



**Date:** Wednesday 7 May 2025  
**Time:** 1.00pm  
**Meeting Room:** Tasman Council Chamber  
**Venue:** 189 Queen Street, Richmond  
**Zoom conference link:** <https://us02web.zoom.us/j/81732709607?pwd=5KKaDeDNWwzo9HpgQKzzAgRNiPeQht.1>  
**Meeting ID:** 817 3270 9607  
**Meeting Passcode:** 305951

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## Joint Nelson Tasman Regional Transport Committee

### Komiti Te Kawenga Rohe o Nelson Tasman

## AGENDA

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### MEMBERSHIP

	<b>Chairperson</b>	<b>Deputy Chairperson</b>
	Deputy Mayor S Bryant (Tasman District Council)	Mayor N Smith (Nelson City Council)
<b>Members</b>	Cr B Dowler (Tasman District Council)	Deputy Mayor R O'Neill-Stevens (Nelson City Council)
<b>NZTA Waka Kotahi</b>	Ms E Speight	
<b>Alternate Members</b>	Cr C Butler (Tasman District Council)	Cr M Courtney (Nelson City Council)
	Cr J Ellis (Tasman District Council)	Cr J Hodgson (Nelson City Council)

(Quorum 3 members)

Contact Telephone: 03 543 8400  
Email: [tdc.governance@tasman.govt.nz](mailto:tdc.governance@tasman.govt.nz)  
Website: [www.tasman.govt.nz](http://www.tasman.govt.nz)

## **AGENDA**

### **1 OPENING, WELCOME, KARAKIA**

### **2 APOLOGIES AND LEAVE OF ABSENCE**

#### **Recommendation**

**That the apology from Mayor Smith be accepted.**

### **3 PUBLIC FORUM**

3.1 NZ Automobile Association - Kyle Lightfoot and Richard Popenhagen..... 3

### **4 DECLARATIONS OF INTEREST**

### **5 LATE ITEMS**

### **6 CONFIRMATION OF [MINUTES](#)**

**That the minutes of the Joint Nelson Tasman Regional Transport Committee meeting held on Monday, 10 March 2025, be confirmed as a true and correct record of the meeting.**

### **7 REPORTS**

7.1 NZ Transport Agency Waka Kotahi Update ..... 4

7.2 Public Transport Review Update ..... 19

### **8 CONFIDENTIAL SESSION**

Nil

### **9 CLOSING KARAKIA**

### 3 PUBLIC FORUM

#### 3.1 NZ AUTOMOBILE ASSOCIATION - KYLE LIGHTFOOT AND RICHARD POPENHAGEN

<b>Report To:</b>	Joint Nelson Tasman Regional Transport Committee
<b>Meeting Date:</b>	7 May 2025
<b>Report Number:</b>	RNTRTC25-05-1

<b>1. Public Forum / Te Matapaki Tūmatanui</b>
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Automobile Association District Councillor, Kyle Lightfoot, and District Chairperson, Richard Popenhagen, will speak in public forum regarding State Highway 6 potential improvements - pre Hope Bypass.

<b>2. Attachments / Tuhinga tāpiri</b>
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Nil

## 7 REPORTS

### 7.3 NZ TRANSPORT AGENCY WAKA KOTAHI UPDATE

<b>Report To:</b>	Joint Nelson Tasman Regional Transport Committee
<b>Meeting Date:</b>	7 May 2025
<b>Report Author:</b>	Tara Fifield, Executive Assistant - Service and Strategy
<b>Report Authorisers:</b>	John Ridd, Group Manager - Service and Strategy
<b>Report Number:</b>	RNTRTC25-05-2

#### 1. Presentation / Whakatakotoranga

Emma Speight, New Zealand Transport Agency Waka Kotahi Director Regional Relationships, Greater Wellington and Top of the South, will provide an update to the Joint Nelson Tasman Regional Transport Committee.

#### 2. Attachments / Tuhinga tāpiri

1. [1](#) NZ Transport Agency Waka Kotahi presentation

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# Regional Transport Committee

Presentation to combined  
Nelson/Tasman Regional Transport  
Committee

Wednesday 7 May 2025

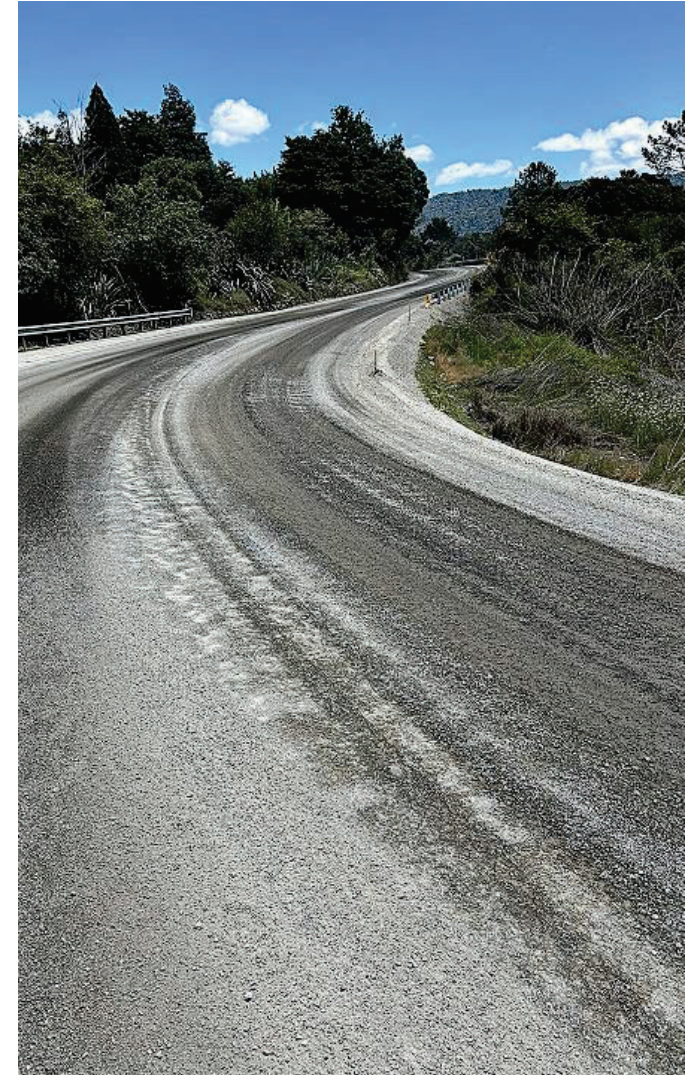




# Maintenance

- Significant renewal achievement across the country, with over 2000 lane kilometres delivered. Selected activities are continuing where weather and temperatures allow.
- Our focus on pavement rehabilitation (250+ lane kms) has resulted in more disruptive works, but long-term improvement in network condition.
- Winter sees us switch to a reactive approach, monitoring and maintaining a safe and accessible state highway network.
- Rollout of risk-based traffic management approach across Network Outcomes Contracts taking place over winter 2025.
- Integrated Delivery Contract procurement is ongoing, with contract award expected before Christmas 2025.

NZ Transport Agency



# National Ticketing Solution (NTS)

- The pilot on Route 29 in Christchurch continues to be a great success, with more than 15,000 debit or credit card payments being made since the start date in December 2024.
- We're continuing to refine and test the wider solution to ensure we can provide a smooth customer transition when we start the roll-out and we are committed to not rushing this phase so we can get it right.
- We are working with PTAs to plan a new schedule for when all regions will be transitioned to Motu Move.



# Road Safety Week 2025

Who is signed-up to participate?

- From 12 to 18 May 2025, helping raise awareness of road safety and encouraging everyone to play their part in making our roads safer.
- Keen to increase participation. Easy to get involved – free action pack via [www.roadsafetyweek.org.nz](http://www.roadsafetyweek.org.nz)
- Great chance to celebrate your own road safety heroes and engage your community in road safety.

NZ Transport Agency





# Setting of Speed Limits 2024

## Land Transport Rule

- NZTA as Regulator is responding ASAP to queries and doing what we can to assist, within the constraints of the Rule.
- Reminder: 1 July 2025 is deadline for reversals to be implemented
- Reversed speed limits set in the National Speed Limits Register (based on list of specified roads submitted by 1 May 2025), new signs and road markings in place.
- Maintenance & Operations Investment Advisors are reviewing NLTF bids and updating RCAs on outcome.

### Questions?

Policy intent: [speedrule@transport.govt.nz](mailto:speedrule@transport.govt.nz)

Implementation: [speedmanagementprogramme@nzta.govt.nz](mailto:speedmanagementprogramme@nzta.govt.nz)

Funding: [TS\\_MO\\_InvestmentAdvisors@nzt.govt.nz](mailto:TS_MO_InvestmentAdvisors@nzt.govt.nz)

NZ Transport Agency



# Information Request to NZTA for GPS 2027

- We're about to begin work with the Ministry of Transport on our view of the needs of the transport system over the 2027/28 – 2035/36 period.
- The scope of the information requested will probably include:
  - Forecasting the funding required to maintain and improve the transport system to certain levels of service
  - Advice on priority major improvement opportunities over the same period
- The information will be used as the starting point for developing GPS 2027
- The information will cover both the state highway and local road network – it should represent a sector view
- The initial response is required by September 2025, with an updated version due in February 2026

## Emergency works

- Following consultation with approved organisations (AOs), NZTA's Board has decided not to make changes to the enhanced funding assistance rates (FAR) for emergency works for response to and recovery from more frequent and larger events.
- NZTA will consider how to incentivise AOs to invest in maintenance and resilience programmes to increase the overall resilience of the road network as part of the development of the 2027-30 NLTP.
- We will also work with the Ministry of Transport on the development of the Government Policy Statement on land transport 2027.
- The emergency works FAR policy will be revisited in the next NLTP period.
- In response to consultation feedback, some minor changes have been made to emergency works investment policies.
- More information is available online [www.nzta.govt.nz/planning-and-investment/emergency-works-policy-review/](https://www.nzta.govt.nz/planning-and-investment/emergency-works-policy-review/)

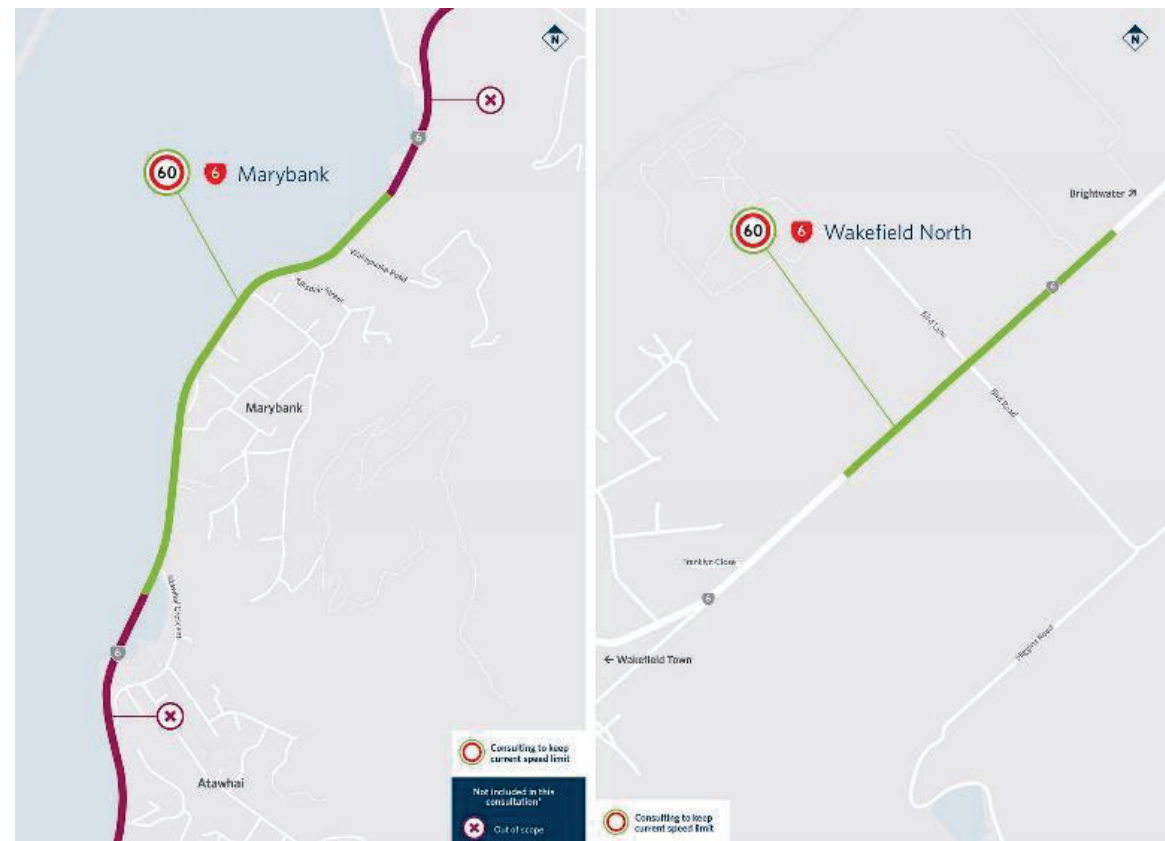
# Speed limit consultation 2025

## Urban Connector Consultation

NZTA is currently undertaking new formal reviews of speed limits on two sections of road on State Highway 6, one in Tasman region (Wakefield North) and one in Nelson (Marybank).

**Consultation on these two urban connector sections of state highway is open now until 14 May.**

To make submissions on either of these urban connectors, visit [Top of the South Island | NZ Transport Agency Waka Kotahi](#)



# Speed limit consultation 2025

## Interregional connector consultation outcome

### SH6 Blenheim to Nelson

As you are aware, under the new Land Transport Rule: Setting of Speed Limits 2024 we consulted on 7 interregional connector sections of road on State Highway 6 (SH6) between Blenheim to Nelson.

During the 6-week consultation from January to March, the submissions we received across all sections showed majority support for increasing the speed limits.

This means, **all 7 sections of road will be changed back to their previous higher speed limits of 100km/h by 1 July 2025.**

In due course, we will provide a date that the speed limit changes will come into effect.





# Nelson-Tasman Regional Update

May 2025

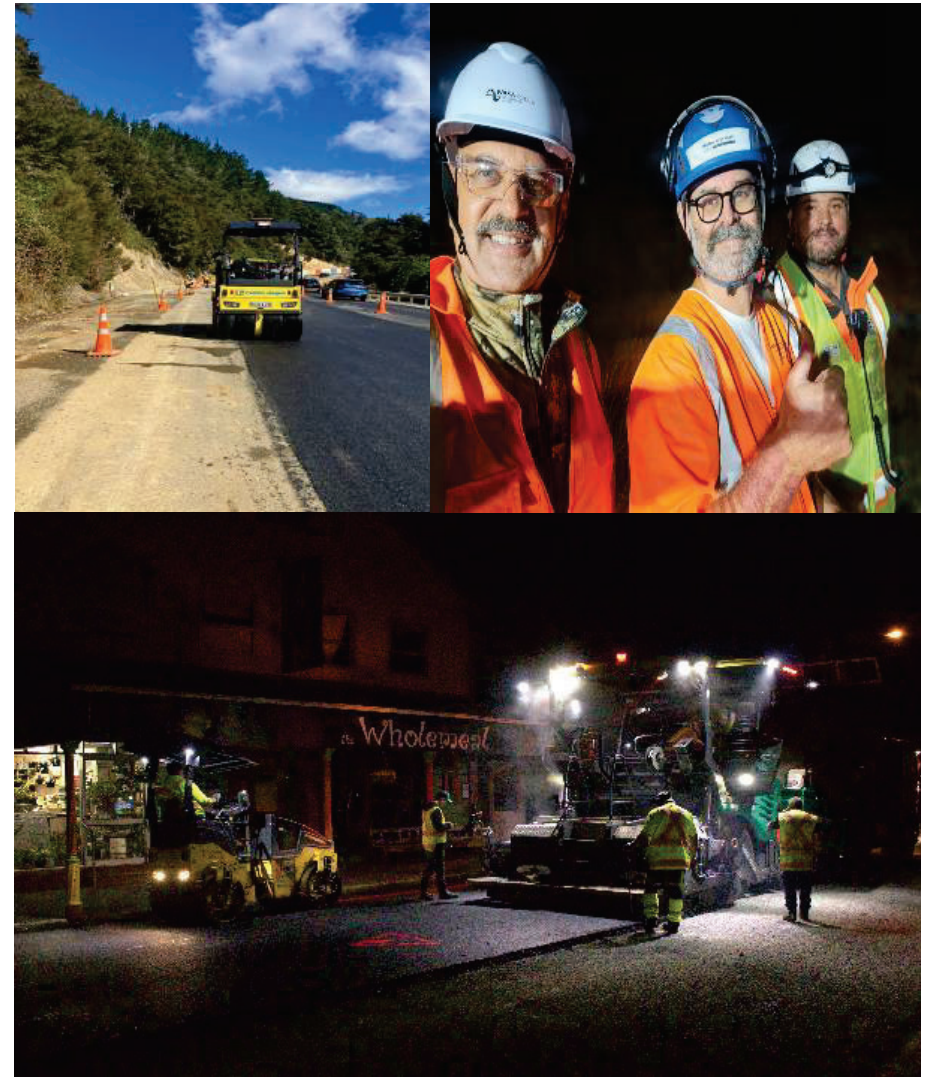


New Zealand Government

## Regional M&O overview

### Nelson-Tasman

- **24/25 Renewals Programme 100% of 150% Stretch Target successfully completed**
  - 7.9 lane kms Rehabilitation stretch target completed
  - 80.9 lane kms Resealing stretch target completed
  - Total 88.8 lane kms stretch target successfully completed by 20 March 2025
- **Pothole Prevention**
  - 24hr response - enhanced fixes & daily reporting continues
  - Drainage 100% renewals completed (3% of network)
- **SH Operations**
  - Revised levels of service for cyclic activities to reflect our renewed focus on pavements and drainage continues
  - Introduction of NZGTTM 1 July 2025
  - IDC RFT let March – tender evaluations June 2025 & ONTRACK for implementation April 2026



# Hope Bypass

We are still on track with the investment case and are aiming to have this reported to our Board by mid-2025.

After the investment case is completed, we move into the design and consenting phase for the project.

We will also be engaging with impacted landowners once we have an approved investment case.

We have recently published a webpage for the Hope Bypass, where further project information will be added as we progress through the project stages:

[Roads of National Significance | NZ Transport Agency Waka Kotahi](#)

NZ Transport Agency



## Resilience Works

- **SH6 Whangamoas:** Stage A (drainage work) complete. Stage B likely to in commence May. This work involves redirecting pavement stormwater into engineered discharge points to reduce the risk of road failures/washouts.
- **SH60 Birds Hill:** Stage A (drainage works) complete. This work aims to reduce groundwater which will then reduce the risk of slips. Realignment of the road will allow the temporary speed limit to be removed. Stage B is dependent on whether the hillside stability increases. This will require at least a full winter under observation.
- **SH6 Gowan River Bridge:** Complete. A washout close to the bridge was impacting the stability of the state highway. Large rocks have been placed to stabilise the riverbank.
- **SH65 Higgins Bluff:** Stage A (rock scaling work) is anticipated to be completed by early May. Stage B will be completed later in the year.
- **SH63 Howards Narrows:** A number of exposed rock faces are showing continuing small rockfalls. Assessments are underway and designs will follow. On-site rock bolting is likely to commence in May.
- **SH6 Hope Saddle:** Geotechnical investigations are planned for late April at a known underslip site. The investigation is to identify soil/rock conditions and depths. This investigation will inform the design of a suitable retaining wall.
- **SH6 Granity Narrows and O'Sullivan's Bluff:** Both have been identified as continuing to have small rockfalls and geotechnical investigation and design work is underway to reduce the risks. Currently there is no programmed date for on-site works.



# Hei konā mai



New Zealand Government



## 7.2 PUBLIC TRANSPORT REVIEW UPDATE

<b>Report To:</b>	Joint Nelson Tasman Regional Transport Committee
<b>Meeting Date:</b>	7 May 2025
<b>Report Author:</b>	James Hills, Senior Transport Planner, Nelson City Council
<b>Report Authorisers:</b>	Dwayne Fletcher, Strategic Policy Manager; John Ridd, Group Manager - Service and Strategy
<b>Report Number:</b>	RNTRTC25-05-3

### 1. Purpose of Report

- 1.1 This report provides a summary of the actions being worked on as part of the public transport review as presented at the March Nelson Tasman Joint Regional Transport Committee (JRTC).
- 1.2 In addition, as agreed at the March JRTC this report outlines the inflation mechanism and associated percentage increase to be added to eBus Bee Card fares.

### 2. Report Summary

#### Public Transport Improvements

- 2.1 As presented at the March JRTC a number of short-term, medium-term and long-term actions have been identified to improve the eBus service. Improvements have been developed that considers funding availability, customer satisfaction and the wider public transport context e.g. private share expectations.
- 2.2 Table 1 (below) outlines the short-term improvements that transport officers are working towards and investigating as part of the next stage of the public transport review. Once we understand the implications of these changes, including costs, we will seek JRTC feedback and direction on these improvements.

Route Number	Optimisations & Improvements
1	Additional Morning Trips
2	Additional Morning Trips
3	New stop on Atawhai Drive opposite Paremata Street
4	Pascoe Street rerouting from Bolt Road
	Pascoe Street new stops x2
	Move stops from Bolt Road to Quarantine Road and Parkers Road
5 & 6	Additional stop near Aquatic Centre (existing bus stop)
	Additional stop at Girls College (existing bus stop)

Late Late Bus	Remove last trip and re-allocate it as an earlier trip
Network Wide	Optimise timetable to improve reliability and incorporate other changes
	Transition to Millers Acre Bus Hub terminus
	Transition to Motu Move (National Ticketing Solution)

Table 1: Proposed PT optimisations and improvements in the short term.

- 2.3 Transport officers will provide regular progress updates on the above optimisations and improvements to the JRTC.

### Motu Move, National Ticketing Solution

- 2.4 As outlined in Table 1 (above), staff are working collaboratively with NZTA to transition to the National Ticketing Solution for use on the eBus service.
- 2.5 There are a number of areas staff need to understand and manage including:
- 2.5.1 timelines and consequences of delays
  - 2.5.2 reimbursement of Bee Card balances
  - 2.5.3 future of cash fares
  - 2.5.4 cost of cards.
- 2.6 The JRTC has provided guidance on these matters and a report will be coming to the August RTC meeting for decisions.

### Public Transport Fares – Public Transport Contract Indices increase

- 2.7 At the March 2025 JRTC meeting, the JRTC agreed to increase existing eBus fares to account for inflation when paying with a Bee Card, effective from 1 July 2025. Cash fares are not affected (see Table 3 below).
- 2.8 While a number of inflation measures were discussed, the JRTC has delegation to propose and determine fare increases up to inflation changes as reflected in Public Transport Contract Indices (PTCI) (allowing for rounding).
- 2.9 We therefore recommend utilising the Public Transport Contract Indices rate with the most recent provided by NZTA as of December 2024, for electric buses being 2.69%<sup>1</sup>.
- 2.10 Table 2 (below) outlines the existing and increased eBus Bee Card fare structure after a 2.69% increase. Fares have been rounded to the nearest one cent. A 1 Zone adult eBus fare would increase from \$2.10 to \$2.16 with a 2.69% increase. There are no changes to 'Infant under 5' fares or 'Super Gold Card off-peak' fares as both of these groups travel for free. There is also no proposed change to the 'Late Late Bus' as cash and Bee Card fares for this service are currently the same price.

Fare type	Existing Bee Card Fares			New fares after PTCI% increase		
	1 Zone	2 Zones	3 Zones	1 Zone	2 Zones	3 Zones
Adult	\$2.10	\$4.20	\$6.30	\$2.16	\$4.31	\$6.47

<sup>1</sup> Waka Kotahi, NZ Transport Agency: <https://opendata-nzta.opendata.arcgis.com/datasets/infrastructure-and-public-transport-contract-price-adjustment/about>

Child 5-12	\$1.05	\$2.10	\$3.15	\$1.08	\$2.16	\$3.23
Youth 13-18						
Tertiary Student						
Community Services Card						

Table 2: Existing eBus Bee Card fares with PTCI% increase (2.69%)

Fare Type	Existing Cash Fares		
	1 Zone	2 Zones	3 Zones
Adult	\$3.00	\$6.00	\$9.00
Child 5-18	\$2.00	\$3.00	\$4.00
Concessions	\$2.00	\$3.00	\$4.00

Table 3: Existing cash fares to remain the same

### 3. Recommendation

That the Joint Nelson Tasman Regional Transport Committee

1. receives the Public Transport Review Update report RNTRTC25-05-3; and
2. approves a 2.69% public transport contract indices increase to eBus Bee Card fares, effective from 1 July 2025.

### 4. Important considerations for decision-making

#### 4.1 Fit with Purpose of Local Government

Providing and giving effect to Regional Land Transport Plan and Regional Public Transport Plan is a requirement of the Land Transport Management Act 2003.

NZTA Waka Kotahi through their development guidelines for developing regional public transport plans, outline that public transport authorities must undertake annual pricing reviews and six-yearly fare structure reviews.

#### 4.2 Consistency with Community Outcomes and Council Policy

Councils have adopted a joint Regional Land Transport Plan and joint Regional Public Transport Plan as a requirement of the Land Transport Management Act 2003. The development and operation of a Public Transport service contributes to the community outcome “our infrastructure is efficient, cost effective and meets current and future needs”.

Through the Public Transport Review, transport officers have developed a number of measures to optimise the eBus service and grow patronage with the resources available.

#### **4.3 Risk**

Increases in fares and/or reductions in services are likely to reduce transport choices for some members of the Nelson Tasman communities who have few transport choices, and also discourage other users. This could result in a reduction in patronage of the services.

#### **4.4 Financial impact**

A Fare increase level to the latest Public Transport Contract Indices (PTCI) and no increase in base patronage is estimated to increase private share in the order of 0.3%.

#### **4.5 Degree of significance and level of engagement**

A fare increase of 2.69% is level with the latest (PTCI) up to December 2024 as outlined by NZTA. A fare increase to the Public Transport Contract Indices rate does not require the need to consult.

The Regional Public Transport Plan (RPTP) has its own Significance Policy which allows for minor changes in fare levels in accordance with current policy and funding levels. There is an expectation from NZTA that fare levels will be reviewed annually.

#### **4.6 Climate Impact**

Support for growing public transport use and improving the public transport offering will contribute to reducing transport emissions.

Increasing patronage leads to mode shift away from the private car which reduces the environmental impact of land transport and reduces transport emissions. Greater public transport use also reduces congestion on the local road network.

#### **4.7 Inclusion of Māori in the decision-making process**

No engagement with Māori has been undertaken in preparing this report

#### **4.8 Delegations**

The Joint Regional Transport Committee may approve and propose a fare increases up to the Public Transport Contract Indices rate (allowing for rounding). Any recommendation to increase fares above the Public Transport Contract Indices rate will need to be made to the Joint Council for approval.

## **5. Attachments**

Nil