



Notice is given that an ordinary meeting of the Joint Nelson Tasman Regional Transport Committee will be held on:

Date: Thursday 14 August 2025
Time: 1.00pm
Meeting Room: Tasman Council Chamber
Venue: 189 Queen Street, Richmond
Zoom conference link: <https://us02web.zoom.us/j/86343088167?pwd=NjRyRDehKqvZQzlh0t9HrOo4sPz85k.1>
Meeting ID: 863 4308 8167
Meeting Passcode: 863505

Joint Nelson Tasman Regional Transport Committee

Komiti Te Kawenga Rohe o Nelson Tasman

AGENDA

MEMBERSHIP

	Chairperson	Deputy Chairperson
	Deputy Mayor S Bryant (Tasman District Council)	Mayor N Smith (Nelson City Council)
Members	Cr B Dowler (Tasman District Council)	Deputy Mayor R O'Neill-Stevens (Nelson City Council)
NZTA Waka Kotahi	Ms E Speight	
Alternate Members	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
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Website: www.tasman.govt.nz

AGENDA

1 OPENING, WELCOME, KARAKIA

2 APOLOGIES AND LEAVE OF ABSENCE

Recommendation

That the apologies be accepted.

3 PUBLIC FORUM

Nil

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 Wednesday, 7 May 2025, be confirmed as a true and correct record of the meeting.

7 REPORTS

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8 CONFIDENTIAL SESSION

Nil

9 CLOSING KARAKIA

7 REPORTS

7.1 MINISTRY OF EDUCATION - SCHOOL BUS PROPOSAL

Report To:	Joint Nelson Tasman Regional Transport Committee
Meeting Date:	14 August 2025
Report Author:	Ministry of Education Representatives
Report Number:	RNTRTC25-08-1

1. Presentation / Whakatakotoranga

Representatives of the Ministry of Education will make a presentation on the School Bus Proposal.

2. Attachments / Tuhinga tāpiri
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Nil

14 August 2025

7.2 PUBLIC TRANSPORT REVIEW UPDATE

Report To:	Joint Nelson Tasman Regional Transport Committee
Meeting Date:	14 August 2025
Report Author:	James Hills, Senior Transport Planner, Nelson City Council
Report Authorisers:	Dwayne Fletcher, Strategic Policy Manager
Report Number:	RNTRTC25-08-2

1. Purpose of Report

- 1.1 This report provides an update of public transport matters since the May 2025 Joint Nelson Tasman Regional Transport Committee (JNTRTC).
- 1.2 It includes an overview of the proposed optimisations and improvements being worked on and further investigated as part of the Public Transport (PT) Review as presented at the JNTRTC workshop on 13 August 2025.
- 1.3 In addition, this report provides a summary of the new North Nelson bus services as well as an update on 'dogs on buses' following an extended trial period.
- 1.4 The report concludes with a high-level overview to the next Regional Land Transport Plan (RLTP) and Regional Public Transport Plan (RPTP) workstreams to be commenced by transport officers in the coming months, in addition to providing an update on the National Ticketing Solution.

2. Recommendation

That the Joint Nelson Tasman Regional Transport Committee:

- 1. receives the Public Transport Review Update report RNTRTC25-08-2; and**
- 2. approves the optimisations and timetable improvements outlined in Table 1 of the agenda report for implementation up to the \$250,000 budget for the year; and**
- 3. approves the new bus stops and pedestrian infrastructure in Table 2 of the agenda report to support the proposed changes and Nelson Bus Hub within the public transport capital budget; and**
- 4. approves allowing dogs on buses as per the Phase 2 trial on a permanent basis.**

3. Public Transport Review

Optimisations and timetable changes

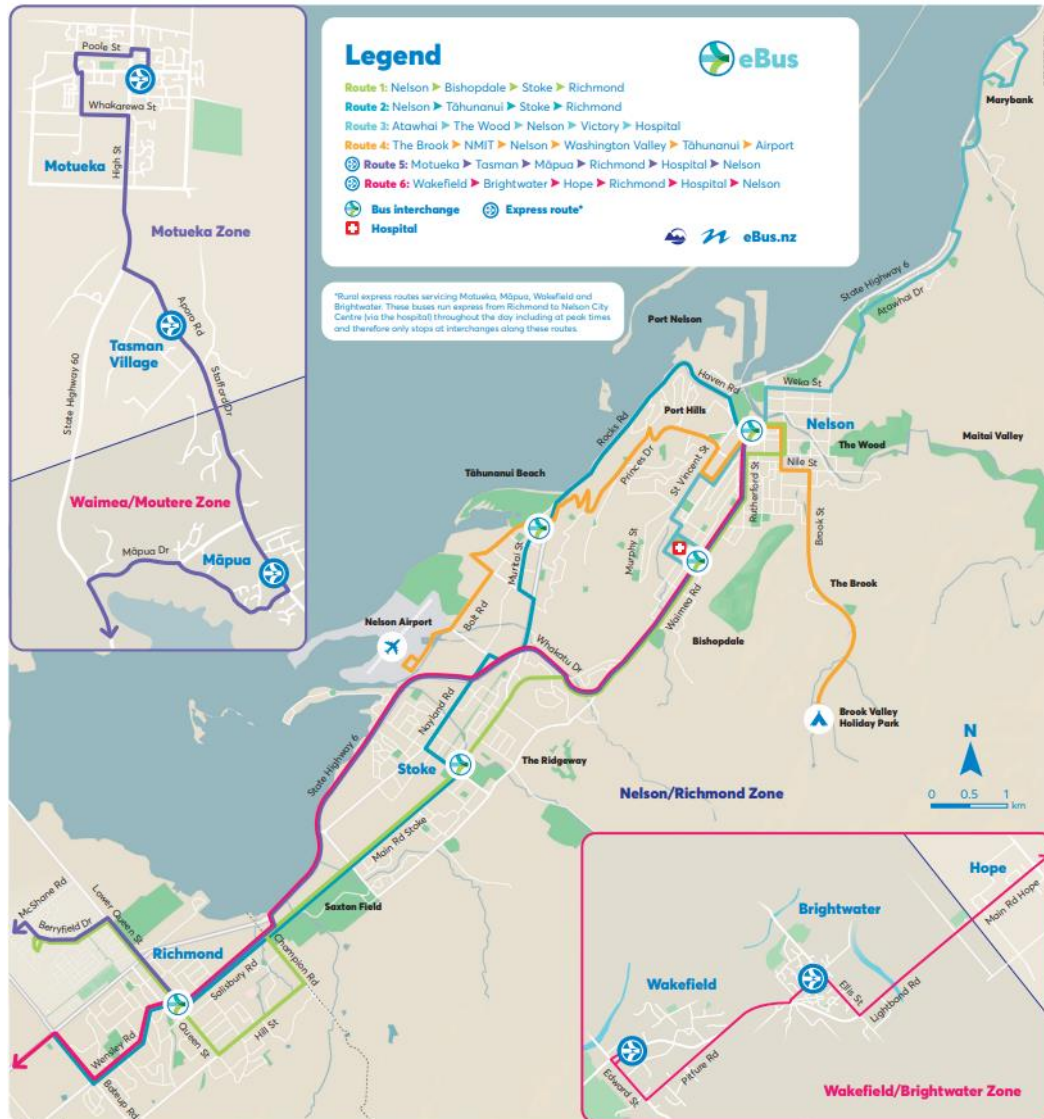
14 August 2025

PUBLIC TRANSPORT REVIEW UPDATE

- 3.1 As presented at the May JNTRTC, a number of optimisations and improvements were outlined for further investigation. Optimisations to the current service will involve making changes to the existing timetable.
- 3.2 Optimisations limit the need for extra resources and instead utilise the current fleet to better serve customers and maximise patronage. Optimisations have been developed that also rectify consistently late running trips on the eBus service.
- 3.3 Optimisations and timetable changes have been developed through a combination of real time and desktop analysis.
- 3.4 Real time analysis has involved examining the current eBus service performance in meeting the current scheduled timetable, in addition to listening to customer feedback on late running services, missed connections, and investigating requests for earlier/later trips.
- 3.5 Desktop analysis has involved assessing the number of existing services and capacity to better meet this demand.
- 3.6 Optimisations and timetable changes have been developed in combination with the eBus operator to ensure they can be feasibly implemented.
- 3.7 Table 1 (below) provides a summary and rationale for the proposed optimisations and timetable changes that have been developed. Where additional services and significantly longer run times are proposed, this is considered ‘substantive’ and will incur higher costs. Small changes such as activating existing out of use stops or adding smaller additional run time, are considered non-substantive and will incur minimal cost.
- 3.8 Should the JNTRTC approve these changes, it is planned that the timetable changes and optimisations will go live on 6 October 2025. This is subject to supporting infrastructure, communications and technology being in place. Figure 1 (below) shows the existing eBus network map. No changes are proposed to routings in the short-term improvements planned for October 2025.
- 3.9 A full breakdown of the new trips to Routes 1 and 2 and the proposed Late Late bus timetable can be found in Attachment 1.

14 August 2025

PUBLIC TRANSPORT REVIEW UPDATE



1. Figure 1: The existing eBus network. No changes are proposed to service routings in the short-term.

Route	Summary	Rationale	Scale of change / Cost
R1	<ul style="list-style-type: none"> • Earlier services • Increase in run time 	<ul style="list-style-type: none"> • Demand for earlier services (replicates replaced nBus service). • Variable moderate run time increases based on average late running. • This maintains 30-minute frequency. No additional buses required. 	<ul style="list-style-type: none"> • Substantive • Approx \$75K (for earlier services) • Additional substantive cost for run times
R2	<ul style="list-style-type: none"> • Earlier services • Increase in run time 	<ul style="list-style-type: none"> • Demand for earlier services (replicates replaced nBus service). • Additional run time to 1512 inbound and 1440 outbound. 	<ul style="list-style-type: none"> • Substantive • Approx \$75K (for earlier services) • Additional substantive cost for run times
R3	<ul style="list-style-type: none"> • Increase in run time 	<ul style="list-style-type: none"> • Propose slight increases to the run time and investigate if any route variations can be made at some point in the future. 	<ul style="list-style-type: none"> • Non-substantive • Minimal cost
R4	<ul style="list-style-type: none"> • Decrease in frequency, 35 mins 	<ul style="list-style-type: none"> • Current timetable is too tight to accommodate the existing run time and layovers. • The late running on this route cannot be managed with the existing three buses running a 30-minute service. • Propose moving to a 35-minute frequency service to allow for increased run time and adequate layovers. 	<ul style="list-style-type: none"> • Non-substantive • Minimal cost
R5 & R6	<ul style="list-style-type: none"> • Activate additional stops at Nelson College for Girls & Richmond Aquatic Centre • No substantive change to timetable (optimisation) 	<ul style="list-style-type: none"> • There is no change necessary to the Motueka & Wakefield timetables - these were altered in July 2024. • Stops at Nelson College for Girls and Richmond Aquatic Centre are existing but inactive for R5 & R6. Activating these stops is a low-cost optimisation. It will increase the run time on the 'express' services but there is demand for stops. 	<ul style="list-style-type: none"> • Non-substantive optimisation change • Minimal cost
R8 LLB	<ul style="list-style-type: none"> • Earlier services • Remove services after 0200 	<ul style="list-style-type: none"> • Timetable changed to provide earlier services. Services after 0200 cancelled. • Provides a service where there is a current gap in the timetable between 2000-2200. 	<ul style="list-style-type: none"> • Non-substantive optimisation change • Minimal cost

2. Table 1: Proposed optimisations and changes to current eBus timetables

Optimisations and timetable change costings

- 3.10 The current three year budget for both councils for the eBus service includes a total of \$250,000 per annum for opex improvements and timetable analysis. This includes the standard NZTA subsidy.
- 3.11 Officers have worked in collaboration with the operator to investigate the proposed changes. Additional earlier services and extra run time on Routes 1 and 2 are considered substantive changes and will cost approximately \$75,000 per route (\$150,000 in total) per year.
- 3.12 Table 2 (above) outlines that there are a number of smaller non-substantive changes to Routes 3, 4, 5, 6 and 8. These optimisations can be implemented at minimal cost (the approximate costs of which are not yet known and require further analysis by the operator).
- 3.13 In addition to the above, there are General Transit Feed System (GTFS) costs to update real-time data and schedules. This would cost approximately \$3,000 for the proposed changes.
- 3.14 Furthermore, there are communication costs including informing the public, printing new timetables and updating the eBus website. This is approximately \$3,000.
- 3.15 It is difficult to make standalone changes to routes without having knock on affects to other routes. It is therefore most efficient and cost effective to take a holistic approach and make multiple changes (as outlined in Table 1) at one time rather than a piecemeal approach. Officers are therefore recommending that all the proposed changes are implemented at the same time.

Providing public transport to The Junction Retail Shopping Centre

- 3.16 Officers have received a number of requests for public transport access to The Junction retail shopping centre located on Quarantine Road.
- 3.17 Demand in the coming months will increase with a new Woolworths supermarket due to open in late 2025.
- 3.18 Due to operational and network constraints, the eBus service is unable to serve The Junction site directly and due to consenting for the site issued before the eBus was operational, does not have a route through or a bus stop within the site.
- 3.19 In addition, the roading network throughout The Junction site is not designed for bus use and is currently showing signs of deterioration. It is therefore not currently viable to re-route services through The Junction.
- 3.20 As outlined at the JNTRTC workshop on 13 August 2025, officers have investigated two trial options to provide better public transport to the perimeter of The Junction and bring passengers in closer proximity to the site than the current service.
- Option 1: re-route R2 via Pascoe Street and R4 via Annesbrook Drive; and
 - Option 2: re-route R4 via Pascoe Street only.
- 3.21 For both options, two new bus stops would need to be installed on Pascoe Street, with a pedestrian crossing facility, to provide pedestrian access to The Junction via the western entrance at the rear of the 'Mitre 10' store.
- 3.22 For both options, irrespective of timing, existing Route 2 stops on Nayland Road are proposed to be relocated further north to provide closer access to the southern entrance to The Junction. This means that passengers travelling from Richmond can get off closer to The Junction than they can with the current service.

Pros		Cons
Route 2 (via Pascoe) + Route 4 (via Annesbrook Drive)	<ul style="list-style-type: none"> Provides connections to Richmond Avoids difficult right turn onto Quarantine Road Little infrastructure required 	<ul style="list-style-type: none"> Annesbrook Drive patronage will experience increased journey times on Route 4 travelling north bound Longer journey and run times on Route 4
Route 4 (via Pascoe Street)	<ul style="list-style-type: none"> Minor deviation from existing route Little infrastructure required Does not require route changes to R2 and affect patronage on Annesbrook Drive 	<ul style="list-style-type: none"> Difficult right turn onto Quarantine Road and associated queue lengths Does not connect The Junction with Richmond Minor additional run time required, 35 minute frequency

- 3.23 Officers are currently weighing the pros and cons of each option while also considering future access and connectivity plans in this area. These factors, along with implementation costs, will affect route planning. More work is required to develop a recommended option that meets the balance between serving existing demand and providing a new connection to The Junction.
- 3.24 Officers therefore do not plan to integrate any new plans to serve The Junction with the proposed timetable changes. Officers will continue to analyse and re-define plans, obtain accurate cost estimates and report back at the next JNTRTC meeting with an update.
- 3.25 In the interim it is proposed to re-locate the existing Route 2 stops on Nayland Road (located by Kidson Place) northwards, to be in closer proximity to The Junction (as per para 0).

New bus stop and infrastructure requirements

- 3.26 As outlined in Table 1 and at the JNTRTC workshop on 13 August, a number of new bus stop locations were identified that are needed to improve the service and additional bus stops and pedestrian infrastructure are required to facilitate proposed route changes.
- 3.27 In addition, as part of the new Nelson Bus Hub opening in late 2025, new bus stop locations are required throughout the Nelson Central Business District (CBD).
- 3.28 Table 2 (below) outlines the proposed new bus stops and infrastructure required to support the improvements. Additional stops are proposed at Nelson Girls College and Richmond Aquatic Centre on Routes 5 and 6. These are existing stops which only require updated timetables at the sites and are therefore not captured in Table 2.

	Location	Infrastructure Required	Approximate Cost (\$)	TDC / NCC
Route 2	Nayland Road	Relocate existing stops northwards closer to The Junction	Minimal	NCC
Route 3	Atawhai Drive	1 x bus stop (outbound) + 1 x concrete pad	\$13,200k	NCC
Route 5	Aporo Road (between Deck Road and Marriages Road)	2 x bus stop (inbound + outbound) 2 x concrete pad	\$18,000k	TDC
	Atkins Street (tbc)	2 x bus stop (inbound + outbound) 1 x concrete pad	\$7,500k	TDC
Route 6	Whitby Road	2 x bus stop (inbound + outbound) 1 x concrete pad	\$10,000k	TDC
Nelson Bus Hub	Selwyn Place	1 x bus stop (outbound)	\$7,200k	NCC
	Halifax Street	2 x bus stop (inbound + outbound)	\$13,200k	NCC
	Vanguard Street	2 x bus stop (inbound + outbound)	\$13,200k	NCC
Total (Approx)	Approx	12 new bus stops 5 concrete pads	\$82,300k	TDC= \$35,500k NCC= \$46,800k

3. *Table 2: Proposed new bus stops and infrastructure*

3.29 The values in Table 2 have been rounded up to the nearest \$1,000 and 20% added for contingency. It is important to note that costs are approximate values only and actual costs could be higher due to a number of factors such as, (including but not limited to) the scale of groundwork required, any works to the footpath/new footpath requirements, new crossing facilities, removal of marking and the level of temporary traffic management required.

3.30 More detailed costs will not be known until the detailed design stage for each stop; however, public transport services has a capital budget that can be re-allocated to cover the approximate costs provided in Table 2. Councils have provision for these costs in their existing budgets

Nelson North service

3.31 Officers have been working with the Nelson Tasman Community Transport Trust (NTCTT) to provide a pilot community bus service to the north Nelson area. Nelson City Council has contributed to funding the pilot service and transport officers have worked in collaboration

with NTCTT to develop a timetable. Initially the service will operate twice daily Monday–Saturday. There will be proposed service on Sundays.

- 3.32 No start has been confirmed however, plans are progressing to commence the service in August 2025. The initial pilot would be for three months, with the intention to extend it to 12 months if it is successful.

Dogs on buses

- 3.33 In 2023, eBus began a trial of dogs on buses. Phase 1 allowed for small dogs in a suitable carry container. This trial was successful and led to Phase 2, allowing all dogs on board, with a muzzle and leash. The trial began on 1 April 2024. In November 2024, the decision was made to extend the trial through the summer period.
- 3.34 Since Phase 2, dog owners and public transport users have had the opportunity to submit feedback. This has been very minimal.
- 3.35 In this regard officers recommend that the JNTRTC approve allowing dogs on buses as per the Phase 2 trial.

Regional Land Transport Plan (RLTP) and Regional Public Transport Plan (RPTP)

- 3.36 As per the Land Transport Management Act 2003 every six financial years, each regional council must:
- ensure that the relevant Regional Transport Committee prepares, on the regional council's behalf, a regional land transport plan;
 - approve the regional land transport plan by the date appointed by New Zealand Transport Agency Waka Kotahi (NZTA); and
 - note that the RPTP is a subset of the RLTP and will be reviewed at the same time.
- 3.37 Key dates for consideration are:
- early June 2025 NZTA release evidence to the sector to inform the development of the RLTP strategic sections;
 - April/May 2026 Draft Government Policy Statement on Land Transport (GPS) for consultation; and
 - 1 August 2027 RLTPs submitted by the relevant regional council to NZTA.
- 3.38 In consideration of the above, officers note that they are at the point in the six year cycle where they will be looking to review the Strategic Context (people, land use, current state etc) over the next few months and then reviewing the Strategic Direction (30-year vision and objectives, targets and policies) in early 2026 before considering the 10-year transport investment priorities.
- 3.39 A more detailed programme and timeline, including opportunities for JNTRTC feedback and public consultation, will be presented for feedback at the next JNTRTC meeting.

National Ticketing Solution – Motu Move

- 3.40 NZTA have advised officers that the National Ticketing Solution known as 'Motu Move' has experienced further delays which has pushed the earliest implementation date for Nelson-Tasman to 2027.
- 3.41 Officers are currently working with NZTA to understand the permutations for Nelson - Tasman and will provide further feedback to the JNTRTC on the programme and any cost implications once this is further known.

4. Important considerations for decision-making

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.

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 and improve the eBus service and grow patronage with the resources available.

Risk

Re-routing services /or reductions in the level of service 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.

Financial impact

All proposed improvements and new infrastructure will be funded within existing budgets. The proposed improvements and optimisations will help grow patronage and increase fare revenue.

Degree of significance and level of engagement

Implementing the proposed changes to the ebus service will improve the public transport service by offering greater reliability and connectivity.

Allowing dogs on ebus services helps make public transport more inclusive and accessible for pet-owning communities.

All changes will be communicated to the public and new timetables printed to display at all bus stops.

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.

Inclusion of Māori in the decision-making process

No engagement with Māori has been undertaken in preparing this report

Delegations

The JNTRTC may approve and propose a fare increase up to the Public Transport Contract Indices rate. Any recommendation to increase fares above the Public Transport Contract Indices rate will need to be made the Joint Council.

4.

5. Attachments

1.  

Breakdown of new bus trips to routes 1 & 2 and proposed Late Late Bus timetable

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Full breakdown of the new bus trips to Routes 1 and 2 and the proposed Late Late Bus timetable

Route 1 – New AM services

Inbound			Outbound		
Dep Berryfield Drive	Dep Richmond	Arr Bridge St	Dep Bridge St	Dep Richmond	Arr Berryfield Drive
05:52	05:57	06:39	06:22	06:45	07:05
06:22	06:27	07:09	06:52	07:15	07:35

Route 2 – New AM services

Inbound			Outbound		
Dep Bateup Rd	Dep Rich	Arr Bridge St	Dep Bridge St	Dep Rich	Arr Bateup
06:31	06:37	07:10	07:15	07:47	08:00

Late Late Bus – Proposed timetable

Time	From	To	Via
20:00	Sprig & Fern(Richmond)	Selwyn Place	Bishopdale
20:40	Selwyn Place	Sprig & Fern(Richmond)	Tāhunanui
21:30	Sprig & Fern(Richmond)	Selwyn Place	Bishopdale
22:10	Selwyn Place	Sprig & Fern(Richmond)	Tāhunanui
23:50	Sprig & Fern(Richmond)	Selwyn Place	Bishopdale
12:30	Selwyn Place	Sprig & Fern(Richmond)	Tāhunanui
01:20	Sprig & Fern(Richmond)	Selwyn Place	Bishopdale
02:00	Selwyn Place	Sprig & Fern(Richmond)	Tāhunanui

7.3 NZ TRANSPORT AGENCY WAKA KOTAHI UPDATE

Report To:	Joint Nelson Tasman Regional Transport Committee
Meeting Date:	14 August 2025
Report Author:	Tara Fifield, Executive Assistant - Service and Strategy
Report Authorisers:	John Ridd, Group Manager - Service and Strategy
Report Number:	RNTRTC25-08-3

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.   NZ Transport Waka Kotahi presentation

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Nelson Tasman Regional Transport Committee

NZ Transport Agency Update
August 2025



Te Kāwanatanga o Aotearoa
New Zealand Government

National update



Te Kāwanatanga o Aotearoa
New Zealand Government

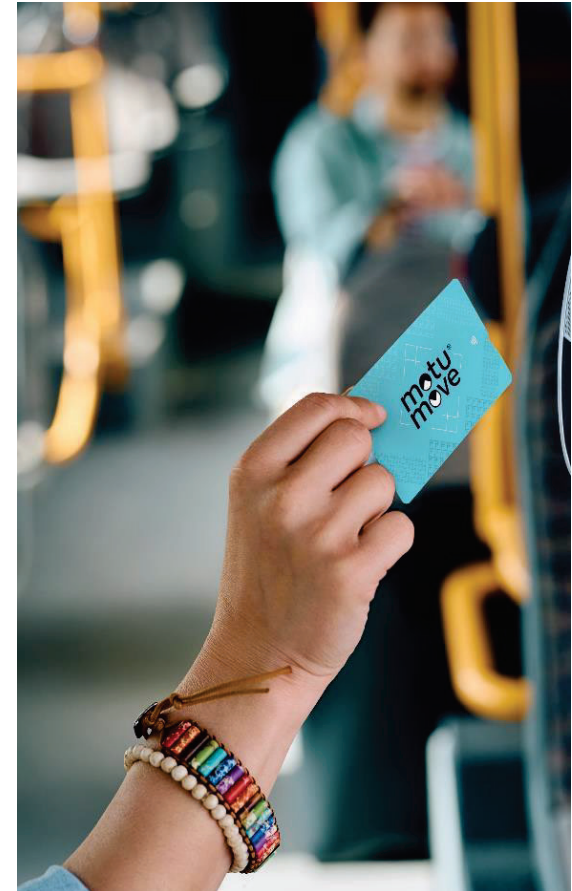
Maintenance

- Significant renewal achievement across the country, with over 2200 lane kilometres delivered. We are now planning for the 2025/26 renewal season.
- Our focus on pavement rehabilitation (300+ 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.
- The rollout of a risk-based traffic management approach across Network Outcomes Contracts is taking place prior to the 2025/26 renewal season.
- Integrated Delivery Contract procurement is now in the evaluation stage, and we remain on track to award contracts prior to Christmas.



National Ticketing Solution (NTS)

- In our recent updates we've been highlighting the challenges with the delivery of the more complex components of the Motu Move system taking longer than expected.
- We have not been able to launch in Timaru and Temuka mid-year as planned.
- We've been considering alternative ways to start to deliver new ways to pay into Canterbury while we continue working on the broader solution. We expect to confirm a revised plan in the next few months.
- We're working with PTAs on integrated planning and a revised regional rollout plan is expected to be confirmed this month (August).



2027-30 NLTP development

Key milestones for RTCs through to 2026

- **April 2026:** State Highway Investment Proposal (SHIP) and State Highway Activity Management Plan (SHAMP) will go to the NZTA board for final approval
- **1 May-31 July 2026:** Draft Government Policy Statement on land transport (GPS) released for consultation by the Ministry of Transport
- **May 2026:** Draft Funding Assistance Rates (FAR) go to the NZTA board for approval
- **September 2026:** Draft Investment Prioritisation Method (IPM) released for consultation
- **Before 15 November 2026:** Draft Continuous Programmes in Transport Investment Online (TIO)
- **Before 15 December 2026:** Draft Improvement Activities in TIO

NZ Transport Agency

Milestone	Dates
NZTA - Evidence Pack (Strategic sections of RLTP)	1 July 2025
NZTA - Evidence Pack (Continuous Programme submission)	15 February 2026
NZTA - Evidence Improvement (Activities submission)	15 June 2026
Ministry of Transport - Draft GPS released for consultation	Between 1 May 2026 to 31 July 2026
NZTA and Approved Organisations - Draft Continuous Programmes in TIO (LRO, LRPP, PTI, PTS, Safety, SHO, SHPP)	Before 15 November 2026
NZTA and Approved Organisations - Draft Improvement Activities in TIO	Before 15 December 2026
NZTA - Initial Assessment and Prioritisation of Continuous Programmes and Improvement Activities	From December 2026 to April 2027
ALL - Final Continuous Programmes in TIO (LRO, LRPP, PTI, PTS, Safety, SHO, SHPP)	Before 15 April 2027
ALL - Final Improvement Activities in TIO	Before 31 March 2027
NZTA Board Decision - Indicative allocations for continuous programmes	Before 31 May 2027
NZTA - Final Assessment and Prioritisation of Continuous Programmes and Improvement Activities	From April 2027 to 1 August 2027
Local Government (Regional, District and City Council) Decision - Long Term Plan Adoption	Before 30 June 2027
Regional Council Decision - Approve the RLTP and submits it to NZTA	Before 31 July 2027
NZTA Board Decision - Adoption of entire 2027-30 NLTP (including NDAs) + Year 1 Funding Approvals	Before 31 August 2027

Road Efficiency Group – RCA Insights

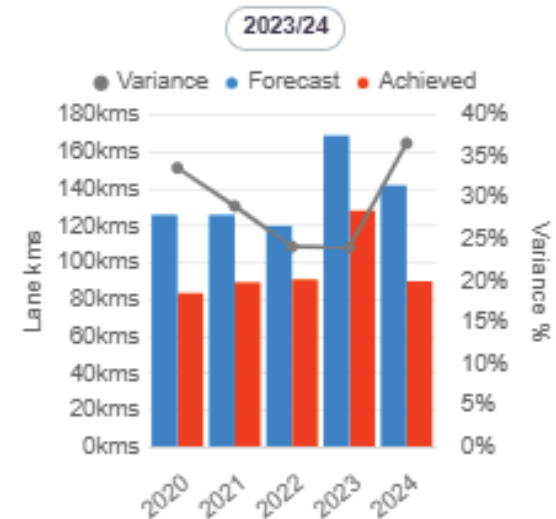
The Road Efficiency Group (REG) has launched a new initiative to share insights directly with council leadership.

The first RCA Insights on pavement resurfacing was sent in early July to council chief executives and copied to roading teams and mayors.

Endorsed by the LGNZ Transport Reference Group, these RCA Insights focus on a key network performance metric, with each RCA's statistics alongside peer group, regional and national data.

It recommends council management connect with their roading teams to understand this performance data, compare their data with peers and support roading improvement plans.

Pavement resurfacing (lane kms)



Safety cameras

NZTA is now responsible for all safety cameras

- Speeding drivers can expect to receive a ticket from NZTA.
- Our SUV housed mobile cameras are now on roadsides across the country.
- Cameras on trailers will be introduced later this year.
- Our SUVs and trailers won't be marked but won't be hidden.
- Unsigned mobile safety cameras are twice as effective at reducing crashes than sign posted mobile cameras.
- Police officers will continue to issue notices for the offences they detect.



Regional update



Te Kāwanatanga o Aotearoa
New Zealand Government

Hope Bypass

Roads of National Significance (RoNS)

We are still on track with the investment case and are aiming to have this reported to our August Board meeting.

Pending confirmation and endorsement of the Investment Case by the Board, we move into the design and consenting phase of the project. This includes engaging with potentially impacted landowners.

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



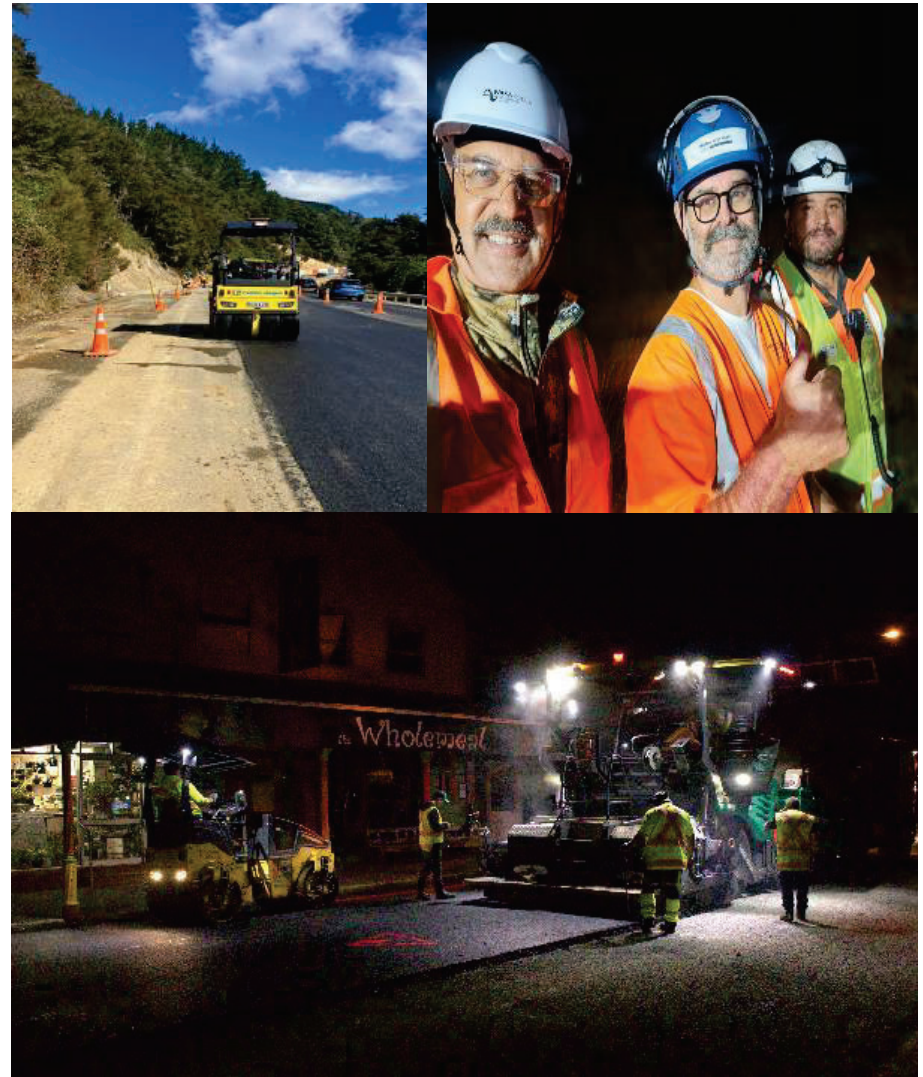
Resilience Works

- **SH6 Whangamoas:** Stage A (drainage work) complete. Stage B underway and should be complete by end of August. 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.
- **SH65 Higgins Bluff:** Stage A (rock scaling work) was completed by early May. Stage B will be scoped later in the year.
- **SH63 Howards Narrows:** A number of exposed rock faces are showing continuing small rockfalls. On-site rock bolting was completed in July.
- **SH6 Hope Saddle:** Geotechnical design underway. Funding for construction dependent upon other contracts.
- **SH6 Granity Narrows and O'Sullivan's Bluff:** Both have been identified as continuing to have small rockfalls. ROI just closed with intention to tender in August. Funding for construction is approved.

Maintenance & Operations

Nelson-Tasman

- **25/26 Renewals Programme**
 - 6.23 lane kms Pavement Rehabilitation planned
 - 27.7.9 lane kms Resurfacing planned
 - Figures may alter slightly as the annual programme is still being optimised
- **Pothole Prevention**
 - 24hr response - enhanced fixes & daily reporting continues. Numbers being monitored for trends to inform future forward work plans
 - Drainage 14 culverts renewed & 2km of Subsoil drains
- **SH Operations**
 - Revised levels of service for cyclic activities to reflect our renewed focus on pavements and drainage continues
 - Introduction of NZGTTM 1 October 2025
 - IDC tender evaluations June 2025 & on track for implementation April 2026



Maintenance & Operations

Nelson-Tasman

June Weather Impacts

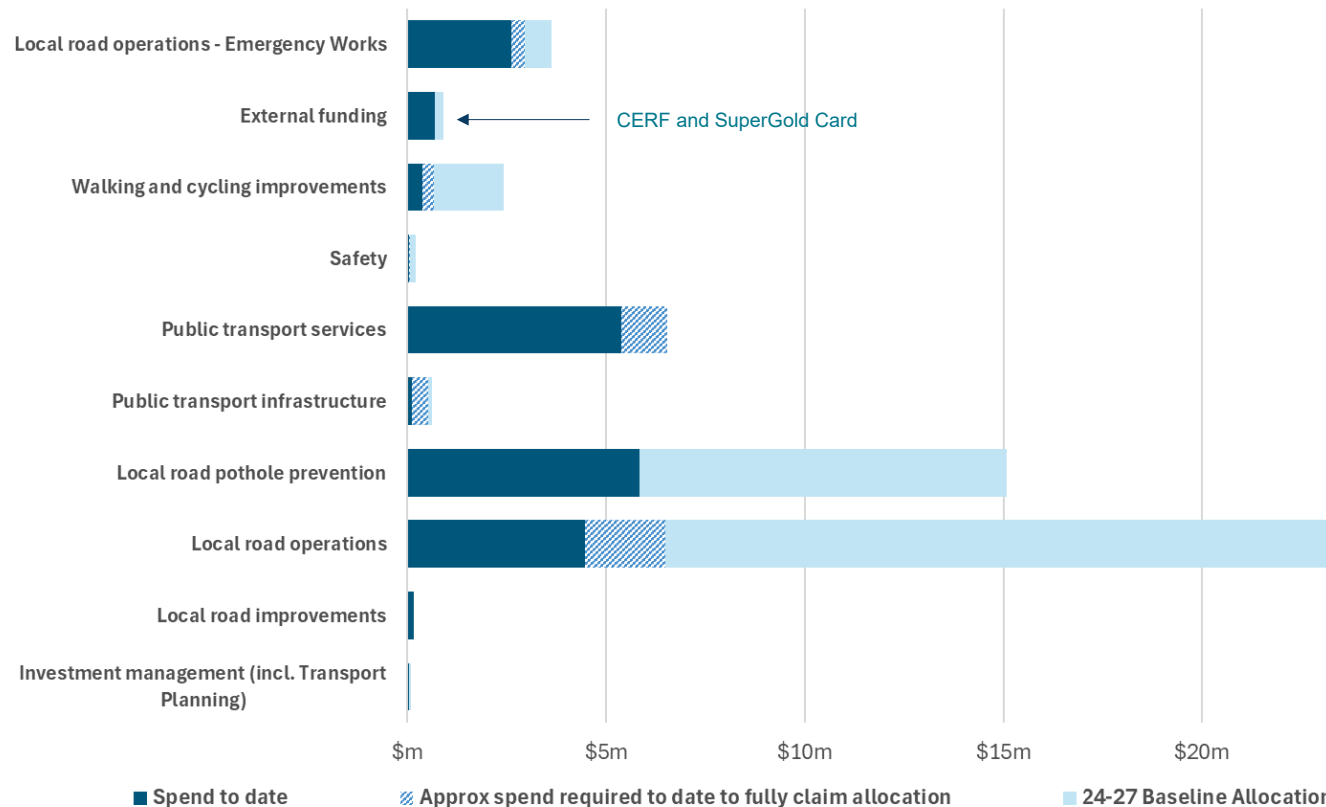
- 27-29 June significant rainfall across the region
 - SH's 6, 60, 63 all impacted, but reopened with 3 days with the exception of SH 6 Rocks Road, Nelson (10 Days)
- Overall network responded well and testament to recent resilience investment
- Key residual issues to investigate:
 - SH 6 Rocks Rd – property encroachments
 - SH 6 Kohatu – water sodden pavement and cracking near Coal Creek (north of Murchison)
 - High river level capacity under bridges eg SH 60 Motueka Bridge
 - Deep seated slips on Takaka Hill



Draw down on funding

Nelson City Council

- Total spend for 24/25 - \$19.8M



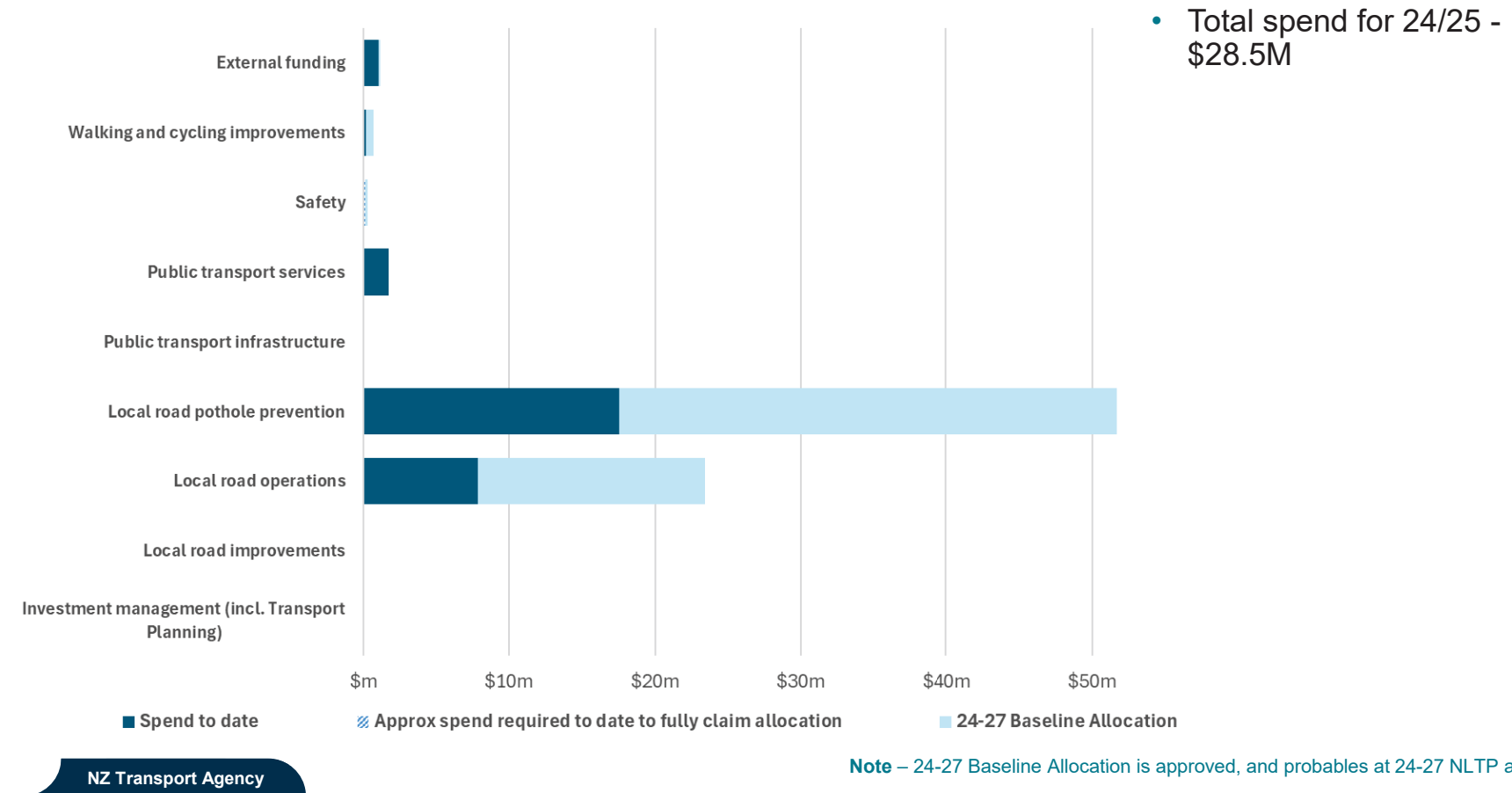
CERF and SuperGold Card

NZ Transport Agency

Note – 24-27 Baseline Allocation is approved, and probables at 24-27 NLTP at adoption

Draw down on funding

Tasman District Council



Hei konā mai Thank you



Te Kāwanatanga o Aotearoa
New Zealand Government