

**Date:** Thursday 14 August 2025  
**Time:** 1.00pm  
**Meeting Room:** Tasman Council Chamber  
**Venue:** 189 Queen Street, Richmond

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## **Joint Nelson Tasman Regional Transport Committee**

### **Komiti Te Kawenga Rohe o Nelson Tasman**

## **MINUTES ATTACHMENTS**

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PUBLIC FORUM: Council provides the opportunity for public forum input at its ordinary meetings. The views and opinions expressed in public forum do not necessarily reflect the position of the Tasman District Council, Council officers or elected members

# Public Transport Optimisations and Improvements

Joint Regional Transport Committee of Tasman District and  
Nelson City Councils

13 August 2025



**tasman**  
district council

Te Kaunihera o

**te tai o Aorere**



**Nelson**  
City Council

Te Kaunihera o  
**Whakatū**

# Purpose of the Workshop

- Provide options how to optimise and improve existing services.
- Provide overview of route options to serve The Junction Shopping Centre.
- Outline proposed new infrastructure improvements.
- Seek JRTC recommendation to implement and further investigate options.



## RTC Guidance

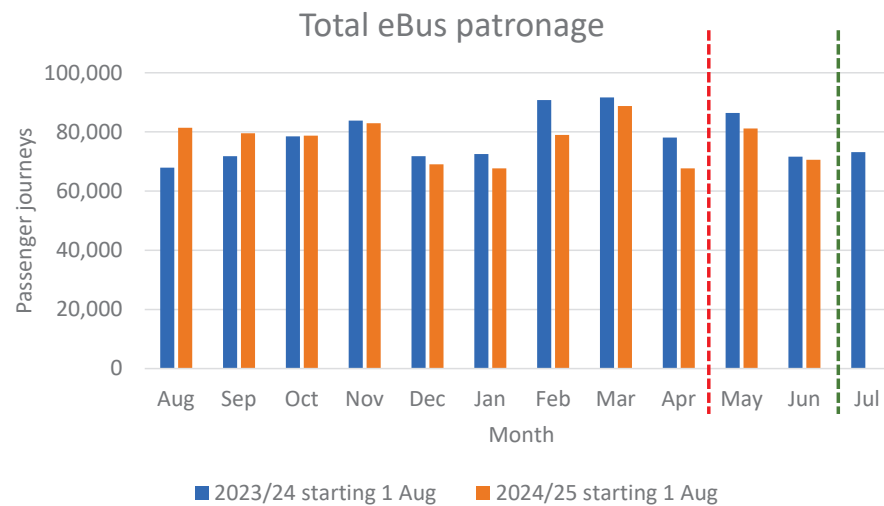
- As presented in the March JRTC a number of short-, medium- and long-term actions were identified and presented.
- In the May JRTC officers presented the short-term improvements and were asked to investigate these further and present costs.
- These were presented in a similar table to table below:

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)



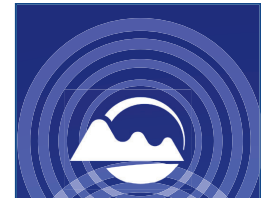
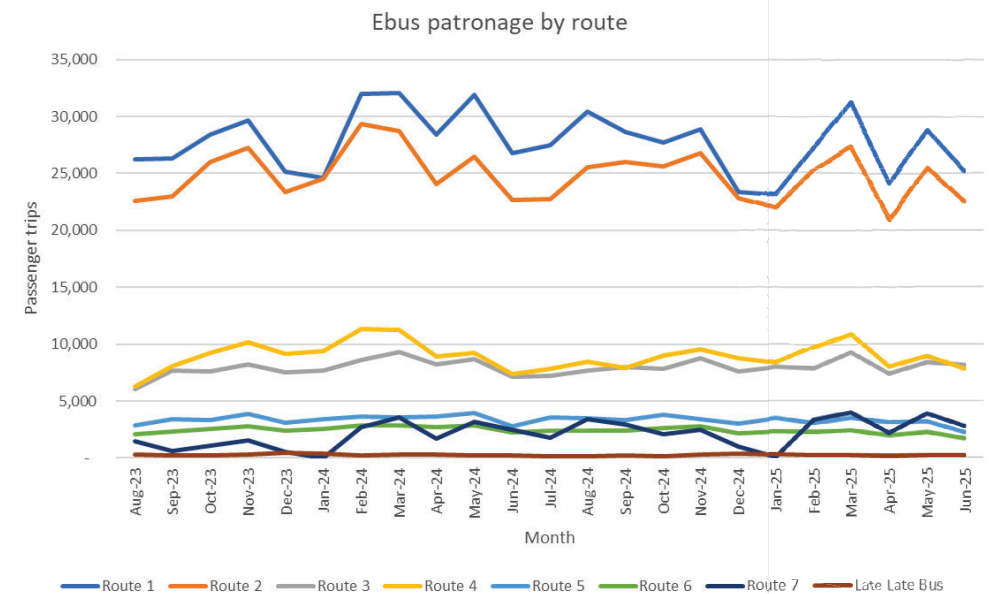


# Monthly patronage



----- Removal of free fares/half price fares (2024)

----- Increase in fares (2024)



# Summary: Proposed Short-Term Changes

**The proposed changes are estimated be implemented in October 2025.**

Route	Summary	Rationale	Scale of change / cost
<b>R1</b>	<ul style="list-style-type: none"> <li>Earlier services.</li> <li>Increase in run time.</li> </ul>	<ul style="list-style-type: none"> <li>Demand for earlier services (replicates replaced nBus service).</li> <li>Variable moderate run time increases based on average late running.</li> <li>This maintains 30-minute frequency. No additional buses required.</li> </ul>	<ul style="list-style-type: none"> <li><b>Substantive.</b></li> <li>Approx \$75K (for earlier services).</li> <li>Additional substantive cost for run times.</li> </ul>
<b>R2</b>	<ul style="list-style-type: none"> <li>Earlier services.</li> <li>Increase in run time.</li> </ul>	<ul style="list-style-type: none"> <li>Demand for earlier services (replicates replaced nBus service).</li> <li>Additional run time to 1512 inbound &amp; 1440 outbound.</li> </ul>	<ul style="list-style-type: none"> <li><b>Substantive.</b></li> <li>Approx \$75K (for earlier services).</li> <li>Additional substantive cost for run times.</li> </ul>
<b>R8 LLB</b>	<ul style="list-style-type: none"> <li>Earlier services.</li> <li>Remove services after 0200.</li> </ul>	<ul style="list-style-type: none"> <li>Timetable changed to provide earlier services. Services after 0200 cancelled.</li> <li>Provides a service where there is a current gap in the timetable between 2000 - 2200.</li> </ul>	<ul style="list-style-type: none"> <li><b>Non-substantive</b> optimisation change.</li> <li>Minimal cost.</li> </ul>



# Summary: Proposed Short-Term Changes cont.

**The proposed changes are estimated be implemented in October 2025.**

Route	Summary	Rationale	Scale of change / cost
R3	<ul style="list-style-type: none"> <li>Increase in run time.</li> </ul>	<ul style="list-style-type: none"> <li>Propose slight increases to the run time and investigate if any route variations can be made at some point in the future.</li> </ul>	<ul style="list-style-type: none"> <li><b>Non-substantive.</b></li> <li>Minimal cost.</li> </ul>
R4	<ul style="list-style-type: none"> <li>Decrease in frequency, 35 mins.</li> </ul>	<ul style="list-style-type: none"> <li>Current timetable is too tight to accommodate the existing run time and layovers.</li> <li>The late running on this route cannot be managed with the existing 3 buses running a 30-minute service.</li> <li>Propose moving to a 35-minute frequency service to allow for increased run time and adequate layovers.</li> </ul>	<ul style="list-style-type: none"> <li><b>Non-substantive.</b></li> <li>Minimal cost.</li> </ul>
R5 & R6	<ul style="list-style-type: none"> <li>Activate additional stops at Nelson College for Girls &amp; Aquatics Centre.</li> <li>No substantive change to timetable (optimisation).</li> </ul>	<ul style="list-style-type: none"> <li>There is no change necessary to the Motueka &amp; Wakefield timetables – these were altered in July 2024.</li> <li>Stops at Nelson College for Girls and Aquatics centre are existing but inactive for R5 &amp; 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.</li> </ul>	<ul style="list-style-type: none"> <li><b>Non-substantive</b> optimisation change.</li> <li>Minimal cost.</li> </ul>

**Recommendation: That the JRTC approves the optimisations and timetable improvements outlined, for implementation up to the \$250k budget for the year.**

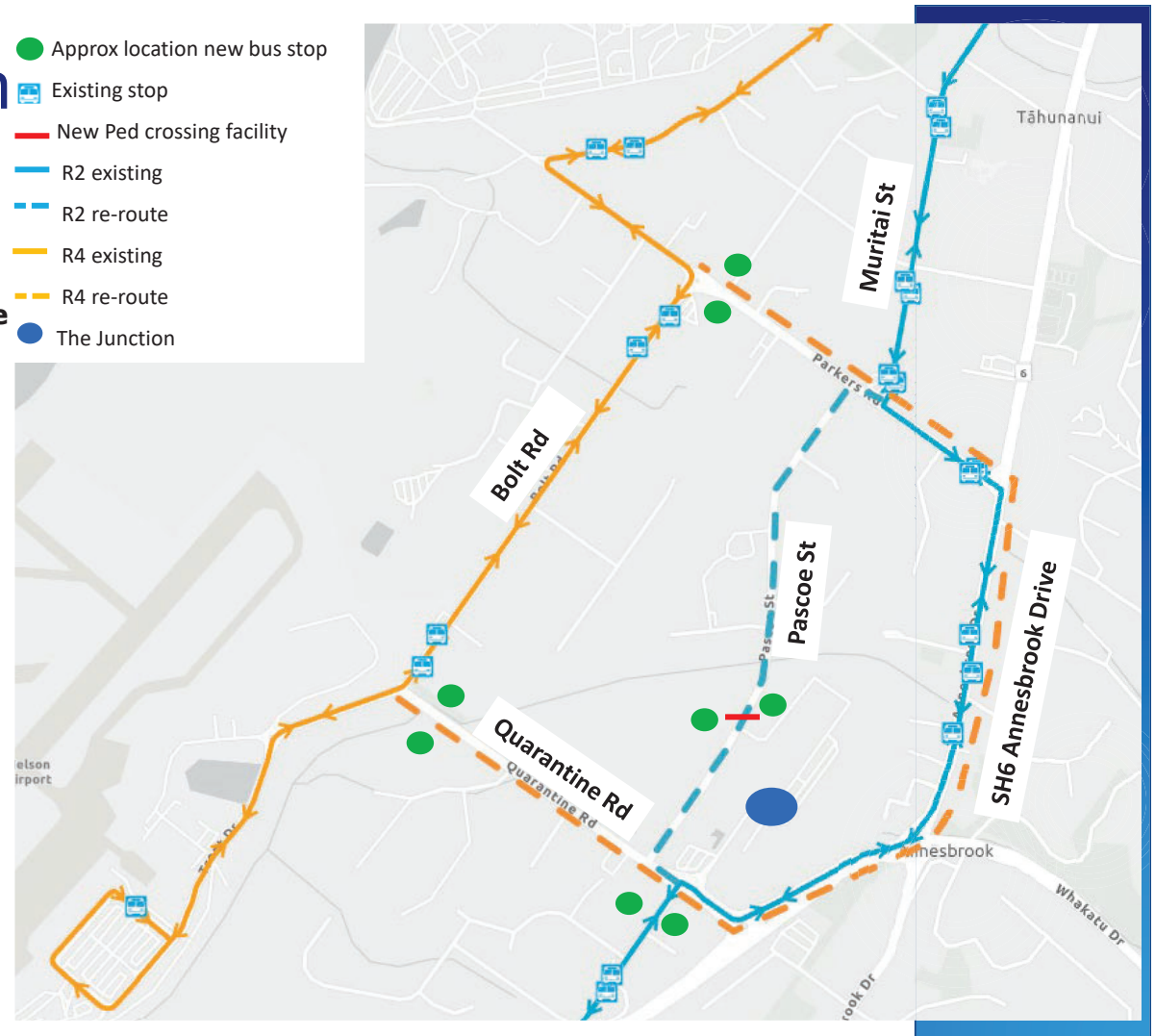


# Serving The Junction

## Option 1: Re-route R2 & R4

- **Proposal to re-route Route 2 down Pascoe St to better serve junction and Route 4 along Annesbrook Drive.**
- Infrastructure required:
  - 2 x new stops Pascoe St & new ped crossing.
  - relocate existing Bolt Rd stops to Parkers Rd and Quarantine Rd.
- A future pedestrian connection from Annesbrook Drive to The Junction could be explored over Jenkins Creek.

- Approx location new bus stop
- Existing stop
- New Ped crossing facility
- R2 existing
- - R2 re-route
- R4 existing
- - R4 re-route
- The Junction



# Serving The Junction

## Option 2 - Re-route R4 Only

- **Proposal to re-route R4 along Pascoe St to better serve junction.**
- Infrastructure required:
  - 2 x new stops Pascoe St & new ped crossing.
  - Re-allocate existing Bolt Rd stops to Parkers Rd and Quarantine Rd.

- Approx location new bus stop
- Existing stop
- New ped crossing
- R4 existing
- - R4 re-route
- R2 Existing
- The Junction



# Serving The Junction

## Option 1: Effects on Annesbrook Dr Patronage

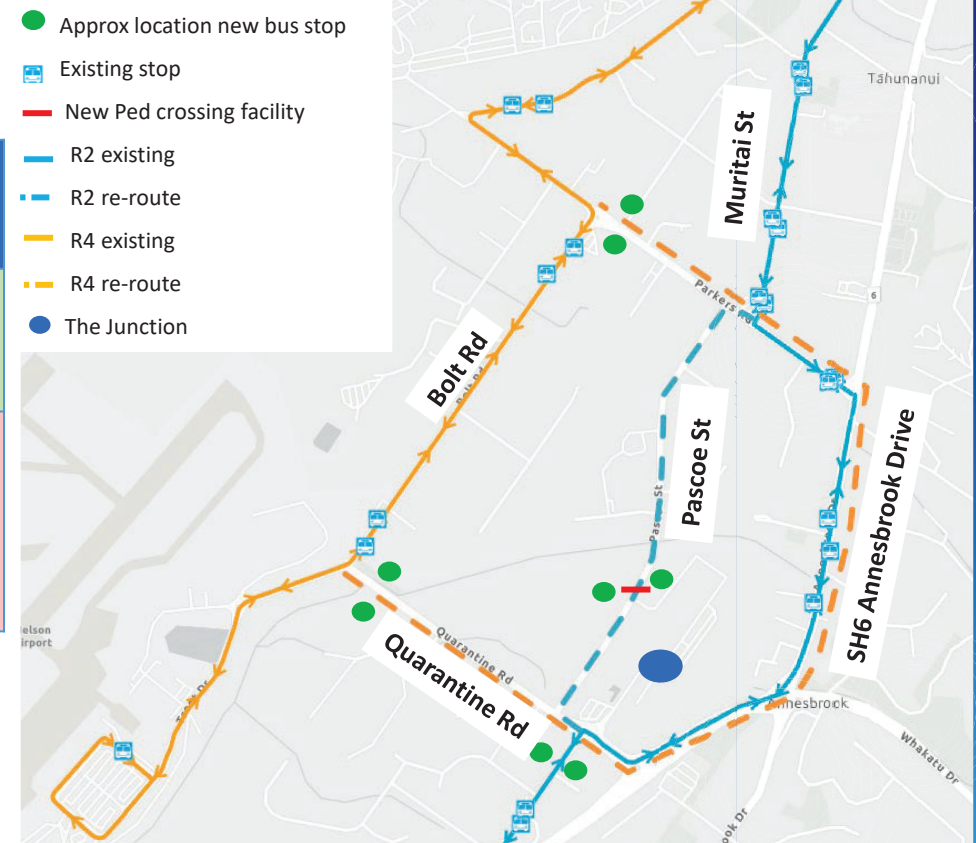


- Passengers currently boarding and alighting R2 along Annesbrook Drive will experience changes to their journey.
- Passengers travelling southbound will need to:
  - Walk to Nayland Rd or Muritai St to board R2.
  - Board R4 and transfer to R2.
- Passengers travelling NB will need to:
  - Board R4 to Nelson CBD via the Tāhuna Hills
  - Walk or board R4 to Muritai St and transfer onto R2.
- Patronage during June 2025 was 8 people on average per day in each direction across all the stops effected.
- **More analysis on patronage is required include origin and destination data.**



# Serving The Junction

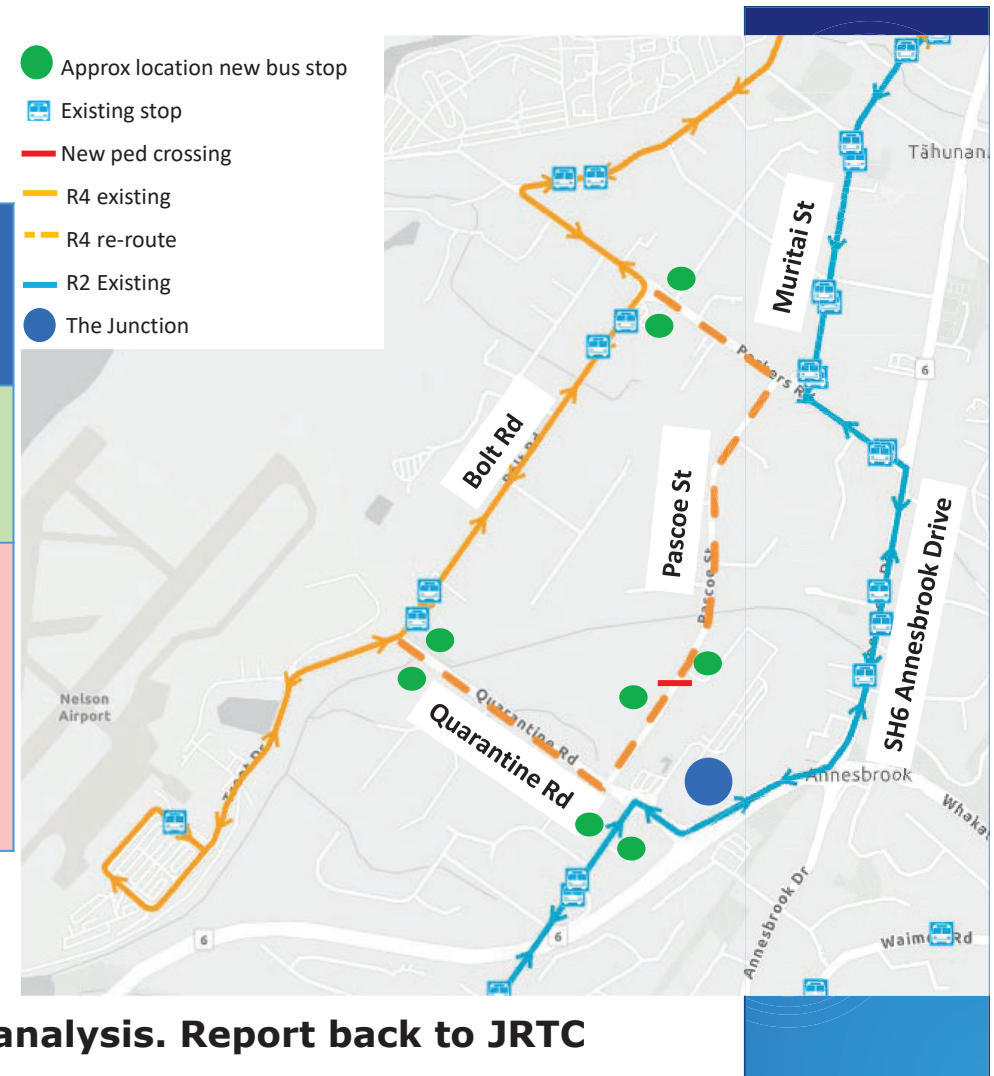
Option 1	Route 2 (via Pascoe) + Route 4 (via Annesbrook Drive)
<b>Pros</b>	<ul style="list-style-type: none"> <li>Provides connections to Richmond.</li> <li>Avoids difficult right turn onto Quarantine Rd.</li> <li>Little infrastructure required.</li> </ul>
<b>Cons</b>	<ul style="list-style-type: none"> <li>Does not serve The Junction site directly.</li> <li>Annesbrook Drive passengers will experience disruptions to journeys</li> <li>Longer journey and run times on Route 4</li> </ul>



# Serving The Junction

## Option 2- Re-route R4 Only

Option 2	Route 4 (via Pascoe St)
Pros	<ul style="list-style-type: none"> <li>Minor deviation from existing route</li> <li>Little infrastructure required.</li> <li>Does not require route changes to R2 and effect patronage on Annesbrook Drive.</li> </ul>
Cons	<ul style="list-style-type: none"> <li>Does not serve The Junction directly.</li> <li>Difficult right turn onto Quarantine Rd and associated queue lengths.</li> <li>Does not connect The Junction with Richmond.</li> <li>Minor additional run time required, 35 min frequency.</li> </ul>



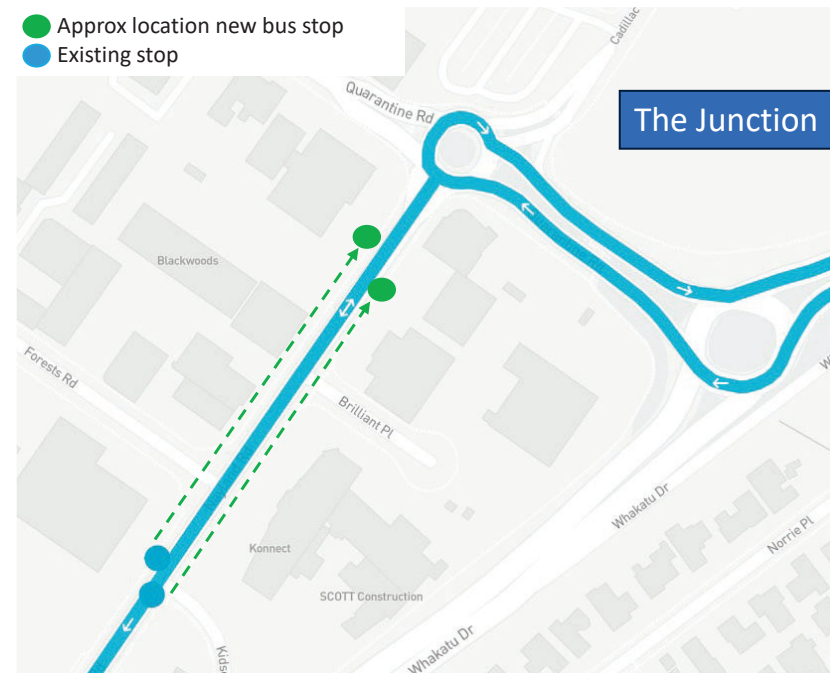
**Proposal: Further investigate and carry out analysis. Report back to JRTC**



# New Infrastructure Requirements

## Route 2

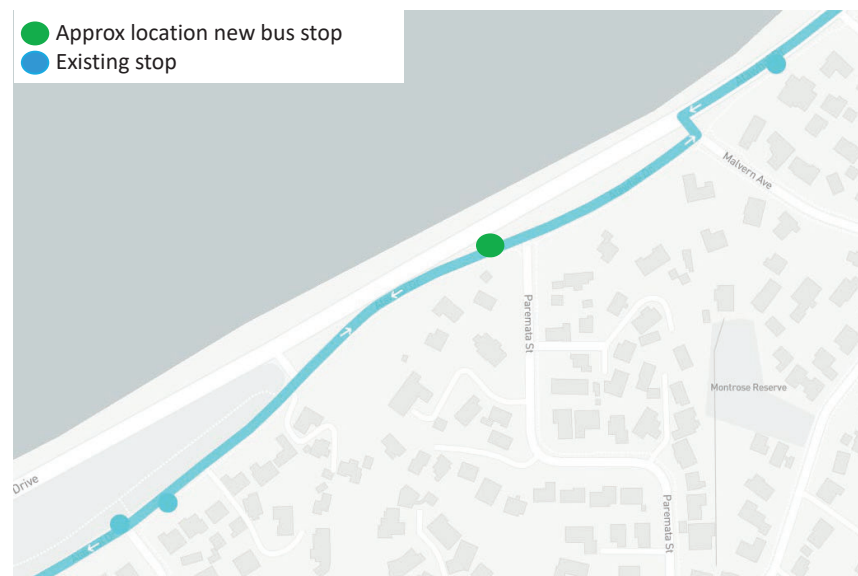
- Relocate existing stops on Nayland Road closer to The Junction.



# New Infrastructure Requirements

## Route 3

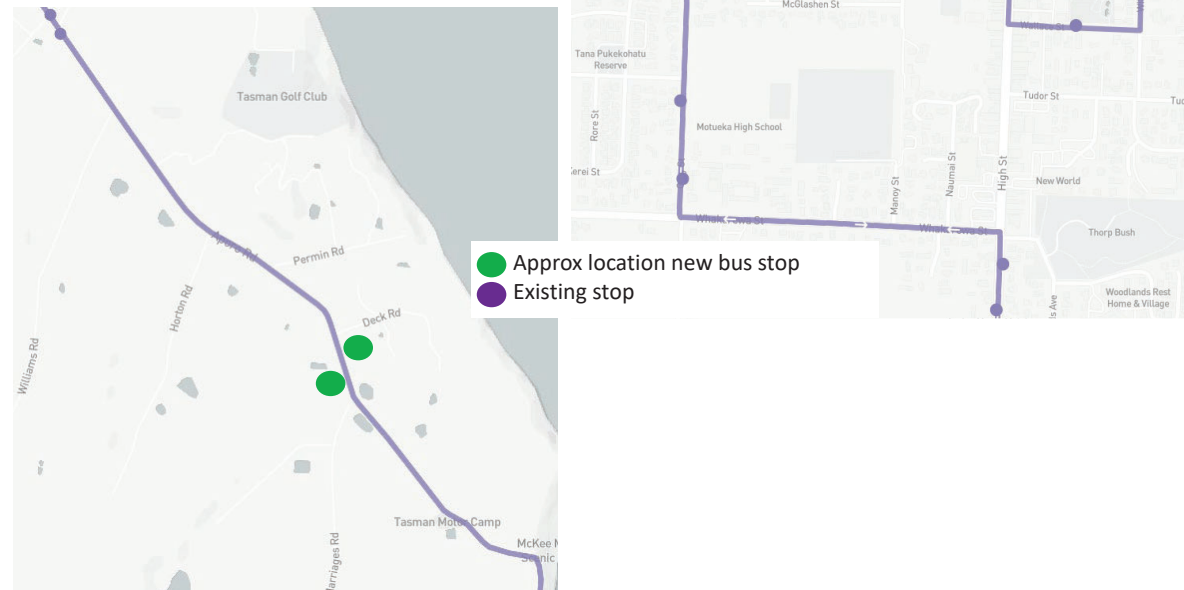
- New stop on Atawhai Drive inbound close to Paremata St.
- Currently no outbound stop.



## New Bus Stops Required

## Route 5

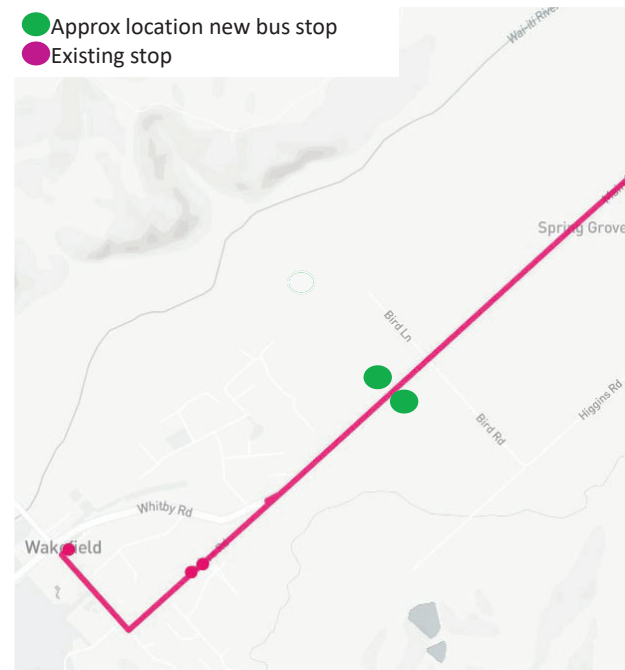
- New stops between Grey St & Poole St.
- New stops on Aporo Rd.



# New Infrastructure Requirements

## Route 6

- New stops near 206 Whitby Rd (Bird Lane).



# New Infrastructure Requirements

## Nelson Bus Hub

- Selwyn Place:
  - Outbound stop near Cathedral steps.
- Halifax St:
  - Outbound stop outside Impact Church.
  - Inbound stop outside Countdown.
- Vanguard St:
  - Inbound + Outbound near Hardy St roundabout.



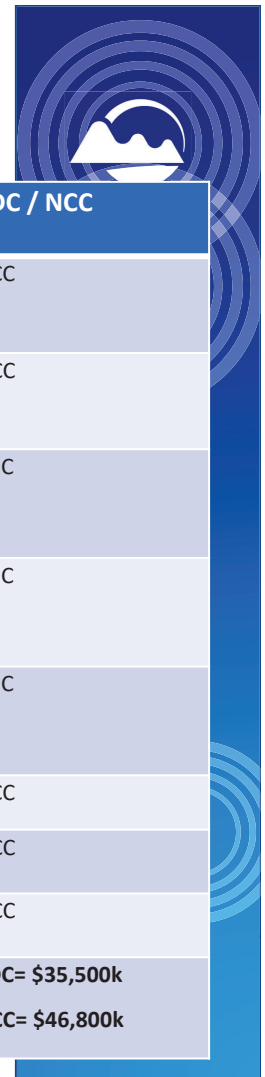
# New Infrastructure Requirements

## Summary Costs

### Recommendation:

**Approve the new bus stops and pedestrian infrastructure to support the proposed changes and Nelson Bus Hub within the public transport capital budget.**

	Location	Infrastructure Required	Approximate Cost (\$)	TDC / NCC
Route 2	Nayland Rd	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 Rd (between Deck Rd and Marriages Rd)	2 x bus stop (inbound + outbound) 2 x concrete pad	\$18,000k	TDC
	Atkins St (tbc)	2 x bus stop (inbound + outbound) 1 x concrete pad	\$7,500k	TDC
Route 6	Whitby Rd	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 St	2 x bus stop (inbound + outbound)	\$13,200k	NCC
	Vanguard St	2 x bus stop (inbound + outbound)	\$13,200k	NCC
<b>Total</b>	<b>Approx</b>	<b>12 new bus stops</b>	<b>\$82,300k</b>	<b>TDC= \$35,500k</b>
<b>(Approx)</b>		<b>5 concrete pads</b>		<b>NCC= \$46,800k</b>



# Summary

## PT Improvements

**Officers are seeking recommendation that the JRTC:**

- Approves the optimisations and timetable improvements outlined, for implementation up to the \$250k budget for the year; and
- Approves the new bus stops and pedestrian infrastructure to support the proposed changes and Nelson Bus Hub within the public transport capital budget.

## Serving The Junction

Officers propose to further investigate access options to The Junction including analysing current patronage and origin/destination data and report back to the JRTC.





# 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

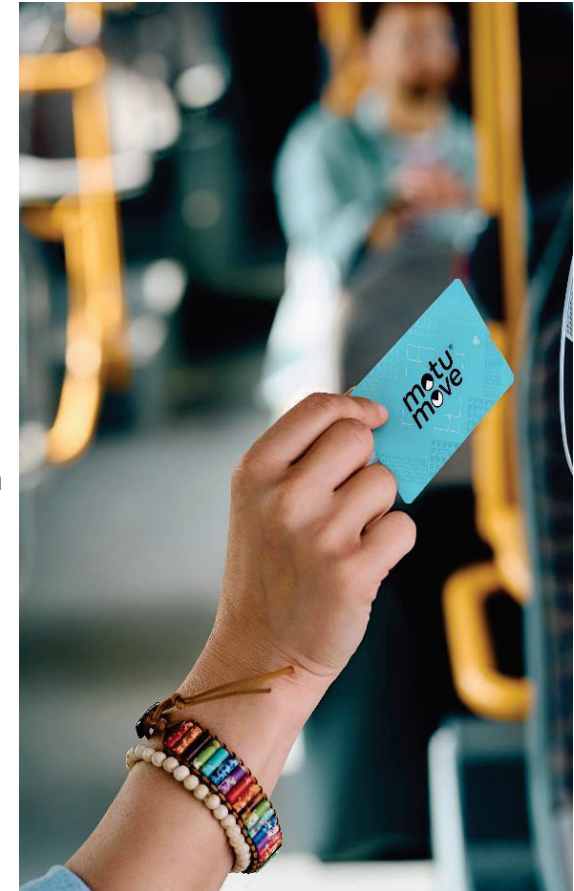
## Maintenance

- 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

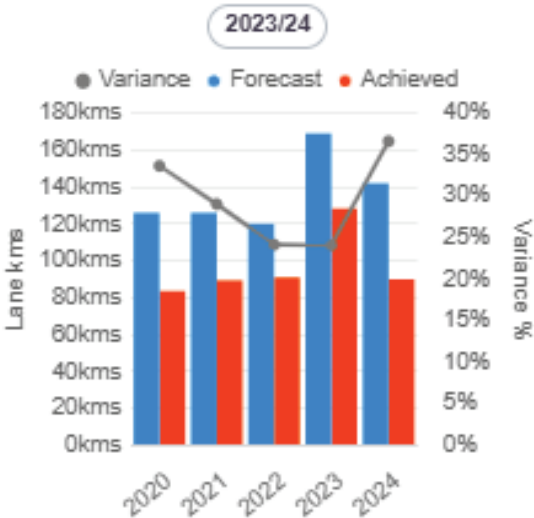
The Road Efficiency Group (REG) has launched a new initiative to share insights directly with council leadership.

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)

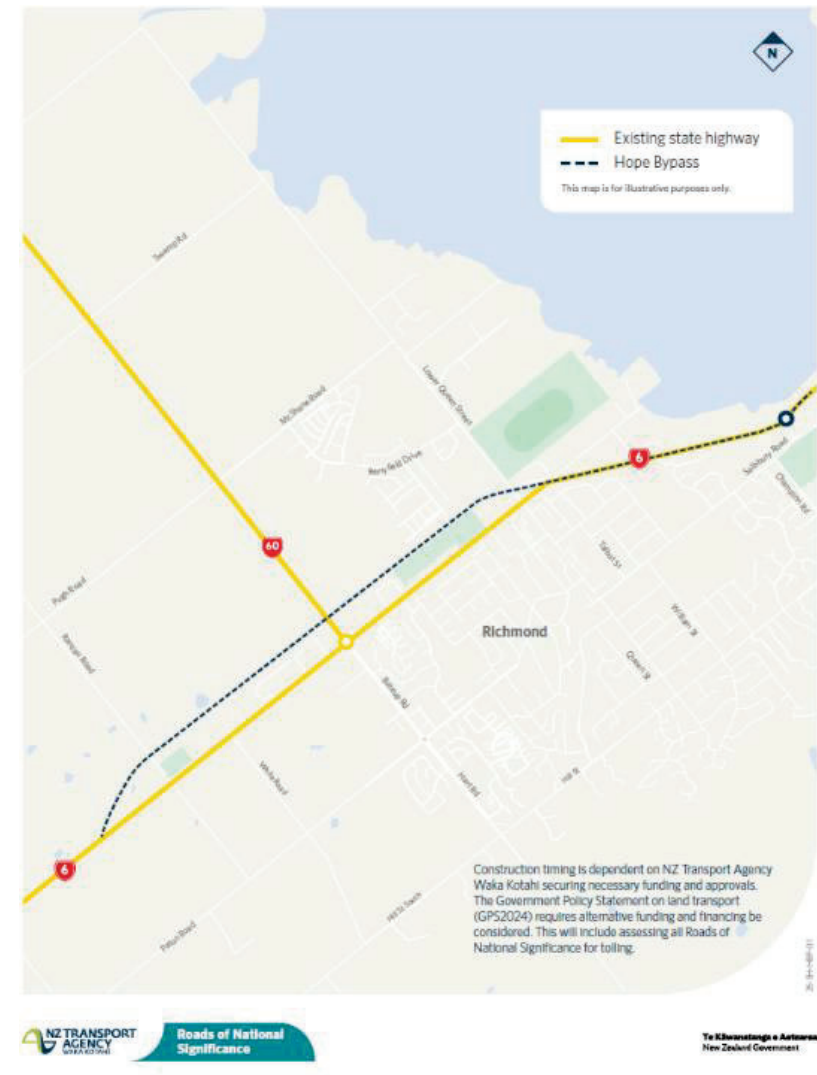
We are still on track with the investment case and are aiming to have this reported to our August Board meeting.

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





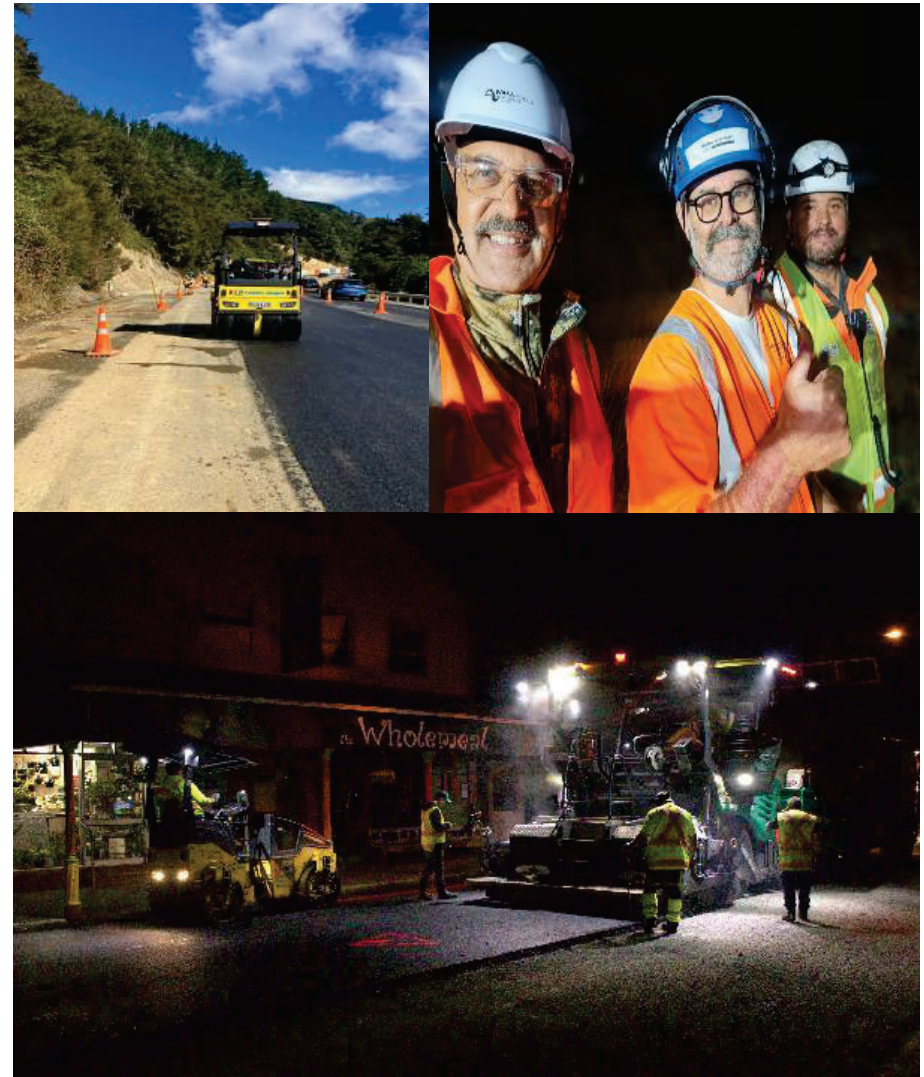
## Resilience Works

- **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

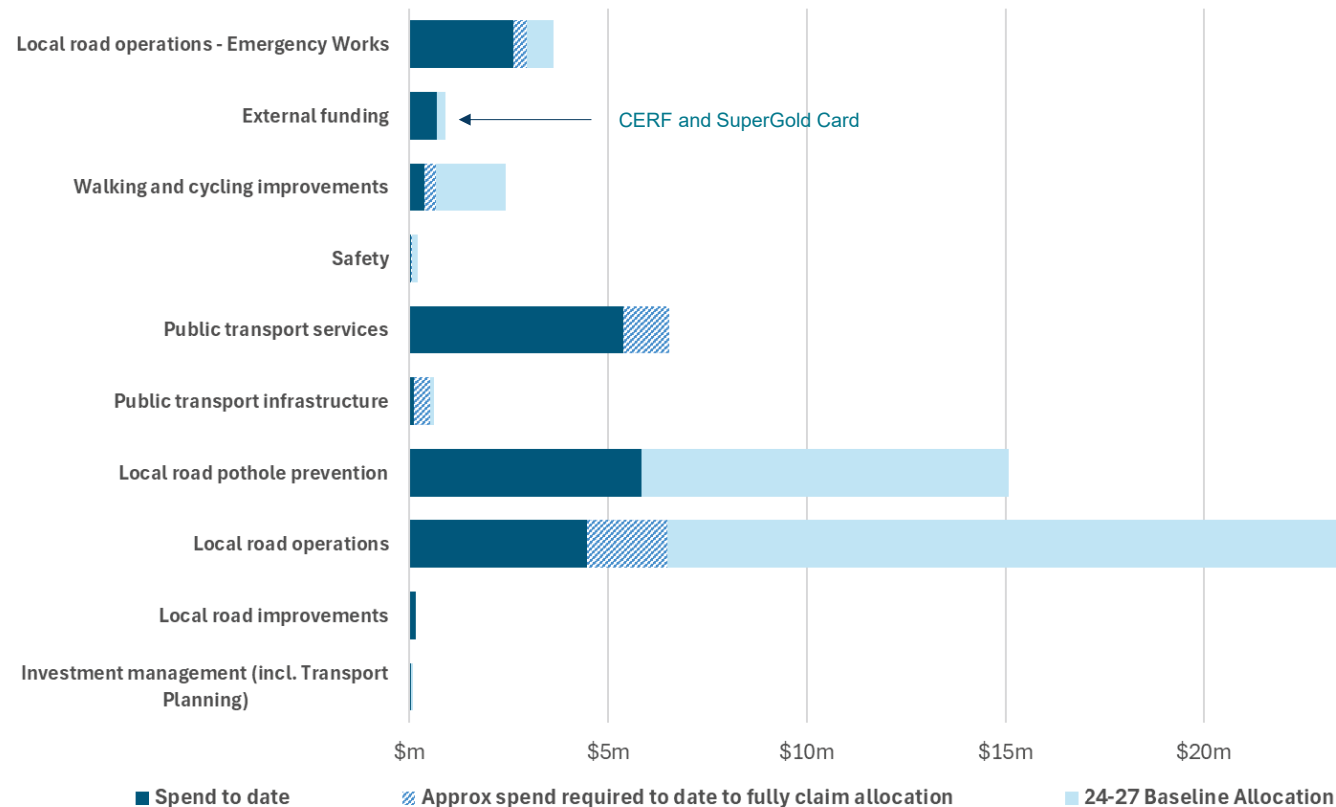




# Draw down on funding

## Nelson City Council

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

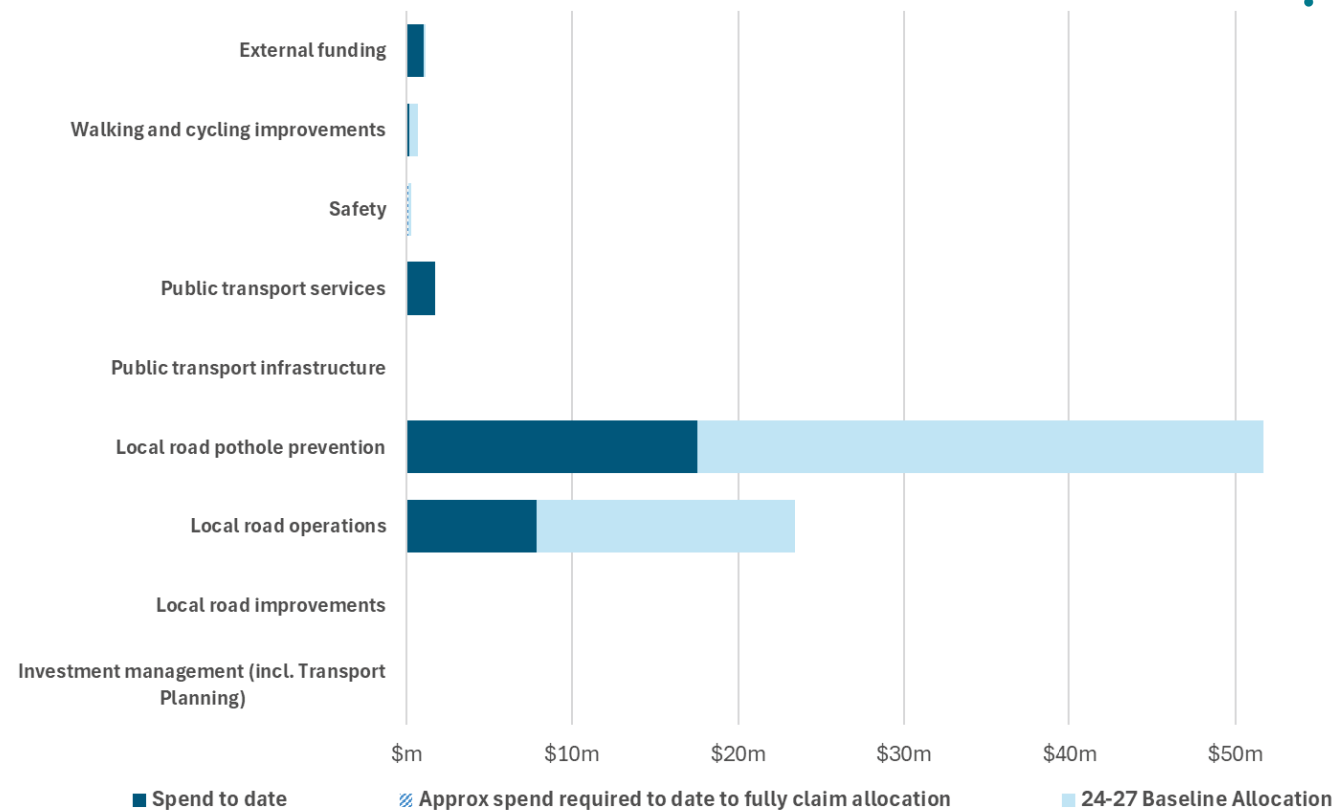


NZ Transport Agency

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

# Draw down on funding

## Tasman District Council



- Total spend for 24/25 - \$28.5M

NZ Transport Agency

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

# Hei konā mai Thank you



Te Kāwanatanga o Aotearoa  
New Zealand Government