

Date: Wednesday 20 March 2024
Time: 9:30am - RLTP and RPTP Hearing
Meeting Room: Tasman Council Chamber
Venue: 189 Queen Street, Richmond

Joint Nelson Tasman Regional Transport Committee

Komiti Te Kawenga Rohe o Nelson Tasman

MINUTES ATTACHMENTS

ITEM	PAGE
RNTRTC24-03-1 Draft Regional Land Transport Plan 2024-2034 and Draft Regional Public Transport Plan 2024-2034	
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Attachment 3 PowerPoint Presentation -32051 - Gillian Wratt - Nelson Tasman Cycle Trust	6
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RNTRTC24-03-2 Submission on the Draft Government Policy Statement on Land Transport (GPS) 2024

Attachment 1	Tabled Amended Nelson Tasman Joint RTC Draft GPS 2024 Submission	61
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Hearing Schedule for Submission Round: Draft Nelson-Tasman Regional Land Transport Plan and Public Transport Plan

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

Start Time	Duration	Speaker (Submission ID)
9:40 AM	(10 mins)	Mrs Catherine Barak (32016) Non
9:40 AM	(10 mins)	Allan Stocker and Gary Stocker (32081) NZ Automobile Association
9:50 AM	(10 mins)	Ms Gillian Wratt (32051) Nelson Tasman Cycle Trails Trust
10:00 AM	(10 mins)	Dr Bruno Lemke (32058) Nelson Tasman Community Transport Trust (NTCTT)
10:10 AM	(10 mins)	Mrs Sandra Hagler (32071) – hasn't confirmed
10:20 AM	(10 mins)	Mr David Sissons (32052) Waimea Inlet Forum working group
10:30 AM	(10 mins)	Ms Emily McDonald (32059) Federated Farmers
10:40 AM	(10 mins)	Nicola Gausel (32082) Te Whatu Ora – Health New Zealand and Dr Rachel Eyre
10:50 AM	(10 mins)	Bevan Woodward (32085) Bicycle Nelson Bays
11:00 AM - morning tea adjournment		
11:15 AM	(10 mins)	Jo Leyland (32087)
11:25 AM	(10 mins)	Jacinda Stevenson, TBCA chair (32088) Tahunanui Business & Citizens Assn Inc
11:35 AM	(10 mins)	Peter Olorenshaw (32090) Nelsust
11:45 AM	(10 mins)	Dr Henry R Hudson (32094)

DRAFT REGIONAL LAND TRANSPORT PLAN 2024 -2034**PRESENTATION FROM THE NEW ZEALAND AUTOMOBILE ASSOCIATION, NELSON DISTRICT.**

Thank you for the opportunity to present today and we trust you have all read our submission.

SPEAKERS: Allan Kneale, Nelson District Councillor,
Former Nelson District Chairman
Former Trustee of the AA Research Foundation
 Gary Stocker, Nelson District Councillor
Former Nelson District Chairman
Former Trustee of the AA Research Foundation
Immediate Past President of NZAA

INTRODUCTION: NZAA personal membership is now 1.13m nationally and steadily growing
 Nelson Tasman membership is 30100.
 AA is not just a car organisation. Members are walkers, bikers & PT users.
 AA also provides road service to motor bikes, e.bikes & mobility scooters etc.

GOVERNMENT POLICY STATEMENT 2024:

AA realises that the draft RLTP may need to be changed following the recent release of the GPS 2024.

AA GENERAL PRIORITIES:

Road Maintenance: throughout the country our roads have not been getting the maintenance they need and putting off maintenance can mean more (much talked) about potholes and greater long term repair costs down the track. The quality of our road surfaces has a significant impact on safety.

Resilient Roads: in all AA membership surveys members rated this issue the most important. Our roads must be able to withstand extreme weather events and this means having a clear fully funded plan for improving the resilience of major roads most at risk. It also means carefully considering opportunities to improve the resilience when planning road construction, renewals and maintenance work. We acknowledge the outstanding work done on SH60 Takaka Hill and SH6 Whangamoas in recent times.

Safety of Regional Highways: new roads have massive safety benefits and AA wants to see an upgrading of regional highways, bypasses, road corridors and smaller safety refits. The current work on SH60 Ruby Bypass is a good example of this in the Nelson Tasman area.

LOCAL PROJECTS:

SH6 Hope Bypass: we note this is the highest ranked project and we agree with this priority. We note too that Transport Minister Simeon Brown has indicated that all of the 15 new Roads of National Significance (RONS) will be four laned and grade separated highways. He also said (on 4 March 2024) referring to the RONS that "Independent analysis has found the construction of eight new bypasses, between January 2009 and December 2016, resulted in up to a 37% reduction in deaths and serious injuries across those roads"

We fully support this new project and we recall that in early stakeholder workshops on Richmond's traffic woes it was agreed that little improvement could be made until a Hope Bypass was in place.

Furthermore, in our submission to the Richmond Transport PBC in August 2021, we provided our long term vision of what SH6 could look like leading up to the Hope Bypass – a four lane Wakatu Drive and Richmond Deviation with a “mini flyover” at the Link Road connection.

Nelson Alternative Route – Southern Arterial:

Whilst we consider the Hope Bypass the top regional priority it is concerning that the missing link in Nelson’s roading network - the Southern Arterial – is not apparently even listed as on the horizon. This project has been on and off the books for decades without further comment from AA. We would ask that this project be elevated to the 2024-2034 RLTP.

SH6 Rocks Road/Waimea Road Priority Lanes:

Having a southern arterial in place will change considerably the usage of Rocks Road and do away essentially with the need for priority lanes on Waimea Road. We question then if the expense of \$228m over the next ten years is a wise proposition when a more appropriate solution could be achieved without the likelihood of heavy vehicle in particular travelling the Rocks Road route.

CONCLUSION:

There is so much detail involved in the Draft RLTP and our submission endeavours in some way to comment on some aspects of this.

We have always valued our relationship with both NCC and TDC together with the NZTA and we appreciate any opportunity to talk with you in endeavouring to discuss with you the views of our substantial membership and the reasonable motorist.

REGIONAL LAND TRANSPORT PLAN 2024-2034

Nelson Tasman Cycle Trails Trust
creating great cycle trails for our communities

Gillian Wratt & Belinda Crisp



THE BIG PICTURE (1)

The Trust is pleased to see the RLTP:

1. Focus on supporting economic and population growth, improving safety, travel choice and resilience, and making an increased investment in maintenance.
2. Includes improving cycling and walking paths across the region.

The Trust is concerned that opportunities for incorporating planning for cycling aren't being fully realised and in particular want to highlight:

1. **Te Taiuhu Cycle Highways**
2. **Whakatū Drive path & Rocks Road**



THE BIG PICTURE (2)

Angus&Associates report on the Great Taste Trail's (GTT) economic, cultural, social and environmental contribution to the region:

1. 419,217 individual trail counts for 2023 (including over 90,000 pedestrians), an increase of 24% on pre-covid levels
2. **\$34m** visitor spend generated for the region in 2023
3. Locals 89% of users
4. 57% of local users ride GTT >50 times & 17% >200 times per annum
5. **Locals love the GTT:** All trail users surveyed expressed very high satisfaction with their experience, highlighting the trail's convenience, proximity to urban centres, and extensive network connections. There was widespread agreement that the GTT has a positive influence on the local community, particularly in enhancing the overall quality of life and making the region more vibrant and accessible to people of all abilities



WHY IS THIS RELEVANT TO THE RLTP?

The Great Taste Trail is part of our transport system network:

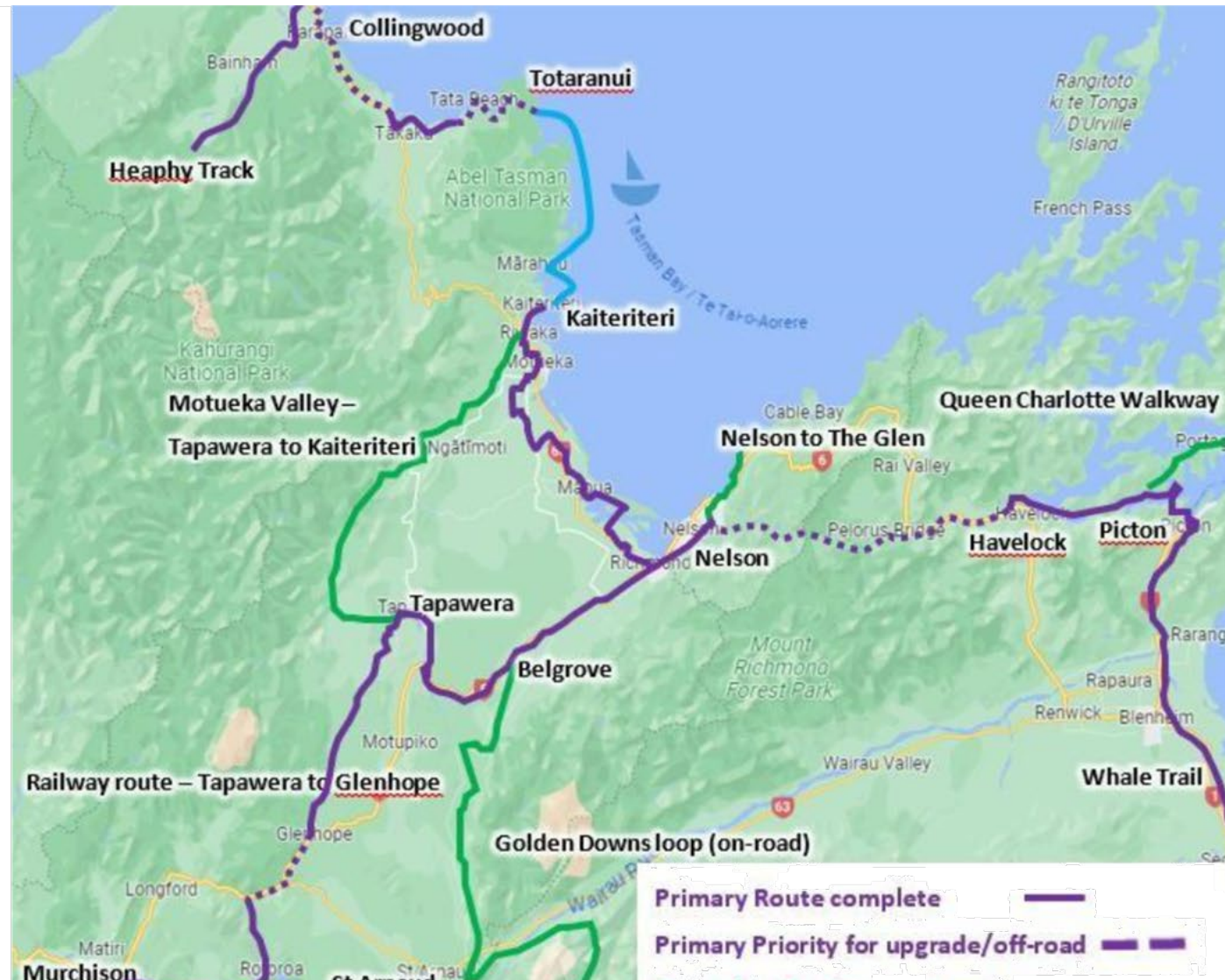
1. A recreational asset and catalyst for community well-being and connectivity
2. A connector to people, places, and activities opening the area up for people to explore on two wheels
3. Safe and accessible cycling opportunities connecting communities with a cycling/walking pathway off busy main roads. Near schools where practical so that children can use it e.g. Ranzau, Riwaka, Wakefield, Brightwater, Tapawera, Ngatimoti
4. An attractive commuting option – particularly with increased use of e-Bikes – fewer cars on the road



CYCLE HIGHWAYS CONNECTING TETAUIHU

- Imagine a cycle network, Cycle Highway 6C that enables people to hop off the ferry in Picton & cycle from Picton to Murchison. This includes the Link Pathway in Marlborough, part of the Great Taste Trail and the Heartland ride from Tapawera to Murchison.
- Another cycle network from TDC Offices to the Heaphy track. Cycle Highway 60C Richmond to The Heaphy Track. This includes part of the Great Taste Trail, existing boat services from Kaiteriteri to Totaranui and the Pohara to Takaka cycleway.
- Parts of the Te Taiuhu Cycle Highway are complete but there are significant gaps and some parts are not fit for purpose..
- Economic spend of these type of riders is considerable eg Tour Aotearoa estimated daily spend \$200
- Connecting communities across the region
- **Concept incorporated into the RLTP**





RICHMOND ↔ NELSON CYCLE CONNECTIVITY WHAKATŪ DRIVE PATH & ROCKS ROAD

Draft Transport GPS investment in cycle and walking paths

- Economic growth
- Improved safety
- Existing volumes of pedestrians and cyclists

Whakatū Drive and Rocks Road both align with these priorities

Commuter, recreational and visitor users

GTT users who visit Nelson spent an average of \$262 per night and stayed an average of 6.4 nights - economic benefit \$1,679 per visitor

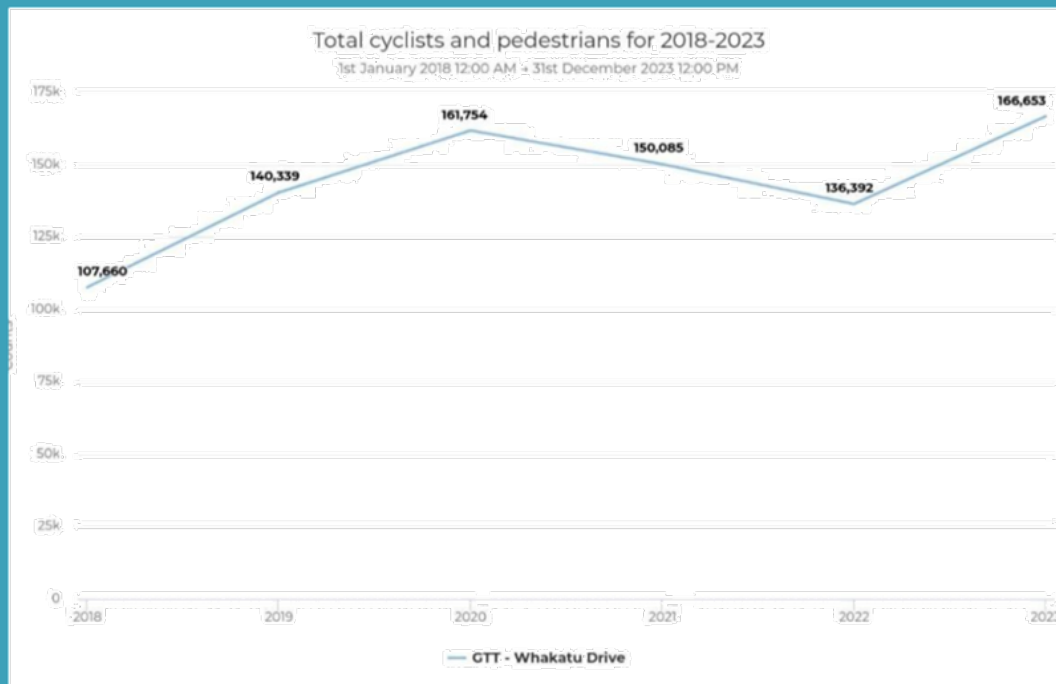


WHAKATŪ DRIVE (1)

- Busy route between Nelson and Richmond – over 166,000 counter passes (both directions) in 2023,
- Popular for both commuting and recreational riders. Every commuter cyclist on this path is one less car on Whakatu Drive at peak commuter hours.
- Great Taste Trail route between Richmond and Nelson - an opportunity to showcase the Waimea Estuary to visitors to the region and draw people from the loop through Tasman district into Nelson. Some of the operators on the Trail discourage their clients from riding this section because it is not seen as a pleasant section to ride.
- Safety - the current path is narrow, uneven and perilously close to the busy, 100km/hr highway
 - increasing numbers of e-bikes that often travel at higher speeds and with less experienced riders,
 - proximity to the highway – within the rebound zone of the safety barriers.



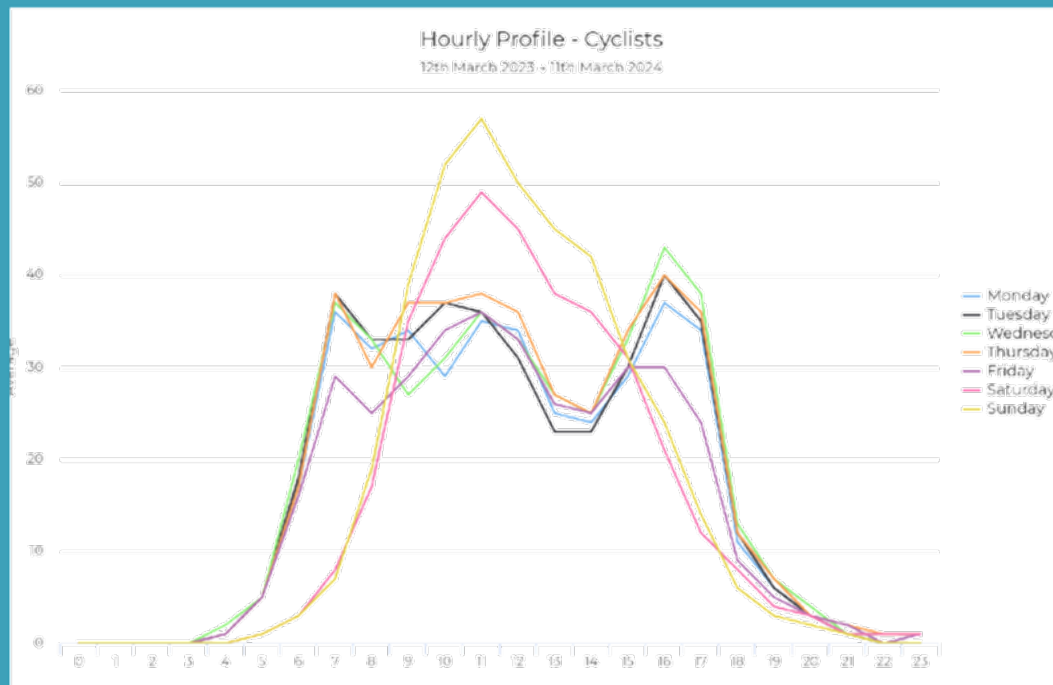
WHAKATŪ DRIVE (2)



- In 2023 there were nearly 167,000 passes at the Whakatū Drive counter
- A 55% increase in number of cyclists and pedestrians recorded on the Whakatū Drive counter in the past 5 years.



WHAKATŪ DRIVE (3)



- Weekdays, cyclist activity is busiest 6 - 9am and 4-5pm – the same time that commuter traffic is heaviest.
- Cyclists during these peaks are likely to be commuting to work and school.
- Weekends, cyclist activity peaks around 11am.



WHAKATŪ DRIVE (4)



WHAKATŪ DRIVE (5)



ROCKS ROAD??

- A separated shared pathway is a priority and planning to make it happen should not be delayed any longer.
- Is there an interim shared pathway solution on the seaward side of the road?



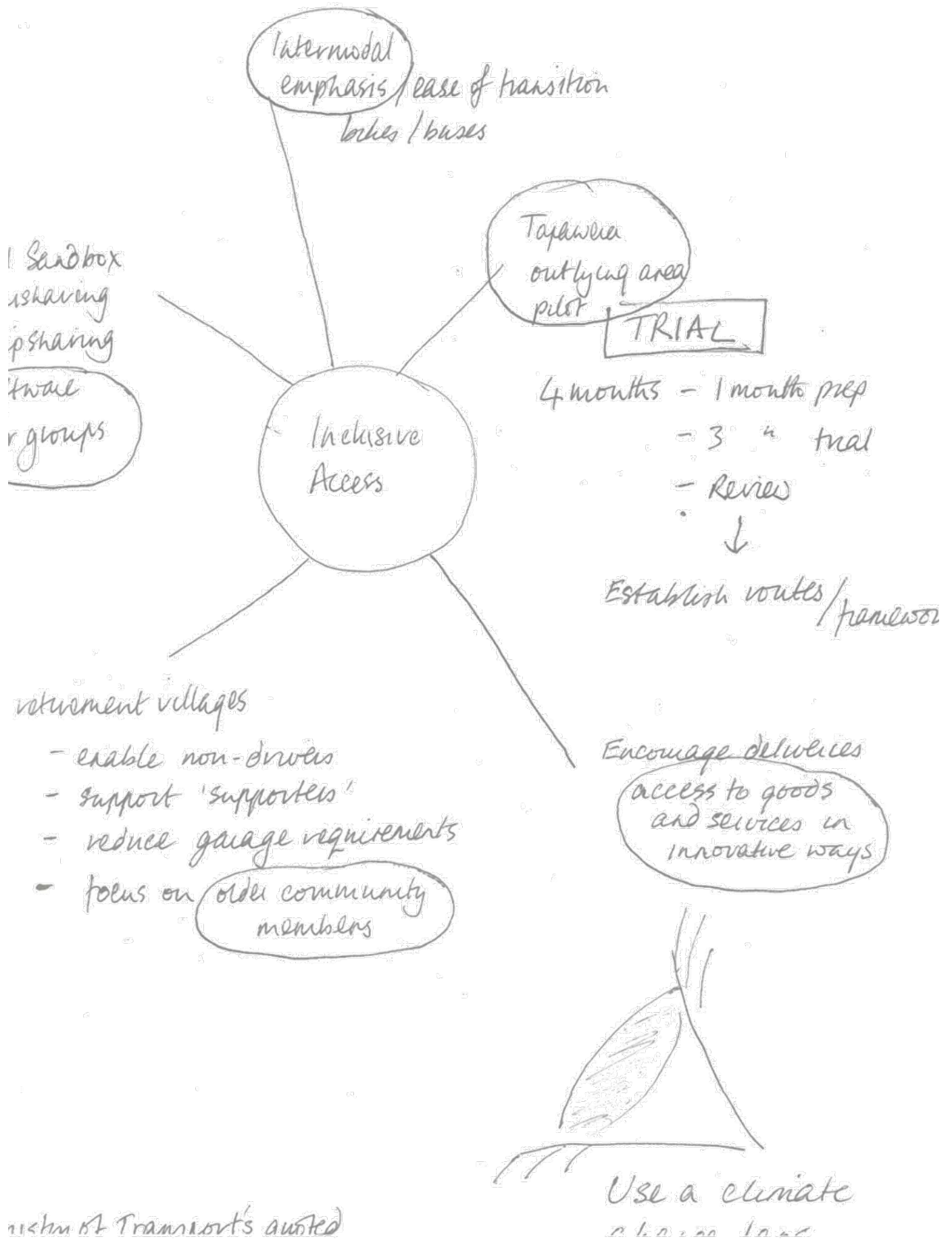
FINAL COMMENTS

- Nelson Tasman Cycle Trails Trust - creating great cycle trails for our communities
- Commuting, recreation, visitors
- Economic, social, cultural & environmental benefits
- GTT \$34m visitor spend 2023
- RLTP opportunity to ensure that we plan the right balance of land transport infrastructure to connect the Te Taiuhu community, to provide access for all to employment, education, recreation and services
- **Te Taiuhi cycle highways concept, Whakatu Drive, Rocks Road**

www.heartofbiking.org.nz



Improving Peoples wellbeing, and the inclusivity of services, Inclusive Access Outcome



request of Transport's audited



COMMUNITY
TRANSPORT TRUST
Nelson Tasman



Tapawera
CONNECT

Travel Update Tapawera

March has been a busy month for efforts to support members of the Tapawera community to travel to local places they otherwise wouldn't be able to. We've been very happy to have received the formal support of the Nelson Tasman Community Transport Trust (NTCTT) in the provision of their 6-seater hybrid vehicle to use for piloting a weekly service from Tapawera to both Richmond and Motueka. TDC are one of the main funders of the Trust which was established in 2018. The Trust piloted and lobbied for bus services from Motueka and Wakefield which played a part in pushing for the eBus service that now provides four buses a day to and from both Motueka and Wakefield on weekdays, and for a very reasonable fare especially if you have a Bee card. The Trust is now focusing on how to complement existing services like the new eBus service, and support those who aren't benefiting from it. 'Inclusive Access' is one of the main outcomes that the Ministry of Transport seeks. Within our community, there are people who can't drive or no longer drive, particularly older members, and/or who have constraints to use the public transport system.

Jo has been involved in a couple of strategic planning meetings for the Trust this past month as well as speaking at the Review hearing on the Regional Land Transport Plan & Regional Public Transport Plan held at TDC on the 20th in support of the Trust and Tapawera. Janine, as the part-time Senior Wellbeing Co-ordinator for Tapawera Connect, has been doing a sterling job of supporting our older members to make trips they otherwise wouldn't or couldn't, using the little hybrid bus, with trips to join the Gardening Club out towards Glenhope and Seniors to Stoke. She is also linking in with Nelson Bays Primary Health with their free 'Kickstart' programme in Motueka that starts in May which supports change to various aspects of lifestyle and encourages physical activity. We want the vehicle to be used for such wellbeing activities and also local group events if the group has an approved driver. It can be booked for trips outside of the regular weekly route trips on a time-based rate. The Trust currently has a minimum \$6 one way fee for regular services.

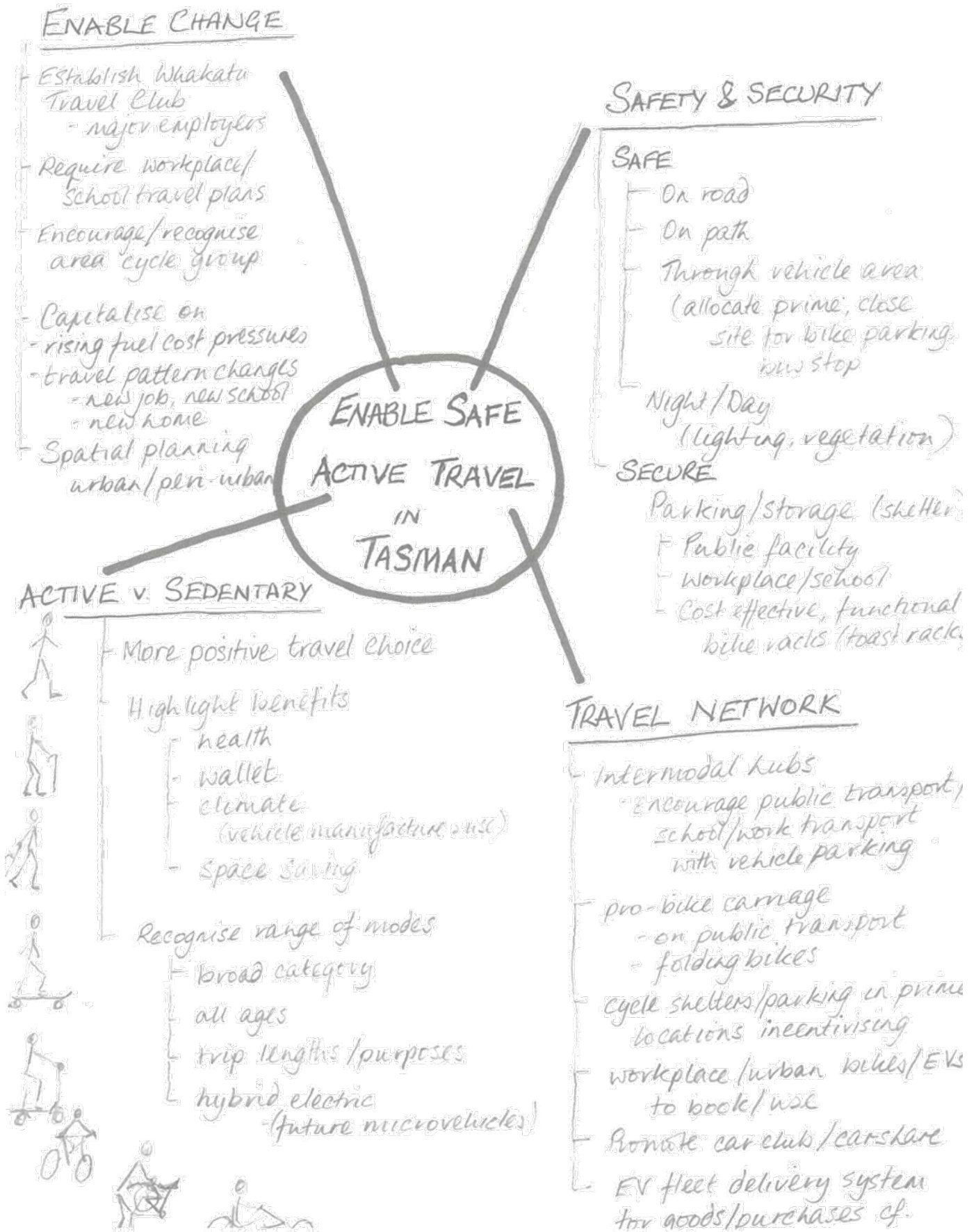
We've had six locals come forward so far who are willing to be volunteer drivers of the little hybrid bus. Their applications and police vetting is being done through Anita Parkes who is the Transport and Marketing Coordinator for the Trust. There are other locals who are interested and we welcome more people to come forward who might be willing to be part of a roster for the weekly trips in to Richmond and to Motueka as well as potentially use the vehicle and drive for their club/organisation events. Being a hybrid vehicle, it has very low petrol consumption and it's an opportunity for drivers to get a free social trip into town! If anyone is interested to be part of the driver team, please get in touch with Anita at marketingntctt@gmail.com or on 022 6822373.

On the 26th March we will confirm the route timings & drivers for the next few months starting after Easter. Details will then be posted on the tapaweracommunity.nz website as well as the Trust's website at <http://www.ntctt.org.nz/> and their facebook page. The vehicle will depart from the Tapawera Community Centre and drop passengers at the Richmond Mall on Tuesdays and at the Motueka library on Wednesdays, with return pickups from the same places. Costs will be \$6 each way and bookings must be made through the Motueka i-site (Tel: 03 528 6543) as per the Trust's other services. Within three months we plan to have a review of our progress with passengers, drivers, the Community Transport Trust, Tapawera Connect and other key stakeholders at the Kohatu Flat Rock Café and see if and where we want to make any changes. The Café now has e-charging for both vehicles and bikes so it will also be a chance to publicise and celebrate inclusive transport services for Tapawera more broadly. The Ministry of Transport's quoted purpose of the transport system is 'to improve people's wellbeing, and the liveability of places' so we are working to make that happen!

Jo Leyland & Janine Leeden

19 March 2024

SUGGESTIONS FOR ENABLING POSITIVE TRAVEL CHOICES IN TASMAN





Tahunanui Regional Land Transport Plan – Mid Term Review 2024-2034

Tahunanui Business and Citizens Association

Presented 20 March 2024



Our aim:
**To improve accessibility
and safety for all
who live, work and play
in our Tahunanui
beachside community.**

Photo credit: Daniel Allen

2

State Highway 6 divides our community

- Prioritise the safety of Tahunanui users
- The wealth of the Tasman region travels to the port via SH6
- **The transport system bisecting Tahunanui must allow people to travel safely and efficiently AND allow our community to function**



© 2024 TBCA – Tahunanui Business and Citizen Association

3

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

"Freight growth to the Port"

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

...and what is the projected increase for the period of this Plan?

Why is there an absence of future growth predictions?

It is clear for those living in Tahunanui with the introduction of High Productivity Motor Vehicles (HPMV) that the frequency of heavy freight is much higher.

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



"Freight growth to the Port" ctd.

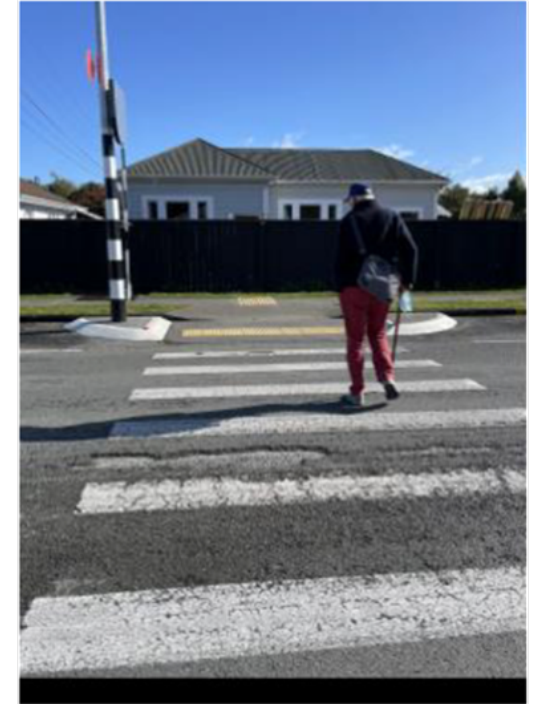
"...production is tipped to climb from 8000 tonnes annually to around 41000 tonnes annually, [that is a phenomenal increase of 412.5%] much of this will be transported on road by SH60."

This is the opportunity and moment to: –

- Reinvest road user charges back into the region's roads
- Continue support for the new e-bus service
- Continue support for walking and cycling
- Investigate provision of smaller, lighter buses for Port Hill routes

Pedestrian Safety

- Make it safe for users to support local businesses
- Provide pedestrian refuges for Magazine Point, Basin Reserve, Yacht Club and adjacent restaurants
- Erect signage either side of the Tahunanui beachside community to encourage safer road-user behaviour



Safety on our roads

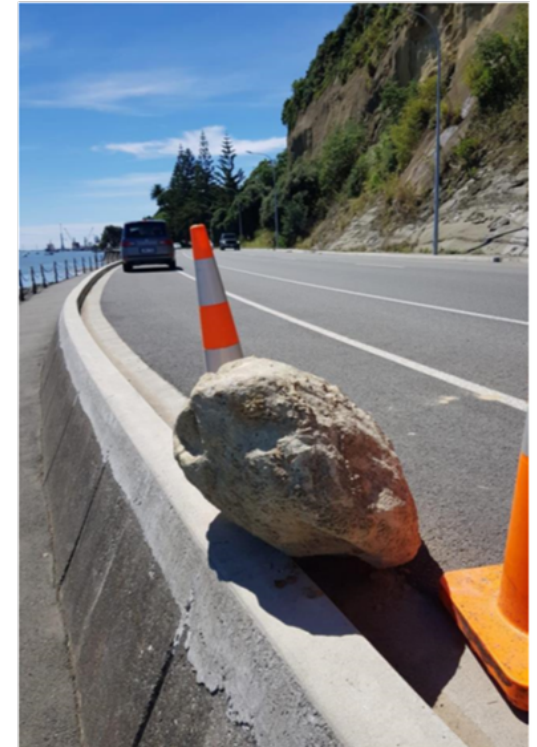
We are pleased to see that **NZTA are in talks with local businesses in Tahunanui about the installation of much needed pedestrian refuge crossings, connecting the community that SH6 dissects along the length of Tahunanui & Annesbrook Drives**, and look forward to this becoming a much-awaited reality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

We are surprised that no reference has been made that we're aware of, to extra refuges on the waterfront, such as to the popular swimming steps near Magazine Point, the Basin Reserve, and near the restaurants on Wakefield Quay.

These are also long overdue and much needed asap.

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

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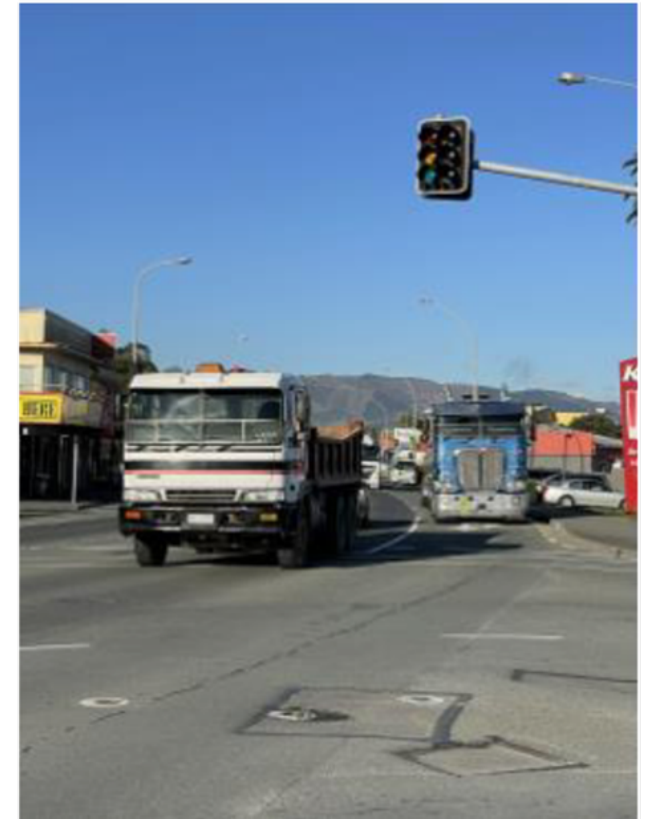
Horizons Activities

We would like to reinforce our strong opposition to SH6 Priority Lanes at Tahunanui Drive/Rocks Rd, **asking for them to be removed permanently from the NFAP and not just be put on the Horizon List.**

We have huge support from a variety of modal and general road users using SH6, supporting our view that these Priority Lanes are NOT reinstated. These include the former NCC Mayor Rachel Reese and Council, and MP Rachel Boyack, who backed us in removal of the lanes, on the grounds of the safety concerns of the community and road users.

A letter was sent to NZTA by Mayor Reese the week of the August 2022 floods in support of the removal, and yet we've heard nothing from NZTA about projects in our community since early 2022.

An update would be greatly appreciated.

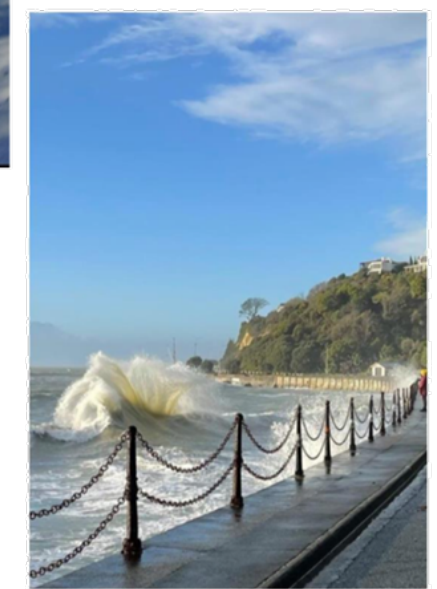


Horizons Activities ctd.

While we understand the fiscal challenges for both local and central government, (pg26) it is disappointing to see that Parkers Road/SH6 intersection has again been pushed back, despite being promised and planned for over 20 years.

Since this submission as made and submissions closed, the SH6/Rocks Road Off Rocks Road Off Road Shared Pathway has been removed from the Government's list of Major Transport Projects.

We totally get that considering the exorbitant price tag and scope of works into the marine reserve, **we propose a more fiscally and environmentally prudent approach.**



Our Vision

- Retain (and maintain) historic waterfront features
- Improve seating and sea access points
- Add pedestrian refuges at strategic crossing points
- Adjust carparking on both sides of SH6
- Improve safety for users of mobility scooters
- Merge on-road cycle paths with footpaths at pinch points

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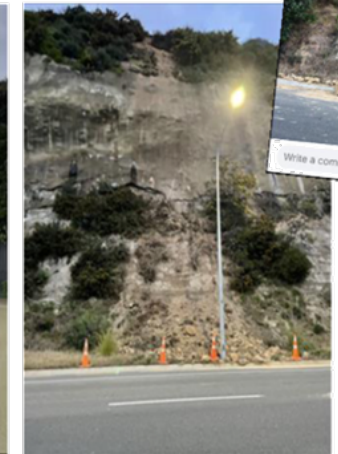
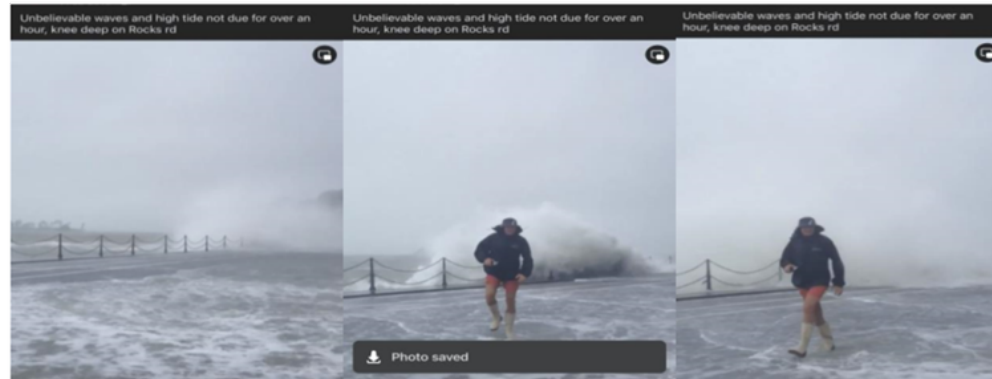
Resilience of the Tahunanui community

We are increasingly warned about the likelihood of both greater frequency and severity of extreme weather events. The Tahunanui residents would like to see more attention paid to a resilience strategy that preserves safety - for hill-side residents, for access to both beach and shops and for transport to the port.

There is no reference to remediation of the hillside along the SH6 over the next ten year period as stated in this report. One of the major failings of SH6 in 2022 was the loss of the waterfront cliff which was never finished as promised, causing huge distress and disruption to residents and community.

The SH6 is the lifeline between the Port and the Top of the South and West Coast, with all fuel distribution to the Nelson/Tasman region and the West Coast, and should surely be **THE** priority as part of a resilience strategy.

Since this submission was done, there has been a further failure along the waterfront.



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

We acknowledge that the Hope Bypass should be a priority, and query the financial and environmental cost of the SH6 Shared Pathway.

We have members of our community riding the same roading system as heavy vehicles and while the e-bus system has been a good step forward, many people choose to be at one with nature when accessing Nelson city from Tahunanui's beachside community.

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

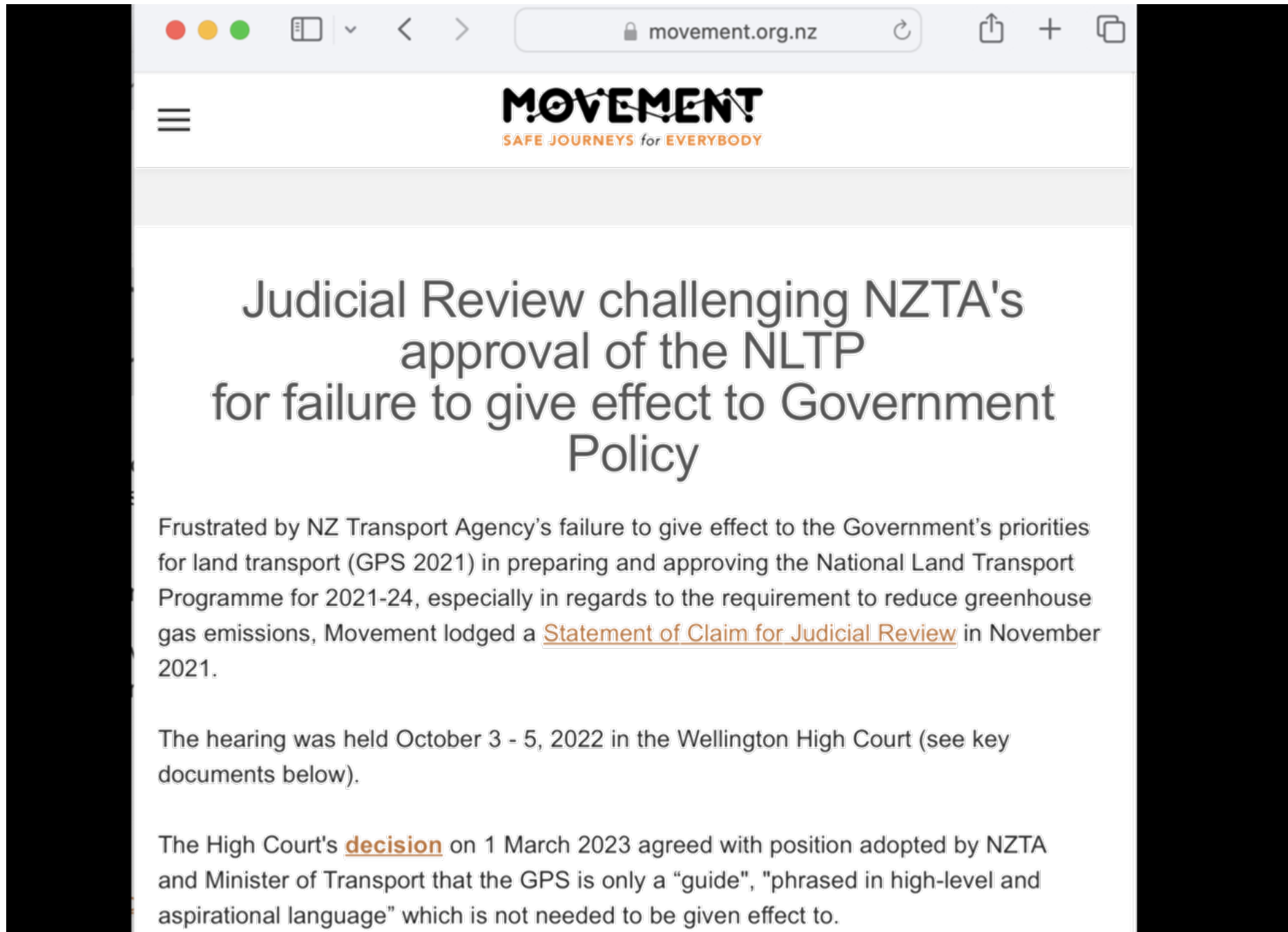
Photo credit: Melissa Banks Photographer



NELSUST

Working for Sustainable Transport Solutions Nelson Region
Nelson Transport Strategy Group Inc. www.nelsust.co.nz





movement.org.nz

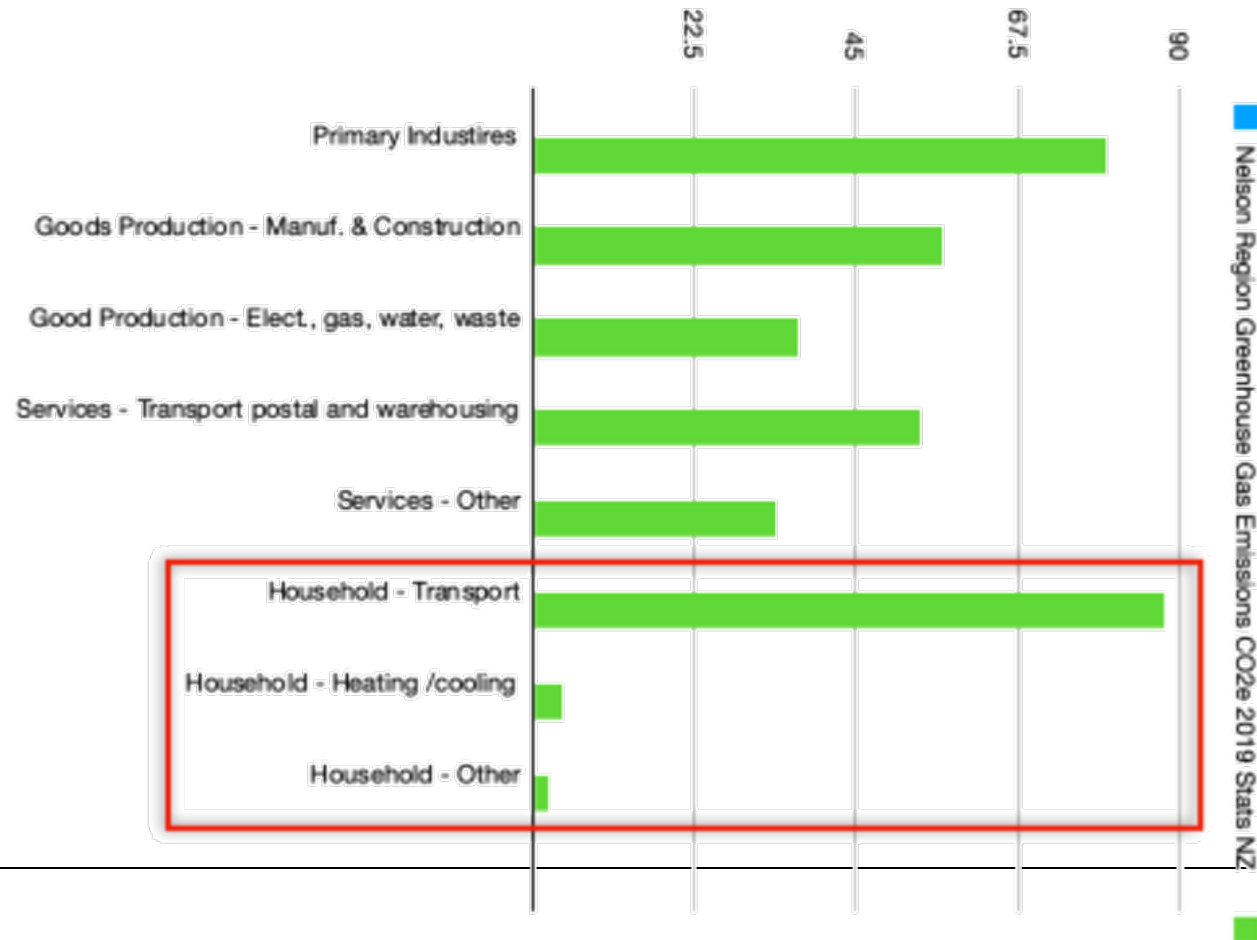
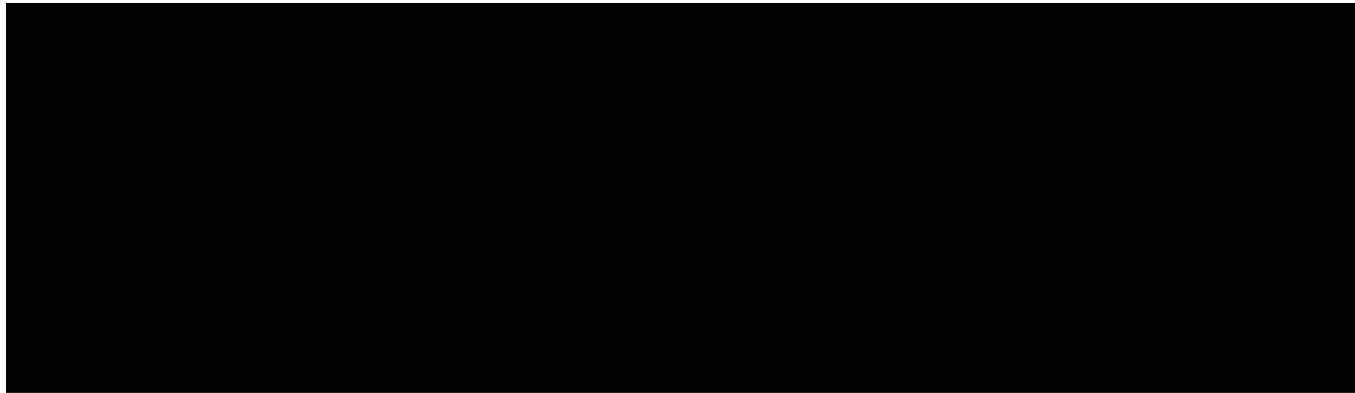
MOVEMENT
SAFE JOURNEYS for EVERYBODY

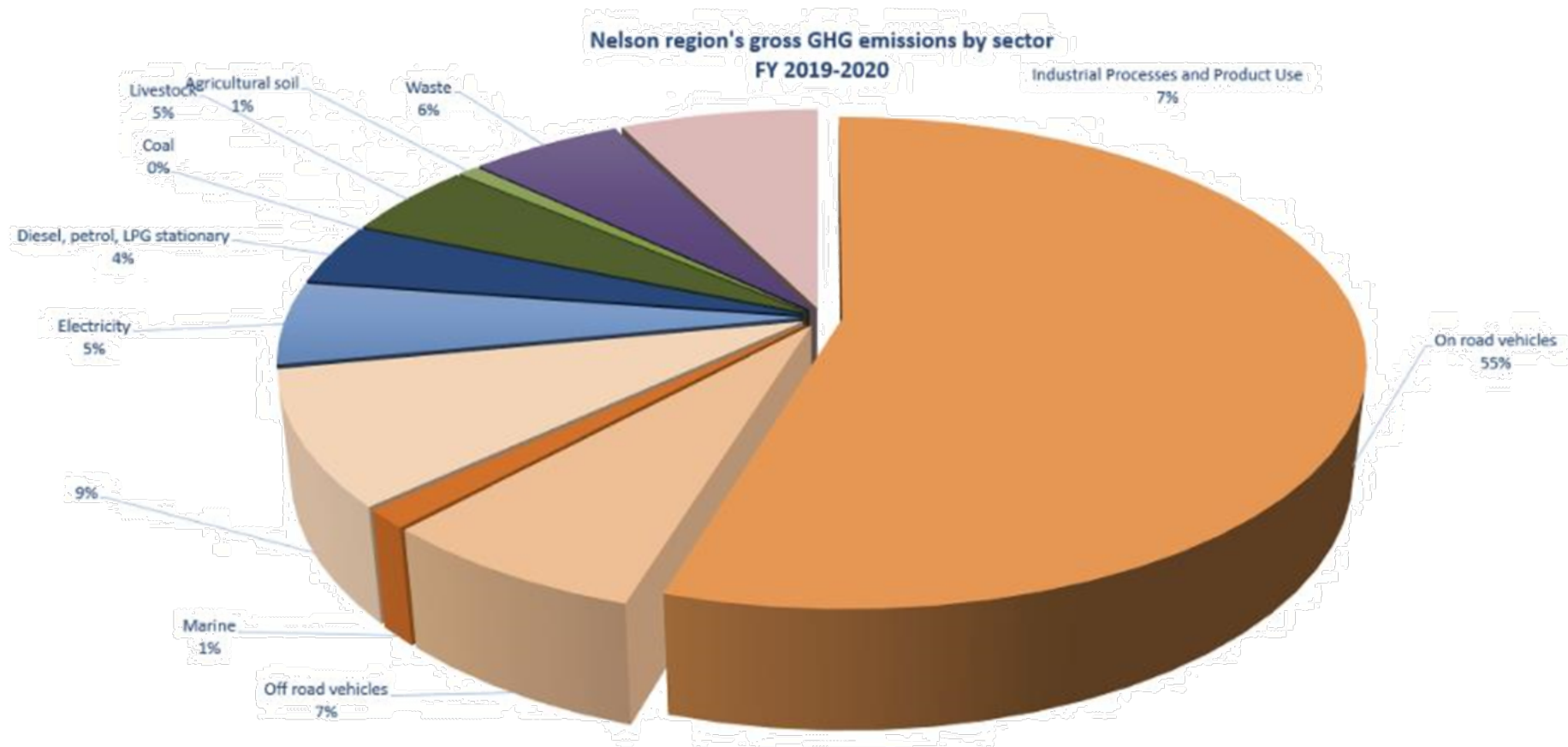
Judicial Review challenging NZTA's approval of the NLTP for failure to give effect to Government Policy

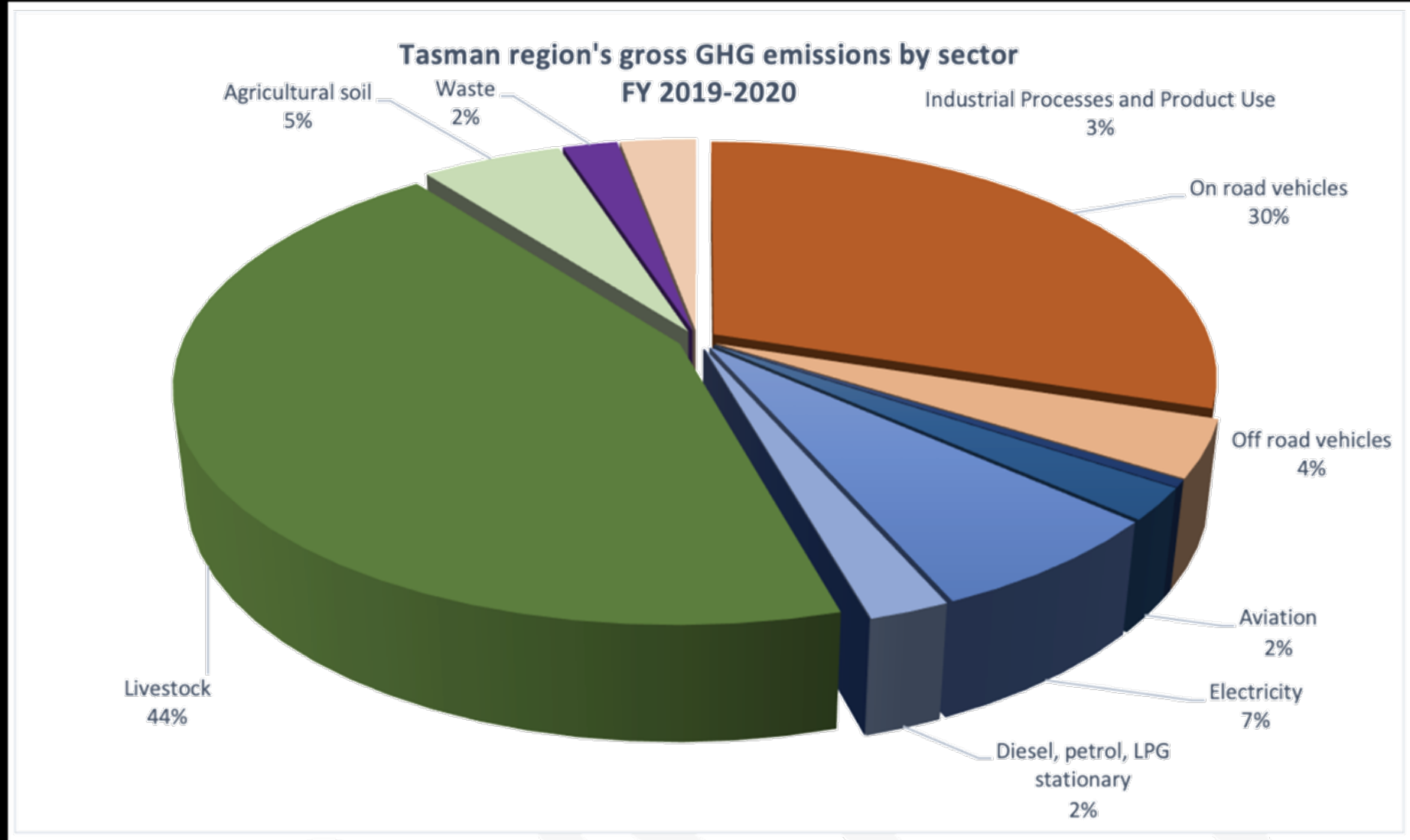
Frustrated by NZ Transport Agency's failure to give effect to the Government's priorities for land transport (GPS 2021) in preparing and approving the National Land Transport Programme for 2021-24, especially in regards to the requirement to reduce greenhouse gas emissions, Movement lodged a [Statement of Claim for Judicial Review](#) in November 2021.

The hearing was held October 3 - 5, 2022 in the Wellington High Court (see key documents below).

The High Court's [decision](#) on 1 March 2023 agreed with position adopted by NZTA and Minister of Transport that the GPS is only a "guide", "phrased in high-level and aspirational language" which is not needed to be given effect to.











NEW ZEALAND / POLITICS

Waka Kotahi too focused on climate, not enough on transport - Christopher Luxon

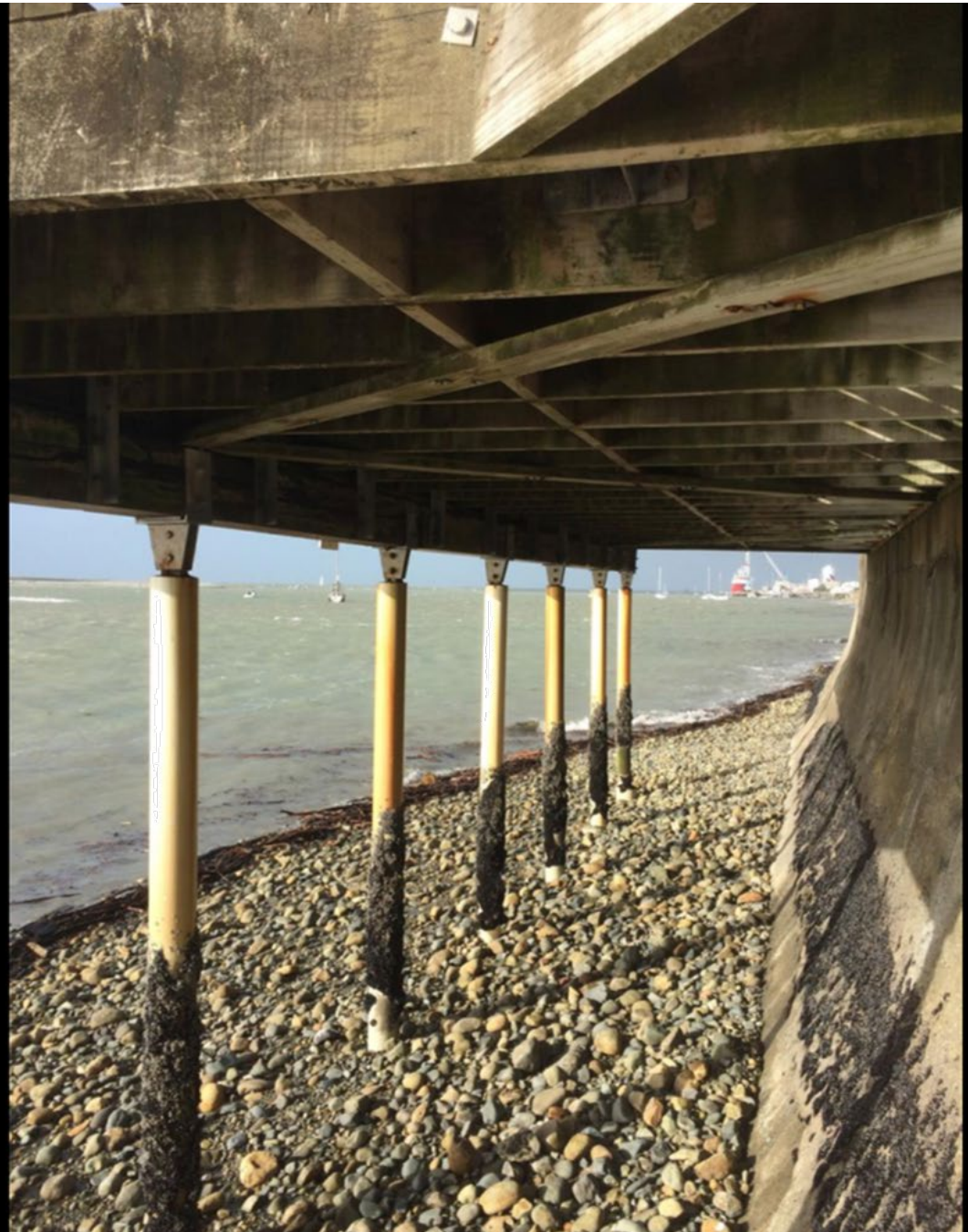
11:23 am on 2 August 2023

Share this     



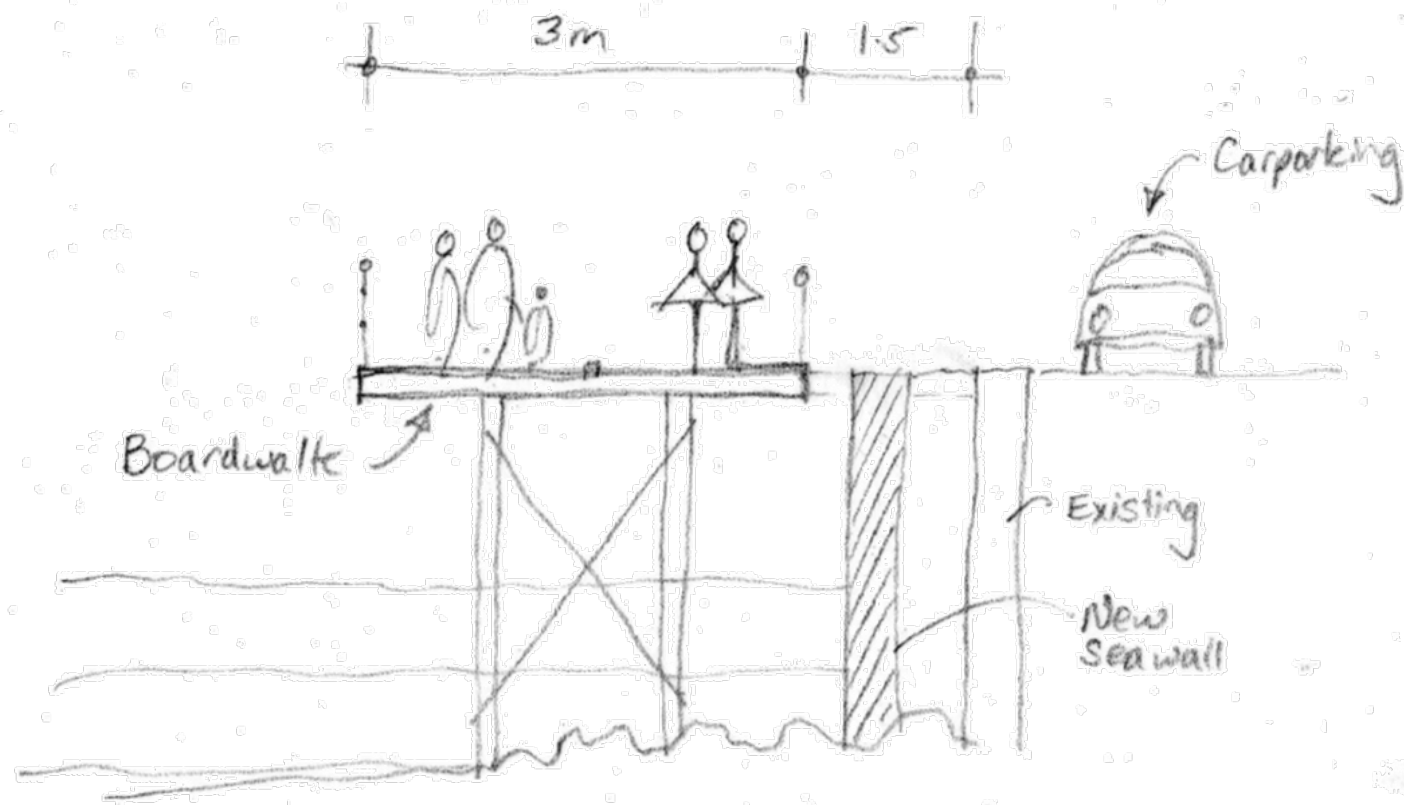


**Underside
of
Fishing Platform**





Topside of Fishing Platform after the cyclones



Rocks Road Boardwalk



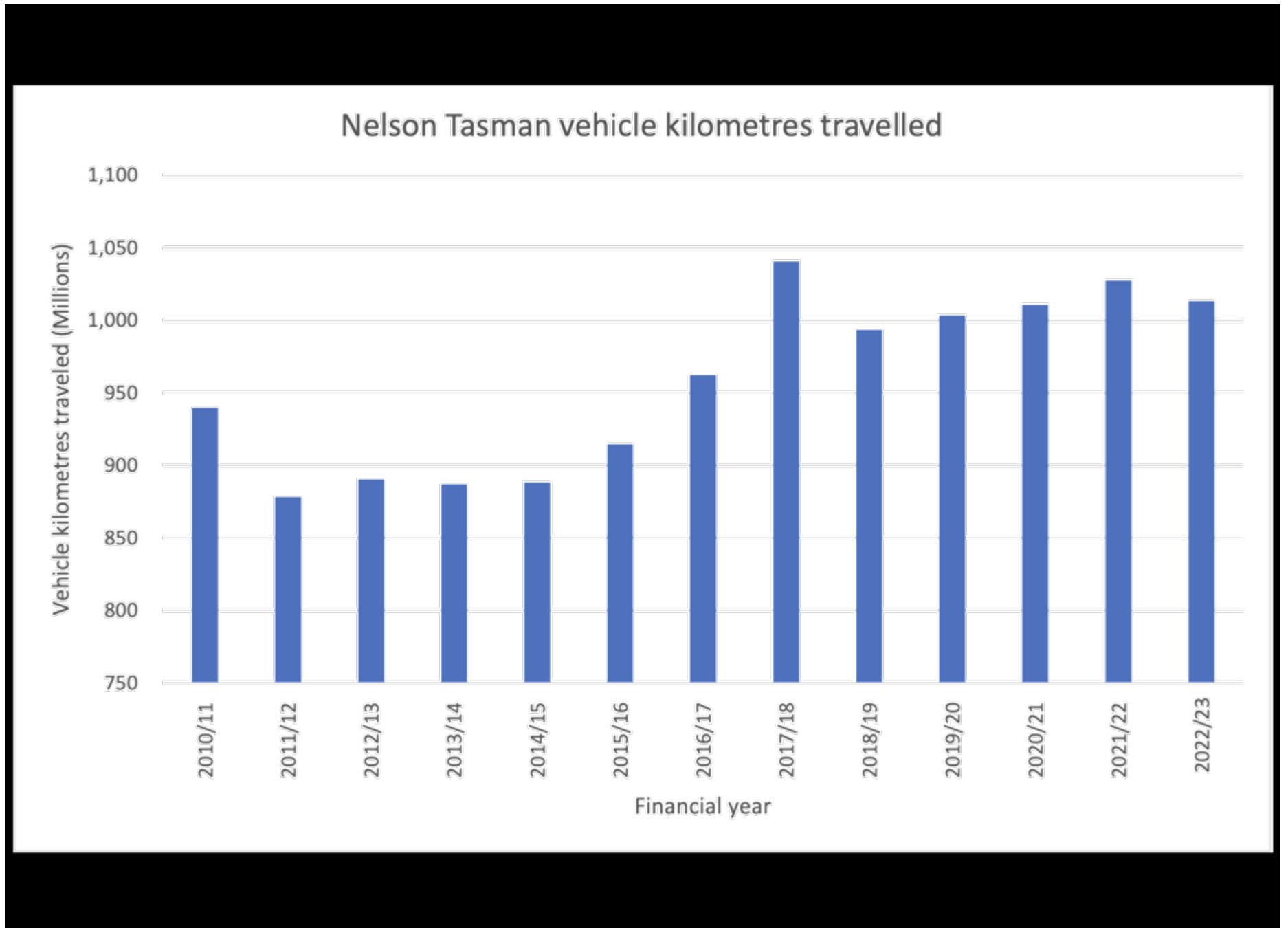
Rocks Road Esplanade Nelsust Proposal

(Esplanade 4m, parking/planterboxes 2m, cycle lane 1.8m, traffic lanes 2 x 3.5m, space 0.2, planter 0.6m, protected cycle path 1.2m, footpath 1.5m)

December 2018







(1 of 2)

Regional Continuous Site

Richmond 3 Bros (Humes)
ID: 00600130 Lanes: Both
Type: Continuous, Single Loop
Heavy vehicles: 12.30%
Count days: 365

AADT

Annual average daily traffic: 20,



[Zoom to](#)

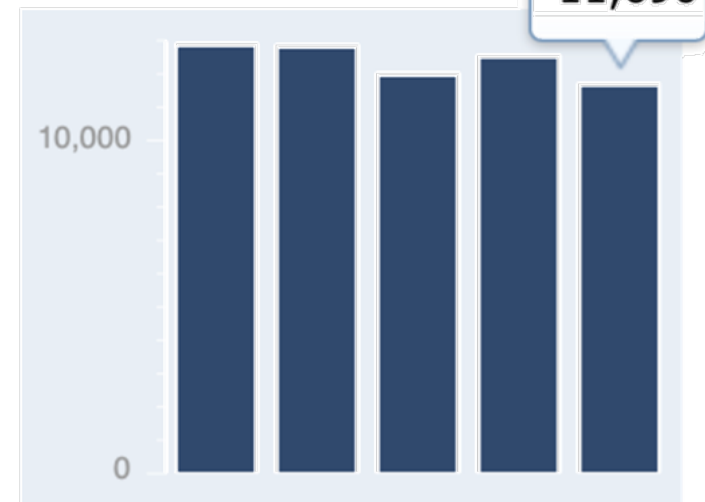
(1 of 5)

STOKE - Telemetry Site 81- SB

ID: 00610122 Lanes: Inc
Type: National, Telemetry
Heavy vehicles: 7.20%
Count days:

AADT

Annual average daily traffic: 11,



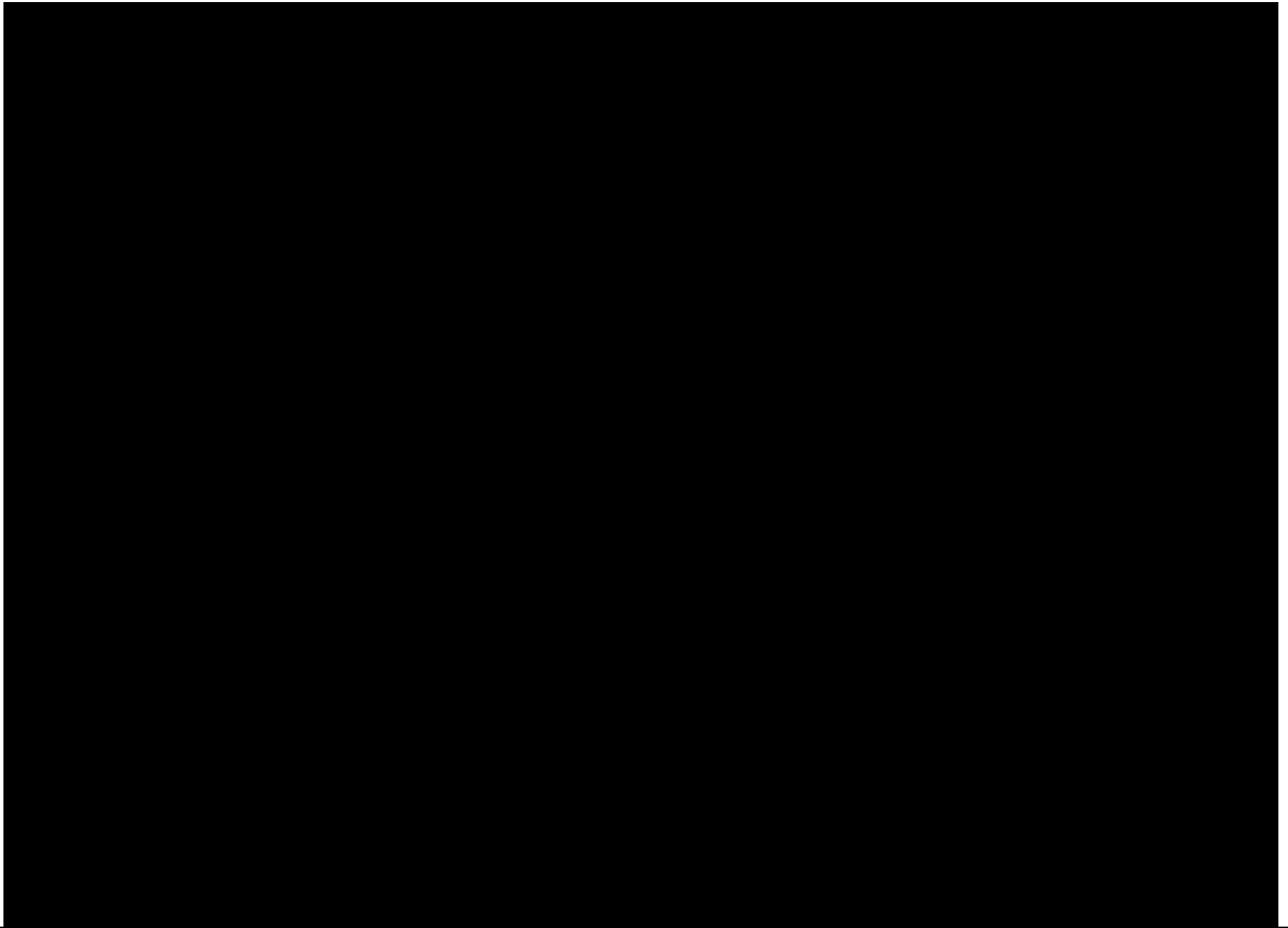
[Zoom to](#)



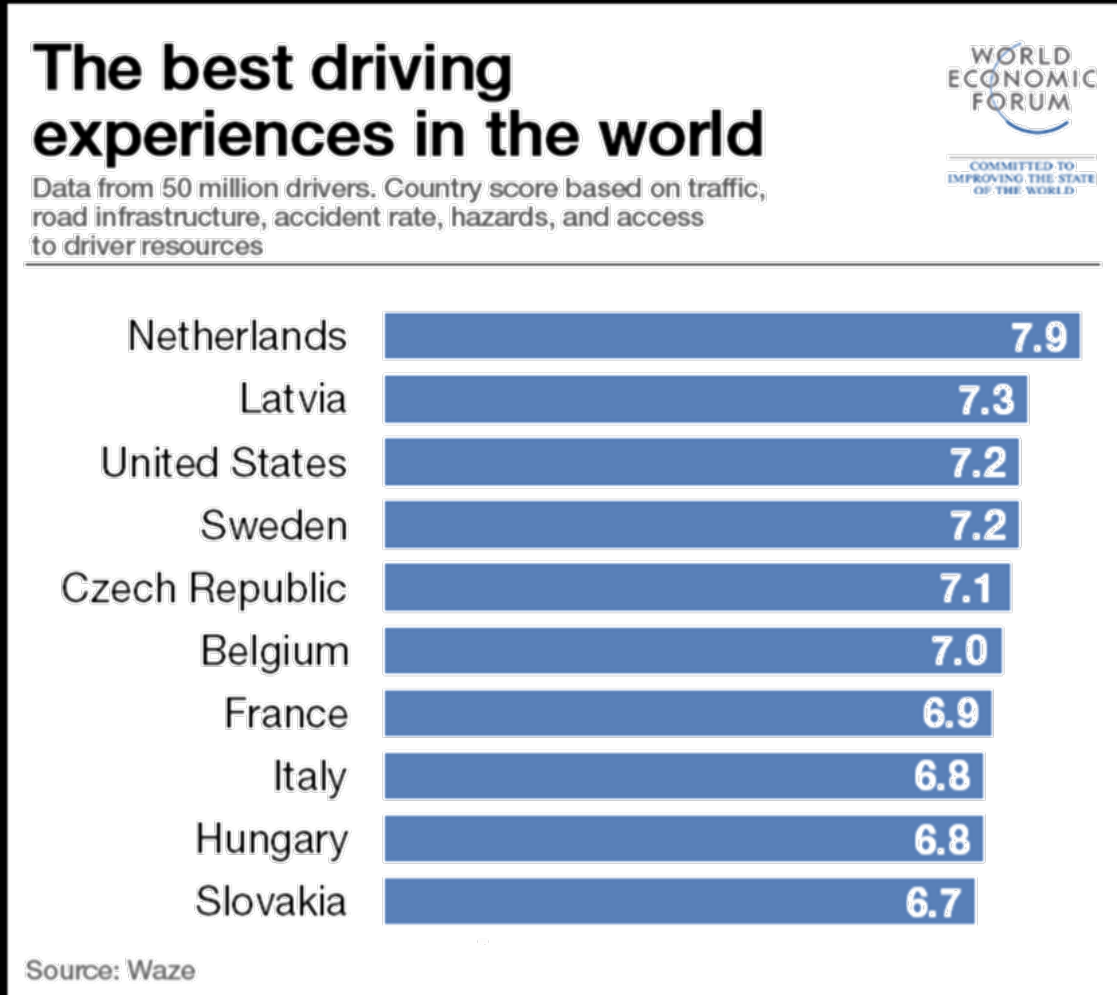
NELSUST

Working for Sustainable Transport Solutions Nelson Region
Nelson Transport Strategy Group Inc. www.nelsust.co.nz



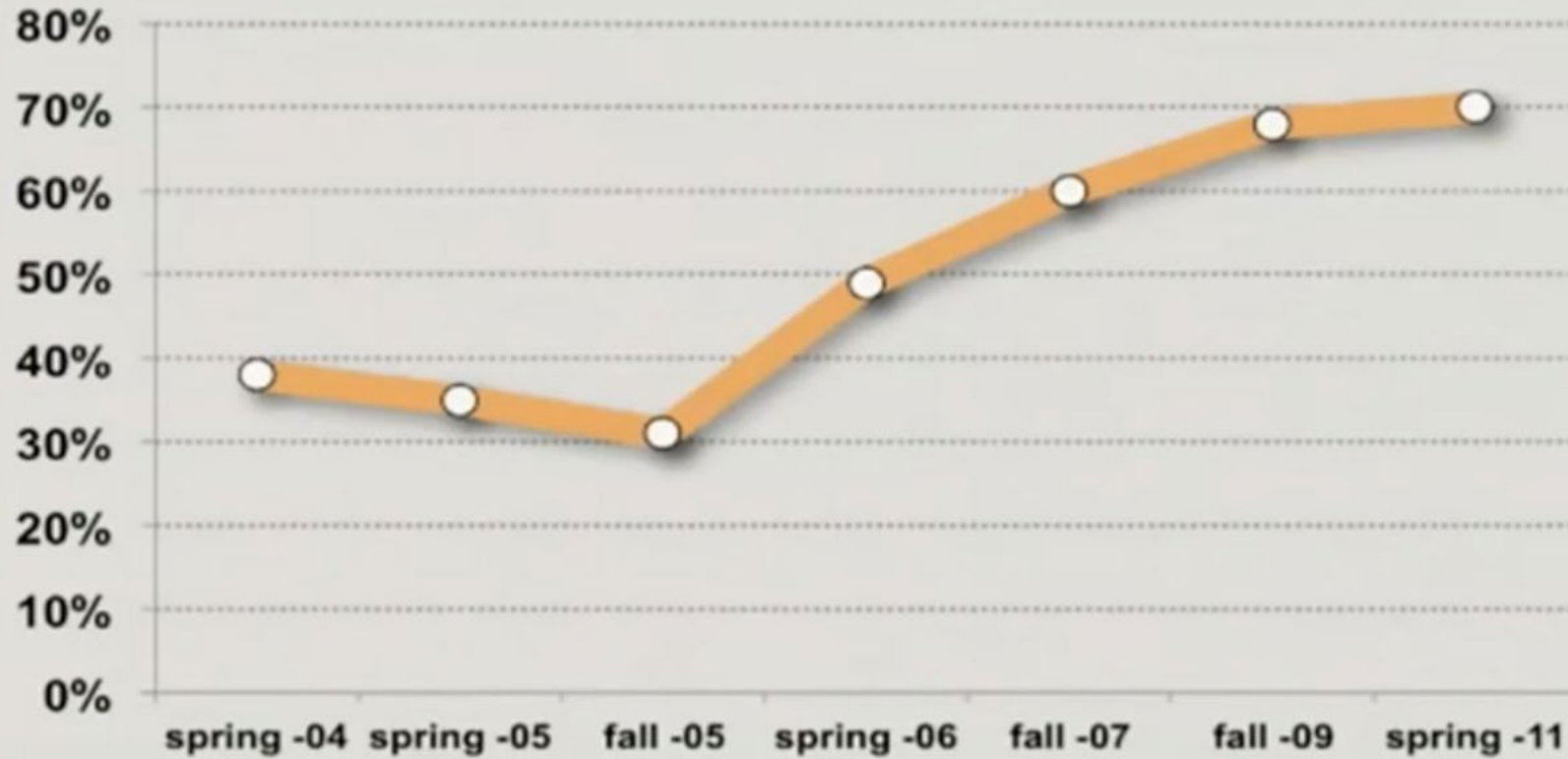


Best place to bike is also the best place to drive





From resistance to support



Seventy percent of the population didn't want this.

Support for Stockholm Congestion Charging – 30% at implementation

Amsterdam
wasn't
always
Amsterdam



1970s and
today

same
location





XX March 2024

Te Manatū Waka Ministry of Transport
Wellington
gps@transport.govt.nz

Tēnā koe

Nelson-Tasman Joint Regional Transport Committee submission on the draft Government Policy Statement on Land Transport 2024

Thank you for the opportunity to submit on the draft Government Policy Statement on Land Transport 2024 (GPS).

Nelson City Council and Tasman District Council (Nelson-Tasman) are adjacent Unitary Councils with a shared transport network. The two Councils recognise this shared network through a Joint Regional Transport Committee. This is a submission from the Joint Nelson Tasman Regional Transport Committee (JNTRTC), acting in their capacity as the Regional Councils.

Please note there may be separate submissions from the two respective Councils.

Overview

The Nelson-Tasman region has a combined population of 113,200. Our economy is principally based on primary production and processing.

Items the JNTRTC support

- Support increased transport funding up 30% from that allocated in GPS 2021.
- Support the increased focus and funding on getting maintenance back to a sustainable level.
- Support Hope bypass as a road of National Significance noting that we would like to be involved in setting the scope to ensure best regional outcomes are achieved. Matters we would like to raise during the scope setting include effects on existing and future multi-modal networks, and alignment with the Nelson-Tasman Future Development Strategy.
- Support resilience being a strategic focus but request clarity around how emergency works are to be funded noting that the draft GPS suggests emergency funding will need to come from maintenance allocations (page 26).
- Commend the move to a 10 year GPS and NLTP approach (noting that this better enables better procurement outcomes, and better alignment with national and local priorities and delivery). However we note that the big swings between emission reduction activities vs roading centric projects which supports unlocking of economic productivity in changing of governments are very challenging for the sector. We support a more bipartisan consensus to encourage the 10 year transport programme having balance.

- We support the Government's view that the current shortcomings of the revenue system need to be addressed as quickly as possible, noting that there is some concern over the ability to avoid RUC payment through manipulating speedometers, the challenge for some to budget for this as a once off payment, and the proposed administration charge which is significant for those living pay day to pay day and unable to pay for a larger distance in advance.

Items the JNTRTC request for change or reconsideration

- Request that SH6 Rocks Road resilience, walking and , cycling and resilience-project be included as a project of longer term-priority with regional significance. Suggest inclusion in the schedule of projects in Appendix B of the GPS.
- Concern about the highly prescriptive nature of the draft GPS as it seems to undermine the autonomy of local councils, and may cause delays to projects that are already planned/consented. For example excluding traffic calming or raised platforms, which are low cost, effective and well-accepted safety solutions near schools and the prescriptive nature of the RONS (4 lane and grade separated) may result in options with better long term value for money not being considered.
- Request that the FAR for Concern about the signals of a reducing FAR for walking and cycling maintenance stay the same, i.e. parity with road maintenance, to enable local government to effectively maintain the significant footpath and cycleway asset class, which could add pressure to council budgets to fund a larger share.
- International research supports safe speeds as one of the four pillars of road safety. Concerned that removal of this pillar is likely to result in more people getting harmed.
- Nelson Tasman have grown public transport patronage close to 100% in the last six months through a combination of reduced fares and improved electric bus service. Increased fares to support an increased farebox recovery may jeopardise patronage and increase congestion. We request clarity on both farebox recovery expectations and how existing long term committed public transport contracts will be funded noting that MoT's Public Transport Operating Model favoured 10 year contracts. Any reduction in funding is of major concern for us as a region.

Yours sincerely,
Joint Nelson Tasman Regional Transport Committee

Stuart Bryant
Chair – Joint Nelson Tasman Regional Transport Committee and Deputy Mayor (TDC)

Nick Smith
Mayor Nelson and Deputy Chair – Joint Nelson Tasman Regional Transport Committee