Marlborough Regional Land Transport Plan 2024-2034

Marlborough District Council

June 2024

Version 8.0

MARLBOROUGH DISTRICT COUNCIL

NZ TRANSPORT AGENCY WAKA KOTAHI

Marlborough Roads

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FOREWORD – MARLBOROUGH REGIONAL TRANSPORT COMMITTEE CHAIR

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

A Regional Land Transport Plan (RLTP) underpins the region's road network and transportation planning, the 30 year strategic objectives, as well as the investment priorities over the next ten years on both the state highway and local road networks. The vision of this RLTP is to have a safe and connected region that is liveable, accessible, sustainable and supports the economy. From a statutory perspective, the RLTP meets the requirements of the Land Transport Management Act 2003 and contributes to the overall aim of the Act.

Marlborough faces significant challenges over the next three years and beyond. The Marlborough Sounds recovery work will have a significant impact on our funding, together with a network that requires investment to preserve and improve what we have to meet the desires of the community.

Marlborough is situated in the north-east corner of the South Island, accessible by ferry, rail, air and road. The region's population is 52,000 with Blenheim, the main urban area, having around 30,000 residents. The region produces 85 percent of New Zealand's wine export, and Marlborough's long coastline and sheltered bays of the Marlborough Sounds results in significant aquaculture, with Marlborough producing 80 percent of all commercially grown seafood in New Zealand. Marlborough works closely with the other Regional Councils in the South Island via the South Island Regional Transport Committee Chairs Group.

Marlborough suffered severe storm events, in July 2021 and August 2022, which caused significant damage to the transport network, particularly the network in the Marlborough Sounds. The Marlborough Sounds Future Access Study identified recovery options and a preferred programme of works was established. This will require significant investment not only for this NLTP but into the future.

The storm events and significant cost increases has resulted in the reduction of routine maintenance to stay within budgets. Significant investment is needed to maintain the roads to an acceptable level of service.

Picton is an important connection for freight and tourists travelling between the North Island and the South Island. The existing Interislander ferries are reaching the end of their life. In mid-December 2023, the Government cancelled the inter-island resilience connection project. A decision on the ferry upgrade will occur within this RLTP period which will affect transport in Picton and beyond.

SH1 is a vital freight route connecting the North Island to the South Island. Between Picton and Blenheim, it has been identified as the second most dangerous road in the South Island. South of Blenheim, Weld Pass has a tortuous road alignment, and requires realignment. All large heavy vehicle freight movements must use SH1 between Picton and Blenheim due to permanent length restrictions on the alternate Queen Charlotte Drive route. With iRex being cancelled, the number of trucks is likely to increase at a greater rate than previously estimated. The lack of resilience is a weak point in the north-south freight route.

Due to topographical constraints many residents in Blenheim rely on the state highway network to go around their daily lives and many key intersections on the urban state highway network are reaching capacity.

The change of Government in 2023 resulted in a change of direction for national priorities. These changes will not have a great effect on Marlborough as the majority of budgets for the first three years will be concentrating on the storm recovery.

And finally, thanks go to all those who have provided input into the development of the RLTP, specifically the community input that has helped refine this plan, our key stakeholders and the South Island Regional Transport Committee Chairs Group.

Cr Scott Adams
Chairman
Marlborough Regional Transport Committee

FOREWORD – SOUTH ISLAND REGIONAL TRANSPORT COMMITTEE CHAIRS

Our people, our communities.
Without people we have no need for a transport system

Our transport system:

- Provides the arteries and veins that bring life to our communities.
- Provides our communities' connections and allows our communities to function.
- Allows people to travel safely and efficiently through our diverse landscapes.
- Enables the safe and efficient movement of freight.
- Must respond and adapt to a changing climate and emission reduction requirements.
- Must support regional prosperity and improve the overall wellbeing of the South Island.

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

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

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

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

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

Priority areas

1. Advocacy for transportation in the South Island, including tracking National Land Transport Fund allocations across the country
2. South Island transport network resilience
3. South Island freight task and associated journeys
4. South Island tourism transport systems improvements
5. Responding to climate and emission reduction requirements
6. An enabling funding approach for innovative multi-modal (road, rail, air, sea) transport options
7. Exploring opportunities for inter-regional transport options

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

EXECUTIVE SUMMARY

Marlborough is situated in the north-east corner of the South Island, accessible by ferry, rail, air and road. Marlborough connects the North Island to the South Island via ferries located in Picton. Primary industries in Marlborough make up a significant proportion of the region's gross domestic product, closely followed by secondary processing of the products made in the region. Most of our freight is consumed locally or sent directly overseas, which means Port Marlborough, and the transport networks connecting to the Ports of Nelson and Lyttleton, are vitally important to our region.

The roads in Marlborough are managed by Marlborough Roads, a collaboration between Marlborough District Council and the New Zealand Transport Agency. Value provided through the creation of Marlborough Roads, includes reduced management costs and lower contractor rates than may have been achieved through running individual contracts.

This Regional Land Transport Plan is the primary document guiding integrated land transport planning and investment within Marlborough. The Plan sets the strategic transport direction to guide transport activities, recognises that the transport network we have traditionally relied on may not be appropriate for the future, and identifies the agreed view of regional transport priorities to inform the National Land Transport Programme. The Plan includes a programme of works which is consistent with the Government Policy Statement on Land Transport, as a bid for funding from the National Land Transport Fund.

The local climate allows us to produce high quality agricultural products which are sought after nationally and around the world. However, Marlborough's climate can also bring challenges to the roading network associated with flooding, landslides and geotechnical instability after heavy rain, which all pose a risk to the safety of our users and reliability of our network. The roads in the Marlborough Sounds were badly damaged in the July 2021, February 2022 and August 2022 storm events with over 2,750 faults recorded. An outcome of these storm events has been a rethink on the Levels of Service across the Sounds network and how Council can provide a sustainable transport network into the future. For this, Council undertook the Marlborough Sounds Future Access Study which identified recovery options and a preferred programme of works was established. This will require significant investment over the next three years.

The long term strategic objectives of this Plan are:

- Supporting economic growth through providing efficient intra-regional and inter-regional routes while minimising environmental impacts
- A well-planned network that supports urban growth for all travel modes
- A network that continues to function through unplanned events and can recover quickly
- A safe transport system for all users

Due to budget constraints, the short term priority (2024-2027) is to recover from the storm events, provide greater resilience of the local road network and continue to maintain the network to the current levels of service. This will require significant investment into the Marlborough Sounds Future Access Project.

The medium term priority (2027-2030) will be to implement best practice asset management principles with expenditure being across the transport assets from a wellbeing perspective. In the medium term there will be a focus on improving the resilience on the local road network. This will align to the long term strategic objectives.

The Regional Land Transport Plan should be read in conjunction with Marlborough's Transport Activity Management Plan.

PART A – STRATEGIC CONTEXT

1 Introduction

This RLTP is the primary document guiding integrated land transport planning and investment within Marlborough. Marlborough District Council (Council) is a unitary council and as such undertakes the role of district council and regional council. Regional councils are required to create a RLTP as part of the Land Transport Management Act 2008 (LTMA).

Our vision is to have a safe and connected region that is liveable, accessible, sustainable and supports economic growth

Marlborough is situated in the north-east corner of the South Island and is accessible by ferry, train, air, or road. Marlborough, or more specifically Picton, hosts the South island's interisland ferry link with the North. Picton is the South Island transfer point for all vehicles and freight. The location and extent of Marlborough is shown in Figure 1.

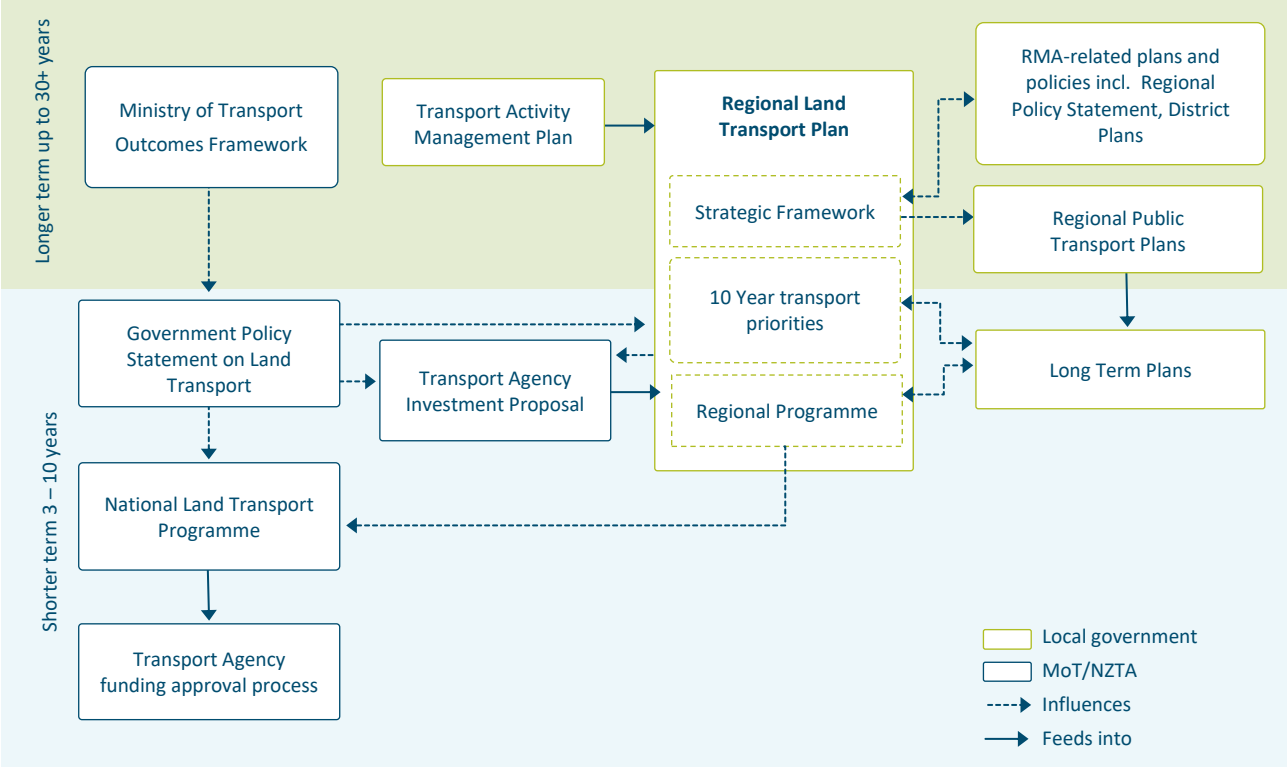
Figure 1 Marlborough District Council Location and Boundaries

The road network is administered by Marlborough Roads. A Local Roads Asset Management Agreement (LRAMA) between the Council and the New Zealand Transport Agency Waka Kotahi (NZTA) was established in 2000 to create efficiencies in the management of both local roads and state highways in Marlborough. The agreement delegated the responsibility for managing Marlborough's local road network to the NZTA via their Marlborough office known as "Marlborough Roads". Marlborough Roads administer the Network Outcome Contract (NOC). This contract delivers both Professional Services and Physical Works.

Value provided through the creation of Marlborough Roads, includes reduced management costs due to reduced overhead or profit charges to Council, a very efficient / low resourced operation compared to other authorities, and lower contractor rates than may have been achieved through running individual contracts.

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

Figure 2 RLTP Relationship



This RLTP:

- has been developed collectively by the Regional Transport Committee (RTC) comprising Council and NZTA
- sets the strategic transport direction to guide transport activities in Council's Long Term Plan (LTP) and identifies the agreed view of regional transport priorities to inform the National Land Transport Programme (NLTP)
- sets the long-term vision and strategic direction for the region's land transport system
- identifies the agreed regional transport priorities for investment in the short to medium term
- presents the activities of approved organisations in a single programme, which is consistent with the Government Policy Statement on Land Transport (GPS), as a bid for funding from the National Land Transport Fund (NLTF)
- provides the basis for communication for Marlborough's transport direction and priorities with stakeholders and the community

The approved organisations for this RLTP include:

- Marlborough District Council
- New Zealand Transport Agency Waka Kotahi
- Department of Conservation

2 Our Region

Marlborough is a large region totalling twelve and a half thousand square kilometres or around one million hectares. Marlborough has20% of New Zealand's coastline. It is a great place to live, work and play. Visitors come here to experience the scenic beauty of the Marlborough Sounds, our vineyards, and sunshine. More people are choosing to move here to live for its lifestyle benefits, to work, raise their children, or enjoy their retirement.

Picton, at the northern end of SH1 in the South Island, is the major economic and tourist gateway to and from the South Island, with the nationally strategic State Highway 1 (south) leading from there to Christchurch and beyond. Picton hosts the Bluebridge ferry terminal and Kiwirail's Interislander ferry.

Marlborough is experiencing the impacts of growth – both economic growth, reflected in increased freight movements and busier highways, as well as population growth; reflected in increased housing demand, new subdivisions, and pressure on existing/demand for new urban infrastructure.

Marlborough is New Zealand's largest grape growing region, with 85 percent of New Zealand's total wine export production. Marlborough's long coastline and sheltered bays of the Marlborough Sounds results in significant aquaculture, with Marlborough currently producing 80 percent of New Zealand's commercial grown seafood.

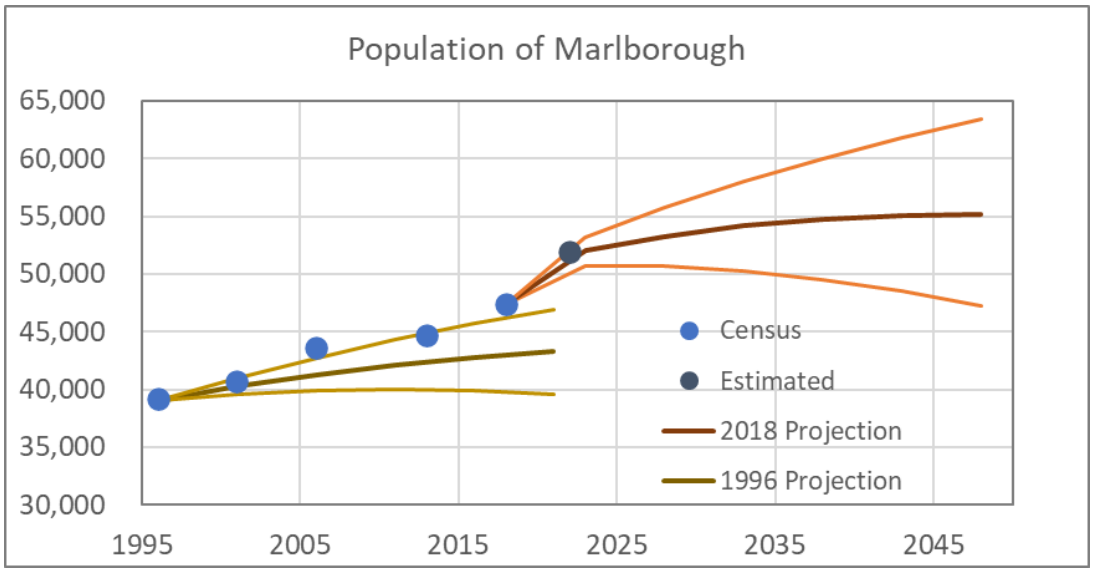
3 Our People

Marlborough is home to 52,000 people, spread widely across the region. Nearly two thirds of the population live in Blenheim with the remaining population widely spread across the region. Marlborough has two island communities on D'Urville Island and Arapaoa Island. The roading network includes a number of wharves and jetties required to support Sounds and Island communities. These communities provide rural industry, and rely on transport to access markets, schools, supermarkets and community support services.

The district's population is expected to increase over the next ten years because of the employment opportunities created primarily in the viticulture, forestry and tourism industries. This increase will impact on the roading network both in demands for increased levels of service and network capacity, for example, increased road width and intersection upgrades.

The population has grown faster than the projected forecasts in 1996 and is on target to meet the high population forecasts prepared in 2018. The population growth for Marlborough, both actual and forecast can be seen Figure 3.

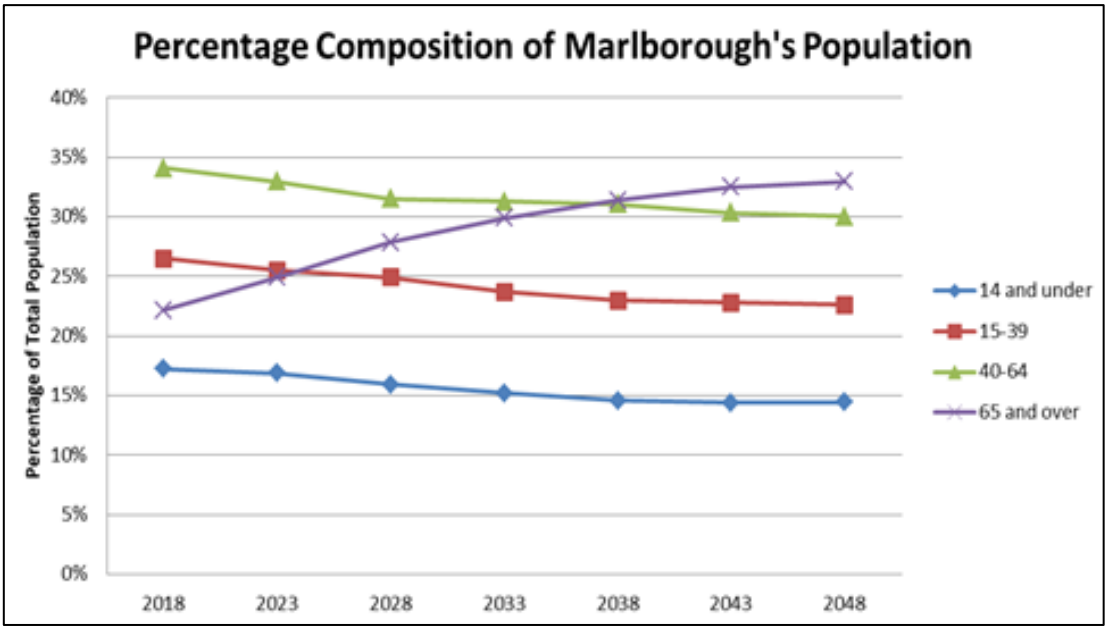
Figure 3 Marlborough Population Growth



The average household size in Marlborough District is 2.4 people, compared with an average of 2.7 people for all of New Zealand. With an anticipated additional 8,000 population between 2023 and 2038, Marlborough will require an additional 3,300 houses. It is anticipated that approximately 75% of new development will be in and around the existing towns and the balance in rural areas and small un-serviced settlements. There is increasing pressure for development of commercial complexes in the district that is placing pressure on the development rules under the existing District Plan. This is affecting urban fringe areas which can have an impact on the roading infrastructure as demand in these areas can alter significantly in a relatively short period of time.

Marlborough is an increasingly popular place to retire, with a steady increase in the 65+ age group. By 2043 it is forecast that a third of the population will be over 65. This trend comes with a corresponding decrease in the percentages of children and working age population.

Figure 4 Composition of Marlborough's Population



Compared with the national average, Marlborough has an older population with 23% over 65 compared to a national average of 15%, less Maori (13% compared to a national average of 16%, less Asian (5% compared to a national average of 15%) and less Pacific (5% compared to a national average of 8%). The proportion of Maori in Marlborough that are over 65 is 9% compared to 24% of non Maori and a national average for Maori of 7%.

4 Natural Environment

4.1 Earthquakes

Marlborough is cross hatched with fault lines. The region sits on a set of major faults: the Wairau, Awatere, Clarence and Hope faults; and has recorded a number of significant quakes over time.

The large earthquakes of 2013 and 2016 saw a record number of faults ruptured. The events saw widespread disruption and damage of the roading network and has taken many years to recover.

Damage experienced was structural damage, cracking and movement of pavements and considerable damage to culverts and stormwater drains. Some of the damage to culverts has only surfaced recently with the major storm events. Culvert pipes have been broken, cracked or moved out of alignment by the seismic forces.

4.2 Storm Events

The Marlborough Region has New Zealand's sunniest climate, receiving almost 2,500 hours of bright sunshine per annum. The dry weather however brings environmental challenges to the roading network associated with dust and severe thunderstorms resulting in flooding and landslides which all pose a risk to the health and safety of our users and reliability of our network.

Marlborough has suffered multiple high intensity rainfall events which have caused significant damage to the Marlborough Transport network. The largest event, in August 2022, caused over 2,750 faults and affected more than 500km of road. For a period of nearly two weeks, SH6 between Blenheim and Nelson was closed. It was then fully closed for a further seven weeks for repairs. These closures significantly impacted both freight and health services as Marlborough residents access most of their specialist and hospital services through Nelson hospital.

The reinstatement of the network is a huge task and will take time. A Programme Business Case (PBC) has been completed and submitted to NZTA for the rebuild of the network, improvements in resilience, and ultimately a Hazard Adaption Pathway (HAP). The HAP is to be implemented when reinstating the roads is no longer economically viable.

An outcome of these storm events has been a rethink on the Levels of Service across the Sounds network. The PBC has identified the area where Council should build back stronger to improve the resilience, as well as areas which will have Levels of Service lower than existing.

NZTA provided a Funding Assistance Rate (FAR) of 95 percent to assist with the July 2021 recovery works and August 22 emergency works outside of the Marlborough Sounds. Late in 2023 the NZTA Board endorsed the Marlborough Sounds Future Access Study. This endorsement recommended a FAR of 71% for the completion of the recovery works. Council, through its Long Term Plan process, has confirmed it will meet their 29% share of costs. This lower FAR rate will place a heavier burden on Marlborough rate payers.

4.3 Effects of Unplanned Events

When an unplanned event occurs, resources are reallocated reducing business as usual work, including routine maintenance. Together with rapidly rising construction costs unplanned events has resulted in a reduction in planned maintenance and upgrade work. To respond to these challenges, Council will need to continue focus on recovery, renewal / maintenance work and address the strategic priorities.

Marlborough roads needs to improve the safety and resilience of our transport assets to meet the unpredictable damage caused as a result of climate change.

Unplanned events on state highways relies on local roads, such as Queen Charlotte Drive, for diverted traffic. Some local roads require upgrading to enable the higher traffic flows associated with a state highway diversion.

5 Economic Drivers

Primary industries in Marlborough make up a significant proportion of the region's gross domestic product, closely followed by secondary processing of the products made in the region.

The movement of goods to, from and around New Zealand is essential for our society and economy to function and flourish and impacts our quality of life. All large heavy vehicle freight movements must use SH1 between Picton and Blenheim due to permanent length restrictions on the alternative Queen Charlotte Drive route. This lack of resilience is a weak point in the North South freight route.

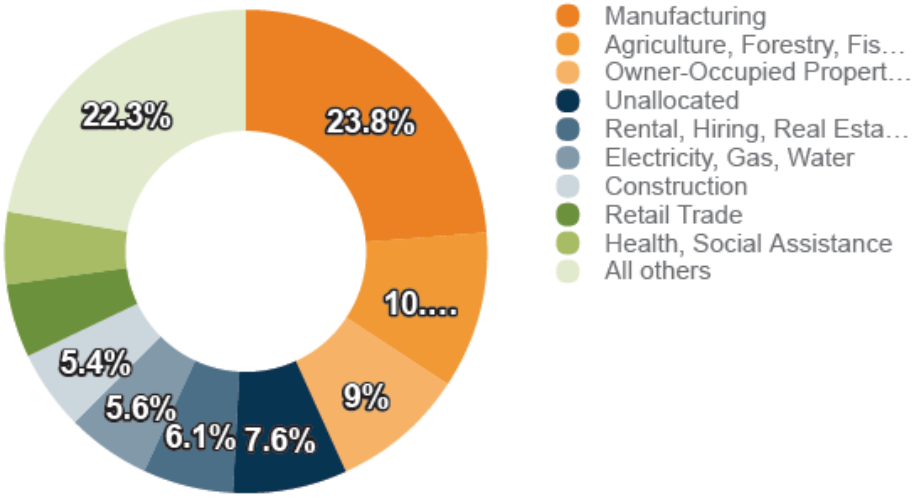
Five million tonnes of freight with an estimated value of $20 billion crosses Cook Straight annually. Marlborough connects these freight movements with ferry links (Interislander and Bluebridge) between the two islands at Picton. Freight movement between the two islands is expected to increase by 35 percent over the next 20 years and, as such, having good safe and resilient transport network within the region and to the ports is vital to maintaining an efficient economy and to keep the South Island supplied with goods from the North Island. More freight goes from north to south than south to north, reflecting the importance of the Cook Straight ferries to the South Island economy.

KiwiRail manages the rail network connection between Picton to the south. The NZTA manages the state highway network enabling road freight to travel both south and to the west which does not have rail connections.

Per head of population, Marlborough residents contributes more to the National GDP than the average for New Zealand.

A quarter of Marlborough's GPD comes from manufacturing (compared to the national average of nine percent), with a further ten percent from agriculture, forestry and fishing (compared to a national average of five percent).

Figure 5 Proportion of Marlborough GDP by Industry – 2023



Other domestic freight within New Zealand is reliant on our regions transport network, particularly road, rail and sea. All commodities transported between the North Island and the rest of the South Island traverses through our region, using SH1 and rail. Heavy commercial vehicles make up 17 percent of the traffic flow on SH1. This includes Weld Pass south of Blenheim, where the community, stakeholders and the transport industry are demanding improvements.

Viticulture has seen significant growth over the past 15 years and now dominates the lowland sections of the Wairau and Awatere Valleys. Over the last decade most of the land formerly dedicated to cropping and stone fruit orchards has been converted to viticulture so that it is now New Zealand's largest grape growing region producing 85 percent of New Zealand's total export wine production.

Forestry is another industry that has seen significant growth in the last decade. The movement of logs is heavily dependent on road transport. The forestry harvest in the Marlborough Region is expected to increase significantly once economic factors improve. The forestry sector in the region has reached a

sustainable yield of 1,500,000 cubic metres of raw product per annum (requiring transporting over the local road network), which is likely to continue for the foreseeable future (source: Merrill and Ring, Forestry Consultants/Farm Forestry Assn.)

Aquaculture: The Marlborough Sounds has a significant mussel and salmon farming industry with farms located throughout the Sounds and manufacturing and distribution facilities located around the region. Marlborough currently produces more than 60% of New Zealand's green shell mussel exports. Salmon farming is also well established within the Sounds with current production around 6,500 tonnes a year it is expected to continue to grow.

Agriculture: The requirement for land for vineyard development has seen a significant reduction in both pastoral and horticultural land use within Marlborough. Most remaining orchard and cropping land is located within the lower Wairau Valley. Dairy farming is mainly located within the Kaituna, Linkwater and Rai Valley areas whilst beef, sheep and deer farming is generally confined to the upper Wairau Valley, upper Awatere Valley and south of Seddon. No growth in dairy farming is expected and some conversion to viticulture use may occur.

Tourism: The Marlborough region, in particular the Marlborough Sounds, is renowned as an area of natural beauty in New Zealand. Other tourism related activities include the Whale Trail, walking tracks and vineyards. Port Marlborough is a significant portal for tourists travelling between the North and South Islands. Marlborough is also home of the Aviation Heritage Centre, attracting national and international visitors.

Construction: The construction sector is largely driven by the primary industries in the region. The Marlborough economy is strong, creating hundreds of new jobs which is attracting more people to the region, consequently putting pressure on housing demand. There are about 2,200 construction workers in Marlborough at present, another 500 could be needed. Building companies reported being fully booked for up to 18 months in advance, and many companies are struggling to find skilled workers to meet demand.

Tourism is predicted to continue as a growth industry, the marine farming industry may expand with legislative change, forest harvests are predicted to increase, although the timing of this increase will be influenced by wider external economic factors, and although grape growing in conjunction with wine production has experienced challenges in the past years it is at this stage predicted to continue to grow.

6 Our Transport System

6.1 Road Network

Both the state highway and local road network is administered by Marlborough Roads. It consists of over 1,900 kilometres of formed road. Marlborough Roads has a Network Outcomes Contract for the delivery of road maintenance. This contract runs to 31st March 2027 and has a right of renewal for a further 2 years. This is a combined Lump Sum and Measure and Value Contract. The existing NOC contracts used by NZTA around New Zealand are currently being reviewed and a new Integrated Delivery Model is being developed.

Council's largest infrastructure asset are the local roads, with a 2023 optimum replacement value of $1,038 million, excluding land.

SH1 from Picton south is a nationally significant route. The Picton to Blenheim section has been ranked as the second most dangerous road in the South Island by NZTA based on their collective risk safety rating[1].

SH6, SH62 and SH63 have regional significance for inter-regional connection as well as connecting settlements in Marlborough. Local roads support the state highways as feeders.

[1] Collective risk is calculated using the NZ Road Assessment programme (KiwiRAP) methodology using data from 2018-2022

Department of Conservation has 201 km of roads, with 114 km open to the public. The Department has a maintenance agreement with Marlborough Roads.

A summary of the road network is shown below.

Table 1 Regional Road Summary

	Urban (km)	Rural (km)	Sealed (km)	Unsealed (km)	Total (km)
State Highways	84	175	259	-	259
Local Roads	197	1363	933	627	1561
Department of Conservation	-	114	2	112	114

Table 2 Regional Road Summary ONRC Classification

	National	Regional	Arterial	Primary Collector	Secondary Collector	Access	Low Volume
State Highways	89	86			84		
Local Roads			15	85	311	554	596
DOC							114

Traffic growth on the state highways in Marlborough have averaged 1.9 percent per annum over the last 10 years with a peak growth in 2016 of 6.2 percent per annum.

The five year rolling average traffic growth on state highways is provided below.

Figure 6 State Highway Growth, Marlborough

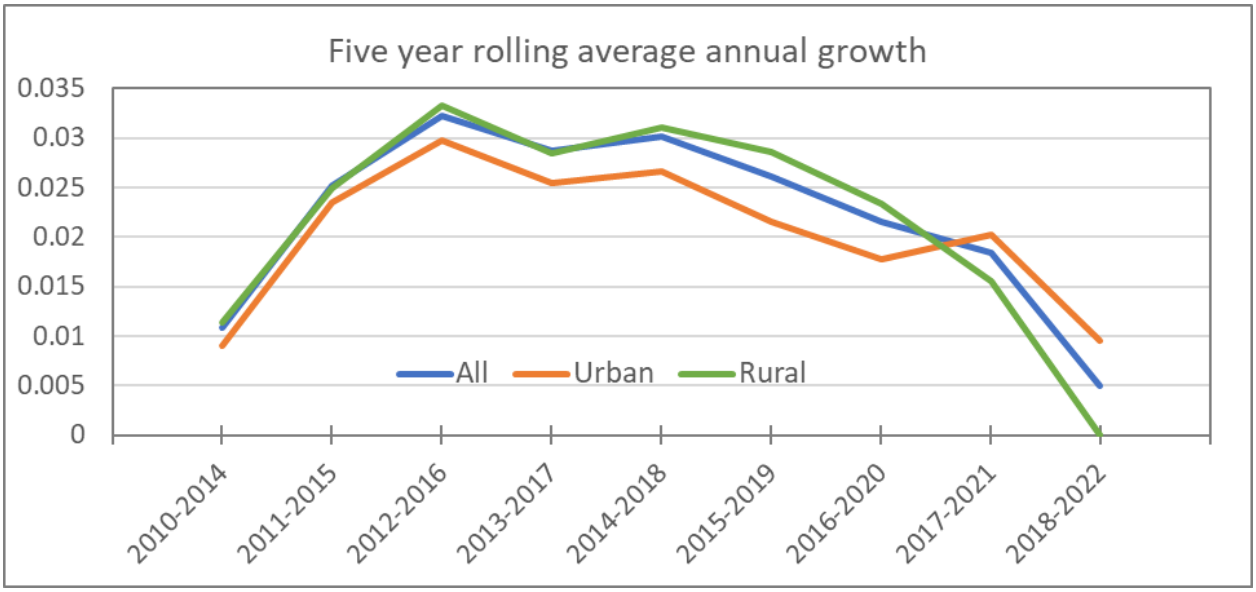


Figure 6 includes the effect on COVID19 which saw a reduction in traffic volumes due to nation wide lockdowns in March-May 2020 and August 2021. While the average growth rate between 2017 and 2022 (shown as 2020 in Figure 6), was 0.5 percent per annum, the urban growth rate averaged 1.0 percent per annum.

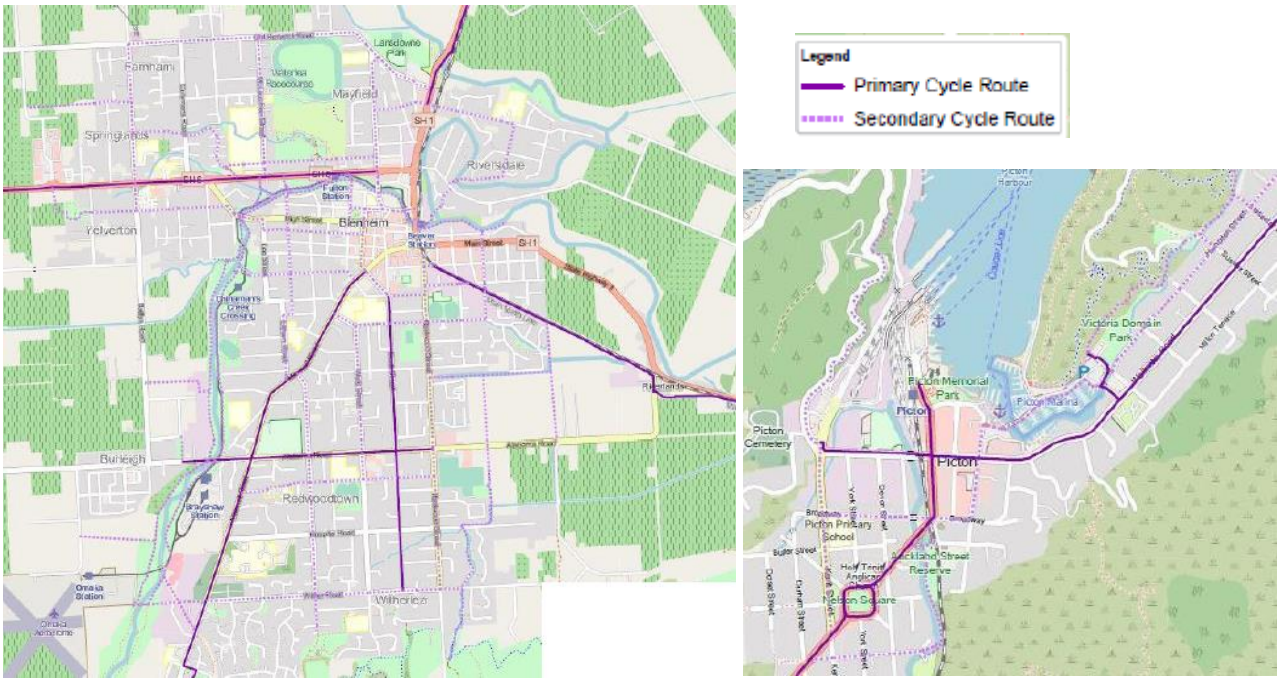
Traffic volumes on SH1 within urban Blenheim exceed 1,800 vehicles per hour and the single lane roundabouts providing access are at capacity causing significant delays to freight.

6.2 Cycle Network

Cycle facilities are limited in Marlborough. Most cycle facilities that are provided are for recreational cyclists only and do not assist commuters. Urban cycle facilities often do not join up to create a cohesive network and require cyclists to use roads with no facilities to complete journeys.

The Marlborough Network Operating Framework has recommended cycle routes within the urban areas of Blenheim and Picton to enable alternative transport choices between residential areas, employment areas and schools. Most of the roads in the cycle network do not have cycle facilities and any funding for new cycle facilities will be prioritised on these roads. The cycle network within Blenheim also includes the Taylor River route.

Figure 7 Network Operating Framework – Cycle Routes



The cycle networks shown in Figure 7 will be incorporated into the Marlborough Walking and Cycling Strategy when it is next reviewed. Figure 7 will also assist Council in making transport decisions, particularly for active modes.

While Marlborough has a higher rate of cycle travel than the national average, it is lower than similar areas such as Nelson and Motueka.

6.3 Walking Network

With an aging population, more residents will rely on mobility scooters for active transport, and these require adequate footpaths and safe crossing locations. Marlborough's walking network is limited to urban areas.

Within the two main centres of Blenheim and Picton, many streets only have a footpath on one side of the road. Many crossing points do not have tactile pavers to assist visually impaired.

Figure 8 Blenheim Walking Network

The Marlborough Network Operating Framework has recommended walking routes within the urban areas of Blenheim and Picton. The walking network will assist Council in making transport decisions, particularly for active modes.

Council undertakes an annual residents survey. Of the 22 overall ratings of services, roads and footpaths was rated 5th in order of importance, but was ranked 19th in order of performance.

6.4 Public Transport

Public transport (PT) within the region consists of the Blenheim Bus Service, school bus services. Total Mobility and health mobility services are also provided. The Regional Public Transport Plan (RPTP) provides greater detail on the services and funding.

The Blenheim Bus Service operates twin loops to the north and south of the main town centre, on hourly intervals during weekdays between 9:00 and 15:00, making it difficult for employees to commute to work by bus. There is also a bus service between Blenheim and Picton which runs on two days a week. A trial to run a Saturday Service on the Picton route will continue through 2024.

Achieving an increase in the mode share of public transport is likely to be difficult with the existing bus service without a significant change in the way public transport is provided in Marlborough.

6.5 Freight Routes

Significant volumes of freight pass through Marlborough using nationally significant road, rail and ferry services through Picton.

The majority of freight moved around Marlborough is by road. There have been significant improvements in the moving of freight by rail in recent years, but this tends to favour bulk commodities and those running long distances. With the cancellation of the iRex project (refer Section 8.2), the proportion of freight moved by road is likely to increase. Much of the commodities generated locally tends to have a destination or origin at Port Marlborough or the Port of Nelson. These commodities generally are transported using the state highway network.

South of Blenheim are two industrial estates. Access to each is via priority controlled intersections, effectively forming large cul-de-sacs. Large trucks struggle to find acceptable gaps, in particular when travelling to destinations south of Blenheim. This has resulted in crashes along this section of road as risks are taken. Marlborough Inland Hub is also considering an inland port at this location which will require improved access to SH1.

Weld Pass is located on SH1, 12km south of Blenheim and 10km north of Seddon. This road is part of a vital freight link between Christchurch and Picton. Tight corners and steep drop offs make it a high-risk road. Between January 2007 and December 2016, 12 people were seriously injured on this stretch of road. NZTA are looking at a range of safety improvements, including increased shoulder width, safety barriers and slow vehicle lanes. The current State Highway Investment Proposal (SHIP) includes a resilience project for Weld Pass. Progressing a realignment has stalled.

By weight, forestry makes up the greatest portion of commodity carried on the Marlborough road network. Logging trucks utilise a number of low volume access roads during harvest, and Marlborough Roads works proactively with the forestry industry to target maintenance on specific roads to coincide with harvest. With the increased volumes and the harvesting of new forests in new areas, road upgrades and maintenance is struggling to keep pace.

There is considerable public concern about logging trucks operating on Sounds roads. A review of road safety will need to be undertaken during this RLTP period.

Freight volumes are expected to grow from 11.8 million tonnes in 2022 to 14.0 million tonnes in 2042, a 19 percent increase.

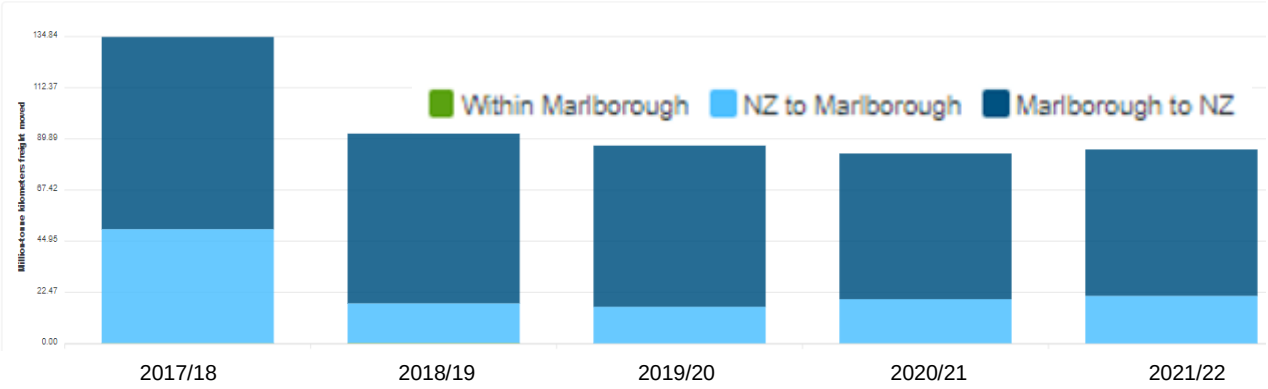
6.6 Rail Network

Rail runs north/south through Marlborough, generally parallel with SH1. Between Picton and Christchurch the rail is called the Main North Line. Key freight hubs are located in Picton and Spring Creek, with passenger stations in Picton and Blenheim

The Main North Line carries freight services between the Interislander terminal to Christchurch, the Coastal Pacific passenger train and beyond. KiwiRail operate a freight hub at Spring Creek where rail freight for the top of the south is transferred from trains to trucks. The freight hub is also used for container redistribution from the Interisland Ferries

In 2019, around $14b of freight was transported on the Main North Line.

Figure 9 Rail Freight Movements to and from Marlborough



A passenger train operates daily between October and April. The train is timetabled to connect with Interislander ferry sailings. The Marlborough Flyer, a heritage steam train, operates tourist trips when cruise ships are in port between Picton, Blenheim and Seddon.

6.7 Sea Network

With 20 percent of New Zealand's coastline, Marlborough has a long standing relationship with the sea. Marlborough has historically relied on the sea to provide easy transport for goods and people in and out of the region. Port Marlborough is the second largest marina operator in the country with a capacity for some 1,400 vessels. Head office is located within Picton and is an important part of the town's identity generating significant employment and economic activity.

The main port in Marlborough is located in Picton and is the key port that connects the North Island to the South Island. In addition to the general wharves, a deep water bulk terminal, marinas and aquaculture, Picton port services Interislander and Bluebridge ferries which processes high volumes of bulk commodity. The existing Interislander ferries are reaching the end of their life. A decision on the ferry upgrade will occur within this RLTP period which will affect transport in Picton and beyond.

The port also hosts visiting cruise ships. Picton Port has the Main North Line rail connection. The South Island Freight Study identified that 5.5 million tonnes of freight travelled between the two islands in 2017.

Secondary ports provide local industry or recreational facilities. Secondary ports include Havelock and Waikawa. An extension to the Waikawa marina has just been completed, this adds another 250 berths.

Port Marlborough also operates ports at Elaine Bay in the Pelorus Sound and Oyster Bay in Port Underwood. These mainly cater for the Aquaculture industry.

Marine facilities at French Pass and Kapowai on D'Urville island are critical for communities in these outer sounds areas. These facilities are provided by the Council.

A number of areas within the Marlborough Sounds do not have road access and landowners use boats and barging to access the area and to transport goods. Council is encouraging the use of barging within the Marlborough Sounds to get logs to market instead of using low volume, narrow and very fragile roads.

6.8 Crash history

The NZTA crash database contains information on all crashes that have been reported to the Police. A review of the crash data for the ten-year period 2013 – 2022, shows that there have been 3530 reported crashes in Marlborough over this period. A breakdown of crash severity and location is summarised in Table 3 and Table 4.

Table 3 State Highway Crashes 2013–2022

Road Type	Fatal	Serious	Minor	Non-Injury	Total
Rural Roads	23	77	255	519	874
Urban Roads	1	13	82	340	436
Total	24	90	337	859	1310

SH1 between Picton and Blenheim has been ranked as the second in the most dangerous road in the South Island by NZTA based on the NZTA Collective Risk ratings. This is partially due to ferry passengers taking risks for fear of missing their ferry. The installation of electronic travel times was considered so that travellers could manage their travel time and not stress or speed for fear of missing their ferry. However, these were never installed.

Table 4 Local Road Crashes 2013–2022

Road Type	Fatal	Serious	Minor	Non-Injury	Total
Rural Roads	6	33	117	246	402
Urban Roads	5	59	397	1357	1818
Total	11	92	514	1063	2220

The number of deaths and serious injuries (DSI) by year and road type are summarised in Table 5.

Table 5 DSI Trends by Road Type

	2013/14	14/15	15/16	16/17	17/18	1/19	19/20	20/21	21/22	22/23
Urban	5	6	7	7	6	10	7	5	5	3
Rural	15	12	25	24	18	20	17	20	20	18

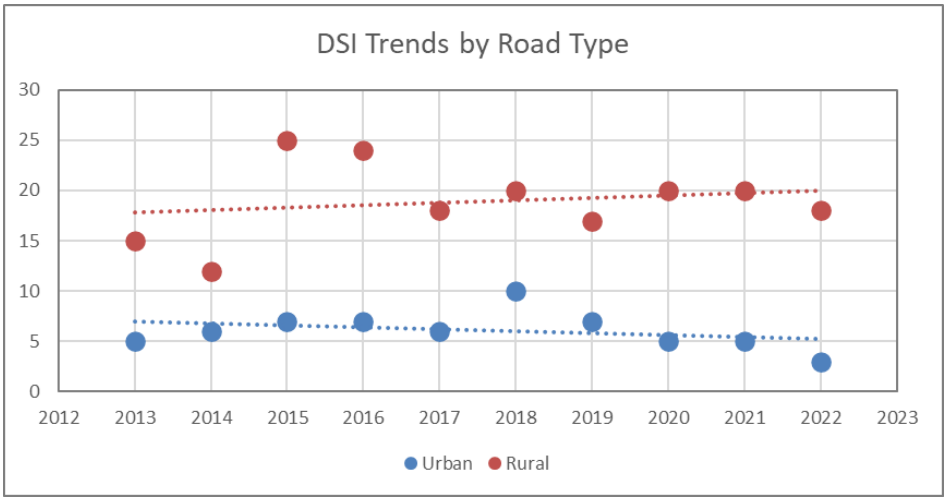
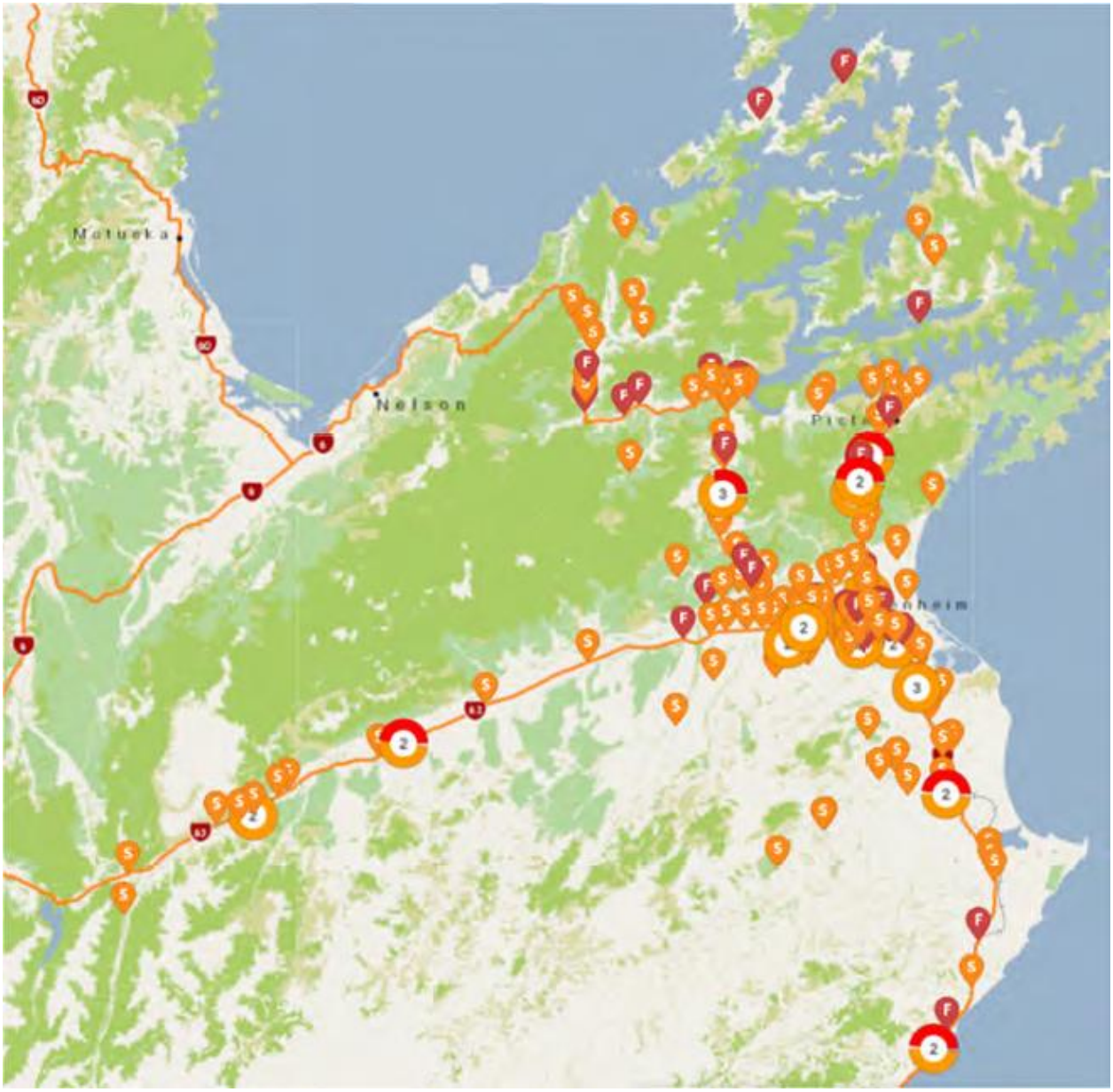


Figure 10 shows the locations of the crashes that involved a death or serious injury. A crash involving a death is shown with a red marker and a serious injury an orange marker.

Figure 10 Marlborough DSI locations



In the 10-year period of 2013 to 2022 inclusive there have been 284 crashes involving pedestrians or cyclists on local roads within Marlborough (13 percent of the total crashes).

Travel speed was indicated as being a contributing factor in 19 percent of all fatal and serious crashes on Marlborough roading network between 2013 and 2023. This indicates that inappropriate speed (not necessarily above the speed limit) continues to play a part in the number of crashes in this district.

7 Blenheim Integrated Transport Study

In 2019 Council commissioned a study of SH1 in Blenheim. The study showed that the three existing roundabouts on SH1 in Blenheim were very sensitive to minor changes in traffic flows, causing long periods of unstable flow, particularly in the late afternoon due to both the end of the school period and the commuter peak. The high traffic volumes on SH1 also creates a severance for active modes due to limited crossing facilities. Since the study, a pedestrian crossing facility was constructed on SH1 between Budge Street and Farmar Street.

In 2021 Council undertook the Blenheim Integrated Transport Study Strategic Business Case (BITS).

Problem 1 (50%) was about route efficiency and the evidence showed that increasing congestion on main traffic routes results in longer journey times, constrained freight movements and increased frustration. However, as the majority of these issues occurred on the state highway network, minimising these was the responsibility of NZTA. Under the previous GPS, it was considered that maintaining a high level of service on a key freight route as a low priority. With the release of the draft GPS, and its emphasis on economic growth and productivity, the BITS study should be reviewed.

Problem 2 (30%) showed that existing infrastructure and driver attitudes favour private vehicle use, reducing alternative mode acceptance and take up rates.

Problem 3 (20%) focussed on the town centre and the evidence showed that access to and around Blenheim's CBD is difficult and risks contributing towards a reduction in its core commercial and cultural role. Transport access is limited due to the Taylor and Opawa rivers, Main North Line railway line and the state highways within Blenheim all limiting access points and route choice. Riversdale is a suburb with over 600 residential properties with only a single priority controlled access due to the Opawa river. As SH1 traffic continues to increase, delays are becoming significant for residents and supply chains for freight, particularly those turning right from side roads.

The BITS Programme business case was deferred however it is considered that the route inefficiencies on SH1 and SH6 within and around Blenheim needs to be reviewed. Due to natural growth, the existing roundabouts have reached capacity and causing delays for freight and long haul traffic and also reduces the opportunity to release greenfield land for residential development. A change in a ferry timetable could have a major effect on these roundabouts.

8 Future Scenarios and Opportunities

8.1 Marlborough Sounds Future Access Study

Marlborough suffered two severe storm events, in July 2021 and August 2022, which caused significant damage to the transport network, particularly the network in the Marlborough Sounds. Following the August 2022 event, approximately 500 km of roads in the Sounds experienced slips, dropouts and mass land movements, with 2,750 faults identified. Parts of the road network were closed for six weeks and Kenepuru Road is still under restricted access.

Council undertook the Marlborough Sounds Future Access Study PBC to identify recovery options, confirm the way forward for the local community, and assist in securing funding for the recovery works. The purpose of the PBC was to establish a "sustainable long-term solution for safe and resilient transport access to the Sounds" and provide certainty about future access.

A Preferred Programme of repairs and improvements was selected for each of the five areas of the Sounds along with a Hazard Adaptation Pathway that recognises that future events such as earthquakes, storms and sea level rise are likely in the future and will cause damage to the transport network.

The Preferred Programme is a combination of road repairs, road improvements and marine improvements throughout the Sounds. The P50 cost estimate for the Preferred Programme is $234m over the next 25 years: $146m on road repairs, $48m on road improvements and $40m on marine improvements.

At this stage the assumption is that the Preferred Programme of storm repairs and resilience improvements will be funded though rates and NLTF allocation. The funding immediately sought from the PBC is not the full $234M, rather $146M for immediate road repairs and $10M for further investigations into roading and marine improvements, as well as undertaking resilience improvements in conjunction with storm repairs.

8.2 Inter-Island Connections

KiwiRail owns the Interislander ferries. Presently there are three Interislander ferries, with only one ferry being rail compatible. As the rail compatible ferry does not carry enough carriages to make the rail

journey between Picton and Christchurch economic, rail freight is stored in Spring Creek (between Picton and Blenheim) for up to 24 hours waiting for the next rail compatible ferry. The existing fleet is also at the end of their lives with ongoing maintenance problems.

In mid-December 2023, the Government cancelled the inter-island resilience connection project. Instead, an expert advisory group is being established to provide the Government with independent advice on the future investment into KiwiRail's ferry service. The Government has acknowledged that "*in particular the Crown has an interest in ensuring that services on Cook Strait are provided efficiently in a competitive market, integrate with the wider transport system and support the economy*." A decision on the ferry upgrade will occur within this RLTP period which will affect transport in Picton and beyond.

Investment will be needed in Picton once Government have completed their Advisory Group assessment. NZTA are still progressing with the required intersection upgrades for Kent Street / Wairau Road, Lagoon Road/ Dublin Street / Kent Street / Queen Charlotte Drive roundabout with a view to future proofing the road network. In addition, they are investigating the requirements for revocation of SH1 from Auckland Street to Kent Street.

While the long term outcomes are not known at time of writing, it is known that the ferry fleet requires upgrading and this effects the road and rail network in Picton and within Marlborough region as a whole.

The previously proposed iRex project had catered for increased rail supply which would have moved freight from road to rail. As this will now not happen, then safety and efficiency upgrades will be needed for SH1 between Picton to Blenheim and beyond. These upgrades now need to be addressed with urgency.

Relocating SH1 from Auckland Street to Kent Street is still the preferred solution as this is the main route used by both Interislander and Bluebridge ferries as well as the access to the export log facility in Shakespear Bay. This route requires the upgrade of the Kent Street / Wairau Road intersection to remove the rat-running of trucks around Nelson Square. An upgrade of the Queen Charlotte/Lagoon/Dublin/Kent roundabout will still be required. These were committed works in the 2021-24 NLTP and is still needed, despite the cancellation of the iRex project.

The removal of ferry traffic from Auckland Street will enable the Picton town centre to revitalise and for Auckland Street to revert from its state highway status to a local road.

The safety audit undertaken for the iRex project recommended safety improvements at the Auckland/Broadway/Wairau intersection. Presently this is a five-approach intersection with poor sight lines and tracking. The safety audit recommends closing both the Broadway west approach and the Auckland south approach. Long term it is considered that these safety improvements are still required.

The iRex project also required a Dublin Street overbridge and this will need to be reassessed as part of any future project. If the overbridge is not constructed, then the level crossing will require the safety improvements recommended by Level Crossing Safety Impact Assessment (LCSIA) Report undertaken as part of the NZTA Single Stage Business Case for Picton.

The wider effects of the ferries will be dependent on any timetable changes. Presently the peak Interislander incoming ferry arrives at 12:30. Should this alter to arrive between 15:00 and 18:00, the platoon of vehicles on SH1 will cause considerable issues to the already congested SH1 through urban Blenheim. Rail from the ferry needs to consider the peak times through the SH1/Redwood Street roundabout, which is cut in half due to the rail.

This RLTP needs to ensure that any road and rail network changes required has adequate funding allocated.

8.3 Truck Parking in Picton

Due to driver truck hour legislation, many trucks coming off a ferry park in Picton so that drivers can get their required rest times. Due to a lack of truck parking areas and restricted marshalling areas, they often park in residential streets causing disturbance to residents particularly when they park overnight

and start their engines in the early hours of the morning. The NZTA Single Stage Business Case for Picton recommended that Council undertakes a truck parking review. This work is underway and Council is reviewing options to alleviate this problem.

The existing truck parking issues will be compounded if heavy vehicle parking is prohibited in Picton residential areas and additional off road truck parking is required. With the cancellation of the iRex project (refer Section 8.2), the volume of trucks parking overnight in Picton is likely to increase.

8.4 Marlborough Speed Management Plan

In accordance with the Land Transport Rule: Setting of Speed Limits Rule 2022, Marlborough has prepared a Speed Management Plan to support the overall road safety goal of reducing deaths and serious injuries within the Marlborough District. To support the Speed Management Plan, a range of initiatives are required to be implemented such as speed limit changes, engineering treatments and enforcement by Police and the installation of speed cameras. These will support either existing speed limits or changes in speed limits if and when required. Any physical works will be undertaken in conjunction with education programmes and enforcement as required.

The Marlborough Speed Management Plan includes an implementation plan that will be subject to available funding. The implementation has prioritised for Kenepuru Sound, small townships and inconsistent speeds first, with the majority of schools assigned a lower priority.

A draft Land Transport Rule: Setting of Speed Limits Rule 2024 is out for consultation which may affect the scale and pace that the Speed Management Plan is implemented, in particular around schools.

8.5 Freight Demands

With the cancelling of the iRex project, freight demand on roads will grow faster than previously predicted. The majority of freight will likely continue to be transported by road especially on SH1 and SH6 resulting in a greater proportion of large vehicles on these roads. The increasing demands on the state highway network, especially within urban Blenheim, will impact on the ability for freight to get to where it needs to go and meet time pressures. Increased freight demands will place more pressure on the Riverlands Industrial estate and compound the existing access issues. It is also likely that the existing truck parking issues in Picton will exacerbate.

Weld Pass is approximately 10km south of Blenheim it is 4.5km of tortuous road alignment, and is a vital link between Picton and Christchurch. The 2018 and 2021 RLTPs included it as a safety project due to the high crash rate and to improve the network performance, particularly for freight. The project has been unable to secure funding, however it is considered that without these improvements, the freight route between the North Island and Christchurch is compromised.

Since the introduction of High Productivity Motor Vehicles (HPMV), Marlborough has observed accelerated deterioration of the sealed pavements of local roads particularly on logging routes. The Council's Transport Activity Management Plan proposes increased funding for pavement and resurfacing renewals to try and reduce damage to these roads. A safety review of the use of HPMV on roads within the Sounds will need to be undertaken.

The risk of road closure will also need to be addressed, as the occurrence of a route outage will have a higher cost due to greater freight movements. Communities most at risk are within the Marlborough Sounds. Additional investment in maintenance, operations and renewals will need to be undertaken to ensure roads are fit for purpose and economically managed through their life cycle.

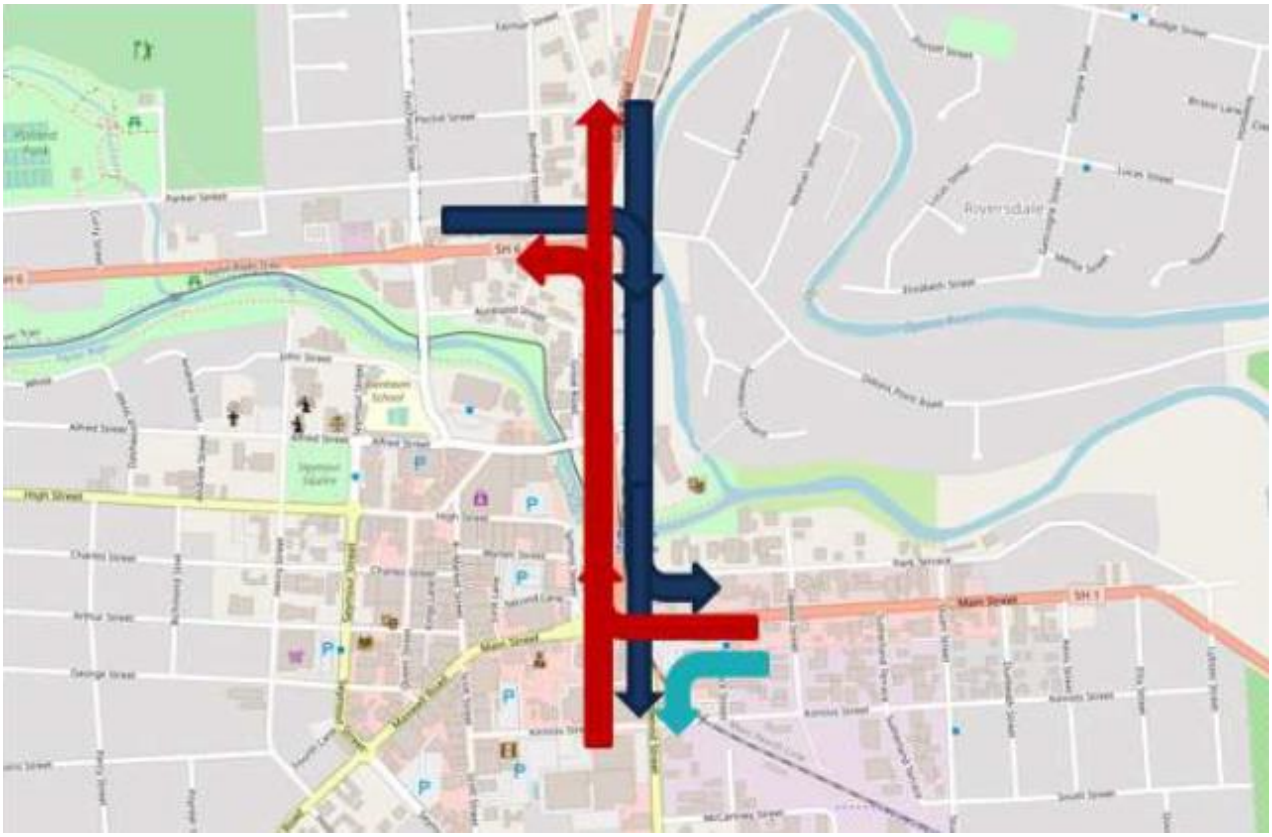
NZTA will need to start planning for improvements on their state highway network to cater for increased road freight and the effects on key intersections.

8.6 SH1 in Blenheim

Several studies have been undertaken to review traffic flow on SH1 around the urban centre of Blenheim. The most recent was undertaken by Council in 2020. The study showed that traffic volumes on SH1 range from 6,250 vehicles per day in Koromiko to 24,500 in central Blenheim to 4,200 vehicles a day in Dashwood. A review of the turning counts at the three roundabouts on SH1 (Nelson Street, Alfred Street, Redwood Street) show a much higher proportion of right turning movements than at

typical intersections. There is a high level of traffic demand between Nelson Street and Sinclair Street in the north to Redwood and Main Street in the south. This demand is shown graphically in Figure 11.

Figure 11 Major Traffic Movements on SH1 in Blenheim



A review of the through movements by using TomTom data shows that the volume of through traffic is less than 1,000 vehicles a day and a bypass would not be value for money, nor will a bypass reduce local access issues. The access issues being faced by local residents is due to the vehicle trips being made within Blenheim for both residential and commercial purposes. The reliance on SH1 for local residents increases the traffic flows through the three roundabouts on SH1 which reduces freight efficiency and inhibits economic growth.

Freight efficiency issues are worst in the evening peak, with small peaks within the peak occurring at the end of the school day (15:15) and the end of the working day (16:30). At these times minor flow fluctuations cause significant delays and queueing on SH1.

SH1 between the Opawa River Bridge and Lybster Street has 13 priority controlled intersections. Due to the high volume of traffic on SH1, the level of service is low for side road traffic at these intersections. Average delays of over one minute are not uncommon, particularly at Budge Street. Consequently, some of the traffic appears to be diverting to the roundabouts to gain access to SH1 where this is an option, which further increases delay to long distance vehicles, in particular freight.

The report recommended that NZTA undertake a more detailed study to consider long term solutions such as four laning SH1, alternative intersection control particularly at Budge Street and Stuart Street, upgrade the SH1/SH6 intersection, remove the Park Terrace approach at the Redwood Street roundabout and provide alternative local north-south connections. Presently there is no funding provided in the SHIP.

8.7 Residential Growth

Section 3 shows that the Marlborough population could exceed 60,000 by 2038, which is higher than previously considered in the Growing Marlborough Strategy. More recent analysis shows that in the long term, Blenheim requires an additional 900 dwellings.

Residents of Marlborough satellite towns are reliant on the urban towns for employment, shopping and education. This results in increased travel on our roads to transport people to their destinations, with traffic volumes increasing faster than population growth. Council is therefore encouraging growth in the larger urban areas.

The existing residentially zoned greenfield areas in the northwest and west will not cater for all the expected long term growth (next 30 years) and there will be a requirement for infill, intensification but also additional greenfield areas. Council has received several requests for plan changes to rezone rural land around the perimeter of Blenheim to residential land.

Future development of the existing and potential greenfield areas and potential sites will be reliant on SH6 and requires the existing constraints on SH6 to be resolved, particularly at the Battys/Murphys roundabout. While developers contribute towards mitigating the effects of new subdivisions, investment into the key intersections on the state highways within urban Blenheim, particularly SH6, is required to enable residential growth to occur. Presently there is no funding provided in the SHIP.

Figure 12 Evening Peak Congestion on SH6 at Battys Road

8.8 Active Transport

While communities in Marlborough largely rely on private vehicles to make trips, Blenheim has a reasonable proportion of people walking and cycling for transport. The opportunity for increased active travel is significant due to the flat terrain and relatively small urban area. There are significant gaps in both the walking and cycle networks which, if complete, would provide better and safer connectivity.

Marlborough has a Network Operating Framework (NOF) for the urban areas of Blenheim and Picton. The NOF details the relationship between the vision, objectives and targets transport hierarchy for each transport mode. This has allowed Council to consider how it connects the wider multi-modal transport networks.

The hierarchies for each transport mode will be used in Council planning documents such as the Marlborough Environment Plan and the Walking and Cycling Strategy.

8.9 Public Transport

Council public transport provider has a contract that finishes in 2027. The existing service is a social service and does not meet the requirements for commuters or residents travelling for recreational purposes. As such a review of the public transport operation is needed prior to the commencement of a new contract.

8.10 Financial Constraints

Councils are always under pressure to ensure central and local policies are being met, while keeping rates affordable.

The NLTF provides 100 percent funding for eligible NZTA programmes and generally 51 percent for eligible council programmes, also has significant financial pressure. A high proportion of the funding from the NLTF is already committed for the next three years including the Crown Investment Programme: Major Transport Projects.

The cost to undertake normal road maintenance operations and renewals, has increased over recent years. The additional cost is made up of a number of different components such as:

- Inflation and general cost increases in labour and materials
- The cost to undertake additional data collection to meet Te Ringa Maimoa[2] requirements
- The move to use safer and more environmentally friendly water thinned emulsion bitumen rather than kerosene cut back bitumen
- The increase in changes in direction around temporary traffic management

NZTA will have significant funding requests over the next three years to assist in recovery and resilience projects, including the Marlborough Sounds. There has also been a reduction in revenue due to Covid and the increase in EV vehicles, that presently do not contribute to petrol tax or Road User Charges. NZTA will also need to continue to be paying for loans taken out in 2020 and ongoing payments to Public Private Partnerships.

The long-term prognosis of these two transportation funding sources means that there will continue to be pressure on the transport activities. There may be some cost efficiencies by NZTA working with the contracting industry to reduce the cost to undertake work, but it should be generally expected that costs to maintain road assets will increase.

Council and NZTA will be looking for cost effective ways of providing transport solutions. It is likely that Councils will need to maximise benefits from the current levels of investment. Heavy haulage users of low order roads may be asked to contribute to the costs of maintaining these roads.

[2] Te Ringa Maimoa, formerly the Road Efficiency Group, is funded by NZTA to support New Zealand's drive to incentivise improved activity management, support multi-model decision making, and build the capability of the transport sector.

PART B – STRATEGIC OBJECTIVES AND POLICIES

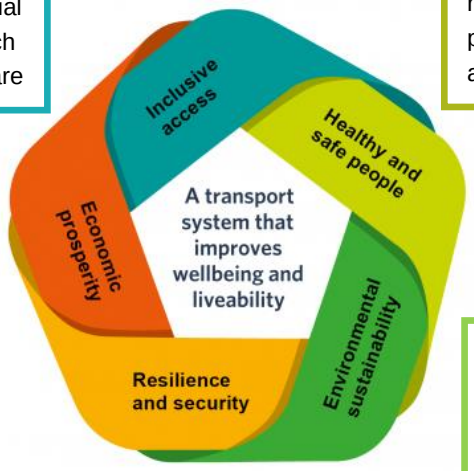
Part B identifies the policy framework that this RLTP sits within. However not everything can be achieved over the next three years and the 10 year term priorities in Part C will influence short term investment.

9 Transport Outcomes Framework

The Ministry of Transport has identified five long term outcomes for the Transport sector which are shown below sets out the long term direction for the transport sector. The Regional Transport Committee has considered these outcomes alongside transport pressures likely to be experienced by Marlborough, which is outlined earlier.

Enabling all people to participate in society through access to social and economic opportunities, such as work, education and healthcare

Protecting people from transport related injuries and harmful pollution, and making active travel an attractive option



Supporting economic activity via local, regional and international connections, with efficient movements of people and products

Transitioning to net zero carbon emissions, and maintaining or improving biodiversity, water quality and air quality

Minimising and managing the risks from natural and human made hazards, anticipating and adapting to emerging threats, and recovering effectively from disruptive events

10 Government Policy Statement on Transport

The Government Policy Statement on land transport (GPS) sets the Government's priorities for land transport investment over the next 10-year period. It also sets out how money from the NLTF is spent on activities such as public transport, state highway improvements, local roads, and road safety.

GPS 2024 was finalised in June 2024. The GPS 2024 outlines the Government's land transport investment priorities, and guides expenditure of around $7 billion from the NLTF, and around $1.5 billion from local government, each year.

The GPS sets the balance between investing in new projects and ensuring we maintain and repair our existing infrastructure. It focusses on achieving four key strategic priorities:

- Economic Growth and Productivity
    - re-introduction of the Roads of National Significance programme and introducing Roads of Regional Significance
    - reduced journey times and increased travel time reliability
    - less congestion and increased patronage on public transport
    - improved access to markets, employment and areas that contribute to economic growth

    - more efficient supply chains for freight
    - Unlocked access to greenfield land for housing development and supporting greater intensification
- Increased Maintenance and Resilience
    - more kilometres of the road network resealed and rehabilitated each year
    - maintenance to be undertaken with a proactive rather than reactive approach
    - fewer potholes
    - a more resilient network.
- Safety
    - reduction in deaths and serious injuries
    - increased enforcement
    - resetting the approach to speed
- Value for Money
    - making better use of existing assets
    - reduced expenditure on temporary traffic management
    - ensure investment is focused on efficient changes

The 2024-34 GPS reintroduces a focus on increasing economic growth and productivity as a priority for land transport expenditure. Moving people and freight as efficiently, quickly, and safely as possible is critical to achieving these priorities. GPS 2024 brings about a significant change in focus, realigning transport expenditure to better support economic growth, and to ensure all New Zealanders are provided with a well maintained and reliable transport network and value for money.

There are no Roads of National Significance or Roads of Regional Significance within the Marlborough region.

Investment in walking and cycling should only take place where there is either clear benefit for increasing economic growth or clear benefit for improving safety and where there is an existing or reliably forecast demand for walking or cycling.

This RLTP needs to ensure spend on transport reflects Government priorities outlined by the GPS.

11 Investment Prioritisation Method

The NLTP is developed from all the RLTPs in New Zealand. Significant projects are prioritised using the Investment Prioritisation Method (IPM). The IPM assess projects based on the GPS alignment, scheduling and efficiency.

GPS alignment is given as high (H), medium (M). Low (L) or very low (VL). Scheduling is based on how ready the project is, again scored H, M or L. And efficiency is based on the benefit cost ratio of the project with a BCR>6 = H, BCR between 3 and 6 is M, BCR between 1 and 3 is low and less than 1 is VL. The combination of H/M/L for the three assessments provides an overall score, as provided in Figure 13. The score will be used to rank all the projects and enable a cut off to be determined.

The IPM will be used to assist NZTA to prioritise all activities for inclusion in the 2024–27 NLTP and make funding decisions during that period.

Figure 13 Investment Prioritisation Matrix

Proposed 2024–27 NLTP Priority Ranking					
GPS alignment	**Scheduling**	**Efficiency**			
		VL* (BCR<1)	L (BCR 1 - <3)	M (BCR 3 - <6)	H (BCR 6+) or (PV of Costs for end-of-life replacement)
VH	H	7	2	1	1
VH	M	8	3	2	1
H	H	9	3	3	2
H	M	9	4	4	3
M	H	10	5	4	3
M	M	10	6	5	4
VH	L	11	8	7	6
H	L	11	8	7	6
M	L	11	9	8	7
L	H/M/L	12	11	10	9
VL	H/M/L	12	12	12	12
VH/H/M/L/VL	VL	13	13	13	13

12 Marlborough Strategic Objectives and Policies

This section sets out the 30-year strategic objectives that have been agreed by the Marlborough Regional Transport Committee. These objectives set the long-term direction of travel for land transport in the Marlborough region.

The targets for each objective is on a 2019 base. This is consistent with the national road safety strategy.

12.1 Objective 1 – Economic Growth and Prosperity

Supporting economic growth through providing efficient intra-regional and inter-regional routes while minimising environmental impacts

Target for Objective 1

T1.1: Maintain a Level of Service C, or better, on key local roads within Marlborough

T1.2: Maintain a Level of Service C, or better, on state highways within Marlborough

T1.3: 50% reduction in rail freight travel times between Picton and Christchurch by 2049 compared to 2019.

Policies for Objective 1

P1.1: Target strategic investment in projects on high productivity motor vehicle freight network

P1.2: Maintain and operate an effective and efficient freight network.

P1.3: A transport system that provides quality transport options.

12.2 Objective 2 – Network Management

A well-planned network that supports urban growth for all travel modes

Target for Objective 2

T2.1: Maintain the same Level of Service on key routes within urban areas in 2049 compared to 2019.

T2.2: Enable an additional 25 hectares of greenfields land to be unlocked for housing via improved access by 2049 compared to 2019

Policies for Objective 2

P2.1: Prioritised investment to ensure that the road network does not degrade over the next 10 years.

P2.2: Maintain network operation by timely maintenance and renewal interventions.

P2.3: Urban development is supported by a development contribution policy that appropriately reflects the cost of road network upgrades required to support planned growth.

12.3 Objective 3 – Resilience

A network that continues to function through unplanned events and can recover quickly

Target for Objective 3

T3.1: 30% reduction in number of hours that sections of roads are closed due to unplanned disruptions by 2049 compared to 2019.

Policies for Objective 3

P3.1: Investment in regional route reliability and resilience improvements.

P3.2: Enable network to recover quickly from unplanned disruptions and natural hazard events by ensuring robust emergency planning.

P3.3: Identify alternative transport options for isolated communities.

P3.4: Reduced number of hours that sections are closed due to unplanned disruptions.

12.4 Objective 4 – Safety

A safe transport system for all users

Target for Objective 4

T4.1: 40% reduction in deaths and serious injuries on our roads by 2049 compared to 2019.

T4.2: Improved collective risk safety rating (KiwiRap) of SH1 between Picton and Blenheim

Policies for Objective 4

P4.1: Investment in safety infrastructure and education programmes for locals and visitors targeted at reducing death and serious injury crashes.

P4.2: Increase safe travel through improvement of transport networks.

P4.3: Safety interventions targeted at reducing death and serious injury crashes.

P4.4: Create and implement Speed Management Plans

PART C - TEN YEAR TRANSPORT PRIORITIES

13 Short Term Priorities

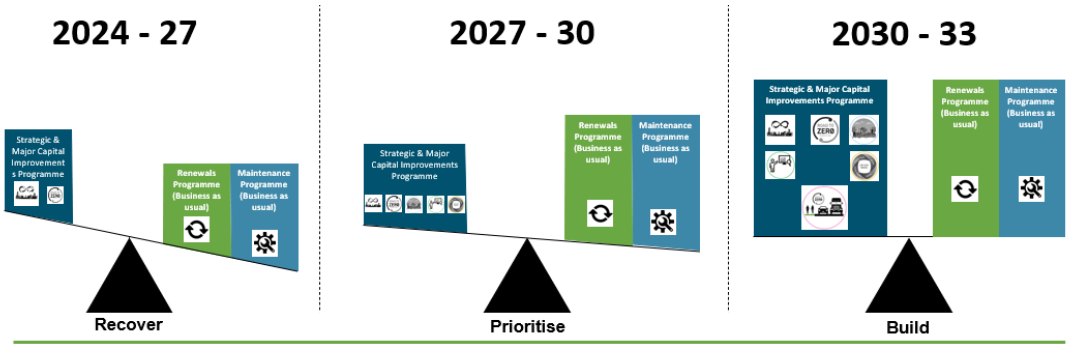
Section 12 provided the long term (30 year) objectives for Marlborough. These must now be managed through a realistic and affordable pathway.

The Marlborough transport network must contribute not only to physical assets but also to environmental, social, human and cultural wellbeing aspects. At the same time increasing frequency and intensity of adverse events are significantly damaging the network. Emergency responses are resulting in staff re-allocation, affecting delivery of planned business as usual activity, let alone pro-active work.

To respond to these two challenges, Council has developed short term and medium term priorities.

Council's short term priority (2024-2027) is to improve the safety and resilience of their network and continue to maintain the network to the current levels of service. This will include significant investment into the Marlborough Sounds Future Access Project. A heavy weighting will be given to the first and second strategic objective.

Council's medium term priority (2027-2030) will be to implement best practice asset management principles with expenditure being across the transport assets from a wellbeing perspective. In the medium term there will be a focus on improving the level of service on the local road network. This will align to the long term strategic objectives.



14 Investment Logic Map

An Investment Logic Map (ILM) identifies the key 10 year transport priorities and their relative weighting together with benefits for the region addressing problems. The success in achieving the benefits will be measured through the key performance indicators linked to the transport programme.

The 10 year transport priorities that have been identified are:

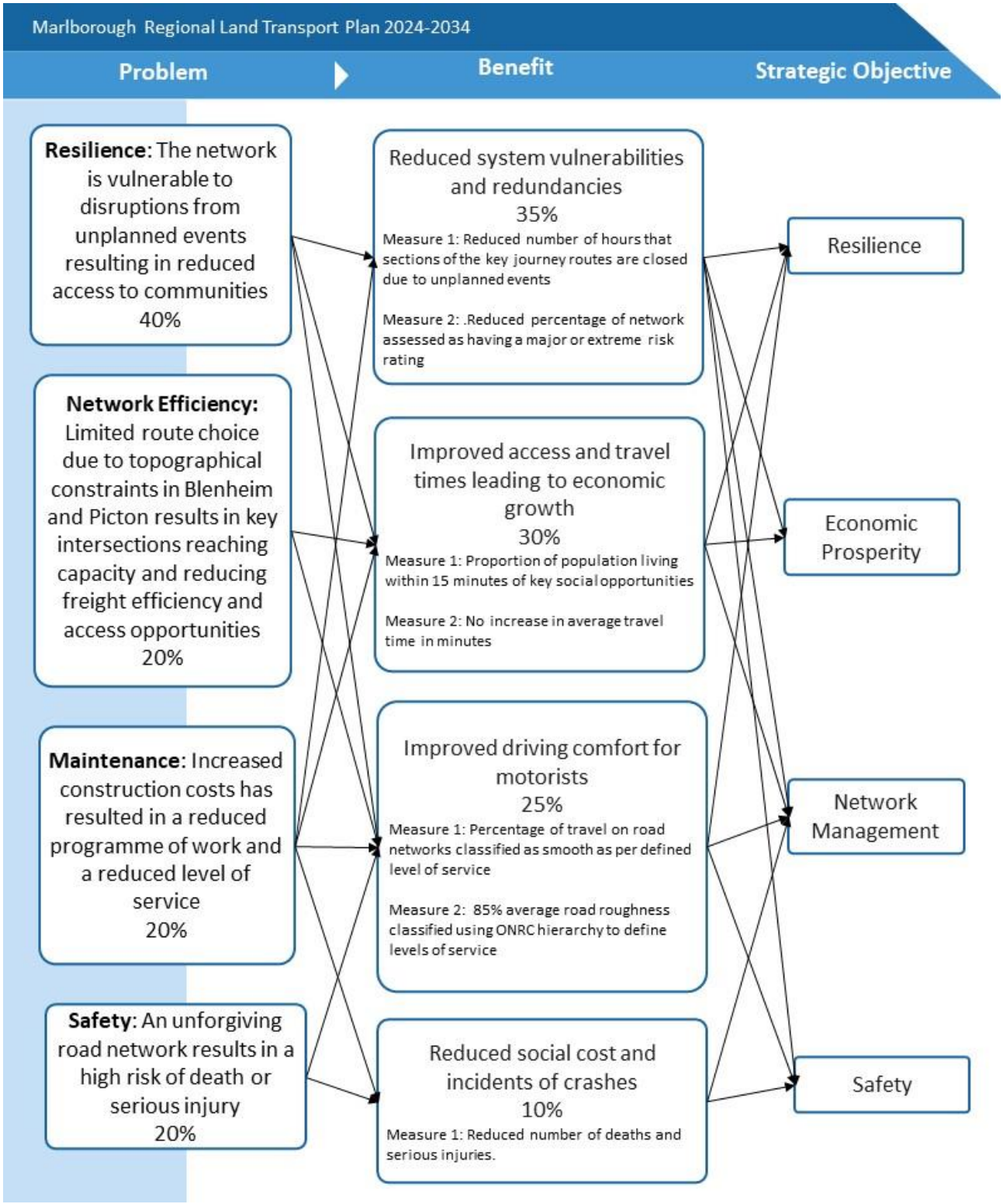
Resilience: The network is vulnerable to disruptions from unplanned events resulting in reduced access to communities 40%

Network Efficiency: Limited route choice due to topographical constraints in Blenheim and Picton results in key intersections reaching capacity and reducing freight efficiency and access opportunities 20%

Maintenance: Increased construction costs has resulted in a reduced programme of work and a reduced level of service. 30%

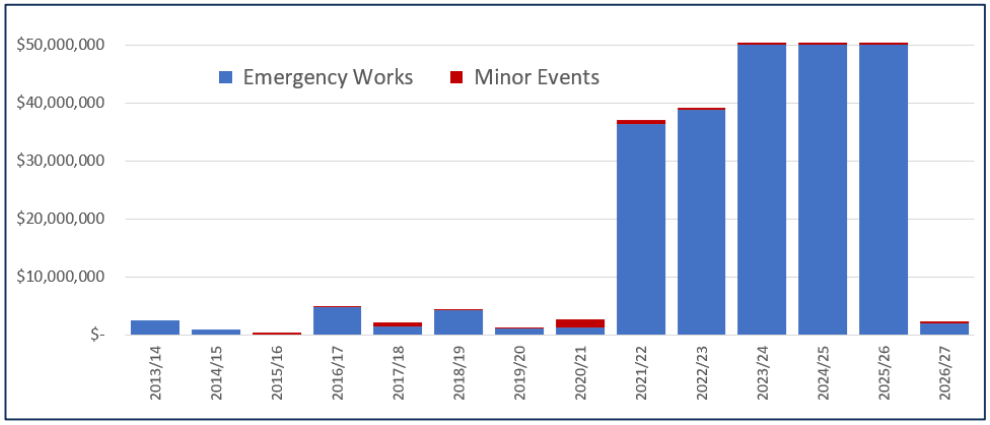
Safety: An unforgiving road network results in a high risk of death or serious injury 10%

An ILM has been prepared in consultation with Regional Transport Committee members in November 2023. The map below identifies the five key priority problems and the relationship between the problems, benefits and the Marlborough strategic objectives.



15 Transport Problems

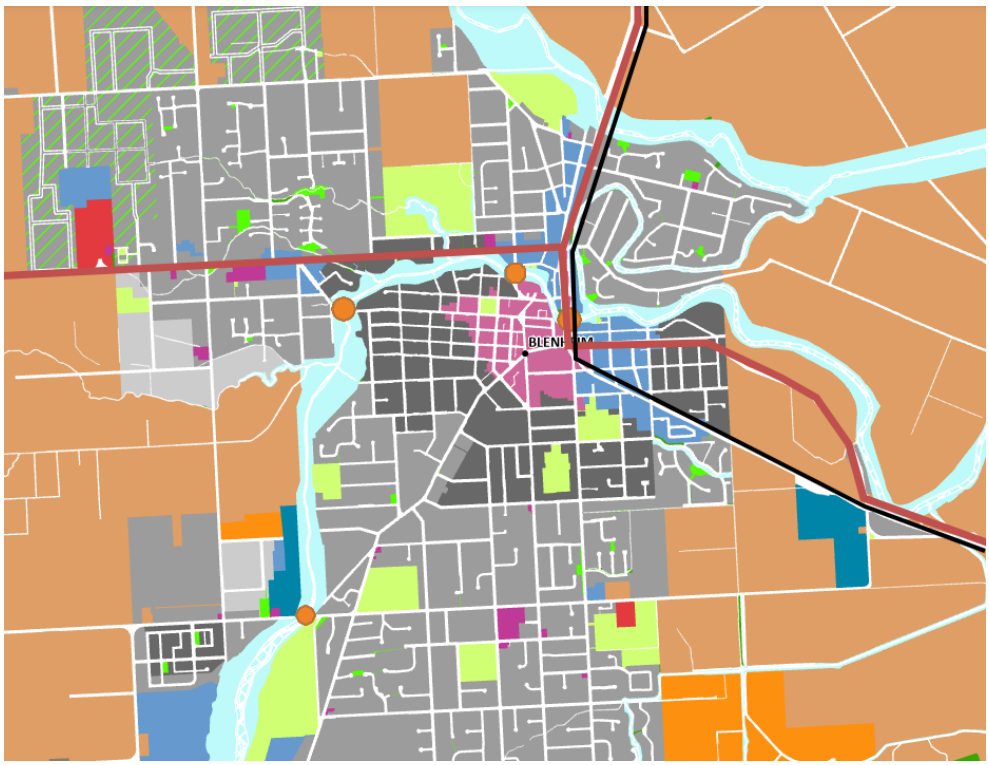
15.1 Transport Priority Area 1 – Resilience

Problem	The network is vulnerable to disruptions from unplanned events resulting in reduced access to communities.
The Case for Investment	Marlborough has had several severe weather events in the last RLTP period causing a significant number of long term road closures on SH6 and the Marlborough Sounds.
Benefits	Reduced system vulnerabilities and redundancies
Summary of Evidence	The large earthquakes of 2013 and 2016 saw a record number of faults ruptured. The events saw wide disruption and damage of the roading network and has taken many years to recover. Marlborough has suffered multiple high intensity rainfall events over the last two years which have caused significant damage to the Marlborough Transport network. The largest event, in August 2022, caused over 2,750 faults and affected more than 500km of road. The cost of the two storm events has required significant emergency works for the 2021/22 and 2022/23 financial years, but also significant budgets for the next three years. 
Long Term Measures	Reduced number of hours that sections of the key journey routes are closed due to unplanned disruptions
Key Investment Partner	Council, NZTA, KiwiRail

Priority investment areas

- Marlborough Sounds Future Access Study PBC and associated programme of works
- State Highway 1 resilience Improvements
- Sea Level Rise Response
- Coastal Hazards Study
- Flood Modelling

15.2 Transport Priority Area 2 – Network Efficiency

Problem	Limited route choice due to topographical constraints in Blenheim and Picton results in key intersections reaching capacity and reducing efficient supply chains for freight and access opportunities
The Case for Investment	The SH1 Blenheim Investigation Report (dated July 2020) showed that the high traffic volumes on SH1 in Blenheim are a result of local trips due to constraints in route choice, primarily due to the river network and railway corridor. The report also showed that efficiency issues are worst in the evening peak, with small peaks within the peak occurring at the end of the school day (15:15) and the end of the working day (16:30). At these times minor flow fluctuations cause delays and queueing. The Blenheim Integrated Transport Study Strategic Business Case (dated July 2021) showed that haul freight is required to interact with local traffic as it travels through Blenheim with travel times up to 55 percent higher in peak times than free flow conditions. Future development of the existing greenfield areas and potential sites will be reliant on SH6 and existing constraints on SH6 to be resolved, particularly at the Battys/Murphys roundabout. Investment into the key intersections on the state highways within urban Blenheim, particularly SH6, is required to enable residential growth to occur.
Benefits	Reduced freight travel times. Unlock access to greenfield residential sites. Improved access to opportunities. Increased mode choice options.
Summary of Evidence	The figure below shows the urban area of Blenheim. The town center is shown in pink. The state highways are shown red and the railway line black. The only bridges crossing the river network are shown with the orange dots. The rivers, railway, and state highways reduce route choice.  Between the Opawa River Bridge and Lybster Street SH1 has 13 priority controlled intersections. Due to the high volume of traffic on SH1, the level of service is low for side road traffic at these intersections. Average delays of over one minute are not uncommon, particularly at Budge Street. Consequently, some of the traffic appears to be diverting to the roundabouts to gain access to SH1 where this is an option.

<table>
<tr>
<td></td>
<td>
Within 5 years the key intersections on SH1 and SH6 will reach level of service[3] D or F. The table below is from the BITS study that does not include the effect of any potential changes from KiwiRail ferry timetables.
<table>
<tr><th rowspan="2">Intersection</th><th rowspan="2">Control</th><th colspan="2">Morning Peak Level of Service</th><th colspan="2">Evening Peak Level of Service</th></tr>
<tr><th>Existing</th><th>Within 5 years</th><th>Existing</th><th>Within 5 years</th></tr>
<tr><td>SH1 / Dodson</td><td>Priority</td><td>C</td><td>D</td><td>D</td><td>E</td></tr>
<tr><td>SH1 / Budge</td><td>Priority</td><td>D</td><td>F</td><td>F</td><td>F</td></tr>
<tr><td>SH1 / SH6</td><td>Roundabout</td><td>B</td><td>D</td><td>B</td><td>D</td></tr>
<tr><td>SH1 / Alfred</td><td>Roundabout</td><td>A</td><td>B</td><td>A</td><td>B</td></tr>
<tr><td>SH1 / Redwood</td><td>Roundabout</td><td>B</td><td>B</td><td>C</td><td>E</td></tr>
<tr><td>SH6 / Battys</td><td>Roundabout</td><td>B</td><td>B</td><td>C</td><td>F</td></tr>
<tr><td>New Renwick / Maxwell</td><td>Roundabout</td><td>B</td><td>B</td><td>B</td><td>D</td></tr>
<tr><td>Laking / Boyce</td><td>Priority</td><td>B</td><td>C</td><td>C</td><td>D</td></tr>
</table>
There is an increase in the number of crashes at intersections associated with poor driver behaviour due to taking risks at congested locations.

Cloudy Bay Road is the entrance to the southern Riverlands Industrial Park and has significant heavy vehicle usage, particularly for right turning vehicles. Safety is compromised here also as the slow moving trucks are merging with vehicles on a passing lane. A connection between the two industrial areas within the existing industrially zoned land would reduce the need for two roundabouts. A roundabout at Roadhouse Drive, with a fourth approach connecting to the industrial areas is another option that requires investigating. This intersection requires upgrading.

Severe issues occur at the intersection of McLaughlan Street at the end of the school day when children from Marlborough Girls College and Bohally intermediate school cross Nelson Street (SH6) and stop traffic. Ministry of Education has engaged a consultant to review transport effects and it is likely that there will be a recommendation for this intersection to be signalised.

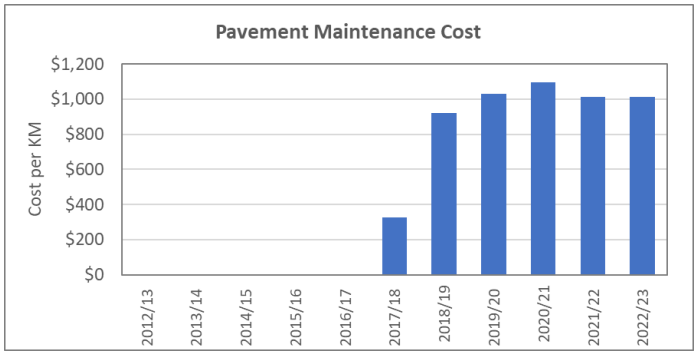
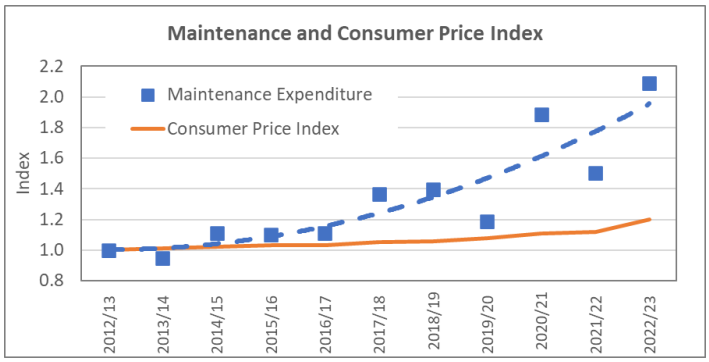

</td>
</tr>
<tr>
<td>Long Term Measures</td>
<td>No increase in travel times on inter-regional routes
Increased mode share of pedestrians and cyclists
Increased mode-share of pedestrians, cyclists and PT patronage
Number of people living within 500m of a high-quality cycling facility</td>
</tr>
<tr>
<td>Key Investment Partner</td>
<td>NZTA</td>
</tr>
</table>

Priority investment areas

- SH1 Intersection upgrades (roundabouts in Blenheim, Budge Street, Riverlands)
- SH6 /Battys Road Intersection upgrade
- Weld Pass Realignment

[3] Level of service (LOS) is the term used to describe traffic flow with LOS A being free flow and LOS F being unacceptable. Most roads are designed for LOS C.

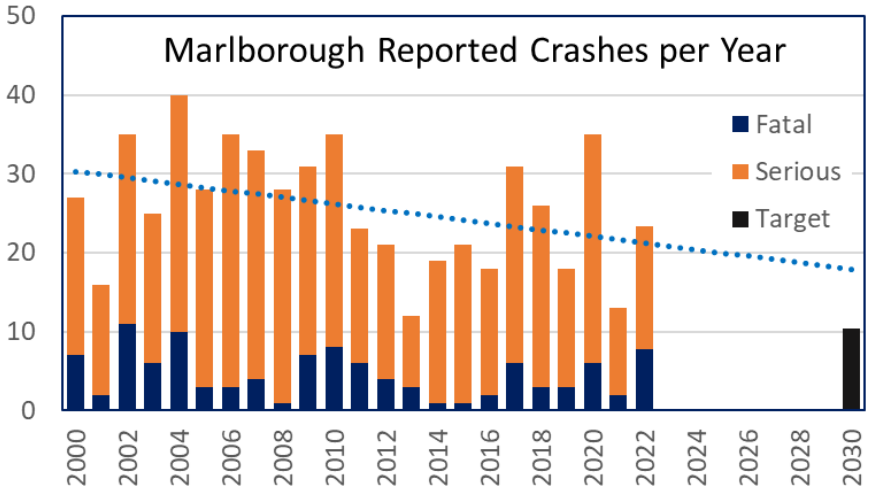
15.3 Transport Priority Area 3- Maintenance

Problem	Increased construction costs has resulted in a reduced programme of work and a reduced level of service.
The Case for Investment	Construction costs have increased due to the move to use safer and more environmentally friendly water thinned emulsion bitumen, increased temporary traffic management costs and inflation and general cost increases in both labour and materials. This has resulted in the overall roading cost increase of 20 percent over the last three years. Council undertakes an annual residents survey. Of the 22 overall ratings of services, roads and footpaths was rated 5th in order of importance, but was ranked 19th in order of performance.
Benefits	Improved level of service for motorists
Summary of Evidence	The cost of pavement maintenance has trebled between 2017 and 2022.  The Reserve Bank Consumer price index shows that the cost of living has increased 20 percent between 2012 and 2022. During the same time, maintenance costs have over doubled. 
Long Term Measures	Renewal of 8% of the network annually. Average quality of a ride on a local road sealed network measure by Smooth Travel Exposure as defined by ONRC hierarchy. 85% average road roughness classified using ONRC hierarchy to define levels of service. ≥95% of footpaths meet the Asset Management Plan rating of better than 4 (poor)
Key Investment Partner	Council, NZTA

Priority investment areas

- Renewals
- Drainage
- Pavement Maintenance

15.4 Transport Priority Area 4- Safety

Problem	An unforgiving road network results in a high risk of death or serious injury
The Case for Investment	The evidence shows rural roads (with their higher speeds) continue to have the most accidents that result in death or serious injury whilst in the urban areas the greatest concern is accidents involving cyclists and intersections. The communities at risk register also identifies cyclists as generally being at higher risk in Marlborough than most other regions in New Zealand. Specific roads have been identified as 'requiring a difficult conversation' and some sort of engineering intervention. This indicates that the roads need some change and are not suitable for how they are currently being used
Benefits	Reduced social cost and incidents of crashes Reduced system vulnerabilities and redundancies
Summary of Evidence	Between 1980 and 2022 Marlborough has had over 600 reported DSI crashes. The Road Safety Strategy target is for 40 percent reduction of 2019 level by 2030. While there is a general downward trend of DSI crashes, the trendline is still above the target.  Proportionally more crashes that involve a death or serious injury occur on urban roads. More DSI crashes occur between during the evening and night than the other times of the day
Long Term Measures	Reduced number of deaths and serious injuries Reducing proportion of DSI crashes of all crashes Reduced number of hours that sections of the key journey routes are closed due to unplanned disruptions
Key Investment Partner	Council, NZTA

Priority investment areas

- State Highway 1 safety improvements (Picton to Blenheim, Riverlands, Welds Pass)
- Speed Management Plan implementation
- Heavy vehicle safety review for Sounds
- Intersection upgrades
- Enforcement

16 Strategic Context

The Ministry of Transport Outcomes Framework identifies five outline areas to contribute to supporting and improving the wellbeing of New Zealanders.

The GPS sets the Government's priorities for land transport investment over the next 10-year period. It also sets out how money from the NLTF is spent on activities such as public transport, state highway improvements, local roads, and road safety.

Table 6 shows how the identified problems align with the Ministry of Transport Framework, the Government Policy Statement and the strategic objectives of this Regional Land Transport Plan.

Table 6 Alignment with Strategic Documents

	Ministry of Transport Outcomes Framework					**Government Policy Statement on Land Transport**				**Marlborough Strategic Objectives**			
Transport Problem	Healthy and safe people	Environmental Sustainability	Resilience and Security	Economic Prosperity	Inclusive Access	Economic Growth and Productivity	Maintenance and Resilience	Safety	Value for Money	Economic Growth and Prosperity	Network Management	Resilient	Safety
1 Resilience	✓	✓	✓	✓		✓	✓		✓	✓	✓	✓	
2 Network Efficiency		✓	✓	✓	✓	✓	✓		✓	✓		✓	
3. Maintenance	✓	✓	✓	✓	✓	✓	✓		✓	✓	✓	✓	
4 Safety	✓		✓		✓			✓		✓	✓		✓

PART D - PROGRAMMING AND FUNDING

17 Programme

17.1 Committed Activities

Committed activities in the Marlborough region are summarised below, together with their funding commitments.

Activity	Description	Cost 24/25	Cost 25/26	Cost 26/27	Total Cost	Funding Source	Activity Class
Local Roads Maintenance Contract	NOC contract	26,595,403	27,740,048	29,911,193	84,246,644	51% NZTA / 49% Council	Local Road Maintenance
State Highways Maintenance Contract	NOC contract	21,691,515	22,564,868	22,428,216	66,684,599	NZTA	State Highway Maintenance
Public Transport Contract	Public Transport Contract	706,990	684,010	685,042	2,076,042	51% NZTA / 49% Council	Public Transport Services
Marlborough Sounds Storm Recovery Stage 1 and 2	August 2022 Storm Recovery	13,390,000			13,390,000	95% NZTA / 5% Council	Emergency Works
Dublin Street Rail Crossing Grade Separation	Picton Single Stage Business Case	22,595,300			22,595,300[4]	NZTA	Local Road Improvement
SH1 Picton Port Access Improvements	Picton Single Stage Business Case	15,600,000			15,600,000	NZTA	Local Road Improvement

[4] At time of writing, $13,000,000 was committed by NZTA with the remainder being covered by KiwiRail

17.2 Significant Activities

Significant activities generally have an estimated cost of over $5M.

Activity	Description	Activity Cost 2024-2027	Total Activity Cost	Funding Source	Activity Class	Alignment with GPS	Rank
Marlborough Sounds Future Access Study, Stage 3 Repairs	Resilience	141,411,000	141,411,000	71% NZTA / 29% Council	Emergency Works	High	1
Marlborough State Highway Resilience Programme	Resilience	14,697,000	154,980,000	NZTA	Resilience	High	2
SHIP Programme 24-27 Marlborough	Improvements	5,943,858	77,076,954	NZTA	State Highway Improvements	Medium	3
MSFAS Resilience and Marine Infrastructure Studies	Resilience	2,766,500	9,750,000	51% NZTA / 49% Council	Local Road Improvements	High	4
Marlborough Local Roads Low Cost Low Risk 24-27 Programme	Improvements	6,075,000	6,075,000	51% NZTA / 49% Council	Local Road Improvements	Medium	5
Marlborough State Highway Low Cost Low Risk 24-27 Programme	Safety	5,989,998	5,989,998	NZTA	Safety	Low	6
Marlborough Sounds Future Access Study, Road Resilience Improvements	Resilience	2,088,000	44,559,000	51% NZTA / 49% Council	Local Road Improvements	High	7
Marlborough Sounds Future Access Study, Marine Access Improvements	Resilience	0	33,495,000	Crown / Council[5]	Resilience	High	8
Foxes Island Weigh Station SH6	Commercial Vehicle Regional Safety Centre	5,170,000	5,170,000	NZTA	Safety	Low	9

[5] Funding source to be confirmed

18 Ten Year Forecast

18.1 Marlborough District Council

	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	2030/31	2031/32	2032/33	2033/34
Subsidised Activities - Expenditure										
Safety	174,000	,174,000	174,000	174,000	174,000	174,000	174,000	174,000	174,000	174,000
Public Transport Services	706,990	684,010	685,042	710,084	687,138	688,205	713,284	690,376	691,481	716,602
Public Transport Infrastructure	22,500	22,500	22,500	22,500	22,500	22,500	22,500	22,500	22,500	22,500
Local Road Improvements	3,375,000	2,200,000	500,000	1,107,850	1,107,850	1,107,850	1,107,850	1,107,850	1,107,850	1,107,850
Local Road MSFAS Resilience Improvements	3,696,000	3,696,000	3,696,000	1,446,000	2,785,000	2,785,000	2,785,000	2,785,000	2,785,000	2,785,000
Local Road Maintenance	39,985,403	27,740,048	29,911,193	35,411,193	34,911,193	35,911,193	28,911,193	28,911,193	28,911,193	28,911,193
Investment Management	82,000	82,000	112,000	82,000	82,000	112,000	82,000	82,000	112,000	82,000
Total expenditure	48,041,893	34,424,558	35,100,735	38,953,627	39,769,681	40,800,748	33,795,827	33,772,919	33,804,024	33,799,145
Revenue for subsidised activities										
Approved Organisation Revenue	16,776,362	16,082,862	16,328,904	18,582,645	18,328,535	18,833,729	15,399,129	15,390,034	15,405,244	15,400,660
NLTF Revenue	29,069,531	16,319,696	16,575,831	18,924,982	18,656,146	19,182,019	15,611,698	15,597,885	15,613,780	15,613,485
Total revenue	45,845,893	32,402,558	32,904,735	37,507,627	36,984,681	38,015,748	31,010,827	30,987,919	31,019,024	31,014,145
Unsubsidised Activities - Expenditure										
Unsubsidised Operational Expenditure	725,805	705,805	725,805	705,805	725,805	705,805	725,805	705,805	725,805	705,805
Unsubsidised Capital Expenditure	1,553,000	1,233,000	1,233,000	833,000	833,000	833,000	833,000	833,000	833,000	833,000
Total Expenditure	2,278,805	1,938,805	1,958,805	1,538,805	1,558,805	1,538,805	1,558,805	1,538,805	1,558,805	1,538,805
Revenue for unsubsidised Activities										
Local Authority Revenue	2,278,805	1,938,805	1,958,805	1,538,805	1,558,805	1,538,805	1,558,805	1,538,805	1,558,805	1,538,805
Total revenue	2,278,805	1,938,805	1,958,805	1,538,805	1,558,805	1,538,805	1,558,805	1,538,805	1,558,805	1,538,805

18.2 Department of Conservation

	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	2030/31	2031/32	2032/33	2033/34
Subsidised Activities - Expenditure										
Local Road Renewals	-	$22,570	$22,570	$17,645	$14,853	$14,853	$14,853	$14,853	$14,853	$2,014,585
Local Road Maintenance	$74,200	$75,684	$77,198	$78,742	$80,316	$81,923	$83,561	$85,232	$86,937	$88,676
Total expenditure	$74,200	$98,254	$99,768	$96,387	$95,169	$96,776	$98,414	$100,085	$101,790	$2,103,261
Revenue for subsidised activities										
NLTF Revenue	$37,842	$50,110	$50,882	$49,157	$48,536	$49,356	$50,191	$51,043	$51,913	$1,072,665
Total revenue	$37,842	$50,110	$50,882	$49,157	$48,536	$49,356	$50,191	$51,043	$51,913	$1,072,665
Unsubsidised Activities - Expenditure										
Unsubsidised Operational Expenditure	$8,333	$8,333	$8,333	$8,333	$8,333	$8,333	$8,333	$8,333	$8,333	$8,333
Total Expenditure	$8,333	$8,333	$8,333	$8,333	$8,333	$8,333	$8,333	$8,333	$8,333	$8,333

18.3 New Zealand Transport Agency Waka Kotahi

	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	2030/31	2031/32	2032/33	2033/34
Subsidised Activities - Expenditure										
Public Transport Infrastructure	$50,000	$50,000	$50,000	-	-	-	-	-	-	-
Walking and Cycling Improvements	$491,667	$491,667	$491,667	-	-	-	-	-	-	-
State Highway Improvements	$6,488,713	$8,368,565	$18,548,513	$34,431,425	$35,303,425	$36,284,425	$40,753,425	$1,622,425	$1,622,425	$1,622,425
State Highway Maintenance	$21,691,515	$22,564,868	$22,428,216	$25,262,245	$25,505,476	$27,036,573	$27,361,627	$27,824,581	$28,235,488	$28,649,323
Investment Management (incl Transport planning)	$195,198	$188,690	$129,223	$110,517	$110,517	$110,517	-	-	-	-
Total expenditure	$28,917,093	$31,663,789	$41,647,618	$59,804,187	$60,919,418	$63,431,515	$68,115,052	$29,447,006	$29,857,913	$30,271,748

19 Monitoring

The LTMA states that the plan must include "the measure that will be used to monitor the performance of activities". The measure refers to the things we will use to monitor progress toward a particular outcome. There may be more than one measure associated with a particular Transport Outcomes Framework objective (refer Section 9) and each measure has an associated indicator and data source.

Outcome: Resilience and security

Measure	Indicator	Desired Trend	Data Sources
1: Recovery	Number of journeys impacted due to unplanned road closure	Decreasing	Contractor data
2: Recovery	Number of hours that sections of journey routes are closed due to unplanned disruption	Decreasing	Contractor data

Outcome: Inclusive access

Measure	Indicator	Desired Trend	Data Sources
1: Active transport	Mode share of all trips by walking, cycling and PT mode share	Increasing	Journey survey/ census
	Number of people living within 500m of a high quality cycling facility	Increasing	GIS
	Cycle and walking counts	Increasing	Count Sites
2: Public Transport Network	Percentage of community living within 500m of a public transport route	Increasing	GIS
3: Public transport	Number of annual boardings	Increasing peak and off peak boardings	Bus ticket data

Outcome: Healthy and safe people

Measure	Indicator	Desired Trend	Data Sources
1: Deaths and serious injuries	Number of deaths and serious injuries	Decrease	CAS Database
2: Deaths and serious injuries	Death and serious injury crashes as a proportion of all crashes	Decreasing	CAS Database
3: Active transport	Cycle and walk counts	Increasing	Count sites

Outcome: Environmental sustainability

Measure	Indicator	Desired Trend	Data Sources
1: Air quality	Number of poor air quality exceedances	Decreasing	Environmental monitoring
2: Greenhouse gas emissions	Annual greenhouse gas emissions for transport	Decreasing	MfE greenhouse gas inventory

Outcome: Economic prosperity

Measure	Indicator	Desired Trend	Data Sources
1: HPMV routes	Percentage completion of HPMV network	Increasing	NLTP Database
2: Travel time	The annual variation of mean time to travel key routes	No more than 20 percent	Travel Time data

APPENDIX A – ACTIVITITES FOR FUTURE CONSIDERATION

As per guidance from NZTA released in July 2023, RLTPs are recommended to include a table which outlines activities that would seek funding outside of the NLTF, and which would be considered by NZTA in the instance of new sources of Crown funding arising. Note any activities in the RLTP programme that do not receive funding from the NLTF will automatically be included in the list of Activities for future consideration.

Project Name	Description	Work Category	Estimated Cost
MARLBOROUGH DISTRICT COUNCIL			
Wiffen Bridge Replacement	Replacement of the Wiffen Bridge, Mt Riley Road	Bridge and Structures Renewals	$400,000
Boundary Creek bridge replacement	Replacement of the Boundary Creek Bridge, Redwood Pass Road	Bridge and Structures Renewals	$300,000
Wakamarina Road Fords-	Renewal of the Wakamarina Road ford Concrete Splash	Bridge and Structures Renewals	$50,000
High / Seymour	This single circulating roundabout has two lane approaches to cater for left turning vehicles and two pedestrian crossings in close proximity. The existing pedestrians crossings do not meet the requirements of the Traffic Control Devices Rule. Council has received many complaints from cyclists at this intersection. The approach lanes will be reduced to single lanes for cycle safety, or replaced with traffic signals.	Intersection Improvement	$500,000
Oxford-Kent	The Oxford Kent intersection in Picton is used as a rat run for heavy vehicles from the ferry terminals avoiding the Kent/Wairau Road intersection. The intersection requires kerb realignment to prevent heavy vehicle usage.	Intersection Improvement	$250,000
Alabama / Dry Hills	The intersection of Alabama Road and Dry Hills Lane is priority controlled. Alabama Road has a narrow seal and this intersection does not have a right turn bay and requires upgrading.	Intersection Improvement	$80,000
Maxwell / Alabama / New Renwick	The New Renwick / Maxwell intersection is presently controlled by a single lane roundabout. The additional traffic from residential developments and development of the industrial zoned land to the west will require that this intersection is upgraded. The Wairau plains Study undertaken in 2008 recommended that this intersection was upgraded by 2026. There are land concerns here. The Blenheim Integrated Transport Study Strategic Business case highlighted that this intersection would reach LOS D by 2027.	Intersection Improvements	$2,000,000

Project Name	Description	Work Category	Estimated Cost
Boyce / Lakings	The Boyce Lakings intersection is priority controlled. Lakings Road is a local road connecting Battys Road to Boyce Street. Residents use it as an alternative road due to congestion issues on the parallel route of SH6. Making a right turn out of this intersection is becoming increasingly more difficult. A review of the Boyce / Lakings intersection was undertaken in 2019. A single lane roundabout will mitigate these delays but was not justified at the time of the analysis. However increased land use activity and increased delays on SH6 is resulting in more use of this intersection. The Blenheim Integrated Transport Study Strategic Business case highlighted that this intersection would reach LOS D by 2027.	Intersection Improvements	$1,500,000
New Renwick Road/Bells Road/Ben Morven	The intersection of New Renwick Road/Bells Road/Ben Morven Road is a staggered tee priority controlled. Doctors Creek runs through the centre of it. With the upgrade of the Bells Road / SH6 intersection, more traffic is using this intersection. The intersection or creek requires realignment.	Intersection improvements	$1,000,000
Maxwell / Hospital / Taylor Pass Road	The Maxwell / Hospital / Taylor Pass Road intersection is priority controlled. Increased traffic volumes from new subdivisions is causing safety issues here. A right turn bay is required.	Intersection Improvements	$100,000
Hunter Road / Pembers Road / Tarrants Road	The Hunter Road / Pembers Road / Tarrants Road intersection is priority controlled. Pembers road connects at 45 degrees (NW) and has priority over the Western and southern approaches. With increased heavy vehicles due to two quarries and increased activity in Rarangi, this intersection requires upgrading.	Intersection improvements	$100,000
New Renwick / Fairhall Cemetry	Intersection improvements are required	Intersection improvements	$60,000
Tourism Route Delineation Improvements	Tourism signage and pavement markings are required in both the Marlborough Sounds and Awatere Valley due to increase tourism	Local Road Improvements	$40,000
Taylor River Bridge	The Blenheim Integrated Transport Study Strategic Business Case showed that the Taylor River, with limited bridges within the urban area of Blenheim was resulting in a dependence on local traffic to use state highways and limited key intersections. It was considered that additional river crossings will improve traffic flow. This will require a high level investigation prior to any specific recommendations.	Professional Services	$150,000

Project Name	Description	Work Category	Estimated Cost
CBD Ring Road	The 2008 Wairau Plains Study, Marlborough Growth Strategy, Marlborough Network Operating Framework and Blenheim Integrated Transport Study Strategic Business Case all highlighted that Blenheim does not have an intuitive ring route around the town centre. A ring road would provide opportunity encourage traffic away from the town centre and increase activated frontage on Main Street, more consistent with Scott Street and Market Street. However, it is important to note this network operating framework has only identified the opportunity, a detailed study and assessment should be undertaken to investigate the feasibility and viability.	Professional Services	$150,000
Public Transport Improvements	Public transport is limited in Blenheim and results in low patronage. This is compounded due to the one-way loop system. The public transport routes require a review to determine if changes to the routes, timetable or an on demand service would increase patronage and fare box recovery.	Professional Services	$100,000
Port Underwood Road	Traction Seal required on Port Underwood Road at Robinhood Bay Hill to reduce whole of life maintenance costs.	Road Improvements	$750,000
Sealing bridge approaches	Various bridges on unsealed roads require approaches to be sealed to protect bridge decks and prevent potholing prior to the bridge.	Seal Extension	$300,000
Waihopai Valley Road	Seal widening needed on Waihopai Valley Road due to increased traffic flows on narrow roads	Seal widening	$600,000
Lower Wairau	Seal widening is required on Lower Wairau Road due to increased traffic flows on narrow roads	Seal Widening	$300,000
Muller-Nikau Connection	Two new subdivisions have been approved without the need for a road connection between them. It is considered that there should be a walking and cycling bridge to connect the two subdivisions.	Walking and Cycling	$1,000,000
Dublin Street Cycleways	Walking facility upgrades include a footpath on the southern side of Dublin Street. Cycling facility will be on road cycle lanes which connect into the cycle lanes on the Dublin overbridge. There is also a short off road shared path on the northern side of Dublin Street that was intended to be extended. As there will also be a pathway to the Council pump station on the north, these two paths could be connected.	Walking and cycling	$500,000

Project Name	Description	Work Category	Estimated Cost
Shared path Improvements	Encouraging walking and cycling for recreational purposes can also encourage uptake for transport. There is an opportunity to encourage walking and cycling beyond recreational purposes by providing better connections to trails with the broader transport network. The Marlborough Network Operating Framework recommends prioritising connections to recreational trails, west-east connectors (to remove cycle requirements on SH6). Refer to Section 6.2 and Section 6.3	Walking and Cycling	Cost dependant on how many paths are improved
On Road cycle improvements	Most cycle facilities in Marlborough cater for recreational purposes. There is an opportunity to encourage cycling beyond recreational by providing better cycling facilities within the urban areas and the broader transport network. The Marlborough Network Operating Framework recommends reallocating road space to provide improved on-road facilities for cyclists encouraging cycling as an alternative mode for travel, for work, education, and recreational trips, prioritising rods on the cycle network with lower priority general traffic corridors where a higher level of encouragement for cyclists could be provided Refer to Section 6.2	Walking and Cycling	Cost dependant on how many roads are improved
Footpath upgrade programme	Many roads in urban areas only have a single footpath which does not promote sustainable transport options. The Marlborough Network Operating Framework recommends constructing footpaths on roads that do not have footpaths on both sides of the road, prioritising those in the walking network. Refer to Section 6.3.	Walking and Cycling	Cost dependant on how many roads are improved
Upgrade Tactile programme	Many of Marlborough's pedestrian crossing points do not meet the requirements of RTS14 Guidelines for Facilities for Blind and Vision Impaired Pedestrians, in particular the lack of tactile ground surface indicators at many of the formal crossing points. The guideline requires that all new pedestrian facilities be designed and installed based on RTS14 and that existing pedestrian facilities need to be reviewed for compliance. With an aging population, it is considered that Marlborough's crossings need to be reviewed to ensure safety for visibly married pedestrians	Walking and Cycling	Cost dependant on how many crossings are improved

Project Name	Description	Work Category	Estimated Cost
NEW ZEALAND TRANSPORT AGENCY WAKA KOTAHI			
SH6 / Battys/Murphys	The Nelson / Battys / Murphys intersection is presently controlled by a single lane roundabout. When the roundabout was constructed, it was acknowledged that the capacity would be exceeded around ten years after construction. A two lane roundabout was not constructed due to the land take that would be involved. Growth on Nelson Street (SH6) due to increased residential activity in the northwest greenfield residential zone, has resulted in the capacity being reached. More greenfields residential land exists and this intersection requires upgrading to enable more residential growth to occur. The extent of land take and associated costs are not yet known.	Intersection Improvements	$4,000,000
SH1 / SH6	SH1 / SH6 is controlled by a single lane roundabout. Increased traffic and turning movements have resulted in increased delays to freight. Due to the small central roundabout, large vehicles need to “crawl” through the intersection when turning, causing all vehicles to stop. The 2008 Wairau Plains Study recommended a dual lane roundabout should be constructed here with a BCR of 6.8. The SH1 Investigation Report dated July 2020 recommends that this intersection is upgraded. The Blenheim Integrated Transport Study Strategic Business case highlighted that this intersection would reach LOS D by 2027.	Intersection Improvements	$3,000,000
SH1 / Cloudy Bay	The SH1 / Cloudy Bay intersection is priority controlled. It is the only access to an industrial park and has significant heavy vehicle usage, particularly for right turning vehicles. Safety is compromised here also as the slow moving trucks are merging with vehicles on a passing lane.	Intersection Improvements	$3,000,000
SH1 / Budge Street	The SH1 / Budge Street intersection is priority controlled. Due to the Opawa River, Budge Street is a large cul-de-sac containing over 600 households. Increasing traffic flow on SH1 has resulted in long delays particularly for residents needing to drive north. The SH1 Investigation Report dated July 2020 recommends that this intersection is upgraded to a roundabout. The Blenheim Integrated Transport Study Strategic Business case highlighted that this intersection would reach LOS F by 2027.	Intersection improvements	$2,000,000
SH1 / Stuart	Main Street (SH1) / Stuart Street is a priority controlled intersection with no right turn bays. This intersection is in the Industrial zone fronting SH1. South of the site is the Main North Line, the railway line connection Picton to Christchurch. Stuart Street is one of the few rail crossings in this part of the road network resulting in high turning	Intersection Improvements	$2,000,000

Project Name	Description	Work Category	Estimated Cost
	movements at the intersection. This is compounded by retail activity with high pedestrian volumes and the Whale Trail requiring cyclists to cross Main Street (SH6) at this location. A review of this intersection is required and may result in a recommendation of installing traffic signals to separate the conflicting mode of travel		
SH6 / McLauchlan	Nelson Street (SH6) / McLauchlan Street is a priority controlled intersection, close to the Marlborough Colleges. Severe issues occur at the intersection of McLaughlan Street at the end of the school day when children crossing Nelson Street (SH6) stop traffic. While a signalised pedestrian crossing has been considered here to separate the conflicting movements, it is considered the entire intersection should be signalised.	Intersection Improvements	$2,000,000
SH1 / Redwood Street	The SH1 / Redwood Street is a five approach roundabout with a railway line running though it. Increasing flows, particularly in the evening peak is causing travel time delays for freight on SH1. The 2008 Wairau Plains Study recommended a dual lane roundabout should be constructed here with a BCR of 4.3. The SH1 Investigation Report dated July 2020 recommends that this intersection is upgraded. In the short term it was recommended to trim the central traffic island on SH1 north of Redwood Street to ensure that the minimum road width is not less than 3.5 metres in width. In the long term it was recommended to remove the Park Terrace approach to the intersection. The Blenheim Integrated Transport Study Strategic Business case highlighted that this intersection would reach LOS E by 2027.	Intersection Improvements	$1,000,000
SH1 / Alfred Street	The SH1 / Alfred Street intersection is controlled by a single lane roundabout. Increasing flows, particularly in the evening peak is causing travel time delays for freight on SH1. The 2008 Wairau Plains Study recommended a dual lane roundabout should be constructed here with a BCR of 7.8. The SH1 Investigation Report dated July 2020 recommends that, in the short term, this intersection should be upgraded to provide two northbound through lanes on the southern SH1 approach. No land take is required, but there will be some kerb changes required. Long term a full intersection upgrade is required.	Intersection Improvements	$500,000
Opawa River Bridge	The 2008 Wairau Plains Study showed that a Blenheim bypass was not economically viable as a significant percentage of the local traffic volumes on SH1 in Blenheim as local traffic. The SH1 Investigation report of 2020 had similar conclusions. The Wairau Plain study showed however that a bridge over the Opawa River connecting Dillons	Professional Services	$200,000

Project Name	Description	Work Category	Estimated Cost
	Point Road to SH1 could reduce traffic volumes on Sinclair Street (SH1) by up to 30%. A detailed study and assessment needs to be undertaken to investigate the feasibility.		
Welds Pass Realignment	Weld Pass is approximately 10km south of Blenheim and is a length of around 4.5km and is a vital link between Picton and Christchurch. The progression of improvements to Weld Pass continues to be high priority for Council. The Weld Pass realignment would improve road user safety and decrease maintenance costs.	Resilience Improvements	

APPENDIX B – SIGNIFICANCE POLICY

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

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

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

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

The Significance Policy is defined below.

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

- Improvement activities that are large or complex. These are activities with an estimated construction cost, including property, exceeding $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 RTC resolves as being regionally significant.

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

i. Addition of an activity or combination of activities that has previously been consulted on in accordance with sections 18 of the Act;
ii. A scope change to an activity that, when added to all previous scope changes for the same activity. does not materially change the objective(s) and proposed outcomes of the activity;
iii. Replacement of activities within an approved programme or group with activities of the same type and general priority;
iv. 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 C – LEGISLATIVE CONTEXT

Every regional council, through its RTC is required, in accordance with section 16 of the Act, to prepare a RLTP. Section 16 of the Act outlines the form and contents of a RLTP. An RLTP 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 NZTA 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
- summarise the policy relating to significance adopted by the RTC.

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

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

The intention is that the RLTP should:

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

Each RTC 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 D – COMPLIANCE WITH SECTION 14 OF THE ACT

Alternative Objectives and National Energy Efficiency and Conservation Strategy.

Alternative Objectives.

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

The Regional Transport Committee considered alternative objectives that would contribute to the purpose of the Act.

National Energy Efficiency and Conservation Strategy.

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

APPENDIX E – RELATIONSHIP WITH POLICE ACTIVITITES

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

Road policing activities are funded through the Road Safety Partnership programme as part of the NLTP. The Road Safety Partnership programme is prepared in accordance with the LTMA and sets out:

- The activities Police will deliver
- Levels of funding for those activities
- Performance measures to monitor activities

NZTA invest around $375 million every year. The road policing investment case is the document that outlines the desired outcomes and strategic investment priorities for road policing, consistent with the New Zealand Road Safety Strategy.

New Zealand's Road Safety Strategy 2020–2030 was adopted by the Government in November 2019. Its vision is "A New Zealand where no one is killed or seriously injured in road crashes". As a step towards achieving this vison, the strategy targets a 40 per cent reduction in deaths and serious injuries by 2030. This is to be achieved through action in five focus areas:

1. Infrastructure improvements and speed management
2. Vehicle safety
3. Work-related road travel
4. Road-user choices
5. System management

Police activities make both a direct and indirect contribution to all focus areas, but particularly contribute to infrastructure and speed, and road-user choices, which includes an action to prioritise road policing. Police have identified operational priorities for road safety that directly address those factors known to contribute to the greatest harm – use of restraints, impaired driving (including fatigue), distraction and speed.

The Policing district of Tasman covers the regional boundaries of Tasman, Nelson and Marlborough, therefore development of the priorities should be common to all three regional Councils. Through partnerships with external stakeholders Police ensure they have strong relationships, share information and work towards safer roads.

The RLTP includes many land transport activities that complement the activities carried out by Police, and contributes to the New Zealand Road Safety Strategy focus areas, particularly infrastructure improvements and speed management. These includes infrastructure improvements to local roads and state highways (such as intersection upgrades and cycleways), road safety education and promotion activities, and behaviour change programmes.

Council has a road safety action plan. The plan is a result of a collaboration between councils, Police, NZTA, Nelson Marlborough District Health Board and ACC. The plan records agreed local road safety risks, objectives and targets, actions and monitoring and review processes. The plan is the primary mechanism for coordinating education, infrastructure and enforcement activities at the local level. The 2021 Community Risk Register informs this RLTP that the main safety focus for Marlborough are areas of safety at intersections, distraction, older drivers, and cyclists.

APPENDIX F – 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.

2024- 34 RLTP Development

The following steps are proposed in the development of this RLTP:

a) The council's Regional Transport Committee has carried out an assessment of those activities requiring prioritisation.

b) Following public hearings and deliberations on the submissions, a final RTLP will be submitted for adoption prior to submission to NZTA

c) If Council wishes to seek amendments it can submit to NZTA an unapproved RLTP, along with an explanation it has not approved the RLTP. Council is then required to submit the RLTP to NZTA by 14 June 2024; and

d) NZTA consider the RLTP and issue its NLTP by 1 September 2024.

e) The final version of the RLTP will be completed by 1 August 2024

Consultation on the Draft Marlborough Regional Transport Plan and the Draft Marlborough Regional Public Transport Plan will take place across June and July 2024.

APPENDIX F – GLOSSARY

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

The Act means the Land Transport Management Act 2003

Activity - means a land transport output or capital project; and includes any combination of activities

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

Arataki – NZTA's Long Term Strategic View, identifies long term pressures and priority issues and opportunities

Council – Marlborough District Council

Community at Risk Register – The communities at risk register has been developed by the NZ Transport Agency to identify communities that are over-represented in terms of road safety risk. The register ranks communities by local authority area based on the Safer Journeys areas of concern.

District means the district of a territorial authority

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 (NLTF)

GPS means the Government Policy Statement on land transport

Headline targets –refers to the specific level of performance sought in relation to an outcome or objective. In terms of RLTP's a headline target refers to the number or trend that is aspired to in relation to a particular measure over a ten year period (and generally relative to a baseline)

HPMV means high productivity motor vehicle(s)

ILM means Investment Logic map

Inter-regional means within the district of Marlborough

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

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

Measures mean the things we will use to monitor progress in relation to a particular outcome. There may be more than one measure associated with a particular outcome and each "measure" will have associated indicator(s) and data source.

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

NLTP – National Land Transport Programme

NLTF – National Land Transport Fund

NOF – Network Operating Framework

NZTA – New Zealand Transport Agency Waka Kotahi

Objectives – Objectives are what we want to accomplish. They are more specific than outcomes but not as specific as policies and targets.

ONRC – One Network Road Classification

Outcomes – Outcomes are the result of change . Desired outcomes are the manifestation of the future state that is envisioned in the plan.

Peer Group - NZTA developed groups for the purpose of comparing road safety performance within territorial authority boundaries. They are:

- Peer group A: Major urban areas with some rural areas on the outskirts. (Population > 97,500 and/or rural crashes less than 30 percent)
- Peer group B: Major urban areas with some rural areas on the outskirts. (Population 40,000-97,500 and/or rural crashes less than 35 percent)
- Peer group C: Large provincial towns and hinterland. (Population 35,000-75,000
- and/or rural crashes less than 55 percent)
- Peer group D: Provincial towns and hinterland. (Population 20,000-75,000 and/or rural crashes greater than 55 percent)
- Peer group E: Small provincial towns, low traffic volumes. (Population less than 20,000 and/or rural crashes greater than 55 percent)

Policies - describe how we will deliver upon the strategic objectives

RLTP – Regional Land Transport Plan

RPTP – Regional Public Transport Plan

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

RTC – Regional Transport Committee

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

SH means State Highway.

SHIP – State Highway Investment Proposal

SHP – Safety Intervention Program

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

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

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

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

- Social – meet social needs by making transportation accessible, safe and secure; including provision of mobility choices for all people (including people with economic disadvantages); and develop infrastructure that is an asset to communities.
- Environment – create solutions that are compatible with the natural environment, reduce emissions and pollution from the transportation system, and reduce the material resources required to support transportation.

T.A - Territorial Authority

Transport priorities The Act requires “statement of transport priorities for the region for the 10 financial years from the start of the regional land transport plan. The transport priorities are worked back as strategic responses from the ILM problem statements.

Vision. The vision statement defines where we want to get to in the long term. It is an anchor and helps focus the plan on long term aspiration. The plan should help the region move toward the vision.