MARLBOROUGH DISTRICT COUNCIL

Connecting the Top of the South

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

Marlborough District Council, Nelson City Council and Tasman District Council

Record of Amendments

Amendment number	Description of change	Effective date	Updated by

Foreword

Marlborough has 1527 km of local road and 259 km of state highway. Land transport is fundamental to our community, be it by foot, car, bicycle, motorbike, truck, bus, horse, wheelchair, scooter or push-chair. It enables and enhances access to employment, education, recreation and services, as well as the movement of freight. The social and economic well-being of our people is dependent on an efficient and effective roading network and ongoing transport planning. If the Marlborough District is to continue to grow and prosper we need to rely on a safe and efficient transport network that provides value for money.

The Marlborough Regional Land Transport Plan (the Plan) is a critical document for the Marlborough District as it underpins all of the District's road network and transportation planning and investment priorities over the next six years. The Plan is expected to be reviewed every three years. From a statutory perspective, the Plan meets the requirements of the Land Transport Management Act 2003 and contributes to be consistent with the overall aim of the Act.

On a national perspective, the Plan has been developed taking into account the objectives of the Government's Policy Statement on Land Transport, the National Land Transport Programme and the National Energy Efficiency and Conservation Strategy.

For the first time, a "Top of the South" perspective looking at the needs for transport in partnership with our neighbouring councils, Tasman District and Nelson City has been considered and adds value to the respective Regional Land Transport Plans.

The Plan has been reviewed and developed over a time of significant change. The Government's priority for its investment in land transport is focused on increasing economic productivity and growth, road safety and value for money. The aim of the Marlborough Regional Transport Committee is to balance economic, social, environmental and sustainability considerations in the Plan. The Plan provides a balanced vision for land transport in Marlborough and the Top of the South for the future.

The Transport Agency's "one network road classification" system will assist with future investments in roading infrastructure. Especially on our local roads limited new capital investment is proposed on local roads however improvements are signalled for the higher volume state highway network and SH1 in particular. This Plan cements a sound basis for future investment decisions in our network.

Finally, our thanks go to all those who have had input into the development of the Plan. The effort and enthusiasm shown by all three Top of the South councils has resulted in an inclusive Regional Land Transport Plan to improve our community.

Cllr Terry Sloan
Chairman
Marlborough Regional Transport Committee

Executive Summary

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 our community with an efficient, safe and resilient road network.

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 road network as there is little alternative especially for Nelson and Tasman, so the need for resilience and reliability along key journey routes is of vital importance. The significant projects that are identified consider these key issues and have been agreed by the three councils as important to the economic growth of our community.

In developing this plan, we've drawn on the Top of the South aspirations and aligned them with the national outcomes that are outlined in the Government's Policy Statement on land transport. The final document will be included in the Transport Agency's National Land Transport Programme 2015–18.

The 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 growing, the Tasman District especially. 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.

Section F outlines the specific issues that each of the three councils face in their region and how they intend to deal with these issues. Each council has developed their own programme of forward works for the next ten years. This plan also includes the New Zealand Transport Agency's State Highway programme to provide the complete picture of the works planned over the next six years in the Marlborough District.

There is a continued focus on the journey, enabling people and freight to travel safely and efficiently. Safety remains at the forefront, with our commitment to *Safer Journeys, New Zealand's road safety strategy 2010–2020*, making our state highways and local networks increasingly free of death and serious injury.

Marlborough District Council has made smart investments in its roads over the last few years. This good investment is optimising our spend on roads and still providing acceptable levels of service.

The Plan provides a value for money approach to manage the Marlborough Network.

Consultation on the Draft Marlborough Regional Transport Plan commences on 18 December 2014. The consultation period will close at 4.30 pm on12 February 2015.

The Plan is available for viewing on the Council's website at http://www.marlborough.govt.nz and during normal office hours at the Marlborough District Council offices:

- 15 Seymour Street, Blenheim
- 67 High Street, Picton
- 33 Arthur Street, Blenheim (Library)

Please post to:

Submissions on Marlborough Regional Land Transport Plan 2015-2021

Marlborough District Council
P. O. Box 443
Blenheim 7201

Or deliver to the Marlborough District Council office; or email to mdc@marlborough.govt.nz. Submission forms are available on the Council's website.

Contents

Record of amendment 1

Foreword 2

Executive Summary 4

Glossary of Terms 8

Part A – Introduction and Purpose 9

Part B – Government Policy Statement and the RLTP 10

Relationships between Land Transport Documents 10

The Draft Government Policy Statement on Land Transport 2015/16-2024/25 10

The National Land Transport Fund and Programme 11

Regional Land Transport Plans 11

Part C – Top of the South Setting 12

Introduction 12

Transport Network 19

Part D – Agreed Top of the South Objectives 26

Top of the South significant activities to be funded from sources other than the National Land Transport Fund 26

Table 2 – Significant activities not funded by the NLTF. 26

Objectives, Policies and Measures 26

Table 3. Draft GPS objectives and the agreed Top of the South objectives, policies and measures of success 26

Part E – Top of the South Significant Activities 28

Table 4. Agreed Top of the South significant activities 28

Part F – Marlborough District Council's Regional Land Transport Plan 32

(1) Introduction 32

(2) Table 5 – Community Outcomes and Transportation 33

Key Issues for Marlborough District 34

(3) Objectives, Policies and Measures 35

Table 6. GPS and Tasman District Council's Objectives 36

Table 7. Marlborough's Policies and Measures 37

(4) Detailed Programme 44

Table 8. Activities proposed within Tasman District – NZTA 45

Table 9. Maintenance, Operations and Renewal Activities proposed within Tasman District 47

Part G – Public Transport Plan 54

Appendices 69

Appendix 1 - Legislative Context 70

Appendix 2 - Significance Policy 73

Appendix 3 – Monitoring and Performance Measures 74

Appendix 4 – Assessment and prioritisation 79
Appendix 5 – Significant Projects Description 80
Appendix 6 – Alternative Objectives 90
Appendix 7 - Relationship with Police Activities 92
Appendix 8 - Consultation 93
Appendix 9 - Marlborough District Council 10 Year Forecast by Activity Class 2015-18 …….. ...94

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 2015/16 – 2024/25

HPMV means high productivity motor vehicle(s)

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

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.

NLTP – National Land Transport Programme

NLTF – National Land Transport Fund

NZTA - New Zealand Transport Agency

ONRC – One Network Road Classification - this is NZTA's unified national method of classifying roads

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.

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.

Part A – Introduction and Purpose

This document sets out the forward works programme, maintenance and operations and other land transport activities that form part of the funding submission to the Transport Agency and the National Land Transport Fund. It is also our Statement of Proposal as required under the Local Government Act 2002 Special Consultative Procedure.

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 New Zealand Transport Agency (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

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 2015 to 2018 NLTP.

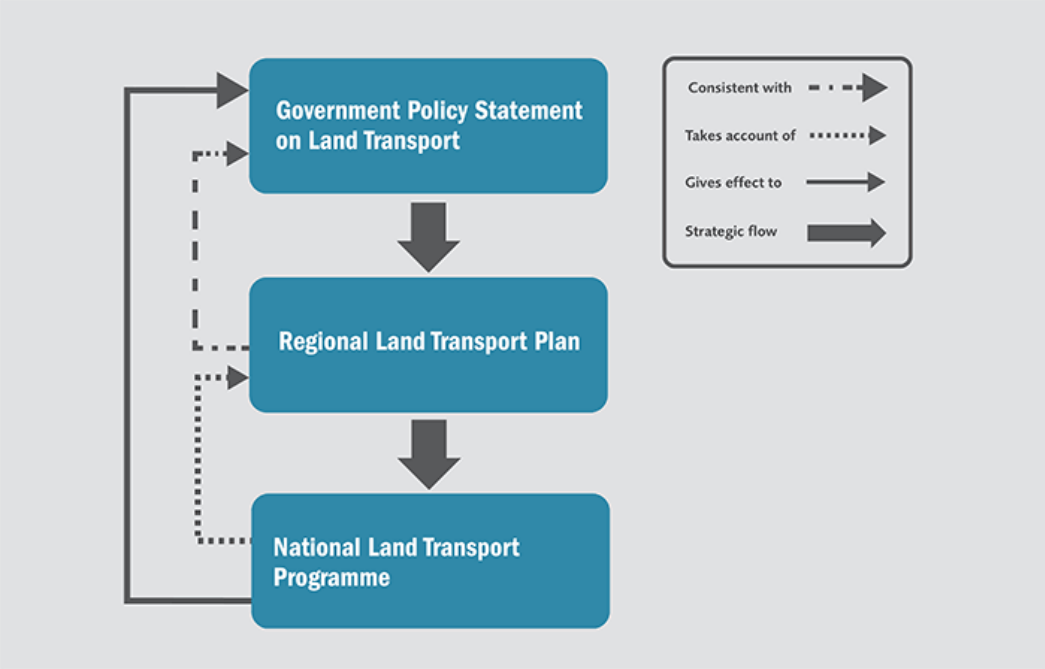


Figure 1 – Statutory Relationship between the RLTP, the NLTP and the GPS.

The Draft 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 2015) on 15 June 2014 which includes:

- national objectives for land transport;
- the results the Government wishes to achieve from allocation of the 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 Draft GPS 2015 proposes to continue the three key priorities from the 2012 GPS. These, along with the proposed long term results from these priorities, are shown in **Table 1**. The government is expected to finalise the GPS by December 2014.

Table 1: Results sought from land transport investment

GPS 2015 Priority	Associated long term results
Economic growth and productivity	Support economic growth and productivity through provision of better access to markets, employment and business areas Support economic growth of regional New Zealand through provision of better access to markets Enable access to social and economic opportunities, particularly for people with limited access to a private vehicle Improved network resilience and reliability at the most critical points
Road safety	Reduction in deaths and serious injuries at reasonable cost Increased safe cycling through extension of the cycle networks
Value for money	Delivery of the right infrastructure and services to the right level at the best cost Improved returns from road maintenance Improved returns from public transport On-road enforcement of the road user charges regime at reasonable cost Understand the costs associated with environmental mitigation

The National Land Transport Programme

The NLTP for 2015 to 2018 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 1 July 2015.

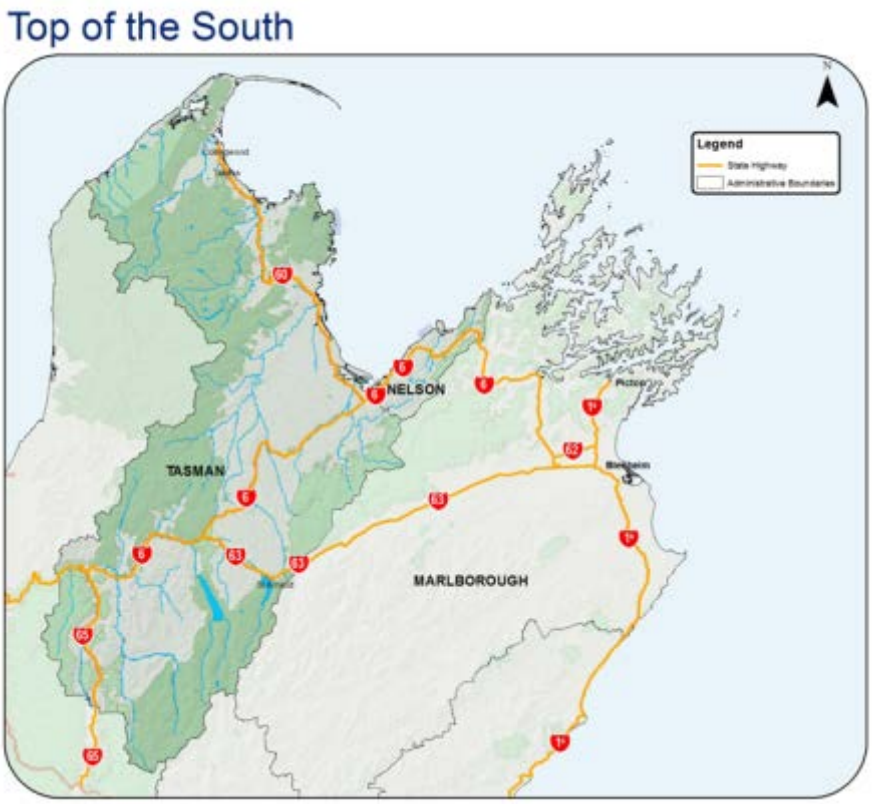
Regional Land Transport Plan

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 Final RLTP is submitted to the Transport Agency approved by 30 April 2015 once it is approved by the council. The Top of the South Councils have agreed to work together and provide a coordinated RLTP. Once published on 1 July 2015, the Final RLTP 2015 to 2021 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 Setting

Introduction

The Top of the South includes Marlborough, Nelson and Tasman along with its road partner, the Transport Agency, and will collectively deliver a land transport system that enables economic growth, accessibility and resilience to all road users. The areas the Top of the South include as shown in **Map 1**.



Map 1. Top of the South

As shown, 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 with respect to the roading network.

Marlborough

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

As of the March 2013 Census, the normally 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 geared for tourism.

Port Marlborough, in the Marlborough Sounds, is the main portal for freight and tourists travelling between the North and South Islands. The national rail network generally runs parallel with SH1 through Marlborough with important connections to the road network at Picton and Spring Creek.

A fifth of Marlborough District's workforce is employed in the primary sector. However, over the last decade the Marlborough District has successfully converted most of the land formerly dedicated to cropping and stone fruit orchards into viticulture so that it is now New Zealand's largest grape growing region producing 77% of New Zealand's total wine production.

Nelson

Nelson City is the smallest 'region' in New Zealand (by population and 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 usually resident population at the 2013 Census was 46,437.

Although it is small, 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 has developed economic activity in diverse sectors as well as some specialisations. It 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. In 2013 Google named Nelson as one of the top five most internet –savvy cities saying the town is full of businesses making the best use of the internet, social media and online marketing.

Nelson is well known for its thriving local arts and crafts scene. Each year the city hosts many events popular with locals and tourists alike.

Tourism in Top of the South is driven by its natural beauty and great climate and supported by a premier food and beverage establishments and shopping opportunities 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 normally 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 an estimated 14,036 residents. Motueka is the next largest town, with an estimated 6,590 residents in 2011.

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.

The national parks, forests and reserves offer:

- Beautiful sandy beaches and coastal areas,
- Mountain ranges,
- Scenic alpine lakes,
- Rugged rivers, and
- Environmental protection and enhancement.

The District is famous for its wonderful lifestyle and the outdoor adventure and tourism activities, particularly in the national parks and rivers, in Motueka, Golden Bay and around the Murchison area.

The District enjoys a pleasant sunny climate year round, which makes it ideal to enjoy the wonderful lifestyle and natural areas available to residents and visitors. Its unique micro climate ensures in excess of 2,450 hours of sunshine annually. Average maximum temperatures in summer are between 21^{o}C and 22^{o}C. Night minimums are between 12^{o}C and 13^{o}C.

Arts and culture are prominent in the area. The District is home to a number of artists and crafts people, and has an arts and crafts trail.

Trail riding in 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 around three percent of New Zealand's gross domestic product (GDP). The Top of the South has the highest reliance on primary industry in New Zealand. The Tasman and Marlborough districts are highly export focused and rely on factories and manufacturing in both Nelson and Tasman for export. The exports are predominantly distributed via Port Nelson, Port Marlborough, Nelson Airport and Marlborough Airport.

Regional economies are affected by common national trends, and while there are differences, there are also dense economic connections between regions. Because regions can have complementary and competing specialisations, what happens in one region can affect another.

Analysis by the New Zealand Institute of Economic Research (2014) shows there are three broad types of regional economies:

- two distinctively urban economies: Auckland and Wellington that have complex economies and very high human capital;
- three distinctively resource-based economies: Taranaki, Upper South Island and Southland, with concentrated exposures to natural commodities and international commodity prices; and
- remaining regions that are driven by common national factors.

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

- horticulture
- forestry
- seafood
- pastoral farming, and
- tourism

Three other significant export sectors contributing to the regional economy are engineering, information communications technology and aviation.

Annual growth in Nelson-Tasman regional GDP per capita in 2013 was 4.2% compared with the national average of 2%. In Marlborough, annual growth was 0.8% in 2012, but it had been significantly higher (3.2%) in the ten years previously.

Nelson City and Tasman District have one of the highest export road freight levels in New Zealand per capita. Approximately 30% of Nelson-Tasman's GDP is generated from bulk commodity production. Road transport is the only means of getting export products to the port or airport as there is no regional rail network.

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 2012, horticulture alone contributed to more than 12% of the regional GDP in Nelson-Tasman. It provided over 10% of the region's employment. In Marlborough, this figure was 2.6%. New Zealand's largest grape producing region is Tasman-Marlborough. In 2013, there were 145 wineries in Marlborough and 55 in Tasman out of a total 692 in New Zealand (29%). The movement of horticultural products and grapes contributes to 15% of Tasman's economy and 14% of Marlborough's. Produce is predominantly transported around the Top of the South by road.

Awatere Valley, Blenheim

The main horticulture clusters include pipfruit, kiwifruit, berryfruit, wine growing and craft beer (hops). Regional issues that the horticulture and viticulture industries face include an efficient route to Port Nelson. In 2013, over 288,000 tonnes of fruit were exported from Port Nelson. Transporting that amount of fruit to both packhouses, coolstores and to the Port requires an efficient and reliable road network. Seasonality of the industry is a major factor with respect to the road network. Peak horticultural freight movements around the Top of the South occur in the autumn. It is especially important at this time of the year that the network is at its most efficient and resilient.

Forestry

As at 1 April 2013 there were a total of 170,171 hectares in Nelson, Tasman and Marlborough (9% of New Zealand's forest plantations).

The Top of the South region is home to a mature but innovative forestry cluster that contributed 11% ($430 million) to the region's GDP in 2012. In the past ten years, forestry has steadily increased its GDP contribution, as a result of increased technology, consolidation and other productivity improvements.

The wood harvested in the Top of the South flows through to local saw mills, 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. The Top of the South Councils are working with the forestry industry to increase the number of approved routes for log trucks.

Export logs and wood products are transported by road to the closest port. Annually, up to three million tonnes are exported from Port Nelson and one million 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.

Logging truck

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. In 2012, it contributed $293 million or 7.6% of the region's GDP. 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 24.9% of the national seafood employment and 29.9% of the national seafood GDP.

Sealord and Talley's Group Ltd are both based in the region. Sealord are based at Port Nelson, while Talley's are based at Port Motueka, Tasman, however, its 4,500 tonne cold-store facility is based at Port Nelson.

Talley's, Port Motueka

In 2012, the Nelson-Tasman region had 93 fishing associated businesses and 10 seafood processing business units. Mussel farming is an increasing business opportunity for the region that will provide employment, capital investment and increased regional GDP.

Salmon farming is becoming increasingly significant for Marlborough as farms are predominantly located in the Marlborough Sounds. New Zealand King Salmon produces 70% of New Zealand's salmon, of which 50% is exported. 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 55% of the world's farmed king salmon. There are four purpose-built processing facilities in Nelson.

Additionally, 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.

As with other primary produce, a resilient, reliable and efficient road network is important to the future of seafood and its economic significance to the Top of the South in terms of GDP and employment.

Pastoral Farming

The pastoral farming cluster includes sheep, beef, dairy, pig, deer and others such as beekeeping. It also includes processing, manufacturing and services, such as wool harvesting, road transport, farm equipment sales and servicing. All these services rely on the road network. In 2012, the farming cluster business contributed $146 million (4%) to Nelson-Tasman's GDP. In Marlborough, the farming cluster business contributed approximately $268 million (19%) of their GDP.

Forty four percent of farming GDP for the Top of the South comes from dairy production. The flow on effect to processing and manufacturing of dairy products on the region's road network is significant. The milk produced on farms in Tasman goes to Fonterra's milk powder plants in Takaka and Brightwater for processing and is then exported via Port Nelson.

Dairy farming

Alliance (meat producer and exporter co-operative) has a meat plant in Nelson who takes sheep from the Top of the South down to Amberley in Canterbury, and from the North Island when required. The main export markets are the UK and China. The road network is crucial to this operation. Having a road network, (especially SH6 with its links to the key pastoral farming areas in Tasman and Marlborough, and the two ports) that is efficient and reliable is important to the Top of the South's regional economy.

Tourism

Tourism in the region has developed from the spectacular natural environment that we need to protect. Tourism activities in the Top of the South are diverse. Seasonality is an issue, with a summer peak of tourists that are typically 'self-drive'. There are increasing numbers of visitors in recent times during the winter.

Tourism is a major growth industry in the Top of the South for all three councils. 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 skifield are on the boundary between Tasman and Marlborough.

The region is fast becoming known for its cycleways and mountain biking. The further development of Tasman's Great Taste Trail and the Queen Charlotte Cycling Track in Marlborough will enhance the Top of the South's reputation as a premier cycling destination. Nelson and, to a lesser extent, Marlborough Airport provide a vital gateway to the Top of the South as does Picton ferry and the State Highway links to Canterbury and the West Coast.

Queen Charlotte Cycle Track

The key journey routes that are mentioned in the Transport Network section are very important as they are a direct route to the areas that are significant to tourism. The adverse weather event in December 2011, showed how reliant the region is on these key journey routes for tourism. For example, the road to Totoranui suffered many slips in December 2011 which closed road access into the Abel Tasman National Park from Golden Bay. The road as a special purpose road is of great economic significance to the Nelson-Tasman region and its reliability and resilience is important to tourism and the economic growth of the region.

Kaiteriteri

Aviation

The Top of the South is home to Air Nelson, HNZ Global and the Defence facility at Marlborough Airport. Aviation makes a considerable contribution to the Top of the South's economy, with a combined contribution to the Top of the South's GDP of $98 million in 2012.

Nelson Airport is the fourth busiest airport in New Zealand and the busiest regional airport in the country, in terms of scheduled flights.

The aviation industry supports the five key export drivers including tourism, recreational and business travel. Both airports are served by SH6 and the adjoining local road network which are identified as key journey routes.

Marlborough also is home of the Aviation Heritage Centre, attracting national and international visitors.

Transport Network

Key Journey Routes

There are approximately 900 trucks per day travelling on SH1 through Spring Creek in Marlborough. Spring Creek is the rail head for Nelson/Tasman and operates as a freight hub. Access to Port Nelson and the Nelson airport are from SH6. Approximately 650 trucks access Port Nelson each day, which can increase by 50% during the peak log harvest. Of these 650 trucks, over half are log related including logs from Marlborough Forests These trucks travel along what are known as key journey routes.

Port Nelson

Throughout the Top of the South region there are a number of key journey routes. These are at various levels of the One Network Road Classification (ONRC) such as a regional route, an arterial route or an access route. However, they all remain important for the economic growth and benefit of the region and for that purpose they are described as a key journey routes.

The key journey routes may be related to freight, commuter traffic, and tourism or as a lifeline route. Many of our key journey routes have multiple functions, such as Waimea Road in Nelson. Waimea Road is a key commuter route into the city centre, a lifeline route as it serves as an access point to the hospital and is a back up route to SH6 Rocks Road in the event of an emergency.

The main key journey routes in the Top of the South are:

- SH1 Picton to Christchurch
- SH6/SH62 Blenheim to Nelson
- SH6 Nelson to Richmond
- SH6 Richmond to Canterbury/West Coast
- SH6/SH60 Richmond to Golden Bay.

The main key journey routes provide access to the respective Top of the South centres and also to Port Nelson, Port Marlborough and Nelson and Blenheim airports. With the greatest reliance on the primary industries of any region in the country, the ports are extremely important to the economic development of the region as they provide the ability for primary production to be exported. As detailed in the previous paragraphs, the freight tonnage exported from the two ports is considerable.

Resilience

Resilience is the ability of the network to withstand or recover quickly after a disruption such as a storm, crash or emergency.

On these occasions there may be a need for an available alternative route. This issue can be measured by the number of journeys impacted by an unplanned event or the number of journeys not made by an unplanned event as there is no viable alternative.

It is the desire of the Top of the South councils to have a resilient network. For Marlborough and Tasman in particular, the majority of the network is rural. The need for a robust current route or a viable alternative is imperative. For Nelson, increasing the resilience of the network also includes maximising the existing network by encouraging the community to shift to more sustainable ways of moving through the city, be that by bus, walking or cycling.

SH6 is an important route through Nelson for both Marlborough and Tasman. It provides the link to and from Marlborough and is Nelson and Tasman's link to the south to the West Coast and Christchurch. If something happened to this network due to an unplanned event, the majority of the region is isolated in terms of land transport.

Marlborough does have a rail network but it is in the same corridor as SH1. In reality, in the event of an emergency, the rail network is more likely to fail before the road network.

Attention is already being paid to SH1 Opawa River Bridge and SH1 Wairau River Bridge through the Government's Future Investment Fund. However, Weld Pass, which has a significant amount of freight crossing over it on a daily basis travelling between Picton and Christchurch, has significant issues which need addressing in terms of resilience.

The Top of the South has experienced significant adverse events over the last three years. Tasman, Nelson and Marlborough have suffered from at least two storm events which have disrupted the network and affected the movement of primary produce around the region. In Golden Bay, SH60's Bird Hill collapsed in the storm event of December 2011. Beyond that point, a considerable area is taken up with dairy farming. SH60 is the only route in and out of this area and the impact of the road collapse on the region was considerable. If SH60 on Takaka Hill was to experience an unplanned event, Golden Bay would effectively be cut off, as this is the only land transport route in and out of the area. Similarly, Easter 2014 SH60 was flooded and there was no access to Golden Bay past Upper Takaka.

Rocks Road (SH6), in Nelson, also suffered from numerous slips during the December 2011 storm event. The road remained closed for almost a week. The road then remained single lane in places for an even longer period of time. Rocks Road is the primary route to Port Nelson from the south. There was a high level of disruption and reduced efficiency on the alternative routes. In December 2012, both SH6 and the alternative route, Main Road Stoke, were both closed due to a chemical leak at the Alliance freezing works. This closure cut of all road connections between Nelson and Tasman.

The Seddon Earthquake has been a reminder that the Top of the South is vulnerable to a major seismic event. Seismic capability will continue to be reviewed along key journey routes.

Forestry, horticulture, seafood and pastoral farming are the four most significant primary industries in the Top of the South. The products from these industries (mentioned in the section on economic drivers) are

transported out of the region through Nelson airport, Port Nelson or Port Marlborough. With this high reliance on primary production and a lower reliance on business and social services compared to the New Zealand average, the Top of the South's road network needs to be resilient during unplanned events whether it is Takaka Hill, Motueka Bridge, Rocks Road, the Whangamoa, Hope Saddle or Weld Pass.

Weld Pass SH1 South

Reliability

Reliability relates to the consistency of travel times that road users can expect on a journey.

The Top of the South Councils wish to minimise disruptions to customers through controlling planned activities that have more than a minor effect on required flow capacity to off peak and low flow periods on key journey routes. Customers can expect to be well informed through our usual communication systems of expected delays so that they are able to make informed decisions regarding their journey and the time they allow for that journey.

The Top of the South region's key journey routes are important for the movement of freight as well as commuters in the urban areas, so a consistent journey in terms of time and amenity is important. This is especially so when considering the economic growth of the region and the forecast growth in freight of 2% per annum every year for the next 30 years.

A large number of overseas and domestic 'self-driver' tourists travel to and through the Top of the South, so the need for a consistent and readable journey that is comparable with other tourist routes around New Zealand is important.

Many of the projects listed in **Table 4** in the RLTP acknowledge the increasing likelihood of our key journey routes becoming less reliable. This would be detrimental to the economic stability and growth of the Top of the South. In particular, the activities requiring key journey routes to and from Port Nelson and Port Marlborough identify that they need to be reliable if the region is to continue growing economically, noting in particular our reliance on primary industries and on the road network.

Value for Money and Future Accessibility

One of the Government's objectives for the land transport system is to have a network that addresses current and future demands. This is especially important to the Top of the South councils.

Our aim is to have a transportation network that is managed so that changes to normal travel time patterns are communicated effectively. The Top of the South councils also aim to have a transportation network that

is maintained cost effectively and at an optimum level. Maintenance is planned to provide proactive intervention procedures for regular events such as snowfall, ice and heavy rain. The vulnerable areas will have already been identified by the Top of the South councils. It is expected that our road corridors provide an environment that is clean, comfortable, convenient and secure for all road users. It is also expected that we will manage the impact of activities and demand on our network across the Top of the South.

There are a number of areas within the Top of the South's network where efficiency is reduced by unplanned events and/or congestion at peak travel times during the day or the year e.g. harvesting time in the pipfruit industry or summer tourism peaks. This affects the movement of freight and people around the region and getting primary produce to our ports and airports.

Over the last decade, Nelson has proactively worked towards implementing travel demand policies centring on walking, cycling and the provision of public transport. These factors are very much in the forefront of their transportation asset management plan. Marlborough and Tasman both support these policies as well supporting the wish to have an efficient route through Nelson and to its Port. Forestry production in particular is increasing and sawmills are expecting to double production in the next four to five years. These products will be transported out of the region through the two ports.

The rapid growth of viticulture in the Marlborough District has seen in excess of 75% of New Zealand's grape production located here. Effects on the land transport system from this growth includes an increase in road freight, an increase in the amount of slow and oversized farm vehicles on the road and a change in settlement patterns with vineyard workers seeking accommodation close to the vineyards. Additionally, Tasman District Council is due to commence consultation on the proposed Waimea Community Dam, which has the potential to see intensified land use and primary production on the Waimea Plains, as well as enabling further population growth in the Richmond area.

The 50 MAX vehicles have recently been introduced to allow more freight to be carried on fewer trucks on the local road network. 50 MAX High Productivity Motor Vehicles (HPMV) are trucks that are slightly longer and heavier than the standard 44 tonne vehicles. The modified design means that these trucks can carry more, but they perform on the road in the same way as a standard 44 tonne truck. The introduction of 50 MAX will allow more flexibility for freight operators and greater efficiencies for their fleets, which in turn will ultimately benefit the end user as there should be a reduced cost in the final product. The 50 MAX vehicles have an improved safety record and should not increase wear and tear on the road network and should benefit operational costs for each council. The aim for the Top of the South is to continue increasing the number of routes that are compatible.

Queen Street/Gladstone Road Intersection, Tasman District

The bulk of population growth is likely to be concentrated in and around Nelson and Richmond. Richmond is experiencing employment growth due to a significant number of new retail and commercial activities. Nelson Airport, Stoke and Port Nelson will also remain high growth employment areas. Further diversity in the economy is expected and growth in the tourism sector in particular is expected to be strong. As mentioned, Nelson City and Richmond's roading networks are closely interlinked given their proximity to one another. Over time this growth will balance the tidal traffic flow that currently occurs at peak times between Nelson and Richmond.

Demographically, the Top of the South, like many other regions of New Zealand is experiencing an ageing population. The National Institute of Demographic and Economic Analysis reported that the population of the combined Marlborough-Nelson-Tasman region is projected to grow (under the medium variant assumptions), from approximately 139,990 in 2011 to 153,120 by 2061 (9.4 per cent). However, the growth will be most uneven by age, with declines projected at 0 to 19 and 35 to 54 years, against significant growth at 65 years and above. The population over 65 is anticipated to grow both numerically (almost doubling between 2011 and 2061) and as a percentage of the population (from 16.7 per cent in 2011 to 28.4 per cent).

The impacts of this will be considerable on transport planning for the Top of the South and how travel demand policies will have to adapt. For example, Nelson City Council and Tasman District Council is investigating the extension of the current NBus routes to give greater coverage in Stoke and from Nelson into Richmond to cater for the extra demand for public transport for those who are transport disadvantaged including the elderly. With the high increase in employment in the Richmond area, there will be a greater need for alternative transport options for those commuting to work. In Marlborough, the Blenheim Bus almost solely caters for over 65's.

The Top of the South councils have recognised in their choice of projects the need to address this issue and start meeting future transport demands. The projects identified further on in the RLTP also feed into the GPS objective of *providing a land transport system that provides appropriate transport choices*. This objective will allow communities to have access to a range of travel choices to meet their social, economic, health and cultural needs.

Road Safety

Road safety is a well documented issue that all areas of New Zealand face. We read and hear of fatal crashes and serious accidents in the media on a daily basis. Within all the Top of the South council's Transportation Activity/Asset Management Plans, a key Level of Service is the aim to have a downward trend in the number of serious and fatal crashes on the transport network.

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 – deaths and injuries from road crashes are not.

Motorcycle training, Blenheim

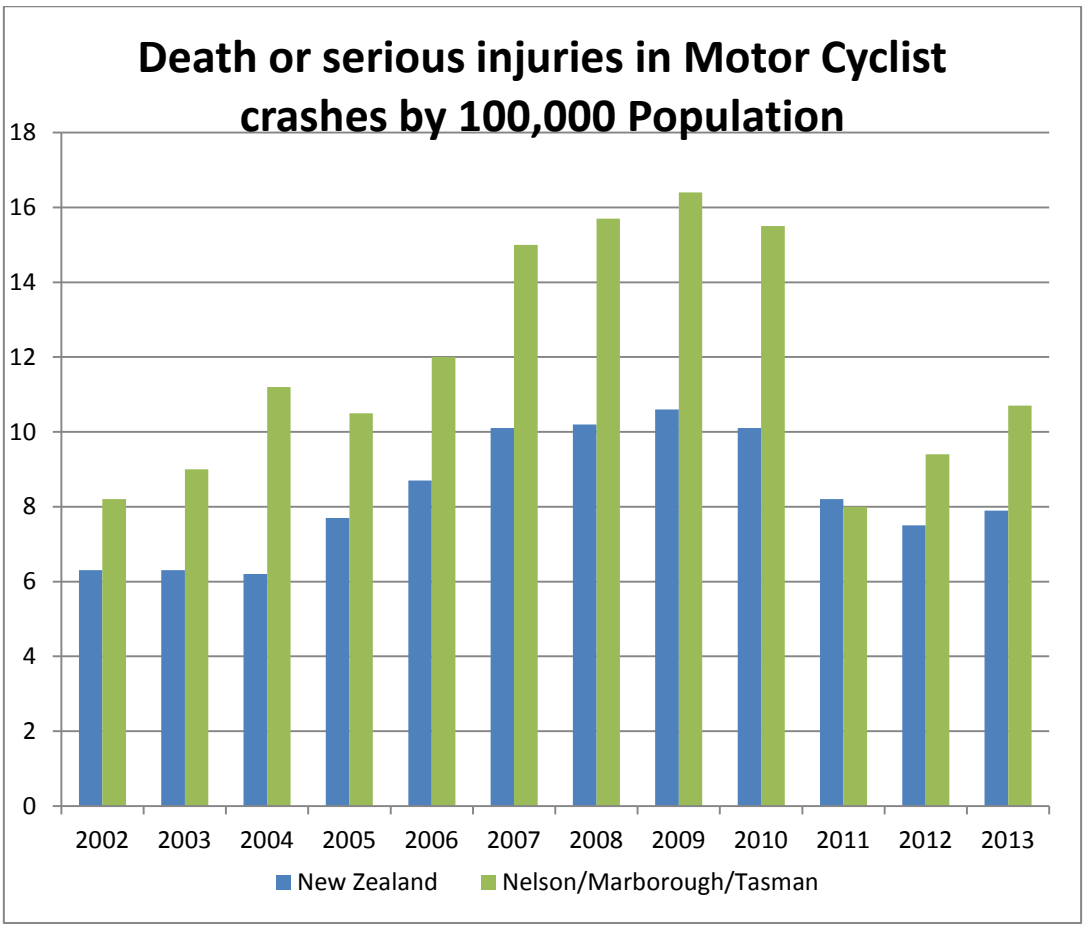
Through the Top of the South's Road Safety Action Plans (RSAP), the councils are aware of their road safety issues. The issues we face centre on motorcycle crashes and loss of control on rural roads.

A number of the crashes we have are motorcyclists from out of the area or riders who have returned to motorcycling at a later age. A considerable amount of work has taken place in the region through the RSAP to address the issue with motorcycle crashes. Since 2002, the Top of the South has had a higher serious injury or death rate caused by a motorcycle crash than the rest of New Zealand as shown in **Graph 1**. Although, the data for this issue is displaying a downward trend our figures are still higher than the national average. It is not acceptable that we have people not returning home to their family as a result of a road crash.

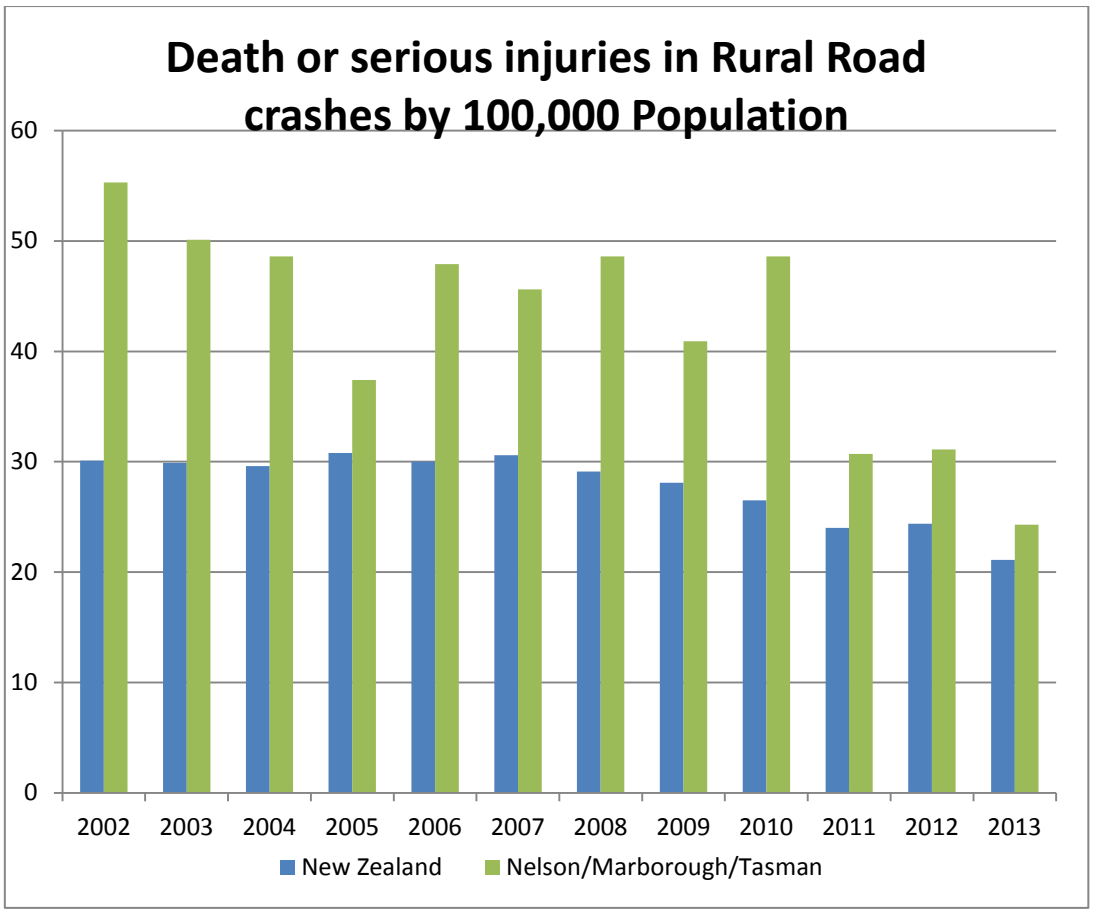
The other key area of concern for the Top of the South is our crash statistic for rural roads as shown in **Graph 2**, where again we are above the national average for New Zealand.

A contributor to these rural road crashes is tourism users due to their unfamiliarity with rural New Zealand road conditions. With a large number of rural roads over the Top of the South that lead to remote tourist destinations, such as the Kahurangi National Park, Totaranui and the Marlborough Sounds, road user safety guidance becomes vitality important. With increasing numbers of overseas 'self-drive' visitors, their ability to 'read the road' effectively is important.

At a higher level, these crashes have an impact on our road network's resilience and reliability as journeys are disrupted and there may be a need for a viable alternative route. By investing in projects and activities aiming to increase the efficiency, resilience and reliability of our network, a major beneficiary will be road safety and a continued reduction in the number of deaths and serious injuries.



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



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

Part D – Agreed Top of the South Objectives

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

The Opawa River and Wairau River bridge replacements in Marlborough and the Southern Link investigation, design and planning in Nelson are funded through the Government's 'Future Investment Fund'. These projects have not been included in the funding submission to the NLTP. The three projects in **Table 2** are not included with the other Top of the South significant activities as they do not need to be prioritised for NLTF funding.

Table 2 – Significant activities not funded by the NLTF

Duration	Activity	Organisation Responsible	Region
2015-18	SH1 Opawa River bridge replacement	NZTA	Marlborough
2015-18	SH1 Wairau River bridge replacement	NZTA	Marlborough
2015-18	Southern Link, investigation, design and planning	NZTA	Nelson

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 GPS. The Draft GPS objectives, along with the agreed regional objectives, policies and measures of success are presented in **Table 3**.

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

GPS Objectives	Regional Objectives	Policy/Direction	Measures of success for our communities
A land transport system that addresses current and future demand	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	Target investment in regional route improvements to key journey routes Consider Top of the South options to collaborate and improve road operations and maintenance delivery mechanisms Target investment in projects that reduce travel times and vehicle operating costs on key journey routes	Travel times between SH 6/60 and Port Nelson, and on SH1 between Picton and the Marlborough boundary are consistent Reduction in the distance per capita travelled in single occupancy commuter vehicles ONRC is fully

GPS Objectives	Regional Objectives	Policy/Direction	Measures of success for our communities
	the Top of the South's key journey routes	Develop and apply ONRC transition plans and programmes to close the Customer Level of Service gaps	established by 2018 Routes available to HPMV increase over time
A land transport system that is reliable and resilient	3) Communities have access to a resilient transport system 4) Communities have access to a reliable transport system	Reduce the risk of disruption on lifeline routes Improve network resilience along key journey routes Improve network reliability along key journey routes	Reduction in the number of hours that sections of the key journey routes are closed due to unplanned disruptions Travel time variability on our key journeys does not increase

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 significant may also be included e.g. SH6 Rai Saddle Section C Curve Realignment. 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. 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).

Table 4 – Agreed Top of the South significant activities

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 well able to bounce back from unplanned events. This would lead on to travel times not being disrupted for too long a period. Another benefit would be the efficient route to take primary products to the ports. In turn this would allow for economic growth in a region that is already experiencing growth both in primary produce and in 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 past investment assessment frameworks. This ranking is provisional until the Transport Agency gets clearly investment signals from Central Government following the finalisation of the GPS

Indicative Ranking	Duration	Description	Organisation Responsible	Phase	Region	Contributes to Regional Objectives (refer Table 2 and Appendix 3 of monitoring performance measures)	Performance Monitoring Measure	Cost	Profile (based on 2012 GPS)
1	2015-18	SH1 Weld Pass realignment	NZTA	Design, Investigation, Planning and Construction	Marlborough	1, 2, 4	Crashes, Resilience Travel time		HMM-3
2	2015-18	SH6 Rai Saddle Second Curve Realignment	NZTA	Planning and Construction	Nelson	1, 4	Crashes	$7,148,342	MHH - 2
3	2015-18	SH6 (Whakatu Drive) - Quarantine Road intersection upgrade	NZTA	Construction	Nelson	1, 2, 4	Travel time	$3,100,000	MMH - 4
4	2015-18	Walk Cycle Schools Package							MMM - 6
		Rocks Road walking and cycling project	Nelson City Council	Design and construction	Nelson	1,3	Cycle and pedestrian growth, cycle crashes	$15,050,000	

Indicative Ranking	Duration	Description	Organisation Responsible	Phase	Region	Contributes to Regional Objectives (refer Table 2 and Appendix 3 of monitoring performance measures)	Performance Monitoring Measure	Cost	Profile (based on 2012 GPS)
		Tahunanui cycle network	Nelson City Council	Design and construction	Nelson	1,3	Cycle and pedestrian growth, cycle crashes	$860,000	
		Rocks Road – Maitai path (Saltwater Creek bridge only)	Nelson City Council	Design and construction	Nelson	1,3	Cycle and pedestrian growth, cycle crashes	$375,100	
5	2018-21	SH6 Aniseed Valley to Saxton Corridor Strategic Business Case	NZTA	Investigate, design and planning	Tasman/Nelson	1,2,4	Travel time		
6	2018-21	SH6 Whangamoa South realignment Stage 1 (incl Teal River bridge realignment and lower bends)	NZTA	Design and construction	Nelson	1, 2, 3,4	Crashes, travel time, resilience		
7	2018-21	SH 6 Rai Saddle Section C Curve Realignment	NZTA	Investigate, design and construction	Marlborough	1, 4	Crashes		

Indicative Ranking	Duration	Description	Organisation Responsible	Phase	Region	Contributes to Regional Objectives (refer Table 2 and Appendix 3 of monitoring performance measures)	Performance Monitoring Measure	Cost	Profile (based on 2012 GPS)
8	2018-21	SH6 Whangamoa South realignment Stage 2	NZTA	Design and construction	Nelson	1,2,3,4	Crashes, travel time, resilience		
9	2018-21	SH6 Hope Saddle realignment	NZTA	Investigate, design, planning and construction	Tasman	1,4	Crashes, travel time, resilience		
10	2018-21	SH60 Motueka River bridge widening	NZTA	Investigate, design and construct	Tasman	1,2,3,4	Travel time, resilience, safety		
11	2015-18	Efficient freight and commuter route from Annesbrook to Haven e.g. Southern Link or existing route capacity improvements	NZTA/ Nelson City Council	Business Case	Nelson/Tasman	1,2,4	Travel time, resilience		

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

1. Introduction

This section presents the key transport issues facing Marlborough District. The regionally significant transport objectives, policies and measures are identified, as well as those activities proposed by the Marlborough District Council and 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 360 bridges on the local roads and 259km of State Highway.

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.

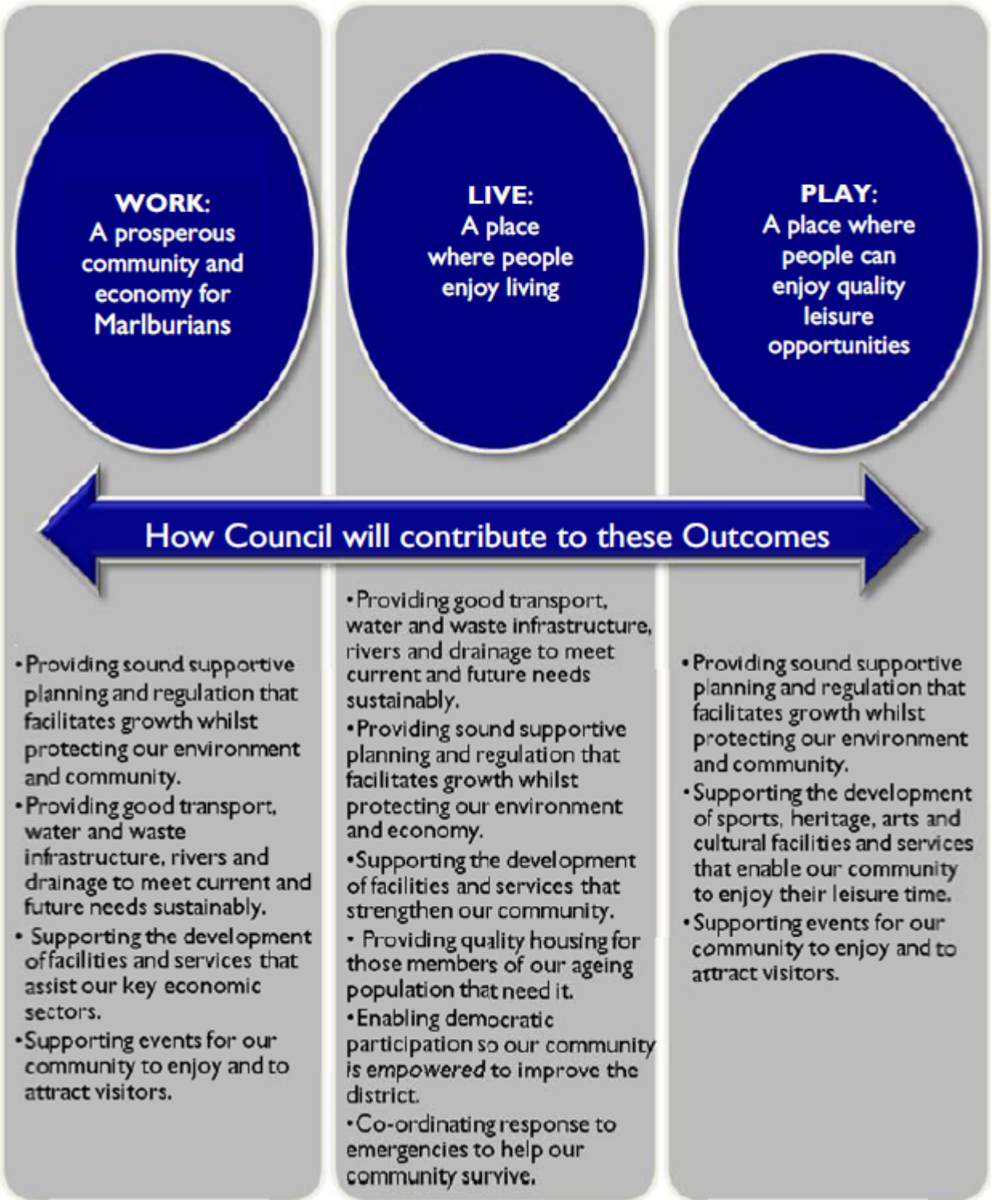
Marlborough District Council aims to provide a land transport network that affordably meets community expectations. The network will enable safe and efficient movement of people and goods and support the economic and social well-being of the district.

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 2012-2022. The following table is an excerpt from the Long Term Plan.

2. Community Outcomes

Table 5 – Community Outcomes and Transportation



The provision of Roads and Footpaths will deliver positive “work” and “live” outcomes through environmental sustainability, prosperity, essential services and physical activity.

Key Transport Issues for Marlborough District

a) The Marlborough Districts Long Term Plan identifies the principal challenges as:

- The challenges of environmental sustainability
- Climate change
- Population change
- Continued pressure on key infrastructure
- The need to sustain growth and innovation
- Internal and external factors

All of the above challenges will have an influence on the implementation of this Plan but are consistent with the intent of the GPS.

b) **Environmental Sustainability**
Marlborough needs to ensure that operation and development of its transport networks limit effects on communities but still enable people to provide for their social and economic needs.

c) **Climate Change**
The increasing intensity and frequency of adverse storm events will provide funding and resilience challenges for the Marlborough Region, and particularly so in the Marlborough Sounds. Elevated funding assistance levels from the NZ Transport Agency for emergency repairs will remain essential for the District to afford reinstatement of local roads.

d) **Population Change**
A gradual population increase is anticipated, however, by far the greatest significance is the projected increase in older age groups.

Urban development will continue at moderate rates as the overall residence occupancy is expect to lower to a projected minimum of 2.0. Residential development post-earthquake is now confirmed to the adjacent north and west boundaries of Blenheim

The Council has undertaken traffic modelling for the proposed development which can be expected to require capacity demands on SH6 through Blenheim.

e) **Pressure on Infrastructure**
Urban growth in northwest Blenheim will have the most effect on traffic flows and generate commuter and school trips.

In rural areas, logging trips will increase by 30% over the next 6 years.

f) **Sustain Grown and Innovation**
Marlborough District Council is using a “smart and connected” philosophy and as one of its initiatives has established a “wood sector” working group. One of the goals will be to add value to wood products which may in the longer term have an impact on transportation.

g) **Internal and External Factors**
One of the key external factors is freight movement through the Marlborough District, either on SH1 or SH6/SH62. SH1 is a national arterial route and carries high tonnages of freight which has an impact on Blenheim traffic as to some extent does the local Marlborough traffic have an effect on the efficiency of state highway flows through urban areas.

Unlike the neighbouring Top of the South Unitary Authorities, Marlborough has the Main North Line running its length. Whilst there is limited passenger transport, the rail line is part of the wider and integrated freight network in Marlborough.

There are continuing calls for a bypass of Blenheim. A 2006 study (Blenheim and Wairau Plains Strategic Study) determined that any bypass could not be justified and would not attract funding from the Transport Agency. The 2006 costs were in the order of $100m and 8 years on may be expected to be in the $200m order. The study also found that genuine "through traffic" is very low with much of the traffic generated by traffic associated with activity within Blenheim and its vicinity.

There has been no increase in SH1 volumes in the last 5 years although the volume of freight through Blenheim is increasing.

h) Public Transport

Marlborough District Council operates a "Blenheim Bus" service which predominantly caters for elderly passengers who are otherwise less able to travel to and from the town centre, medical centres or to visit friends. The service receives some corporate sponsorship (Mega-store) and receives funding assistance from the Transport Agency.

This is not a commuter service and previous private attempts to provide for commuters has not attracted patronage.

The service provides an important community transport capability within urban Blenheim.

i) Adverse weather events

In recent years the frequency and severity of damaging storm events has increased in the Marlborough District. This has resulted in actual emergency reinstatement costs of approximately $2.5m per year on average over the last five years. While it is difficult to predict whether the recent weather patterns will continue or not, there is a need for prudence when developing the transportation budgets. The Council will need to budget for continued expenditure whereas it is not required to make a budget provision for the Transport Agency's funding assistance, noting this will be available during the 2015-18 period on an "as needed" basis funded from a pool within the NLTF.

3. Objectives, Policies and Measures

Part E sets out the three key objectives, policies and measures of success to 2025 for the Top of the South. This section adds to those key objectives, policies and measures of success with ones that are important to the Tasman District.

Table 6 below shows the objectives for Marlborough and its alignment with the objectives from the GPS. Details of the indicators to measure the success of meeting these objectives can be found in Appendix 3.

Table 6 – GPS and Marlborough District Council's Alignment Objectives

GPS Objectives	Marlborough's Objectives
A land transport system that addresses current and future demand	1) Provide a land transport network which is suitable for existing use. 2) Recognise strategic significance of the land transport hierarchy. 3) Manage development to ensure the network has capacity to operate at the appropriate level of service. 4) Maximise return on investment in the land transport network.
A land transport system that provides appropriate transport choices	5) Provide for the co-ordination of effective multimodal transport including the Main North Line.
A land transport system that is reliable and resilient	6) Consider future proofing the land transport network to ensure that communities have access to a resilient and reliable transport system.
A land transport system that is a safe system, increasingly free of death and serious injury	7) Provide a safe land transport system for all users.
A land transport system that appropriately mitigates the effects of land transport on the environment	8) Maintain environmental values to at least a level as exists at present.

Marlborough's objectives are followed up by having a set of policies and measures that can be directly linked to the GPS 2015 and the Marlborough Regional Land Transport Strategy 2012-22. The Marlborough Regional Transport Committee has assessed this RLTP and is satisfied that it contributes to achieving an affordable, integrated, safe, responsive, and sustainable land transport system, and contributes to each policy in **Table 7**.

Table 7 – Marlborough's Policies and Measures

1. Provide a land transport network which is suitable for existing users	
Policies to meet objective	**Implementation of policy**
1.1 Providing a level of service appropriate for existing usage	1.1.1 Maintain funding for network maintenance and minor improvements in the Land Transport Programme to provide the agreed level of service to the network users. 1.1.2 Monitor the functioning of the land transport network and identify deficiencies which might affect network efficiency and the movement of people and goods. 1.1.3 Identify future industry routes and access points, and the timely need for upgrades to accommodate heavy commercial traffic where economically feasible. 1.1.4 Apply access policies as prescribed in the Resource Management Plans and Policy Manuals.
1.2 Maximise passing opportunities to meet current user demand	1.2.1 Optimise traffic flows and reduce driver frustration 1.2.2 Programme upgrades to the network to provide additional passing opportunities
1.3 Consider road user contributions by high impact users	1.3.1 Continued examination and implementation of a contributory payment system towards the maintenance and improvement of the local roading system by high impact users

2. Recognise strategic significance of the land transport hierarchy	
Policies to meet objective	**Implementation of policy**
2.1 Develop the One Network Road Classification to provide consistent customer levels of service	2.1.1 Ensure the objectives of this RLTP are reflected and aligned in the Regional Policy Statement and future Plan reviews 2.1.2 Ensure land use activities are undertaken in ways which avoid, remedy or mitigate adverse effects on the land transport network and associated infrastructure 2.1.3 Maintain and expand Limited Access Road declarations including to SH62, and deter ribbon development
2.2 Urban Growth Strategies include statement on hierarchy changes	2.2.1 Development of Urban Growth Strategies and physical land developments to incorporate changes to the land transport network to maintain an appropriate road hierarchy

3. Manage development to ensure the network has capacity to operate at the appropriate level of service	
Policies to meet objective	**Implementation of policy**
3.1 Apply development contributions to remedy the effects on the land transport network	3.1.1 Implement Resource Management Plans to avoid, remedy or mitigate adverse effects of land use activities on the region's transport network and infrastructure 3.1.2 Seek financial contributions from developers to mitigate traffic effects resulting from development

4. Maximise return on investment in the land transport network	
Policies to meet objective	**Implementation of policy**
4.1 Develop a programme of prioritised projects to upgrade the land transport network	4.1.1 Undertake improvements to the land transport network where capacity and efficiency constraints occur and/or where user conflicts can be avoided, remedied or mitigated 4.1.2 Consider network upgrade options including options for road-widening, side road closures and the establishment of slow vehicle facilities to meet One Network Road Classification Hierarchies. 4.1.3 Continue to replace and upgrade bridges on new routes to improve freight efficiency (including HPMV), upgrading or duplication of existing structures in recognition of their Strategic importance such as the Opawa River (Grove Road) Bridge on SH1 the Wairau Bridge (SH) 4.1.4 Review journey and particularly freight efficiency on SH1 from Picton to Marlborough southern boundary including through Blenheim

5. Provide for the co-ordination of effective multimodal transport	
Policies to meet objective	**Implementation of policy**
5.1 Enable appropriate passenger transport levels of service	5.1.1 Ensure an appropriate and safe level of service by public transport operators co-ordinating the provision of public transport services travelling to the right location at the right time 5.1.2 Ensure public transport services meet the future needs of service users, and the transport disadvantaged, taking account of Marlborough's ageing population 5.1.3 Maintain the subsidised Total Mobility scheme for the disabled
5.2 Facilitate co-ordination at the modal interfaces	5.2.1 Encourage the use of public transport by improving access to services provided by railway, bus, taxi, water taxi, inter-island ferry and air travel 5.2.2 Provide support facilities for the servicing of public transport systems (e.g. ramps, lowered entries etc.) 5.2.3 Maintain nominated public wharves in the Marlborough Sounds to appropriate levels of service
5.3 Facilitate walking and cycling along the land transport network	5.3.1 Maintain and update the Walking and Cycling Strategy at regular intervals 5.3.2 Provide safe access and routes for pedestrians, cyclists and mobility device users 5.3.3 Plan for effective linkages for cyclists, pedestrians and mobility device users in urban and suburban areas which maximize the use of reserves and open spaces as indicated in the Walking and Cycling Strategy 5.3.4 Ensure that new subdivisions include provision for appropriate facilities for cyclists, pedestrians and mobility device users 5.3.5 Reference the Walking and Cycling Strategy and its objectives to: • Encourage and support people in Marlborough to choose walking and cycling for an active and healthy lifestyle • Develop a safe, convenient and attractive travel network for walking and cycling • Ensure that all relevant strategies, policies, plans and practices for Marlborough include and support walking and cycling
5.4 Promote alternatives to roading where feasible	5.4.1 Encourage and promote privately operated barges to minimise heavy traffic effects on roads within the Marlborough Sounds 5.4.2 Ensure co-ordinated transport services are available to areas accessible by water 5.4.3 Facilitate road and rail connection

5. Provide for the co-ordination of effective multimodal transport	
Policies to meet objective	**Implementation of policy**
5.5 Address peak fuel issues when considering land transport projects	5.5.1 Consider future alternative transport modes when considering subdivision and development approvals 5.5.2 Consider future alternative transport modes when developing land transport projects

6. Manage future proofing of the land transport network	
Policies to meet objective	**Implementation of policy**
6.1 Provide route security from natural hazards	6.1.1 Continue to upgrade the land transport network particularly at points of constraint and areas susceptible to closure due to environmental and topographical reasons
6.2 Prioritise resilience improvements on national routes	6.2.1 Update the Resilience Database and promote key resilience improvements
6.3 Consider travel demand management as a means of improving the efficiency of the land transport network	6.3.1 Where practicable implement travel demand management as part of upgrade activities and otherwise develop travel demand measures as the need arises 6.3.2 Use travel demand management as an alternative to increasing road capacity within Blenheim
6.4 Facilitate a land transport network that is responsive to technology changes	6.4.1 Consider future travel demands as a result of new technologies either reducing traffic or changing the type of traffic to be catered for

7. Provide a safe land transport system for all users	
Policies to meet objective	**Implementation of policy**
7.1 Apply appropriate geometric design standards to the land transport network	7.1.1 Maintain a Safety System Approach that ensures improved safety outcomes for road users 7.1.2 Apply current design standards where practicable in line with the road classifications hierarchy and as funding allows to provide a self-explaining road environment which is predictable and forgiving of mistakes and encourages safe driving speeds 7.1.3 Maintain funding for road maintenance and improvements in the Land Transport Programme to achieve a standard that ensures the passage of maximum size legal trucks without crossing the centerline on heavy traffic routes within the national and regional arterial road network 7.1.4 Undertake route improvements at locations with a crash history, or where there is an incidence of unreported crashes, near misses and complaints, having regard to the circumstances of the crashes 7.1.5 Implement where practicable safety retrofit improvements along the side of all state highways and arterials so that physical hazards are avoided or mitigated
7.2 Apply appropriate safety standards along the network	7.2.1 Apply current signage and marking standards where practicable in line with the land transport hierarchy, RISA, and as funding allows to provide a self-explaining road environment which is predictable and forgiving of mistakes and encourages safe driving speeds 7.2.2 Liaise with Kiwirail to improve rail crossing safety
7.3 Driver education to be provided for all users, including tourists	7.3.1 Support the existing safety education programmes for all road users including motoring public, cyclists, pedestrians and mobility device users 7.3.2 Undertake education programmes as appropriate for various target audiences (cyclists, pedestrians, mobility device users, use of roundabouts and CBD speed humps by pedestrians and traffic, intersections and road code education initiatives for drivers)
7.4 Support and take enforcement action as appropriate (Refer Appendix 7)	7.4.1 Advocate for continued and targeted enforcement of traffic infringements 7.4.2 Maintain regular liaison meetings with Police on roading issues and when developing Road Safety Action Plans

7. Provide a safe land transport system for all users	
Policies to meet objective	**Implementation of policy**
7.5 Provide for an aging population on the land transport network	7.5.1 Renewal and capital works on the land transport network to cater for aging population issues such as enlarged signage, improved lighting and access 7.5.2 Public passenger transport planning to consider and cater for an aging population to ensure travel alternatives are available

8. Maintain environmental values, in particular amenity, to a level at least consistent as exists at present	
Policies to meet objective	**Implementation of policy**
8.1 Manage conflicting amenity requirements when improving the land transport network	8.1.1 Ensure that maintenance and upgrades of the land transport network are undertaken in ways which avoid, remedy or mitigate adverse effects on the amenity values 8.1.2 Establish Buffer Zones between new developments and the State Highway and Rail networks 8.1.3 Ensure traffic management systems in urban areas are compatible with local urban networks 8.1.4 Ensure land use activities are undertaken in ways which avoid, remedy or mitigate adverse effects on the land transport network and associated infrastructure 8.1.5 Reduce the effects of transport use on adjoining properties
8.2 Consider the need for land protection to facilitate land transport network projects	8.2.1 Maintain and enhance the land transport hierarchy ensuring development does not compromise the hierarchy 8.2.2 Designate appropriate route corridors early for possible network upgrades
8.3 Recognise cultural shifts and the impacts of these on the land transport network	8.3.1 Work with Heritage NZ, Iwi, DoC, Fish & Game, etc. to ensure valuable environment is not lost 8.3.2 Ensure temporary migrant RSE workers are safe on the network

8. Maintain environmental values, in particular amenity, to a level at least consistent as exists at present	
Policies to meet objective	**Implementation of policy**
8.4 Effluent disposal on the land transport network should be actively discouraged	8.4.1 Reduce the incidence of deposition of material (e.g. effluent, bark, grapes and juice, mussel waste) on network routes 8.4.2 Ensure sufficient stock effluent disposal facilities, wash-down facilities and weighbridges are in place to meet the needs of the transport industry 8.4.3 Ensure emergency roadside spill procedures are in place and Contractors and Emergency Services are aware of procedures
8.5 Manage adverse effects arising from land transport operations	8.5.1 Ensure all works on the land transport network are undertaken in accordance with the Resource Management Plans 8.5.2 Where practicable mitigate effects from vehicles on gravel roads where economically viable 8.5.4 Work to minimize the impact from road users on adjoining properties from the effects of noise, light, vibration, dust, fumes as constraints allow 8.5.4 Acknowledge road transport's contribution to CO2 emissions and continue monitoring of air quality in Marlborough 8.5.4 Acknowledge rail contribution to CO2 emissions
8.6 Recognise the scenic qualities of the region when undertaking maintenance and upgrade works	8.6.1 Where practicable maintain and enhance the amenity of the land transport system generally 8.6.2 Maintenance and enhancement of rest areas, car parking areas, picnic facilities, toilet facilities, designated roadside scenic viewpoints and information facilities associated with visitor travel, and which are accessible to all visitors including the mobility disadvantaged 8.6.3 Improved complying signage to assist visitors' enjoyment of driving in Marlborough

Appendix 3, Table 17 details monitoring indicators and or targets.

4. Detailed Programme

The Transport Agency had developed its programme in line with the GPS and with the alignment now established in this Regional Land Transport Plan, the proposed programme set out in Table 8 confirms the Nationally funded capital activities in the highway programme.

Other new capital projects on both the SH and local road network would be expected to be 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 9 identifies a summary of Council and State Highway programmes.

TABLE 8

Duration	Activity	Organisation Responsible	Contributes to Objectives	Total Cost ($000)	Proposed funding	NZTA Profile (yet to be determined)	Phase
Projects on the Local Road							
2015-21	10 Year Forecast by Activity Class 2015-21	MDC		$86,341,269	N		Forecast
2015-18	Maintenance, Operations and Renewals Programme 2015-18	MDC		$32,594,691	N		Local Roads
2015-18	Maintenance, Operations and Renewals Programme 2015-18 SPR	MDC		$254,000	N		Construction
2015-21	Minor Improvements 2015-18	MDC		$15,000	N		SPR
2015-21	Minor Improvements 2015-18	MDC		$7,960,000	N	Bridges included	Local Roads
2015-21	Minor Improvements 2015-18	MDC		$120,000	N		PT Improvements
2015-18	Convert Street Lighting to LED	MDC		$3,016,000	N	Marlborough Roads should capitalise our costs in progressing RLTP	Construction
2015-21	Public Transport Programme 2015-18	MDC		$1,946,000	N		Operations
2015-18	Northbank Road Staircase Seal Extension	MDC		$1,155,092	N		Construction
2015-21	Regional Land Transport Planning Management 2015-18	MDC		$309,196	N		Programme Business Case

Duration	Activity	Organisation Responsible	Contributes to Objectives	Total Cost ($000)	Proposed funding	NZTA Profile (yet to be determined)	Phase
Projects on the Local Road							
2015-18	Ferry Road Rail Level Crossing HAB	MDC		$190,000	N		Construction
2015-18	Lower Wairau Road Level Crossing – Alarms	MDC		$50,000	N		Construction
2015-21	Road Safety Promotion	MDC		$804,000	N		Road Safety Promotion
2015-18	Waihopai HPMV Route	MDC		$810,000	N		Construction
2015-18	Tyntesfield No. 1 Bridge Replacement	MDC		$913,000	N		Construction
Total Cost				$136,478,248	N		
UCF Projects on Local Road							
2015-18	Beaver Eltham Cycle Facilities	MDC		$360,000	UCF, N		Design Construct
2015-18	Taylor Cycleway	MDC		$330,000	UCF, N		Design Construct

Table 9 – Activities proposed within Marlborough District – NZTA

Duration	Activity	Organisation Responsible	Contributes to Objectives	Total Cost ($000)	Proposed funding	NZTA Profile (yet to be determined)	Phase
Projects on the State Highway Network							
2015-18	Maintenance, Operations and Renewals Programme 2015-18	NZTA		$22,316,470	N		Construction
2015-18	Dashwood Overbridge	NZTA		$127,674	N	Commitment	Construction
2015-18	SH1 SH62 Spring Creek Intersection RAB	NZTA		$2,060,058	N		Construction
2015-18	SH1 Weld Pass Realignment	NZTA		$1,070,000	N		Investigation
2018-21	SH1 Weld Pass Realignment	NZTA		$870,000	N		Design
2015-18	SH1 Weld Pass Realignment	NZTA		-	N		Construction
2015-18	SH1 Weld Pass Realignment	NZTA		-	N		Property
2018-21	SH1 Weld Pass Realignment	NZTA		-	N		Construction
2015-18	SH1-71 Picton to Christchurch (NRR22)	NZTA		$200,000	N		Business Case
2015-18	SH6 Blenheim to Nelson	NZTA		$100,000	N		Business Case

Duration	Activity	Organisation	Contributes to	Total Cost	Proposed	NZTA Profile (yet to be determined)	Phase
Projects on the State Highway Network							
2015-18	SH1 & SH6 Overtaking Opportunities	NZTA		$1,000,000	N		Construction
2018-21	SH6 Urban Capacity Study	NZTA		$300,000	N		Investigation
2015-18	SH Minor Improvements	NZTA		$1,458,843	N		Construction
2015-18	Enhanced Network Resilience	NZTA		$2,500,000	N		Construction
2018-21	Weight Right Marlborough	NZTA		$89,000	N		Investigation
2018-21	Weight Right Marlborough	NZTA		$1,150,000	N		Implementation
2015-18	Grovetown to Spring Creek Cycleway, Cycle Project	NZTA		$1,300,000	N, UCF, MDC		Construction
Total Cost				$34,542,045			

Table 10 – Maintenance, Operations and Renewal Activities proposed within Marlborough District

Project Name	Description	Phase	Profile	Work category	FAR	Total phase cost	Total phase cost Year 1 - 3	Total phase cost Year 4 - 10	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21	2021/22	2022/23	2023/24	2024/25
													($000)					
State Highways																		
Renewal of state highways						**8,295,270**			**2,724,390**	**2,772,270**	**2,798,610**							
Renewal of State Highways	Unsealed road metalling	-	N/A	211	100	0			0	0	0							
Renewal of State Highways	Sealed road resurfacing	-	N/A	212	100	4,327,960		-	1,421,420	1,446,400	1,460,140	-	-	-	-	-	-	-
Renewal of State Highways	Drainage renewals	-	N/A	213	100	541,000		-	177,680	180,800	182,520	-	-	-	-	-	-	-
Renewal of State Highways	Sealed Road Pavement rehabilitation	-	N/A	214	100	2,524,640		-	829,160	843,730	851,750	-	-	-	-	-	-	-
Renewal of State Highways	Structures component replacements	-	N/A	215	100	541,000		-	177,680	180,800	182,520	-	-	-	-	-	-	-
Renewal of State Highways	Environmental renewals	-	N/A	221	100	72,140		-	23,690	24,110	24,340	-	-	-	-	-	-	-
Renewal of State Highways	Traffic services renewals	-	N/A	222	100	288,530		-	94,760	96,430	97,340	-	-	-	-	-	-	-
Operations and maintenance of state highways						**14,021,200**			**4,585,120**	**4,684,320**	**4,751,760**							
Operations and maintenance of state highways	Sealed pavement maintenance	-	N/A	111	100	2,268,730		-	739,140	758,150	771,440	-	-	-	-	-	-	-
Operations and maintenance of state highways	Unsealed pavement maintenance	-	N/A	112	100	0			0	0	0							
Operations and maintenance of state highways	Routine drainage maintenance	-	N/A	113	100	569,980		-	182,420	190,440	197,120	-	-	-	-	-	-	-
Operations and maintenance of state highways	Structures maintenance	-	N/A	114	100	923,450		-	297,310	308,560	317,580	-	-	-	-	-	-	-
Operations and maintenance of state highways	Environmental maintenance	-	N/A	121	100	3,083,670		-	1,012,760	1,030,560	1,040,350	-	-	-	-	-	-	-

Operations and Maintenance of state highways	Traffic Services maintenance	-	N/A	122	100	2,765,160			906,150	922,080	936,930							
Operations and maintenance of state highways	Operational traffic management	-	N/A	123	100	165,940		-	53,300	55,450	57,190	-	-	-	-	-	-	-
Operations and maintenance of state highways	Cycle path maintenance	-	N/A	124	100	72,140		-	23,690	24,110	24,340	-	-	-	-	-	-	-
Operations and maintenance of state highways	Level crossing warning devices	-	N/A	131	100	0	-	-	0	0	0	-	-	-	-	-	-	-
Operations and maintenance of state highways	Network and asset management	-	N/A	151	100	3,632,270		-	1,191,740	1,213,890	1,226,640	-	-	-	-	-	-	-
Operations and maintenance of state highways	Property management (state highways)	-	N/A	161	100	539,860			178,610	181,080	180,170							
New and improved infrastructure for state highways						**1,458,843**			**453,862**	**486,281**	**518,700**							
New and improved infrastructure for state highways	Minor improvements for 2015-18	Construction			100	1,458,843			453,862	486,281	518,700							
New and improved infrastructure for state highways	WeighRight – Marlborough	Detailed Business Case			100	0	-	-	0	0	0							
New and improved infrastructure for state highways	WeighRight – Marlborough	Implementation			100	0	-	-	0	0	0							
Marlborough District Council																		
Renewal of local roads						**15,455,407**			**4,998,174**	**5,150,954**	**5,306,279**							
Renewal of local roads	Unsealed road metalling	-	N/A	211	51	1,773,758			573,865	591,080	608,813							
Renewals of local roads	Sealed road resurfacing	-	N/A	212	51	6,450,028			2,086,780	2,149,383	2,213,865							
Renewals of local roads	Drainage renewals	-	N/A	213	51	1,935,008			626,034	644,815	664,159							
Renewals of local roads	Sealed road Pavement rehabilitation	-	N/A	214	51	3,547,516			1,147,729	1,182,161	1,217,626							

Renewals of local roads	Structures component replacements	-	N/A	215	51	936,571			301,147	313,017	322,407							
Renewals of local roads	Environmental renewals	-	N/A	221	51	0			0	0	0							
Renewals of local roads	Traffic services renewals	-	N/A	222	51	812,526			262,619	270,498	279,409							
Operations and maintenance of local roads						**17,388,784**			**5,643,568**	**5,798,801**	**5,946,415**							
Operations and maintenance of local roads	Sealed pavement maintenance	-	N/A	111	51	3,225,014			1,043,390	1,074,692	1,106,932							
Operations and maintenance of local roads	Unsealed pavement maintenance	-	N/A	112	51	1,935,009			626,034	644,815	664,160							
Operations and maintenance of local roads	Routine drainage maintenance	-	N/A	113	51	1,354,283			438,224	451,147	464,912							
Operations and maintenance of local roads	Structures maintenance	-	N/A	114	51	806,253			260,847	268,673	276,733							
Operations and maintenance of local roads	Environmental maintenance	-	N/A	121	51	2,967,013			959,919	988,716	1,018,378							
Operations and maintenance of local roads	Traffic services maintenance	-	N/A	122	51	2,805,762			907,749	934,982	963,031							
Operations and maintenance of local roads	Operational traffic management	-	N/A	123	51	80,626			26,085	26,867	27,674							
Operations and maintenance of local roads	Cycle path maintenance	-	N/A	124	51	106,365			35,455	35,455	35,455							
Operations and maintenance of local roads	Level crossing warning devices	-	N/A	131	51	96,751			31,302	32,241	33,208							
Operations and maintenance of local roads	Minor Events	-	N/A		51	1,500,000			500,000	500,000	500,000							
Operations and maintenance of local roads	Network and asset management	-	N/A	151	51	2,511,708			814,563	841,213	855,932							

New & improved infrastructure for local roads						**4,027,500**			**1,087,500**	**1,532,500**	**1,407,500**							
Minor Improvements 2015-18	SPR		---		100	7,500			2,500	2,500	2,500							
Minor Improvements 2015-18	Local Roads		---		51	3,960,000			1,065,000	1,510,000	1,385,000							
Minor Improvmnts 2015-18	PT Improvements		---		51	60,000			20,000	20,000	20,000							
Special Purpose Roads																		
Renewal of local roads						**124,500**			**121,500**	**1,500**	**1,500**							
Renewal of local roads	Unsealed road metalling		N/A	211 SPR	1000	0			0	0	0							
Renewal of local roads	Sealed road surfacing		N/A	212 SPR	1000	120,000			120,000	0	0							
Renewal of local roads	Drainage renewals		N/A	213 SPR	1000	0			0	0	0							
Renewal of local roads	Sealed road pavement rehabilitation		N/A	214 SPR	1000	0			0	0	0							
Renewal of local roads	Structures component replacements		N/A	215 SPR	1000	0			0	0	0							
Renewal of local roads	Environmental renewals		N/A	221 SPR	1000	0			0	0	0							
Renewal of local roads	Traffic services renewals	-	N/A	222 SPR	1000	4,500			1,500	1,500	1,500							
Operations and maintenance of local roads (SPR)						**129,500**			**46,500**	**41,500**	**41,500**							
Operations and maintenance of local roads	Sealed pavement maintenance		N/A	111 SPR	1000	65,000			25,000	20,000	20,000							
Operations and maintenance of local roads	Unsealed pavement maintenance		N/A	112 SPR	1000	0			0	0	0							
Operations and maintenance of local roads	Routine drainage maintenance		N/A	113 SPR	1000	15,000			5,000	5,000	5,000							
Operations and maintenance of local roads	Structures maintenance		N/A	114 SPR	1000	15,000			5,000	5,000	5,000							

Operations and maintenance of local roads	Environmental maintenance		N/A	121 SPR	100	21,000			7,000	7,000	7,000							
Operations and maintenance of local roads	Traffic services maintenance		N/A	122 SPR	100	4,500			1,500	1,500	1,500							
Operations and maintenance of local roads	Operational traffic management		N/A	123 SPR	100	0			0	0	0							
Operations and maintenance of local roads	Cycle path maintenance		N/A	124 S{R	100	0			0	0	0							
Operations and maintenance of local roads	Level crossing warning devices		N/A	131 SPR	100	0			0	0	0							
Operations and maintenance of local roads	Network and asset management	-	N/A	151 SPR	100	9,000			3,000	3,000	3,000							

Part G

Marlborough

Regional Public Transport Plan

MARLBOROUGH DISTRICT COUNCIL

Summary

Legislative Background

In accordance with LTMA section 117 and 119, the purpose of a Regional Public Transport Plan (RPTP) is to provide:

a) a means for encouraging councils and operators to work together in developing public transport services and infrastructure; and

b) an instrument for engaging with the public in the region on the design and operation of the public transport network; and

c) 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 these services.

As Public Transport in Marlborough is a relatively lesser, but still important, part of the transport system it is appropriate to include the Regional Public Transport Plan within the Regional Land Transport Plan.

The Regional Public Transport Plan is required to be consistent with the Regional Land Transport Plan therefore inclusion of the Marlborough Public Transport Plan as a Part of this document is entirely appropriate.

Blenheim Bus

The demand for public transport is led by the increasing elderly sector of our Marlborough population.

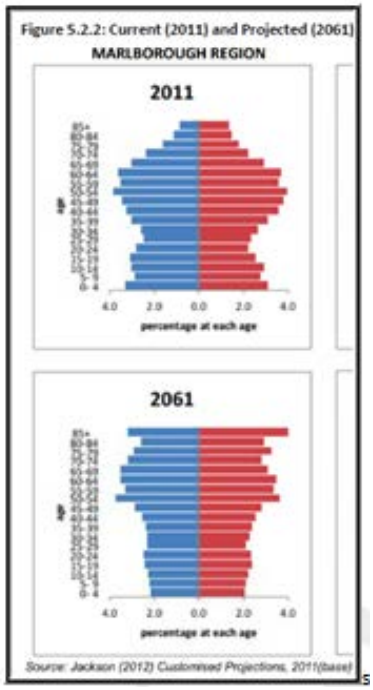
This group support the “Blenheim Bus” which operates with some degree of efficiency commencing after school runs are complete in the mornings and generally before they commence in the afternoons. This timing is ideal for older people to visit the CBD, their doctor or catch up with friends.

Fare schedules have recently been reviewed, bus times improved, a programme of bus shelter provisions commenced as means to attract patronage.

Note, this service is not a commuter service and whilst sporadic requests are received for such, there is no demand that suggests a sustainable service could be provided.

Schemes with Funding Assistance

Marlborough District Council operates Total Mobility and Supergold Card systems. The demand for scheme assistance continues to grow in parallel with our ageing population. The chart below shows the likely trend in our over 60's population over the next 50 years.



This change in demographics is expected to have the greatest effect on public transport demand.

Introduction

The Marlborough RPTP focuses primarily on services contracted or provided by the Council. The plan is aligned with the government's priorities described in the draft GPS on Land Transport Funding which is due for final release in 2015.

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

The bus service in Marlborough is integrated with a separate school bus contracted service and is able to deliver a reliable and sufficiently frequent service.

The Blenheim Bus has attracted some commercial support to reducing reliance on public subsidies. The service is publicly tendered with the intention to continue to re-bid the Unit.

Services Council intends to provide

<u>Blenheim Bus Service</u> (Unit 1)

The MRPTP Council's Ten Year Plan, support maintaining a bus service in Blenheim. This service is now identified through this Plan as Unit 1.

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. Further information about the service is provided in Part B of this plan. A map of the present route and timetable is attached below.

Chart 1 - Blenheim Bus Timetable - South

THE BLENHEIM BUS timetable effective from 29 July 2013
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 MITRE 10 MEGA

Chart 2 – Blenheim Bus Timetable - North

THE BLENHEIM BUS timetable effective from 29 July 2013
operates Monday to Friday 9.00 am-3.00 pm and Saturday 9.00 am-1.00 pm (excl Public Holidays)

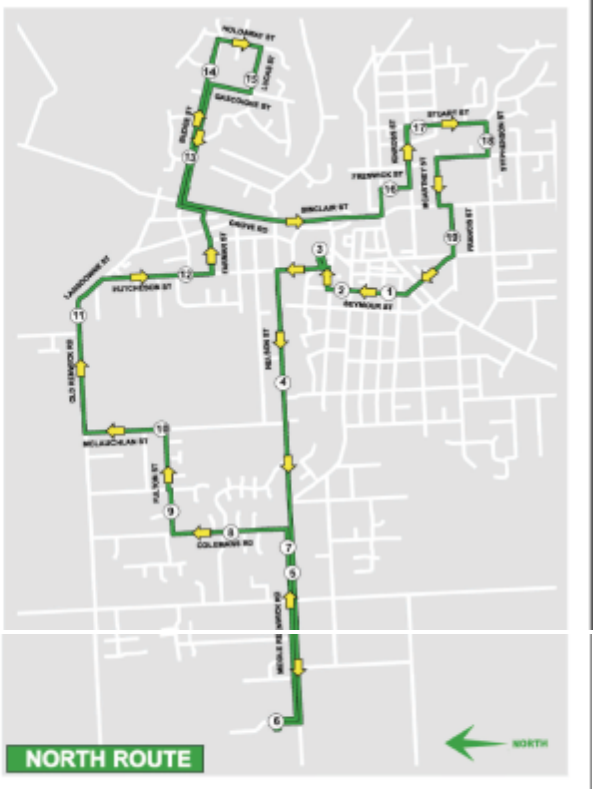
Marlborough District Council, with sponsorship from Mitre 10 Mega operates a subsidised bus service in Blenheim

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	Riversdale 4 Square, 101 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



Patronage of the present service is modest. 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.

Progressive changes may enhance the service:

- Provision of bus timetables at bus stops
- 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

However funding levels are proposed to remain constant in the short to medium term, therefore the Council will seek to implement changes that are consistent with the current contract and that can be implemented with current budgets.

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. A review of ticket pricing and the implication of cost escalation will need to be considered as time progresses.

Further improvements will be considered in the longer term. Of greatest priority will be continuing to improve the timing of the bus 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, providing timetables at bus stops and installing more shelters. These changes may require some additional public funding, which will be subject to Council and government approval through the Ten Year Plan and National Land Transport Programme.

Fares have been left at a low level to encourage patronage and an increase in fares during the next two years should be expected with 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 Council will re-tender the service at the conclusion of the current Bus Service Contract.

Financial assistance to taxi services – Total Mobility Scheme

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

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. Further information about the service is provided in Part B of this plan.

The Council has budgeted for an increase in total mobility claims over time in light of the aging population in the District. However, the maximum subsidy may need to be reviewed and potentially capped should the amount claimed exceed budget.

Currently the only taxi company in Marlborough (Marlborough Taxis) belong to the scheme. Other approved transport operators include Simple Private Hire (Picton only), Blenheim Shuttles, Your Local Chauffeur and Driving Miss Daisy Marlborough. The provision of the Total Mobility Scheme is Unit 2.

Services to Transport Disadvantaged

Marlborough Taxis operate a 24 hour service, whereas the Blenheim Bus Service operates on limited hours during the week. The taxi service is therefore a vital service for disadvantaged passengers. Marlborough Taxis operate hoist vans as part of their essential service. The Blenheim Bus is a “low-floor” bus and is proving suitable for reasonably able-bodied elderly passengers.

Table 11 – Bus Service Policy

1. Provide a Blenheim Bus Service – Unit 1 (Sole 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 – Unit 1 (Sole 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 2016
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 Development and implementation of an advertising plan Implementation 2013-17
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
1.6 Establish Unit 1	The new contract will take into account Unit requirements and be competitively priced prior to expiry.

Table 12 – 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 13 – 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.

Background and Context

The Blenheim Bus 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 is due to expire in February 2017 and will be retendered in 2016.

The buses are funded on a net contract basis, i.e. the Council pays the operator a fixed sum and the operator keeps the fares. The Council's share, in turn, is sourced from rates on residential properties in the city ($38,500) and NZ Transport Agency subsidy ($38,500) with sponsorship from Mega Mitre 10 ($35,000).

Blenheim's patronage data can also be compared to other similar-sized cities. Other cities appear to be doing better than Blenheim such as Wanganui, which has 1.5 times the patronage of Blenheim. It is noted that Wanganui has partnered with the Polytech and a high number of students use the bus. Patronage in Invercargill is three times as high, but the public cost of the service is also much higher.

Table 14 – Comparative Bus Services

City	Approx. Pop served*	% Households No motor Vehicle	Approx Trips/year	Trips /capita /year	Approx. cost of Service (NZTA, Council and Supergold card Subsidy)	Public cost/ Trip	Cost/ trip
Blenheim	29,000	6.02% (Marlborough District)	26,500	1.1	$35,000 (commercial sponsor) $38,500 (Council) $38,500 (NZTA) $18,000 (Supergold) $16,000 (fares) $146,000	$3.58	$5.51
Invercargill	48,000	9.19%	390,000	8.1	$840,000 (Council) $840,000 (NZTA) $112,000 (Supergold) $xx (fares)	$4.59	
Gisborne	30,500	11.41%	70,100	2.3	$85,000 (Council) $85,000 (NZTA) $14,000 (Supergold) $105,000 (fares) $289,000	$2.62	$4.12
Wanganui	40,000	10.92% (Wanganui District)	140,000	3.5	$118,000 (Council) $128,000 (NZTA) $10,000 (Polytech) $149,000 (fares) $405,000	$1.83	$2.89

*Includes population under 5 years of age, which are generally not counted in trip data.

Inter-regional and inter-community services

Two longer-distance commercial public transport services currently operate in the Marlborough District:

Intercity Bus and Atomic Shuttles

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.

Transport disadvantaged

The Public Transport Management Act 2008 requires this RPTP 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 15 – 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 repeated 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 16 – Public Transport Priorities

Priorities	Explanation	MRPTP
Economic Growth and Productivity	The government's main priority, as expressed in the GPS, is national economic development 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 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 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 more 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. No new services are planned at this stage
Making best use of existing networks and infrastructure	The GPS seeks better use of existing transport capacity, networks and infrastructure. According to the 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

Priorities	Explanation	MRPTP
Environmental sustainability	Environmental sustainability is a key concept throughout the legislation, strategies and policies	Consistent with the 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 access choices for the community, especially the transport disadvantaged
	The GPS also seeks more transport choices, 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
Integration and co-ordination	The 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 these issues will be considered e.g. in the planning of new bus stops, design of facilities and agreements with service providers (bus and taxi companies)

Priorities	Explanation	MRPTP
	The LTMA requiring the Council to be satisfied that the RPTP 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 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

Marlborough Regional Land Transport Plan

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 (BCA) 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

Top of the South's 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 indicators and targets specified in **Table 10** apply to the Top of the South Objectives. 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 16 – Top of the South Monitoring Indicators 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 between • SH6/60Intersection and Port Nelson during the Peak Hour • Picton and the Marlborough Kaikoura boarder between 8am and 5pm	Downward trend from 2015 baseline
	ONRC	ONRC is fully embedded by 2018
	HPMV routes	Increasing HPMV route availability over time
3) Communities have access to a resilient transport system. 4) Communities have access to a reliable transport system.	Reduction in the number of hours that sections of the key journey routes are closed due to unplanned disruptions	Downward trend from 2015 baseline

Marlborough's Monitoring and Performance Measures

Table 10 identifies performance measures. In general, the issues, indicators and targets remain similar to the material included in the former (and now redundant) Regional Land Transport Strategy. Some variations to the previous strategy has been included to represent GPS targets.

To monitor progress of the GPS objectives and policies within this RLTP, there is a need to have specific measurable indicators and targets. The Marlborough's Objectives are in **Table 11**. 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 regularly to the Regional Transport Committee. The targets form an integral part of the RLTP's success and can be reviewed on an annual basis.

Table 17 – Marlborough District Council's Indicators and Targets

Policy	GPS Objectives	Indicator/Target
1.1 Providing a level of service appropriate for existing usage	A land transport system that addresses current and future demand	• Meet RTANZ 6 monthly • Meet AA 3 monthly • Monitor Levels of Service requests (CRMS)
1.2 Maximise passing opportunities to meet current user demand	A land transport system that addresses current and future demand	• Promote funding for passing opportunities on SH1 and SH6
1.3 Consider road user contributions by high impact users	A land transport system that addresses current and future demand	• Continue user contributions from forest industry
2.1 Develop the One Network Road Classification to provide consistent customer levels of service	A land transport system that addresses current and future demand	• Include ONRC Transition Plan in Asset Management Plan • Moderate contractor requirements to ensure there is no over or under delivery by 2018
2.2 The land transport network to facilitate the Urban Growth Strategies	A land transport system that addresses current and future demand	• Marlborough Roads to comment on transportation matters for all resource consent applications using urban development best practice
3.1 Apply development contributions to remedy the effects on the land transport network	A land transport system that addresses current and future demand	• Marlborough Roads advises Council on appropriate contributions to be included in consent conditions
4.1 Develop a programme of prioritised projects to upgrade the land transport network	A land transport system that addresses current and future demand	• Transport Agency policy is used as the basis for prioritisation and decision making • HPMV routes are upgraded to full HPMV • Undertake a review of SH1
5.1 Enabling appropriate passenger transport levels of service	A land transport system that provides appropriate transport choices	• Refer Public Transport Plan

Policy	GPS Objectives	Indicator/Target
5.2 Facilitate co-ordination at the model interfaces	A land transport system that provides appropriate transport choices	• Refer Public Transport Plan • Maintain liaison with Kiwirail
5.3 Facilitate walking and cycling along the land transport network	A land transport system that provides appropriate transport choices	• Make funding application for Grovetown to Spring Creek Cycleway • Include walk/cycle initiatives in all new activities
5.4 Promote alternatives to roading where feasible	A land transport system that provides appropriate transport choices	• Encourage barge operations in the Marlborough Sounds where effects on road networks may be compromised
5.5 Address peak fuel issues when considering land transport projects	A land transport system that provides appropriate transport choices	(no indicator)
6.1 Provide route security from natural hazards	A land transport system that is reliable and resilient	• Annually review resilience schedule
6.2 Prioritise resilience improvements on national routes	A land transport system that is reliable and resilient	• Consider resilience activities in annual plan preparations
6.3 Consider travel demand management as a means of improving the efficiency of the land transport network	A land transport system that is reliable and resilient	• Manage council parking enforcement
6.4 Facilitating a land transport network that is responsive to technology changes	A land transport system that is reliable and resilient	• Maintain contact with Transport Operating Centres

Policy	GPS Objectives	Indicator/Target
7.1 Apply appropriate geometric design standards to the land transport network	A land transport system that is a safe system, increasingly free of death and serious injury	• Undertake safety audits of all capital improvements
7.2 Apply appropriate safety standards along the network	A land transport system that is a safe system, increasingly free of death and serious injury	• Refer to best practice, Austroads Guidelines • Refer Traffic Control Devices Manual (Transport Agency)
7.3 Driver education to be provided for all users, including tourists	A land transport system that is a safe system, increasingly free of death and serious injury	• Continued support for Marlborough Road Safety Co-ordinator
7.4 Support and take enforcement action as appropriate (Refer Appendix 7)	A land transport system that is a safe system, increasingly free of death and serious injury	• Quarterly meetings with Police including Road Safety Action Plan Meetings
7.5 Provide for an aging population on the land transport network	A land transport system that is a safe system, increasingly free of death and serious injury	• Update crossing facilities within budget limits • Meet quarterly with Mobility Forum
8.1 Manage conflicting amenity requirements when improving the land transport network	A land transport system that appropriately mitigates the effects of land transport on the environment	• Review transportation requirements for Resource Consent approvals
8.2 Consider the need for land protection to facilitate land transport network projects	A land transport system that appropriately mitigates the effects of land transport on the environment	• Develop one network road classification by 2018
8.3 Recognise cultural shifts and the impacts of these on the land transport network	A land transport system that appropriately mitigates the effects of land transport on the environment	• Liaise with DOC and Heritage NZ annually or more frequently as required • Consult with Iwi on an “interest” or Activity basis

Policy	GPS Objectives	Indicator/Target
8.4 Effluent disposal on the land transport network should be actively discouraged	A land transport system that appropriately mitigates the effects of land transport on the environment	• Maintain the Riverlands Stock Effluent Disposal site • Consult annually with viticulture industry pre-vintage
8.5 Manage adverse effects arising from land transport operations	A land transport system that appropriately mitigates the effects of land transport on the environment	• Maintain consent compliance through CS-Vue at >90% for Council and Transport Agency Consents
8.6 Recognise the scenic qualities of the region when undertaking maintenance and upgrade works	A land transport system that appropriately mitigates the effects of land transport on the environment	• Ensure litter compliance within Network Outcomes Contract limits • ≥1 complaint from road users per month regarding tourist experience

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 local road maintenance, local road renewals, local road minor capital works and existing passenger transport services). Consequently this section sets out a prioritised list of the following activities for the first three financial years:

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

Assessment and prioritisation process

Nelson has $15 million of regional funds allocated to improvements to the road network within their boundaries that has to be committed by June 2018. Projects with the highest priority in this document will be funded first. It is unlikely that any remaining projects will be eligible for further government funding once the regional fund is spent, although national funding will still be allocated to other activities such as road maintenance and renewals.

The New Zealand Transport Agency allocates government funding in accordance with its Investment and Revenue assessment framework. The activities identified in Table 4 of this programme have been prioritised using this framework.

The Regional Transport Committee has decided to use the NZTA's Investment and Revenue assessment framework to determine and prioritise their activities. This involves rating activities across three factors (identified below) to ensure investment contributes to achieving the national priorities and impacts set out in the Government Policy Statement:

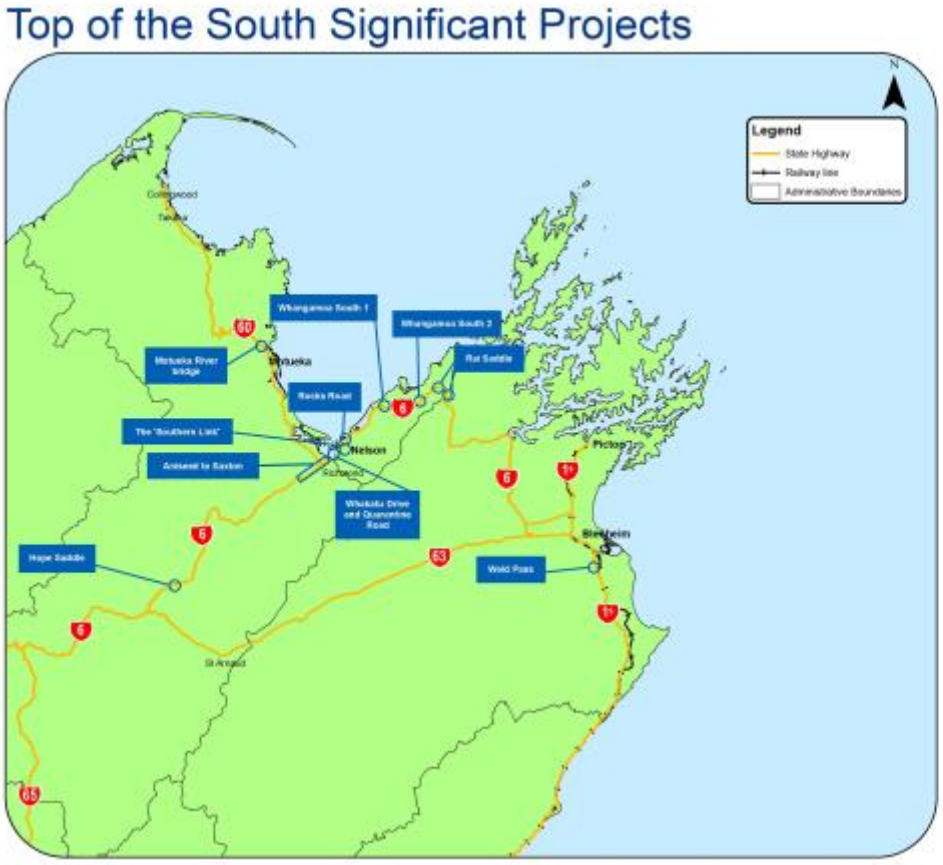
- Strategic fit of the problem, issue or opportunity that is being addressed
- Effectiveness of the proposed solution
- Economic efficiency of the proposed solution

The activities are prioritised in accordance with the Transport Agency's requirements and are provisionally provided in **Table 18**.

Table 18 – Provisional Assessment Profile Ranking

Profile (Strategic fit, effectiveness and economic efficiency)	**Priority order**
HHH	1
HHM, HMH, MHH	2
HHL, HMM	3
HLH, MHM, MMH	4
LHH, HML	5
HLM, MHL, MMM	6
MLH, LHM, LMH	7
HLL, MML, MLM, LHL	8
LMM, LLH	9
MLL, LML, LLM	10
LLL	11

Appendix 5 – Significant Projects Description



Map 2. Top of the South with significant activities.

1. SH1 Weld Pass Realignment

The Issues

- Freight route
- Safety
- Resilience – land stability
- Poor alignment
- Adds to travel time

Aims/Goal

- Greater resilience of the state highway network
- Improve freight supply chain efficiency
- Implement the Safe System approach to create a forgiving land transport system that accommodates human error and vulnerability.
- Reduce travel time

2. SH6 Rai Saddle Second Curve Realignment

The Issues

- Poor Crash Rate
- Poor alignment
- Key freight route

Aims/Goals

- Implement the Safe System approach to create a forgiving land transport system that accommodates human error and vulnerability.
- Improve freight supply chain efficiency

Rai Saddle Curve looking south

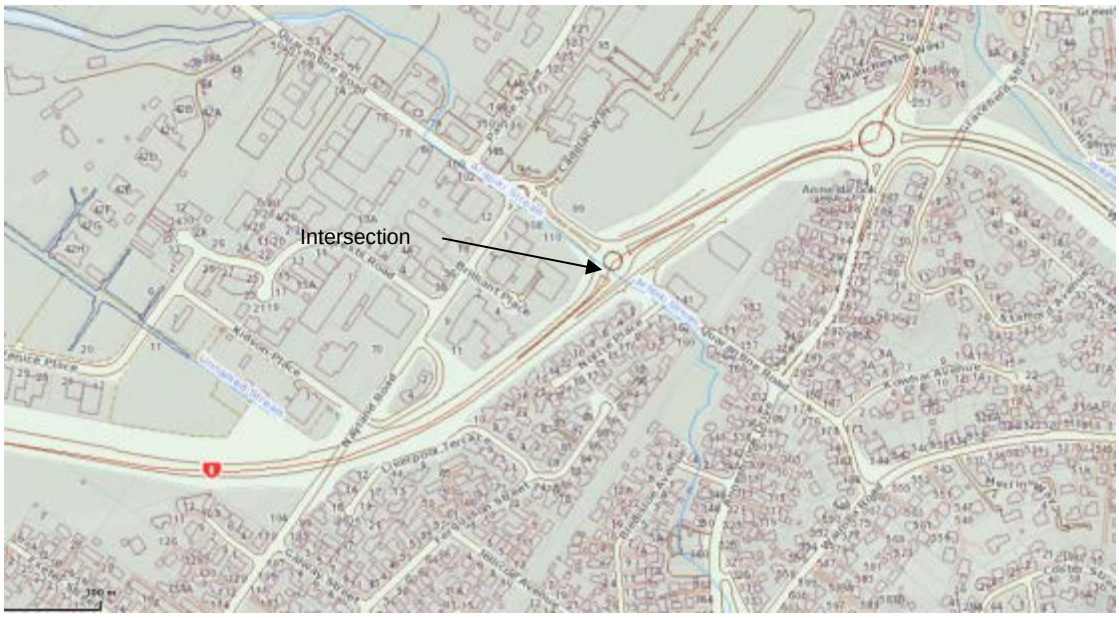
3. SH6 (Whakatu Drive) - Quarantine Road intersection upgrade

The Issues

- Deteriorating efficiency at intersection
- Changing adjacent land use
- Key freight route to Nelson Port

Aims/Goals

- Making the most of the urban network capacity
- Deliver efficient, safe and responsible highway solutions for customers.



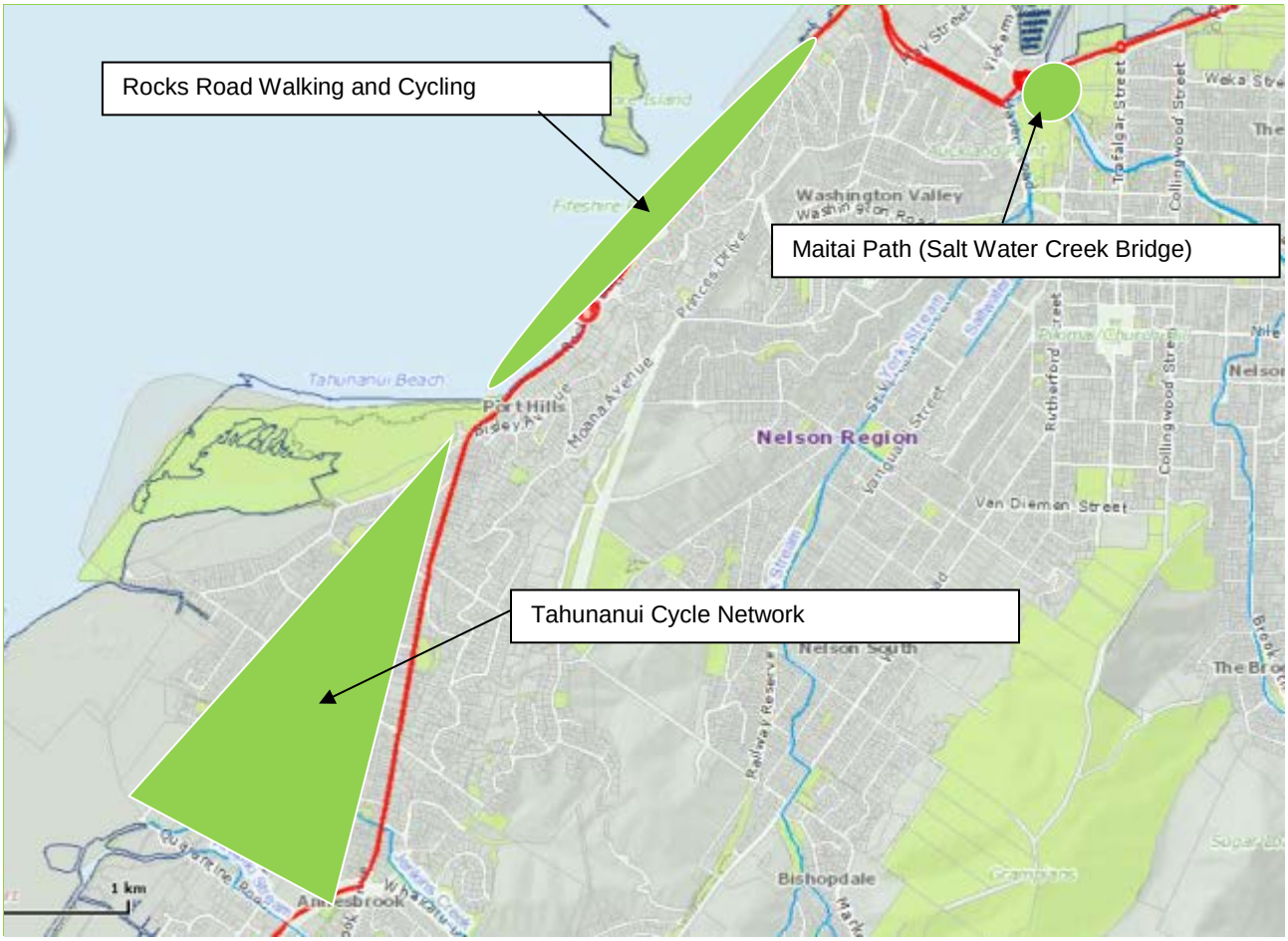
4. Walk Cycle Schools Package - Nelson

The Issues

- Lack of connected walking and cycling network
- Increasing pedestrian and cycle crash rate
- Lack of safe active transport choices in parts of the city

Aims/Goals

- To increase peak hour walking and cycling throughout the city (acknowledging that journey to school mode is critical to reducing congestion)
- Increasing walking and cycling at all other times
- Provide travel choice
- Improvements the energy efficiency of the transport network
- Contribute to positive health outcomes



5. SH6 Aniseed Valley to Saxton Corridor Strategic Business Case

The Issues

- Planned land use growth
- Changing function
- Deteriorating efficiencies at intersections

  Alternative routes being sought to avoid 'efficient' state highway route
- Severance and safety
- Conflicting traffic patterns
- Confusing
- Key freight route to Nelson Port

Aims/Goals

- Making the most of the urban network capacity
- Integrate national and local transport networks to support strategic connections and travel choice
- Incentivise and shape safe and efficient travel choices using a customer-focused approach
- Deliver efficient, safe and responsible highway solutions for customers.

SH6 Aniseed Valley Road/Eden Road - Saxton Road Corridor

SH6 – Gladstone Road/Queen Street intersection (looking north)

6. SH6 Whangamoa South realignment Stage 1 (incl Teal River bridge realignment and lower bends)

The Issues

- Freight route
- Safety
- Resilience – land stability
- Poor alignment
- Adds to travel time

Aims/Goal

- Greater resilience of the state highway network
- Improve freight supply chain efficiency
- Implement the Safe System approach to create a forgiving land transport system that accommodates human error and vulnerability.
- Reduce travel time

SH6 Teal River Bridge at the base of the Whangamoa travelling towards Blenheim

7. SH 6 Rai Saddle Section C Curve Realignment (to be populated by MDC)

The Issues

- Freight route
- Safety
- Resilience – land stability
- Poor alignment
- Adds to travel time

Aims/Goal

- Greater resilience of the state highway network
- Improve freight supply chain efficiency
- Implement the Safe System approach to create a forgiving land transport system that accommodates human error and vulnerability.
- Reduce travel time

8. SH6 Whangamoa South realignment Stage 2

The Issues

- Freight route
- Safety
- Resilience – land stability
- Poor alignment
- Adds to travel time

Aims/Goal

- Greater resilience of the state highway network
- Improve freight supply chain efficiency
- Implement the Safe System approach to create a forgiving land transport system that accommodates human error and vulnerability.
- Reduce travel time

SH6 Whangamoa travelling towards Blenheim

9. SH6 Hope Saddle realignment

The Issues

- Freight route
- Safety
- Resilience – key route south
- Lack of passing lanes to the north
- Poor alignment
- Adds to travel time
- Resilience – land stability

Aim/Goal

- Greater resilience of the state highway network
- Moving more freight on fewer trucks
- Improve freight supply chain efficiency
- Implement the Safe System approach to create a forgiving land transport system that accommodates human error and vulnerability.

Hope Saddle

SH6 Hope Saddle approaching from the North

10. SH60 Motueka Bridge

The Issues

- Narrow bridge – larger trucks take up both lanes
- Need for resilience (alternative routes across the Motueka River are limited) in case of an adverse event
- Primary industry network route
- Poor sight lines entering the bridge from both directions
- High tourist route from Nelson to Abel Tasman National Park and Golden Bay
- Safety for opposing traffic

Aim/Goal

- Deliver an efficient, safe and responsible highway solution for customers
- Greater resilience of the state highway network
- Deliver consistent levels of customer service that meet current expectations and anticipate future demand.

Figure 1. Motueka Bridge

SH60 Motueka Bridge approaching from Riwaka

Appendix 6 – Alternative Objectives

Before a Regional Transport Committee submits a RLTP to a regional or unitary 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.

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 $300m 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 2015-18 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 2015 – 18 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

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.

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

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

(b) Following public hearings and deliberations on the submissions, a final RTLP was developed by each Regional Transport Committee and submitted to the respective council for adoption prior to submission to the Transport Agency;

(c) If any of the councils wish to seek amendments it can submit to the Transport Agency an unapproved RLTP, along with an explanation it has not approved the RLTP. That council is then required to submit the RLTP to the Transport Agency by 30 April 2015; and

(d) The Transport Agency will consider the RLTP and issue its National Land Transport Programme by 01 July 2015.

(e) The final version of the RLTP will be completed by 30 July 2015.

Consultation on the Draft Marlborough Regional Transport Plan commences on 18 December 2014. The consultation period will close at 4.30 pm on 12 February 2015.

The Plan is available for viewing on the Council's website at http://www.marlborough.govt.nz and during normal office hours at the following Marlborough District Council offices:

- 15 Seymour Street, Blenheim
- 67 High Street, Picton
- 33 Arthur Street, Blenheim (Library)

Please post to:

Submissions on Marlborough Regional Land Transport Plan 2015-2021
Marlborough District Council
P. O. Box 443
Blenheim 7201

Or deliver to your local Marlborough District Council office; or email to mdc@marlborough.govt.nz
Submission forms are available on the Council's website.

There will be an opportunity for submissions to be heard in person on (MDC). Please indicate if you wish to present your submission to the Committee.

APPENDIX 9

Marlborough District Council
10 Year Forecast by Activity Class 2015-18

AC	Activity Class	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21	2021/22	2022/23	2023/24	2024/25
1	Transport Planning	$48,163	$55,724	$50,711	$52,000	$52,000	$52,000	$52,000	$52,000	$52,000	$52,000
2	Road Safety Promotion	$134,000	$134,000	$134,000	$134,000	$134,000	$134,000	$134,000	$134,000	$134,000	$134,000
3	Walking and Cycling	$230,000	$100,000	$100,000	$100,000	$100,000	$100,000	$100,000	$100,000	$100,000	$100,000
4	Public Transport	$295,000	$346,000	$332,000	$339,000	$364,000	$341,000	$368,000	$433,000	$410,000	$417,000
	- Existing	$295,000	$346,000	$332,000	$339,000	$364,000	$341,000	$368,000	$433,000	$410,000	$417,000
	- New	0	0	0	0	0	0	0	0	0	0
5	Public Transport Infrastructure	$20,000	$20,000	$20,000	$20,000	$20,000	$20,000	$20,000	$20,000	$20,000	$20,000
8	Maintenance and Operation of Local Roads	$5,643,568	$5,798,801	$5,946,415	$6,177,560	$6,194,260	$6,286,360	$6,403,910	$6,521,830	$6,545,210	$6,644,000
	- Maintenance and Operations	$5,643,568	$5,798,801	$5,946,415	$6,177,560	$6,194,260	$6,286,360	$6,403,910	$6,521,830	$6,545,210	$6,644,000
	- Emergency Works										
	- Network User Information										
10	Renewal of Local Roads	$4,999,674	$5,152,454	$5,307,779	$5,885,150	$5,839,620	$5,915,030	$6,111,380	$6,068,710	$6,147,020	$6,346,320
12	New & Improved Infrastructure for Local Roads	$1,950,000	$2,320,000	$2,585,000	$2,093,000	$2,119,000	$2,146,000	$2,174,000	$2,202,000	$2,230,000	$2,260,000
	- Minor Improvements	$1,165,000	$1,510,000	$1,385,000	$1,500,000	$1,500,000	$1,500,000	$1,500,000	$1,500,000	$1,500,000	$1,500,000
	- Other	$785,000	$810,000	$1,200,000	$593,000	$619,000	$646,000	$674,000	$702,000	$730,000	$760,000
Total Forecasted Expenditure		**$13,320,405**	**$13,926,979**	**$14,475,905**	**$14,800,710**	**$14,822,880**	**$14,994,390**	**$15,363,290**	**$15,531,540**	**$15,638,230**	**$15,973,320**