

Te Tau Ihu Regional Land Transport Plan (RLTP) 2021

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Submitter details

1. Nelson Marlborough Health (Nelson Marlborough District Health Board) (NMH) is a key organisation involved in the health and wellbeing of the people within Te Tau Ihu o Te Waka a Maui. NMH appreciates the opportunity to comment from a public health perspective on the Te Tau Ihu Regional Land Transport Plan (RLTP) 2021.
2. NMH makes this submission in recognition of its responsibilities to improve, promote and protect the health of people and communities under the New Zealand Public Health and Disability Act 2000 and the Health Act 1956.
3. This submission sets out particular matters of interest and concern to NMH, particularly in relation to promoting cycling, walking and public transport.

General Comments

4. NMH supports the vision of this RLTP to have a safe and connected region that is liveable, accessible and sustainable.
5. NMH supports the Strategic Objectives especially in relation to mode choice, safety and environmental outcomes.
 - a. Communities have access to a range of travel choices to meet their social, economic, health and cultural needs.
 - b. Enable access to social and economic opportunities by investing in public transport.
 - c. Deaths and serious injuries on the region's transport system are reduced.

Specific Points

1. *Linking Transport Objectives and Significant Activities* (page 57): NMH notes that a high proportion of the activities do not have a sustainability ranking. Waka Kotahi has recently released its Toitū Te Taiao: Sustainability Action Plan¹ where it sets a vision for a "low carbon, safe and healthy land transport system" and its principles include kaitiakitanga, stewardship and equity. Therefore in order to align with that Action Plan, consideration should be given to providing a sustainability ranking for all significant activities.
2. NMH strongly supports the significant investment Nelson and Tasman are putting into public transport services and infrastructure.

¹ <https://www.nzta.govt.nz/assets/About-us/docs/sustainability-action-plan-april-2020.pdf>

3. NMH is pleased to see that all Councils are increasing their funding for walking and cycling improvements over time however it is noted that Tasman and Marlborough do not significantly increase spending in the short term, it would be useful to know why this is the case. (Pages 59-62)
4. In relation to funding (page 63), NMH notes that Waka Kotahi's funding for Walking and Cycling Improvements stays static whereas funding for other activity classes fluctuates often with larger investments being made. Consideration that mode shift is a government priority and the Toitū Te Taiao Plan has been introduced, it would be expected that funding would increase over time to support these modes.
5. *Richmond Future Transport Project (page 69)*: NMH supports aspects of this Project in relation to promoting mode choice, improving safety and sustainability in order to achieve the objective that Richmond offers a sustainable and liveable environment.
6. *Nelson/Tasman Public Transport Improvements (page 70)*: NMH is pleased to see that NCC/TDC are investing heavily into Public Transport in terms of coverage of service and reduction of fares. NMH reiterates that frequency of service is vitally important for bus patrons and the proposed changes will result in a reduction of services at peak times for a number of patrons which may negate the gains made in other areas. Frequency of services needs to be revised in the Plan
7. *Berryfield/Lower Queen Street Intersection Upgrade (page 71)*: NMH supports the objective that pedestrians, cyclists and buses are catered for as part of the upgrade. The design clearly shows there will be pedestrian and cyclist facilities. NMH notes that a key problem/issue is "*that Lower Queen Street and Berryfield Drive are primary routes for active transport and public transport*". Currently this is not the case, this could be a typographic error in the Plan where this phrase is better placed in the objectives section rather than the issues section.
8. *Nelson Future Access (page 72)*: NMH continues to advocate for safety improvements, improved public transport and an increase of safe and easily accessible cycle/walking connections across these routes. Consideration should also be given to adding shorter bus priority sections in the short term. NMH notes that new traffic lights are being introduced on Waimea Road/Highview Drive, as this section already has two lanes, consideration could be given to introducing bus priority at this intersection.
9. *Washington Valley Active Transport Routes (page 73)*: NMH supports plans to prioritise public transport and active modes on this route.

10. *Victory-Waimea Road Active Transport Route (page 74)*: NMH acknowledges that there are poor cycling connections from Waimea Road to the existing Railway Reserve. NMH supports improving East-West connections to the Hospital and Waimea Road. NMH is happy to work with NCC on the development of the Detailed Business Case.
11. *Maruia to Renwick (page 75)*: NMH supports safety improvements on this route that will result in fewer serious injuries and death.
12. *SH60 Richmond to Motueka (page 76)*: NMH supports safety improvements on this route that will result in fewer serious injuries and death.
13. *SH6 Nelson to Blenheim (page 77 & 79)*: NMH continues to support safety improvements on this route.
14. *SH6 Richmond to Wakefield (page 78)*: NMH continues to support safety improvements on this route
15. *SH60 High Street Motueka (page 79)*: NMH strongly supports safety improvements recommended here. This improvement package has been in the Regional Land Transport Plan numerous times, it is promising that work is set to occur.

Conclusion

16. NMH thanks the three Councils for the opportunity to comment on the Te Tau Ihu Regional Land Transport Plan (RLTP) 2021. NMH is pleased to see plans to invest further in active and public transport as this will have positive health outcomes for the community.

Yours sincerely



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