing services, especially the Blenheim bus service. It identifies a staged action plan of improvements, which can be progressed overtime to build on earlier improvements
Environmental sustainability	Environmental sustainability is a key concept throughout the legislation, strategies and policies	Consistent with the Draft 2018 GPS, the primary focus for public transport in this MTPTP is improving transport options and accessibility, rather than shifting people out of cars and into public transport. Nonetheless, it is hoped that providing a more attractive Blenheim bus service will help to encourage a modal shift and reduce greenhouse gas emissions from private motor vehicles
Access and mobility	Improving access and mobility is another key objective in the LTMA and increasing the availability and use of public transport is identified as important to this objective	Access and mobility is a key focus of this MRPTP. This plan supports retaining the total mobility service and Blenheim bus service and continuing to support the Supergold Card initiative. These services provide improved transport choice for the community, especially the transport disadvantaged
	The Draft 2018 GPS also seeks more transport choice, particularly for those with limited access to a car where appropriate. Better access to markets, employment and areas that contribute to economic development is another goal in which public transport could have a role	The MRPTP also seeks to improve the bus service so that it can better meet the needs of people in Blenheim

Priorities	Explanation	MRPTP
Integration and co-ordination	The Draft 2018 GPS also encourages a coordinated approach to transport problems, whereby various agencies work together in a collaborative way	The MRPTP intends a collaborative approach to improving access and mobility
Safety, personal security and public health	National legislation, policies and strategies promote a safe transport system, which assists personal security and protects and promotes public health	Safety and personal security have not been the most critical issues for public transport in the Marlborough District. However crime prevention through environmental design will be considered e.g. in the planning of new bus stops, design of facilities and agreements with service providers (bus and taxi companies)
	The LTMA requiring the Council to be satisfied that the MRPTP contributes to assisting safety and personal security and to protecting and promoting public health	The benefits in terms of personal security should also be taken into account for future decisions about whether to extend the hours of operation of the bus service. Public health is promoted through this plan by retaining and improving services that improve accessibility, particularly for the transport disadvantaged
Consideration of the impact of higher fuel prices	The Draft 2018 GPS encourages land transport planning to take into account the impact of volatile fuel prices. It notes that in times of high oil prices, the availability of transport choice, such as public transport, helps to mitigate the effects on households, and public transport use tends to increase	The MRPTP includes a policy to retain the Blenheim bus service, which could help to buffer the impact of higher fuel prices in Blenheim

G7 - Significance Policy

A significant policy is required, in accordance with section 120(4) of the Land Transport Management Act 2003, to set out how to determine the significance of proposed variations to this RPTP. The level of significance determines the consultation regarding the proposed variation that must be undertaken.

Application

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

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

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

General determination of significance

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

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

Significant and non-significant matters

Matters that will ***always*** be considered ***'significant'*** are:

- Any variation that amends this policy on significance
- Major changes to existing services, or the introduction of new services, (other than changes to or the introduction of trial services), for which no consultation regarding the change or introduction has occurred.

Matters that will ***usually*** be considered ***'significant'*** are:

- Changes to units that significantly affect the financial viability of the contractor of that unit.

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

- Minor editorial and typographical amendments to this MRPTP
- Minor changes to fare levels in accordance with current policy and funding levels

Matters that will ***usually*** be considered ***'not significant'*** are:

- A matter that has already been consulted on, including the addition, removal or amendment of any matter or service

- Minor changes to the description of services following a review of that service e.g. changes to the frequency, route or hours of a service which result in the same, or better, level of service
- Changes to the description of services or grouping of services as a result of an area wide service review, provided that there is no significant increase in cost
- Minor changes of routes and/or timetables to existing services
- The introduction, alteration or deletion of trial services
- The introduction of a new unit provided the contractors of existing units are not affected.

Targeted consultation on non-significant variations

Where Council determines that a proposed variation is not significant, it may still undertake targeted consultation as follows:

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

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

b. Addition of new services

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

c. Other non-significant variations

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

G8 – Fare-box Recovery Policy

In brief

In accordance with Transport Agency requirements, Council has adopted a fare-box recovery policy. Fare-box recovery measures the percentage of the gross costs of providing bus services that is covered by passenger fares (the balance of the costs is met in equal proportions by local ratepayers and The Transport Agency).

The national[6] fare-box recovery rate is currently about 46%. The Transport Agency has a target rate of at least 50%, which it aims to achieve in the medium term.

The fare-box recovery ratio for the Blenheim bus services (2016/17) is currently 36%, including supergold reimbursements and sponsorship. Council has set a target of achieving between 35 and 45%.

Background

The Transport Agency requirements

[6] An aggregated figure for all NZ

The Transport Agency requires that all regional Councils/unitary authorities prepare a "fare-box recovery policy", and include that policy in the Regional Public Transport Plan.

The Transport Agency require the fare-box recovery policy to:

- Set a target fare-box recovery rate for the public transport system as a whole
- Set out how the target was chosen
- Set out a strategy as to how the target will be achieved
- Set out how the policy complies with various relevant national and regional planning documents, and with legislation
- Provide for an annual review of fare levels, and a review of fare structures at least every six years.

The Transport Agency prescribe the formula for establishing the fare-box recovery rate.

Services included

The public transport services to be included in the calculation of the fare recovery are any contracted bus services operating in the region.

Long-distance (e.g. inter-city services) services, privately funded school services, Ministry of Education funded school services, tourist and charter services are not included.

In accordance with The Transport Agency policy, Council has measured fare-box recovery of the service as a whole rather than measuring individual routes or trips. Individual services, routes or trips, particularly those that might be regarded as "social" services, are not necessarily expected to achieve the target set out in this policy.

How the targets were chosen

Council has chosen the 35–45% target fare-box recovery range based on the current recovery level and The Transport Agency targets.

Council recognises that its' bus service is very much a social service, with limited hours of operation and all during off peak hours, contributing towards a high proportion of supergold users.

A higher target was not considered appropriate given that the range 35-45% is close to the NZ average and centred around The Transport Agency target. It must be noted that other service improvements and fare/zone structure changes will, however, impact on the future fare recovery rate.

Sponsorship remains a critical component in maintaining the current level of fare-box recovery.

A lower target was also not considered appropriate – Council believes that it is appropriate that passengers pay a reasonable share of the costs, and Blenheim has traditionally had a low passenger contribution. Council considers that a 35-45% target is a suitable balance between the contributions of ratepayers/taxpayers and passengers.

Method of calculation

The formula used to calculate fare-box recovery is prescribed by The Transport Agency and is set out in detail on its website. In essence the formula is total fare revenue divided by the total cost (including subsidies) of providing the service.

Strategies to maintain the target

While the current fare-box recovery level meets the current target, in the event that it should fall below the target, some form of intervention will be needed to achieve a 35-45% share from users. Intervention strategies are set out below.

These strategies will require Council to work with transport providers to achieve the targets. The needs of the transport disadvantaged will be considered in any intervention.

Strategy 1: Increase patronage

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

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

Strategy 2: Improve operating efficiencies

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

The Council, in association with the transport provider, is constantly monitoring the costs and revenues of services, and investigating how to improve efficiency such as bus sponsorship/advertising.

Strategy 3: Reduce poor performing services

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

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

Strategy 4: Review of fare products and fare levels

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

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

How the policy will be applied

The current contract payment system allows fare-box recovery to be calculated on a 6 monthly basis, and thus any changes in fare-box recovery can be quickly identified. If the recovery rate is changing, Council will then decide which of the intervention strategies will be applied.

Implementation date

This policy will apply immediately.

Fare level review

An annual fare level review will be undertaken, in conjunction with the contractor, at the conclusion of each financial year. This review will take into consideration the fare-box recovery levels but may also include any other factors considered to be relevant. The review will also address the level of discounts and concessions within the existing fare structure.

Fare structure review

Council will review fare structures at least every six years. The fare structure review will address all aspects of the fare system, including the appropriateness of zones as the base for the system, and the availability of (and discount to be applied to) concession fares.

A review of the fare structure was undertaken in 2017. The next review of the fare structure is therefore not planned before 2023.

Policy review

This policy (including the targets) will be reviewed at least every three years or when the Regional Public Transport Plan is reviewed (which is likely to be at least every three years).

It may also be reviewed immediately if The Transport Agency policy or practices affecting fare-box recovery change.

Policy	Comment
Government Policy Statement on Land Transport Funding (GPS)	This policy contributes to the GPS by maintaining the relatively high level of user contribution towards the funding of public transport. It recognises the need for efficiencies and "value for money" and the restrictions on the availability of national funding
Regional Land Transport Plan (RLTP)	This policy contributes to the RLTP by at least maintaining the level of local contribution towards the funding of public transport, and thus helping to achieve patronage targets
Regional Public Transport Plan (RPTP)	This policy contributes towards the RPTP by looking to improve efficiencies and value for money
Land Transport Management Act 2003 (LTMA)	This policy contributes to the LTMA by aiming to improve efficiencies and effectiveness, and by maintaining the level of local contribution towards the funding of public transport

Appendices

Appendix 1 - Legislative Context

The Land Transport Management Act 2003

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

The Act sets out the planning and funding framework that channels around $3 billion of central government funding annually into roading, public transport, and traffic safety.

The Act requires three key documents to be developed:

1. The Minister of Transport must, in accordance with section 66 of the Act, issue a Government Policy Statement on land transport (the GPS);

2. The Transport Agency must, in accordance with section 19A of the Act, prepare and adopt a national land transport programme (NLTP); and

3. Every regional council, through its regional transport committee, is required, in accordance with section 16 of the Act, to prepare a RLTP.

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

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

- describe the monitoring that will be undertaken to assess the implementation of the RLTP;
- summarise consultation undertaken; and
- summarise the policy relating to significance adopted by the regional transport committee.

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

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

The intention is that the RLTP should:

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

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

Appendix 2 - Significance Policy

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

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

i) at the request of an approved organisation or the Transport Agency, or

ii) on the regional transport committee's own motion.

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

The Significance Policy is defined below.

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

- Improvement activities that are large or complex. These are activities with an estimated construction cost, including property, exceeding $5 million and/or are of high risk and may have significant network, economic and/or land use implications for other regions; and

- Any other activity that the regional transport committee resolves as being regionally significant.

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

i) Addition of an activity or combination of activities that has previously been consulted on in accordance with sections 18 of the Act;

ii) A scope change to an activity that, when added to all previous scope changes for the same activity, varies by less than $5 million from its cost as shown in the current NLTP and does not materially change the objective(s) and proposed outcomes of the activity;

iii) Replacement of activities within an approved programme or group with activities of the same type and general priority;

iv) Funding requirements for preventative maintenance and emergency reinstatement activities;

v) Changes to activities relating to local road maintenance, local road renewals, local road minor capital works, and existing public transport services valued at less than $5 million;

vi) Variations to timing, cash-flow or total cost (resulting from costs changes), for the following:

   a) Improvement projects; or

b) Community-focused activities.

vii) Transfer of funds between activities within a group;

viii) End of year carry-over of allocations;

ix) Addition of the investigation or design phase of a new activity, one which has not been previously consulted upon in accordance with section 18 of the Act; and/or

x) Variations to timing of activities if sufficient reasoning is provided for the variation and the variation does not substantially alter the balance.

Appendix 3 – Monitoring and Performance Measures

To monitor progress of the implementation of this RLTP, there is a need to have specific measurable indicators and targets. The indictors and targets specified in Table 8 below apply to the Regional Objectives. The Marlborough objectives are detailed in table 9 below. Some of the individual indicators and targets will benefit multiple RLTP objectives.

These targets will form the monitoring basis of the RLTP and will be reported annually to the Regional Transport Committee.

Table 8 - Regional Monitoring Indictors and Targets

Regional Objectives	Indicator	Target
1) A sustainable transport system that is integrated with well planned development, enabling the efficient and reliable movement of people and goods to, from and throughout the region 2) Supporting economic growth through providing better access across the Top of the South's key journey routes.	Travel Time variability and travel time between SH6/60Intersection and Port Nelson during the Peak Hour Travel Time variability between Picton and the Marlborough Kaikoura boarder between 8am and 5pm	Downward trend from 2015 baseline for travel time and travel time variability
	Travel Time between SH6/60Intersection and Port Nelson during the peak hour	No longer than 2015 baseline
	Vehicle Occupancy on urban arterial routes: SH6 Rocks Road – Nelson Waimea Road Nelson Salisbury Road Tasman SH6 Gladstone Road Tasman Sinclair Street SH1 - Marlborough	Increasing trend
	HPMV routes	Increasing HPMV route availability over time
3) Communities have access to a resilient transport system.	The number of hours that sections of the key journey routes[7] are closed due to unplanned disruptions	Downward trend from 2015 baseline

7 SH1 Picton to Kaikoura, SH6/SH62 Blenheim to Nelson , SH6 Nelson to Richmond, SH6 Richmond to Murchison, SH6/SH60 Richmond to Golden Bay via Motueka and the Abel Tasman.

4) Communities have access to a safe transport system.	Fatal and Serious Crashes	Reduction in the average annual number of fatal and serious injury crashes in the 6 year period 2015-2021 compared with the previous 6 year average 2009-2014.
5)Communities have access to a range of travel choices to meet their social, economic, health and cultural needs	Trips undertaken by walking, cycling and public transport. Screen line counts for walking and cycling at: • Nelson at SH6 Rocks Road, Bishopdale Hill & Railway Reserve • Richmond at Salisbury Road • Blenheim Total annual Bus Patronage for Nbus service in Nelson and Richmond and the Bayleys Bus in Blenheim	Increasing trend in number of trips by walking, cycling and public transport

Table 9 - Marlborough Monitoring Indictors and Targets

Marlborough Objectives	Indicator	Target
M1) Provide a land transport network which is suitable for existing use.	Travel times between Opawa Bridge and Blenheim South Boundary on SH1	Decreasing trend
M2) Recognise strategic significance of the land transport hierarchy.		
M3) Manage development to ensure the network has capacity to operate at the appropriate level of service.		
M4) Maximise return on investment in the land transport network.		
M5) Consider future proofing the land transport network to ensure that communities have access to a resilient and reliable transport system.	Reduction in the number of hours that sections of the key journey routes are closed due to unplanned disruptions	Decreasing trend

M6) Provide a safe land transport system for all users.	Reducing trend in deaths and serious injuries on the transport network	Reduction in the average annual number of fatal and serious injury crashes in the 6 year period 2015-2021 compared with the previous 6 year average 2009-2014.
	A flat or declining number of motorcycle and cycle crashes on the network	Decreasing trend
M7) Provide for the co-ordination of effective multimodal transport including rail, coastal shipping, walk, cycle bus and ride share.	Increase in trips via the Bayleys Bus	Increasing trend
	Increase in trips travelled by walking, cycling at screen lines at Grovetown cycle lane and Taylor Walkway at Beaver Bridge.	Increasing trend
	Reduction in heavy commercial vehicles on Marlborough Sounds roads	Increasing trend
M8) Maintain environmental values to at least a level as exists at present.	Reduction in the distance per capita travelled in single occupancy vehicles in Blenheim	Decreasing trend

Appendix 4 – Assessment and prioritisation

Projects requiring prioritisation

Regional Transport Committees are required to prioritise activities or combinations of activities that approved organisations submit in their respective land transport programmes (the exception being road maintenance, road renewals, low cost low risk capital works and existing passenger transport services). This section sets out the assessment and prioritisation process for the 2018-2021 financial years for the following activities:

- All state highway activities
- Local road improvements
- New Public Transport Service operations

Assessment and prioritisation process

The New Zealand Transport Agency allocates government funding in accordance with its Investment Assessment Framework (IAF). The majority of activities identified in table 4 and 6 of this programme have been prioritised using this framework.

The Regional Transport Committee has used the NZTA's Investment Assessment Framework to determine and prioritise their activities. The IAF uses a holistic process based on the Business Case Approach. Activities and programmes are developed using business case principles before assessment with the IAF and prioritisation using two factors (results alignment and cost-benefit appraisal) to determine how well they meet the government's investment strategy defined in the GPS and their priority for funding.

Prioritising activities within the NLTP

The Results Alignment and Cost-benefit Appraisal are brought together to form an assessment profile, which is used to prioritise activities in the National Land Transport Programme (NLTP).

The business case must be sufficiently developed and pass the business case assessment before any IAF assessment and prioritisation. The Transport Agency, in the development of the NLTP and in its investment decisions, will review the assessments made and prioritise activities within each activity class using their assessment profiles. Additional factors identified may be taken into consideration.

Only programmes and activities assessed with at least a Low Results Alignment will progress to prioritisation.

Programmes and activities assessed without any Results Alignment remain at the strategic case stage.

Assessment factors and rating

An activity or programme has assessment ratings for Results Alignment and Cost-benefit Appraisal as shown in table X.

Table 10 – NZTA Activity Assessment Rating

Assessment factor		Rating
Results Alignment	Assessment of how well the problem/issue/opportunity identified aligns with results identified in the Government Policy Statement and guided by the Long Term Strategic View	Low / Medium / High / Very High
Cost-benefit appraisal	Assessment of the whole-of-life benefits and costs based on the Economic Evaluation Manual for improvement activities, and cost effectiveness and performance comparisons for road maintenance, and existing public transport services	For improvements, benefit-cost ratio ratings of: 0-0.9 / 1-2.9 / 3-4.9 / 5-9.9 / 10+ For continuous programmes, cost effectiveness ranges of: Low / Medium / High

A rating greater than Low for Results Alignment or a rating above 1 (Low) for Cost-Benefit Appraisal does not guarantee funding. The combined ratings for Results Alignment and Cost-Benefit Appraisal are required to get an overall ranking.

While a Cost-Benefit Appraisal rating of 1 (Low) will be taken into account in the ranking, the Transport Agency also looks at other factors in the proposal, such as relevance to government strategy through Results Alignment. It may also consider a proposal with a Cost-Benefit Appraisal below 1 only as an exception, where evidence is provided that demonstrates a wider value proposition against GPS results.

Priority order of improvement profiles

The following table shows the priority ranking of assessment profiles for improvements to local roads, state highways, public transport improvements, and walking and cycling projects.

Ranking for Improvements

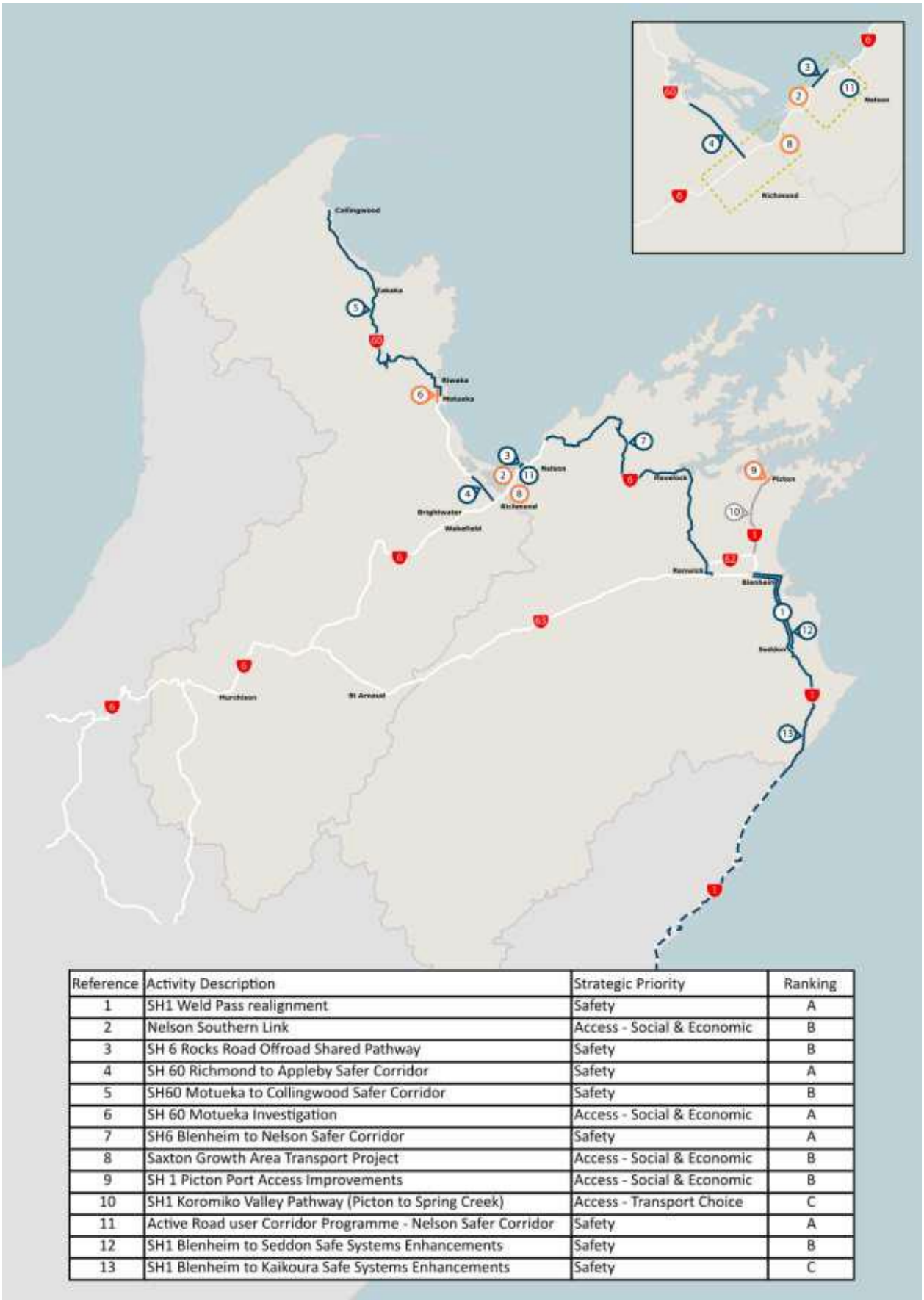
The two assessment factors of Results Alignment and Cost-Benefit Appraisal are brought together to form an assessment profile that determines a proposal's priority where the ranking is based on:

- Meeting the desired results of the investment strategy (Results Alignment)
- Achieving the desired results in the most efficient way (Cost-Benefit Appraisal).

Table 11 – NZTA Assessment Profile

Results Alignment	Cost-Benefit Appraisal	Rank
Very High	1-2.9 / 3-4.9 / 5-9.9 / 10+	1
Low / Medium / High	10+	2
High	5-9.9	3
High	3-4.9	4
Medium	5-9.9	4
High	1-2.9	5
Medium	3-4.9	5
Medium	1-2.9	6
Low	5-9.9	7
Low	3-4.9	8
Low	1-2.9	Exclude

Appendix 5 – Significant Projects Description

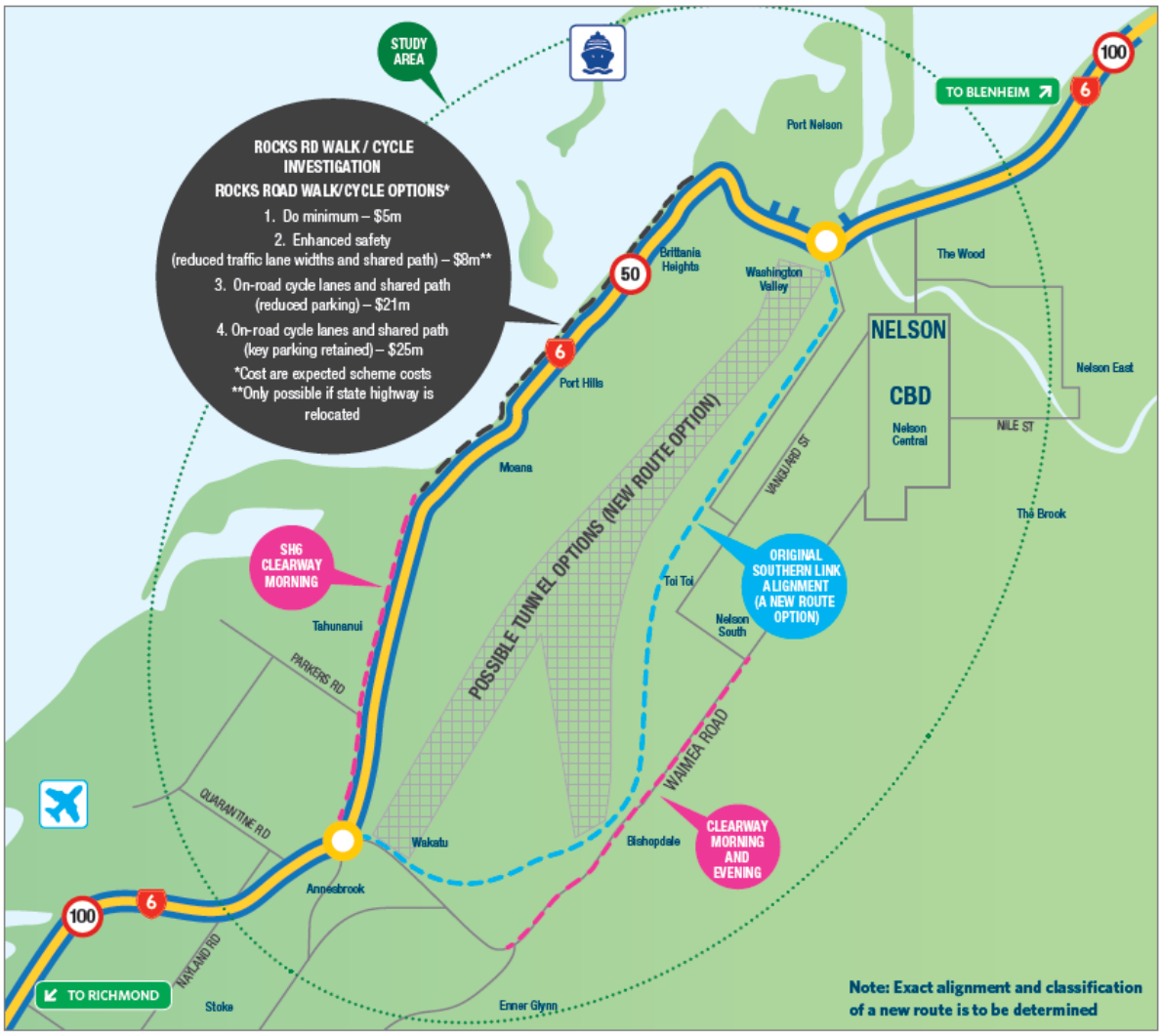


Reference	Activity Description	Strategic Priority	Ranking
1	SH1 Weld Pass realignment	Safety	A
2	Nelson Southern Link	Access - Social & Economic	B
3	SH 6 Rocks Road Offroad Shared Pathway	Safety	B
4	SH 60 Richmond to Appleby Safer Corridor	Safety	A
5	SH60 Motueka to Collingwood Safer Corridor	Safety	B
6	SH 60 Motueka Investigation	Access - Social & Economic	A
7	SH6 Blenheim to Nelson Safer Corridor	Safety	A
8	Saxton Growth Area Transport Project	Access - Social & Economic	B
9	SH 1 Picton Port Access Improvements	Access - Social & Economic	B
10	SH1 Koromiko Valley Pathway (Picton to Spring Creek)	Access - Transport Choice	C
11	Active Road user Corridor Programme - Nelson Safer Corridor	Safety	A
12	SH1 Blenheim to Seddon Safe Systems Enhancements	Safety	B
13	SH1 Blenheim to Kaikoura Safe Systems Enhancements	Safety	C

Map 2. Top of the South Significant Activity locations

Activity Name	State Highway 1 Weld Pass realignment
Activity Description	State Highway 1 is classified as a national state highway. SH1 Weld Pass is approximately 10km south of Blenheim and extends a distance of approximately 4.5km. The average annual daily traffic (AADT) is 4,000, with Heavy Commercial Vehicles (HCVs) making up 17%. Weld Pass was highlighted in the SH1 Picton to Christchurch Strategic Case for further investigation.
Key Problems Issues	• The alignment contributes to higher speeds for vehicles entering tight bends leading to an increased likelihood of high severity crashes. • The steep slopes and narrow alignment mean if a crash occurs there is a high probability the vehicle will leave the road. • The narrow nature of the road gives heavy vehicles little room for manoeuvre on the carriageway increasing maintenance costs.
Activity Objectives	• Reduce the probability of death and serious injury (DSI) crashes by 35-65% (5-9 DSI) over 10 years; and • Improve 4.1km of the 4.5km project length to a 3.5 star KiwiRAP rating or above. The following benefits have been identified; • Improved road user safety; • Improved network performance; and • Improved cost of maintenance.
Activity link to Primary Regional Objective	4) Communities have access to a safe transport system
Activity status	The Detailed Business Case is expected to be completed June 2018. The next phases, pre-implementation (design) and implementation (construction), are subject to the 2018-21 NLTP.
Links to detailed information	https://www.nzta.govt.nz/projects/sh1-weld-pass/

Activity Name	**Nelson Southern Link Investigation &** **SH6 Rocks Road shared pathway**
Activity Description	State Highway 6 is classified as a regional state highway. There are approximately 45,000 vehicles a day across the two main north/south routes (SH6 Rocks Road and Waimea Road). On SH6 Rocks Road the proportion of HCV's is 6% which equates to approximately 1,300 HCV's per day
Key Problems Issues	• The form and function of Nelson's two arterial corridors results in congestion and delays. • Substandard infrastructure on Rocks Road, which is part of the Coastal Path, is constraining the growth in walking and cycling activities.
Activity Objectives	• Travel times on the two arterials no worse than 2015 for the life of the programme (40 years). • Peak hour volume to available capacity ratio of no more than 0.8 on the two arterials. • Zero walking and cycling crashes on the two arterials; and continuous decline in walking and cycling deaths and serious injuries on the two arterials for the life of the programme. • Five years after implementing an option on Rocks Road, double walking and cycling numbers per day and thereafter the growth rate is greater than elsewhere in Nelson.
Activity link to Regional Objective	1) A sustainable transport system that is integrated with well planned development, enabling the efficient and reliable movement of people and goods to, from and throughout the region 2) Supporting economic growth through providing better access across the Top of the South's key journey routes 3) Communities have access to a resilient transport system 4) Communities have access to a safe transport system 5) Communities have access to a range of travel choices to meet their social, economic health and cultural needs
Activity status	The Programme Business Case was released in September 2017. The next phase, the Detailed Business Case (DBC) will consider further the timing for a new route which depends on many factors such as the scale of the efforts to optimise the network, the speed of regional growth and new technologies. During the DBC we will clarify: • The effectiveness of the various network optimisation options, which will guide when a new route will be needed. • Options for a new arterial route including any environmental effects that will inform decisions regarding alignment and classification. • Route protection options such as land purchase, regulatory controls, planning activities by Nelson City Council and possible designation of a new route. • Options for improvements on Rocks Road, dependent on the final location of the state highway. • An assessment of the wider economic benefits of the preferred new route option.
Links to detailed information	http://www.nzta.govt.nz/projects/nelson-southern-link


STUDY AREA
ROCKS RD WALK / CYCLE INVESTIGATION
ROCKS ROAD WALK/CYCLE OPTIONS*
1. Do minimum – $5m
2. Enhanced safety (reduced traffic lane widths and shared path) – $8m**
3. On-road cycle lanes and shared path (reduced parking) – $21m
4. On-road cycle lanes and shared path (key parking retained) – $25m
*Cost are expected scheme costs
**Only possible if state highway is relocated
TO BLENHEIM
TO RICHMOND
Port Nelson
Brittania Heights
Washington Valley
The Wood
NELSON
CBD
Nelson Central
Nelson East
NILE ST
Port Hills
Moana
Tāhunanui
PARKERS RD
QUARANTINE RD
Annesbrook
Wakatu
Stoke
NAYLAND RD
Enner Glynn
Toi Toi
Nelson South
Bishopdale
VANGUARD ST
The Brook
WAIMEA ROAD
POSSIBLE TUNNEL OPTIONS (NEW ROUTE OPTION)
SH6 CLEARWAY MORNING
ORIGINAL SOUTHERN LINK ALIGNMENT (A NEW ROUTE OPTION)
CLEARWAY MORNING AND EVENING
Note: Exact alignment and classification of a new route is to be determined

Activity Name	State Highway 60 Motueka Investigation
Activity Description	State Highway 60 is classified as a regional state highway. SH60 passes through Motueka town centre. A mixture of residential and commercial development occurs along SH60 through the town. High Street carries 13,000 AADT. There is considerable seasonal variation in traffic, with around 16,000 vehicles per day in summer, and 12,000 in winter. The SH60 Motueka Strategic Case highlighted potential for short to medium term improvements to the pedestrian crossings and a number of intersections and supported further investigation.
Key Problems Issues	• Traffic growth and competing interests result in delays and through traffic using suburban roads. • Pedestrian movements across the road are creating confusion, congestion and safety issues. • High traffic volumes and poor intersection layouts are encouraging drivers to take risks.
Activity Objectives	• maintain the current level of service (LoS) for through traffic on High St. (SH60) until at least 2024; • improve the current LoS on side roads at key High St. (SH60) intersections until at least 2024; • improve the safety of pedestrians on High St. (SH60) by reducing the number of pedestrian injury crashes; • improve road safety on High St. (SH60) by reducing the number of vehicular injury crashes. The following benefits have been identified; • Improved journey time reliability; • Improved pedestrian safety, and • Improved road user safety.
Activity link to Regional Objective	1) A sustainable transport system that is integrated with well planned development, enabling the efficient and reliable movement of people and goods to, from and throughout the region 2) Communities have access to a resilient transport system 4) Communities have access to a safe transport system
Activity status	The detailed business case is underway and expected to be released in early 2018. The next phases, pre-implementation (design) and implementation (construction), are subject to the 2018-21 NLTP.
Links to detailed information	http://www.nzta.govt.nz/projects/sh60-motueka-investigation/

Activity Name	SH6 Blenheim to Nelson Improvements
Activity Description	State Highway 6 Blenheim to Nelson corridor is approximately 110km long and is classified as a regional state highway. The corridor forms the primary link between Blenheim and Nelson, as well as Picton and Nelson. The corridor provides a key linkage between the freight and passenger vehicle ferry terminal at Picton and the Nelson, Motueka and Golden Bay areas. Traffic volumes range from 3,000 AADT to 11,000 approaching Nelson and 7,000 approaching Blenheim.
Key Problems Issues	• The high variation (alignment / topography) of the state highway from Rai Valley to Nelson results in predominantly run off road type crashes with a likelihood of high severity of injury. • The higher speed environment from Blenheim to Rai Valley coupled with higher traffic volumes, urban environments, tourist activities and intersections results in a high number of crashes of varying types. • The possibility of a low probability high impact event affecting SH6 risks impacting and isolating some communities for long periods.
Activity Objectives	The following benefits have been identified; • Improved safety along the SH6 Blenheim to Nelson corridor, • Maintaining a high level of accessibility to communities connected to the SH6 Blenheim to Nelson corridor in a low probability high impact event.
Activity link to Regional Objective	3) Communities have access to a resilient transport system 4) Communities have access to a safe transport system
Activity status	A detailed business case is underway and expected to be released mid 2018. The next phases are subject to the 2018-21 NLTP.
Links to detailed information	http://www.nzta.govt.nz/projects/sh6-blenheim-to-nelson/

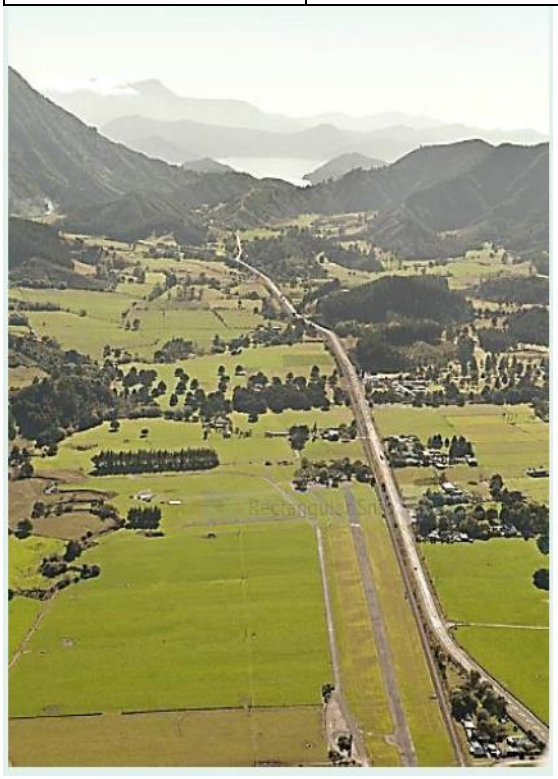
Activity Name	State Highway 60 Richmond to Appleby Safer Corrido
Activity Description	State Highway 60 is classified as a regional state highway route to Motueka. It has a critical freight and tourism task; it services horticultural, viticultural, pastoral farming, and forestry exports while providing tourist access to Golden Bay and the Abel Tasman and Kahurangi National Parks. With development in Motueka, Mapua and Coastal Tasman traffic volumes have increased especially in the AM and PM peak and are in the order of 11,000 AADT. There have been a number of death and serious injuries accidents in recent years that have resulted for the additional traffic.
Key Problems Issues	• Inconsistent road environments are not capable of meeting current and future user requirements, compromising safety and effectiveness
Activity Objectives	The following benefits have been identified; • Improved road user safety, • Dependable freight supply chain, • Improved community safety and well-being.
Activity link to Regional Objective	3) Communities have access to a resilient transport system 4) Communities have access to a safe transport system
Activity status	The strategic business case was underway and was expected to be released in early 2018. This is now being re-scoped given the changes in the IAF.
Links to detailed information	http://www.nzta.govt.nz/projects/tasman-transport-investigations

Activity Name	State Highway 60 Motueka to Collingwood Safer Corridor
Activity Description	State Highway 60 is classified as a primary collector route North of Motueka. It has a critical freight and tourism task; it services horticultural, viticultural, pastoral farming, and forestry exports while providing tourist access to Golden Bay and the Abel Tasman and Kahurangi National Parks. Traffic volumes are 1,300 AADT on the Takaka Hill. Recent storm events have closed this route for 4 weeks cutting off the only road access for Golden Bay communities.
Key Problems Issues	• Inconsistent road environments are not capable of meeting current and future user requirements, compromising safety and effectiveness. • A low-risk, high impact event affecting Takaka Hill and SH60 bridges may cause community isolation and significant economic loss. • Future traffic and road user growth will exacerbate Motueka's town centre as a traffic chokepoint.
Activity Objectives	The following benefits have been identified; • Improved road user safety, • Dependable freight supply chain, • Improved community safety and well-being.
Activity link to Regional Objective	3) Communities have access to a resilient transport system 4) Communities have access to a safe transport system
Activity status	The strategic business case was underway and was expected to be released in early 2018. This is now being re-scoped given the changes in the IAF.
Links to detailed information	http://www.nzta.govt.nz/projects/tasman-transport-investigations

Activity Name	Saxton Growth Area Transport Project
Activity Description	Traffic volumes in Stoke and Richmond have increased as a result of new residential and commercial developments. This is causing increased congestion, especially at peak times at the three roundabouts on Salisbury Road, Champion Road, Main Road Stoke and SH6. Land has been rezoned for housing and a Housing Accord signed with the Government to address concerns about housing supply. Allowing Special Housing Areas to be developed is a priority for Nelson City Council and the Government and the Saxton area is a location of focus that will enable Nelson City to meet its responsibilities under the National Policy Statement on Urban Development Capacity.
Key Problems Issues	Limited network connectivity and increasing travel demand is restricting development of new housing and causing unreliable peak hour journeys in and around the Stoke area.
Activity Objectives	The following benefits have been identified; • Efficient use of the network hierarchy, • Enable residential development.
Activity link to Regional Objective	1) A sustainable transport system that is integrated with well planned development, enabling the efficient and reliable movement of people and goods to, from and throughout the region 3) Communities have access to a resilient transport system 5) Communities have access to a range of travel choices to meet their social, economic health and cultural needs
Activity status	The Hill Street Extension is underway with the Programme Business Case for the wider Stoke area completed in 2017 and the Detailed Business Case for the Hill Street Extension initiated in 2017/18. The next phases are subject to the findings of the Detailed Business Case, Richmond NOF and the 2018-21 NLTP.
Links to detailed information	N/A

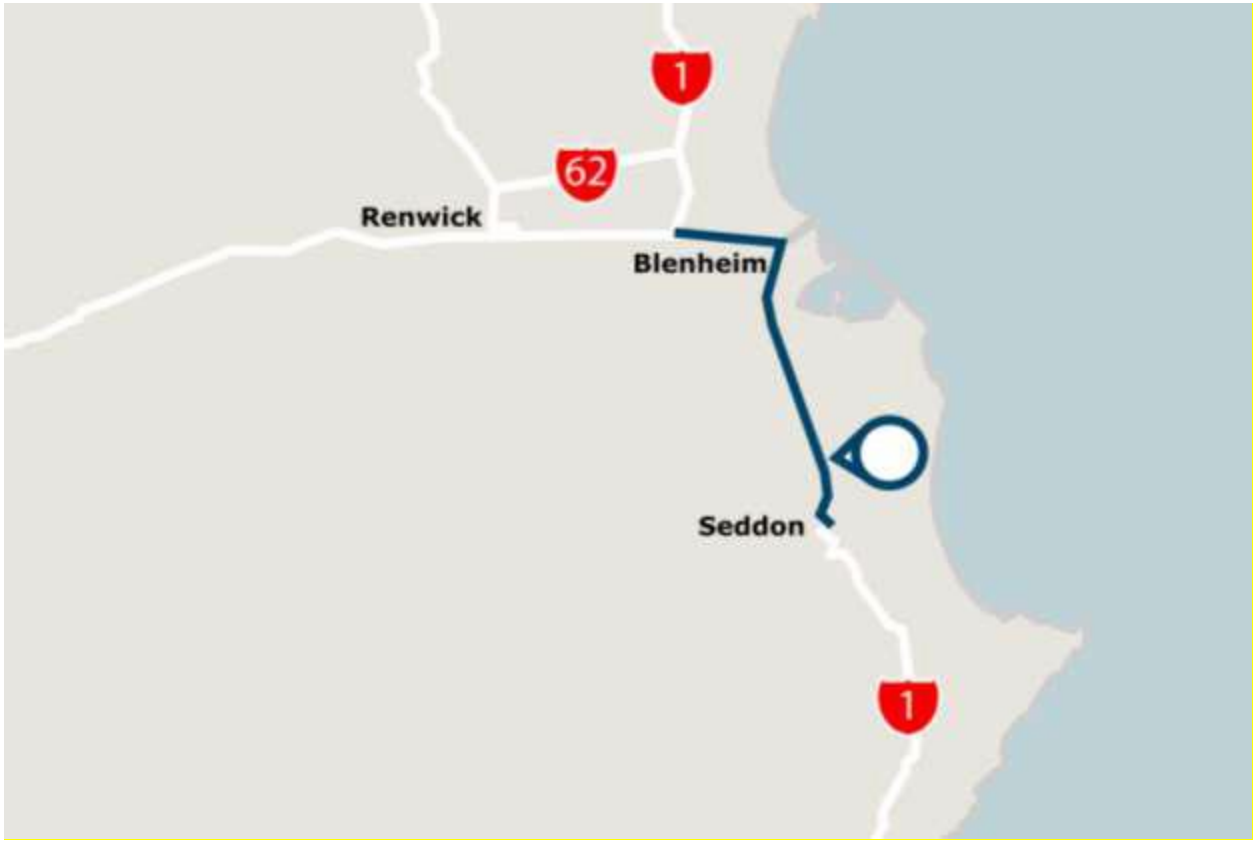
Activity Name	**SH1 Picton Port Access Improvements**
Activity Description	The SH1 Picton to Christchurch programme business case identified the potential for improvements to the state highway access to the Picton port.
Key Problems Issues	Address conflicts in urban centres and towns through intersection improvements, crossing improvements, traffic and parking management.
Activity Objectives	The following benefit has been identified; • Improved access and amenity for communities and tourists
Activity link to Regional Objective	1) A sustainable transport system that is integrated with well planned development, enabling the efficient and reliable movement of people and goods to, from and throughout the region 2) Supporting economic growth through providing better access across the Top of the South's key journey routes 4) Communities have access to a safe transport system
Activity status	The next phase, a detailed business case, is subject to the 2018-21 NLTP.
Links to detailed information	http://www.nzta.govt.nz/projects/sh1-picton-to-christchurch/

Activity Name	**Marlborough to Kaikoura Cycle Trail**
Activity Description	The proposed 30km off road pathway is to be cycle and walking friendly. It will have an appropriate gradient and sufficient points of interest to promote recreational and tourist cycling within Picton and Blenheim and the small communities along the way.
Key Problems Issues	• Safeguard pedestrians and cyclists by separating them from the high speed traffic along State Highway 1.
Activity Objectives	The following benefits have been identified; • Encourage more people to cycle and walk; many of whom lack the skills and confidence to cycle on busy SH1, • Provide an easier gradient off-road alternative for the whole community and visitors to cycle and walk parts, or all, of the route between Picton & Blenheim, • Promote cycle tourism businesses such as one-way cycle hire, guides, cycle servicing, accommodation and food provisioning along the route.
Activity link to Regional Objective	3) Communities have access to a safe transport system 5) Communities have access to a range of travel choices to meet their social, economic health and cultural needs
Activity status	An investigation hasn't yet commenced. Commencement is subject to the 2018-21 NLTP.
Links to detailed information	n/a



Activity Name	SH6 Nelson to Richmond Safe Systems Enhancements
Activity Description	This project seeks to deliver Safer Corridor treatments to reduce pedestrian and cyclist road trauma managed to within Safe System (Harm minimisation) limits. This project is within the High Risk Active Road User programme which aims to target corridors with a high proportion of crashes involving pedestrians and cyclists. This corridor is also a high-risk motorcycle route.
Key Problems Issues	• Safeguard pedestrians and cyclists providing improved facilities
Activity Objectives	• N/A
Activity link to Regional Objective	4) Communities have access to a safe transport system 5) Communities have access to a range of travel choices to meet their social, economic health and cultural needs
Activity status	An investigation hasn't yet commenced. Commencement is subject to the 2018-21 NLTP.
Links to detailed information	N/A

Activity Name	SH 1 Blenheim to Seddon Safe System Enhancements
Activity Description	N/A
Key Problems Issues	N/A
Activity Objectives	N/A.
Activity link to Regional Objective	4) Communities have access to a safe transport system
Activity status	An investigation hasn't yet commenced. Commencement is subject to the 2018-21 NLTP.
Links to detailed information	N/A



Activity Name	SH1 Blenheim to Kaikoura Safe Systems Enhancements
Activity Description	N/A
Key Problems Issues	N/A
Activity Objectives	• N/A.
Activity link to Regional Objective	Communities have access to a safe transport system
Activity status	An investigation hasn't yet commenced. Commencement is subject to the 2018-21 NLTP.
Links to detailed information	N/A

Appendix 6 - Compliance with Section 14 of the Act – Alternative Objectives and National Energy Efficiency and Conservation Strategy

Alternative Objectives

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

Marlborough District Council proposes no alternative objectives.

National Energy Efficiency and Conservation Strategy

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

Appendix 7 - Relationship with Police Activities

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

The NZTA invest some $330m in road policing every year. The Road Policing Investment framework is the document that describes the relationship between the Police and the NZTA, who are funded to undertake activities that give effect to the outcomes stated in the GPS.

For the Police to be successful within the safe system approach, it works with road safety partners, including local authorities, to understand all of the risk factors. Examples of where Police can be involved are through engagement with the following:

- In the business case approach to project development
- In Regional and Technical Advisory Groups
- The one network journey approach
- Road safety action planning

The Police have a highly valuable voice that is essential to inform land transport planning and investment decision making. The most tangible and practical current opportunities to influence road transport outcomes, and road controlling authority decisions and delivery for 2015-21 are to participate in the early phases of the business case approach that is used to test pressures on the transport system and the need for responses at regional government levels.

The NZTA has asked the police to work with the Regional Councils through the Regional Transport Committees to identify at least two issues of significant risk in the regions. It is expected these key priorities will be:

- Evidence based
- In alignment with any business case development
- To be agreed across the regions
- To be delivered as part of the regional journey approach

The Policing district of Tasman covers the regional boundaries of Tasman, Nelson and Marlborough, therefore development of the priorities should be common to all three regional Councils.

In support of the 2018 – 21 programme, a number of national priorities have been identified that will run parallel to any regionally identified issues. These priorities include:

- Speed management programme – addressing safer speeds in the context of the safer journey action plans
- One network road classification – how this will assist with the prioritisation of planning road policing
- Journey management – dealing with unplanned activities such as crashes, network failures or road blockages
- Freight management – working to improve the safety of the heavy vehicle fleet in order to realise economic and environmental benefits

In the Top of the South, the direct partnership with Police primarily involves the road safety action planning along with the local road controlling authorities, ACC, NZTA and the local health board. The focus of this work is on the main risk areas of motorcyclists, older drivers, youth drivers and cyclists. Additional Police support is provided for Crash Reduction Studies

and Safety Audits with a Police representative on each of the study teams along with consultant and road controlling authority members.

Appendix 8 - Consultation

When preparing a RLTP every Regional Transport Committee:

a) Must consult in accordance with the consultation principles specified in section 82 of the Local Government Act 2002; and

b) May use the special consultative procedure specified in section 83 of the Local Government Act 2002.

2014/15 RLTP Development

The following steps were undertaken in the development of this RLTP:

a) Each of the councils' Regional Transport Committees carried out an assessment of those activities requiring prioritisation and submitted a draft RLTP to the Transport Agency after 30 September 2014. The Transport Agency provided feedback on the draft RLTP;

b) Consultation on the Draft Marlborough Regional Transport Plan, including the Marlborough Regional Public Transport Plan, commenced on 18 December 2014. The consultation period closed at 5:00 pm on 12 February 2015.

c) Following public hearings and deliberations on the submissions, a final RTLP was developed by the Regional Transport Committee and submitted to the Marlborough District Council for adoption prior to submission to the Transport Agency;

d) The Transport Agency considered the RLTP and issued its National Land Transport Programme on 01 July 2015.

e) The final version of the RLTP was completed by 30 July 2015

2017/18 Mid Term Review

The mid term of the regional land transport plan was undertaken during the 6-month period immediately before the expiry of the third year of the plan. As changes were made to the plan that triggered the significant policy consultation was undertaken.

The following steps were undertaken in the mid term review of this RLTP:

a) The three Regional Transport Committees from the top of the south developed a Investment Logic Map to guide the review of the objectives, polices and activities in the mid term review of the Regional Land Transport Plan. Each of the councils' Regional Transport Committees carried out an assessment of those activities requiring prioritisation and submitted a draft RLTP to the Transport Agency after 30 September 2017. The Transport Agency provided feedback on the draft RLTP;

b) Consultation on the Draft Marlborough Regional Transport Plan, including the Marlborough Regional Public Transport Plan, commenced on 5 March 2018. The consultation period closed at 5:00 pm on 6 April 2018.

c) Following public hearings and deliberations on the submissions, a final RTLP was developed by the Regional Transport Committee and submitted to the Marlborough

District Council for adoption prior to submission to the Transport Agency on the 30 June 2018.

d) The Transport Agency will consider the RLTP and issue its National Land Transport Programme by 31 August 2018.

e) The mid term review of the RLTP will be completed by 28 September 2018.

Appendix 9 – Glossary of Terms

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

The Act means the Land Transport Management Act 2003

Activity -

a) means a land transport output or capital project; and

b) includes any combination of activities

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

District means the district of a territorial authority, i.e. Marlborough, Nelson or Tasman

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

Economic growth – measured by Gross Domestic Product (GDP)

Fund means the national land transport fund

GPS means the Draft Government Policy Statement on land transport 2018/19 – 2027/28

HPMV means high productivity motor vehicle(s)

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

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

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

LTSV – The New Zealand Transport Agency's Long Term Strategic View, identifies long term pressures and priority issues and opportunities.

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

NLTP – National Land Transport Programme

NLTF – National Land Transport Fund

NZTA - New Zealand Transport Agency

ONRC – One Network Road Classification

RLTP – Regional Land Transport Plan

RPTP – Regional Public Transport Plan

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

RTC – Regional Transport Committee

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

SH means State Highway.

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

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

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

- Economy – support economic vitality while developing infrastructure in a cost-efficient manner. Costs of infrastructure must be within a community's ability and willingness to pay. User costs, including private costs, need to be within the ability of people and households to pay for success.

- Social – meet social needs by making transportation accessible, safe and secure; including provision of mobility choices for all people (including people with economic disadvantages); and develop infrastructure that is an asset to communities.

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

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