

Notice of the Ordinary meeting of

Joint Regional Transport Committee

Agenda | Rārangi take



Date:	18 March 2026
Time:	1:00 PM
Location:	Council Chamber, Floor 2A, Civic House, 110 Trafalgar Street, Nelson

Chairperson His Worship the Mayor of Nelson Hon Dr Nick Smith

Deputy Chairperson TDC Deputy Mayor Brent Maru

Members	Nelson City Council:	Tasman District Council:
	Cr Mel Courtney Alternates: Cr Lisa Austin, Cr Aaron Stallard	Cr Jo Ellis Alternates: Cr Celia Butler, Cr John Gully
	Waka Kotahi:	
	Emma Speight	

Quorum 3

Nigel Philpott
Chief Executive

governance.advisers@ncc.govt.nz

www.nelson.govt.nz

Nelson City Council Disclaimer

Please note that the contents of these Council and Committee agendas have yet to be considered by Council and staff recommendations may be altered or changed by the Council in the process of making the formal Council decision. For enquiries call (03) 5460436.

Joint Regional Transport Committee Delegations Areas of

Responsibility

To prepare the joint regional land transport plan in accordance with sections 14 and 16 of the Act; Consult in accordance with sections 18 and 18A of the Act;

Lodge the joint regional land transport plan with the Joint Committee of Tasman District and Nelson City, representing the joint regional councils in accordance with section 18B of the Act;

Provide the relevant councils with any advice and assistance requested in relation to their transport responsibilities;

Adopt a policy that determines significance in respect of—

variations made to regional land transport plans under section 18D of the Act;

the activities that are included in the regional land transport plan under section 16 of the Act; and

Carry out any functions conferred on a regional transport committee under any other provision of the Act (including functions conferred by regulations made under section 109(c)).

Powers and Limitations:

To adopt a significance policy as outlined in Section 106(2) of the Act. The preparation of the following:

a Joint Regional Land Transport Plan, including undertaking all required consultation processes relating to the preparation of this plan and any variations for adoption by Tasman District and Nelson City Councils.

a Joint Regional Public Transport Plan, including undertaking all required consultation processes related to the preparation of this Plan, for adoption by Tasman District and Nelson City Councils.

a Joint Speed Management Plan, including undertaking all required consultation processes related to the preparation of this Plan, for adoption by Tasman District and Nelson City Councils.

To approve submissions to external bodies on policy documents likely to influence the content of the Joint Regional Land Transport Plan.

The Joint Regional Transport Committee is responsible for the operational oversight of the joint Nelson Tasman Public Transport Operations Contract and associated public transport activity, including the authority to make decisions and approve policies that support operations.

The Joint Regional Transport Committee may approve changes to the Public Transport Operations including permanent changes to routes and timetables provided changes are within existing budgets.

The Joint Regional Transport Committee may only approve fare increases up to inflation changes as reflected in the Public Transport Contract Indices (allowing for rounding).

Other than the powers outlined at clauses 3.1, 3.3, 3.4, 3.5 and 3.6 (in the Terms of Reference) the Joint Regional Transport Committee may only make recommendations to:

the partner councils, or

to the Joint Committee for the joint plans outlined in clause 3.2.

decisions in relation to public transport, excluding budget changes or decisions that would exceed approved budgets in each Council.

The Joint Regional Transport Committee has financial responsibilities and budgets. If a change to public transport operations requires additional un-budgeted funding, the Joint Regional Transport Committee has the power to recommend budgets for approval by each Council that is affected.

Joint Regional Transport Committee

18 March 2026

Page No

Order of Business

Karakia and Mihi Timatanga

1 Apologies	4
2 Confirmation Of Order Of Business.....	4
3 Interests.....	4
4 Public Forum.....	4
5 Reports	5
5.1 R26-52 Regional Land Transport Plan 2024-2027 Monitoring Report.....	5
5.2 R26-45 Regional Land Transport and Public Transport Plans - Introduction.....	18
5.3 R26-49 Joint Regional Transport Work Programme	22
5.4 R26-56 Public Transport Update	26
5.5 R26-63 NZ Transport Agency Waka Kotahi Update.....	35

Karakia Whakamutanga

Procedural Items

1 *Apologies*

No apologies have been received at this time.

2 *Confirmation Of Order Of Business*

3 *Interests*

Members are reminded of their obligation to declare any conflicts of interest they might have in respect to the items on this agenda.

4 *Public Forum*

4.1 NELSUST - Peter Olorenshaw - Bus Routes 1 &2

4.2 Nelson Tasman eBus Advocacy Group - Mark Rosser - eBus Patronage

4.3 Tahunanui Business and Citizens Association - Alec Woods & Jacinda Stevenson - State Highway 6 Tahunanui

4.4 OneFortyOne New Zealand - Shaun Truelock - Windthrow Salvage Recovery Traffic Implications Tahunanui/Rocks Road

**Joint Regional Transport
Committee**

18 March 2026

Report Title: R26-52 Regional Land Transport Plan 2024-2027
Monitoring Report

Report Author: Chris Pawson (Transport Analyst) Report

Authoriser: Alec Louverdis (Deputy Chief Executive -
Executive Director Delivery)

1 Purpose of Report

- 1.1 To provide information on the performance of the transport system against the objectives of the Regional Land Transport Plan 2024-2034. Results are provided for Nelson City and for Tasman District and include all roads.

2 Recommendation

That the Joint Regional Transport Committee

- 1. Receives the Regional Land Transport Plan 2024-2027 Monitoring Report.**

3 Background

Nelson Tasman performance

- 3.1 Section 16(3)(f) of the Land Transport Management Act 2003 (Act) states that the Regional Land Transport Plan (RLTP) requires measures to monitor the performance of transport activities. The Monitoring Indicator Framework in the 2024 RLTP details the monitoring indicators, measures and targets.
- 3.2 This report uses the indicators and targets for the 2024 RLTP and reviews the previous financial years to determine trends.
- 3.3 There are two measures that we don't have reliable data for:
- Travel time
 - Air quality monitoring in Nelson City Council (NCC) relating specifically to the transport activity
- 3.4 The monitoring information is presented using data from NCC, Tasman District Council (TDC) and New Zealand Transport Agency (NZTA). It also

5.1 Regional Land Transport Plan 2024-2027 Monitoring Report

incorporates 2023 Census. Greater explanation on each is provided in the commentary after the table.

Regional Objectives	Indicator	Target	Comment	Performance
1) A sustainable transport system that is integrated with well planned development, enabling the efficient and reliable movement of people and goods 2) Supporting economic growth through providing better access	The annual variation of mean time to travel key routes	No more than 20%	Unable to report due to difficulties obtaining data.	Not measured
	Percentage completion of HPMV network	Increasing	Increasing as bridges are renewed and network is assessed in more detail.	Achieved
3) Communities have access to a resilient transport system.	Number of journeys impacted due to unplanned road closure	Decreasing	Increased over time. These will fluctuate depending on large storm events each year and major road works within both NCC and TDC.	Not achieved
	Number of hours that sections of journey routes are closed due to unplanned disruption	Decreasing	As above	Not achieved
4) Communities have access to a safe transport system regardless of mode	Number of deaths and serious injuries	Decreasing	Has slightly increased compared with the 3-year period prior.	Not achieved
	Deaths and serious injury as a proportion of all crashes	Decreasing	Fatal accidents remain at about 2% of all crashes. Between 2020–2022, Nelson had consistently lower crash percentages than Tasman, but both locations experienced increases in 2023–2025, with Nelson showing a sharper rise (peaking at 9%) and Tasman remaining higher overall, increasing more gradually to 10%	Not achieved
5) Communities have access to a range of travel choices to meet their social, economic, health and cultural needs.	Mode share of all trips by walking & cycling & PT mode share	Increasing	The proportion of trips taken by walking, cycling and PT to work and school has reduced slightly	Not achieved

5.1 Regional Land Transport Plan 2024-2027 Monitoring Report

			between 2018 and 2023 from 22% to 21%.	
	Number of people living within 500m of a high quality cycling facility	Increasing	This is a new data set so no trend to report on. 77% of the Nelson-Richmond urban area live within 500m of a high quality cycling facility.	Not measured
	Cycle and walking counts	Increasing	Pedestrian and cycling counts remain relatively static, this may be a result of weather conditions when data is collected	Not achieved
	Percentage of community living within 500m of a bus stop	Increasing	The proportion of the population living within 500m of a bus stop has increased from 32% in the last year of the Nbus system to 37% in the first year of the Ebus system that began on 1 August 2023. This increase is due bus services covering a larger geographic area.	Achieved
	Number of annual boardings	Increasing peak and off peak boardings	The average monthly number of boardings in 2024/2025 was 70,434, compared with 2023/24 at 74,544 boardings.	Not achieved
6) Reduced negative impact on the environment from transport activities	Number of poor air quality exceedances	Decreasing	Tasman has had no exceedances of PM ₁₀ however PM _{2.5} levels exceeded the 2021 WHO daily guideline value of 15 µg/m ³ a total of 68 days in winter 2024 ¹ (compared with an average of 64 days over the previous five-year period 2018-2023). The WHO guideline allows for 3-4 exceedances in a 12-month period. Nelson data shows a long term reduction in PM2.5, but without	Not achieved

			knowing the split between transport and other sources it is difficult to attribute and decrease to the Transport Activity.	
	Annual greenhouse gas emission for transport	Decreasing	Emissions are gradually trending downwards with emissions being 15% lower now than in 2019.	Achieved

Table 1: Nelson Tasman Monitoring Summary

Travel time variability

3.5 Collection and analysis of travel time data has proven to be a challenge with the cost and complexity of the data sources proving to be a barrier. At the stage of the previous annual monitoring report to this committee, it was anticipated that NZTA would be able to provide travel time data using the NZTA TomTom licence. Unfortunately, subsequent discussions have found that the licence does not allow for this use. As a result, officers are continuing to explore options for economically collecting this data.

High productivity motor vehicles

3.6 All State Highway routes in Nelson and Tasman are approved for High Productivity Motor Vehicles (HPMV). Tasman is slowly increasing the number of HPMV routes as budgeting allows. Tasman achieves this through improving load carrying capacity on bridges when they are renewed and certifying existing bridges carrying capacity. Glenrae Bridge has been reassessed as a HPMV route now. Nelson approved HPMV access from SH6, Beatson Road end, to Market Road for landfill and quarry access.

Unplanned disruptions

3.7 Every year, there is a series of unplanned disruptions to the transportation network. There are a number of reasons for closures including:

- Weather events
- Slips
- Fire
- Crashes
- Snow
- Fallen trees
- Police events.

3.8 State Highway 6 and State Highway 60 (both are prominent highways through Nelson and Tasman) have been particularly affected by weather events in 2021, 2022 and 2025 which resulted in sections of the highways being closed for a number of days.

3.9 Table 2 below shows that there has been an increase in the number of unplanned hours that state highways have been closed since 2015/16. In relation to the June/July storm event, the table below shows only the hours SH6 was closed in the 2024/2025 financial year.

3.10 Summary of the June/July storm event:

- SH6 Rocks Road was closed for 19.5 days between 29/6/25 and 18/7/25, (financial year, closed for 37 hours)
- SH6 Tasman was closed for 84 hours (financial year, closed 3.5 days)
- SH63 Renwick to St Arnaud was closed for 50 hours

3.11 Graham Valley Road Reinstatement Update:

- Preparation for the reinstatement works has continued, with a tentative start date of early April 2026. This allows time for the large rock to be quarried and for other enabling work, including repairs on access roads, to be completed so that construction vehicles can safely access the upper section.

	2018/19	2019/20	2020/21	2021/22	2022/23	2023/24	2024/25	Average 2018/19 - 2020/21
SH6	54.5	35.5	27	134	520.5	22.5	75.25	155.85
Nelson								
SH6	54.5	35.5	27	134	520.5	22.5	75.25	155.85
Tasman								
SH60	40	34.5	22	112.5	175	5	48.5	72.6
SH63	16.5	0	0	84.5	6.5	0	90	36.2
SH65	0.5	4	17	78.5	1.5	0	25	24.4
Total	130.5	356.5	91	700	774.5	50.5	379.75	394.5

Table 2: Unplanned Disruptions on State Highways (Road Closures) in hours

3.12 Table 2 shows that there has been an increase in the number of unplanned hours that state highways have been closed since 2015/16. In relation to the June/July storm event, the table below shows only the hours SH6 was closed in the 2024/2025 financial year.

3.13 Table 3 below shows the unplanned local road closures for the Tasman District.

	2021	2022	2023	2024	2025
Number of closures	52	111	35	64	172
Number of hours closed	3480	48,399	2376	22,186	43,681

Table 3: Unplanned Disruptions on Tasman District local roads (Road Closures)

3.14 Table 4 below shows the unplanned local road closures for the Nelson City.

	2023/2024	2024/2025
Number of closures	37	41
Number of hours closed	492.9	505.5

Table 4: Unplanned Disruptions on Nelson City local roads (Road Closures) Note that earlier data for Nelson is not currently available.

Death and serious injury crashes

3.15 Figure 1 below shows that the number of Death and Serious Injury (DSI) in the Nelson Tasman area between 2023-2025 and shows an increase compared to the previous three-year period. The number of DSIs in 2025 were slightly below the than the peak in 2017 and 2018.

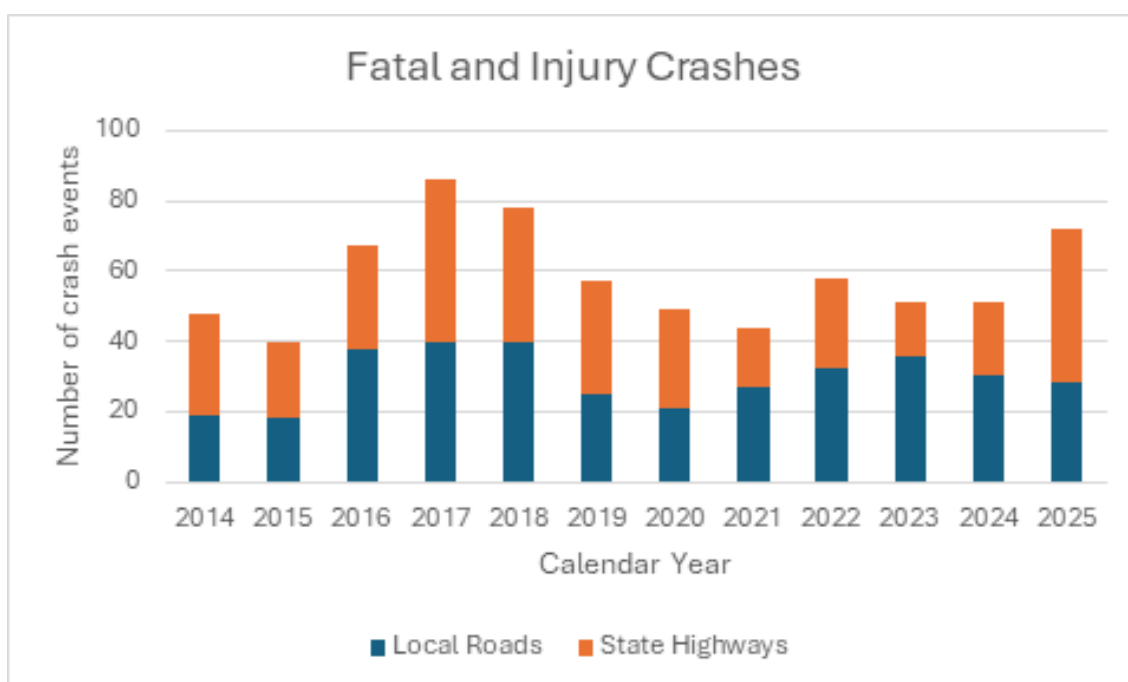


Figure 1: Nelson Tasman annual DSI crashes

3.16 Figure 2 below shows the lowest number of DSIs on State Highways in 2023, however DSIs increased in 2024 and rose sharply last year driven mainly by a significant rise in serious injuries in Tasman. A number of the speed limits on the State Highway 6 lowered previously were raised in July 2025. This may influence the number of deaths and serious injuries on this road.

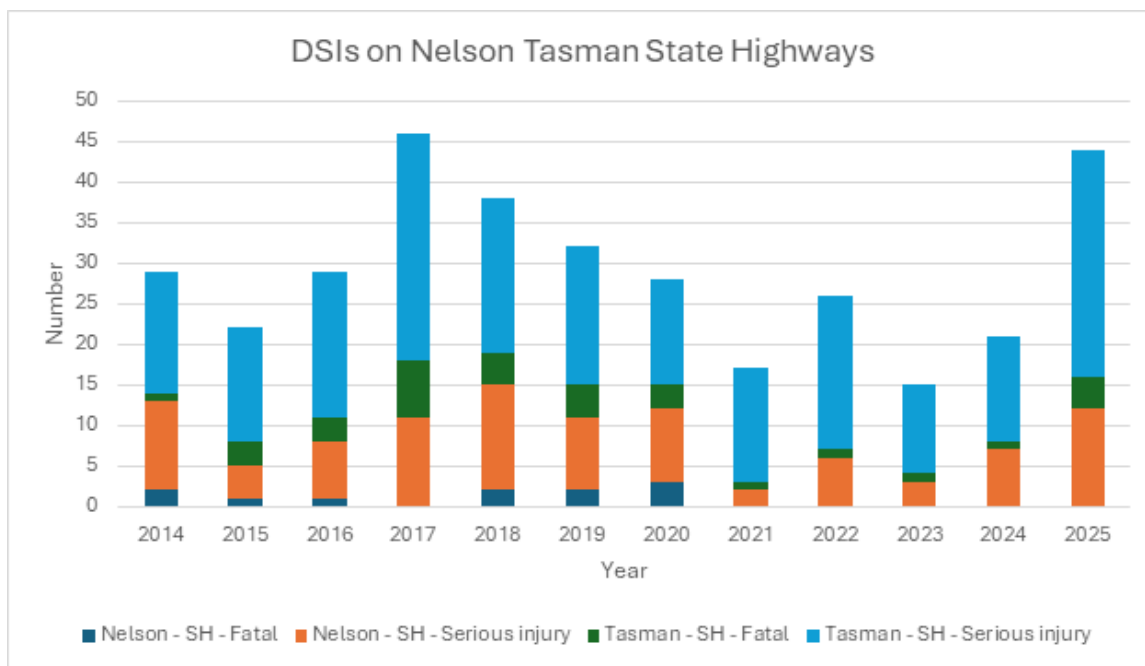


Figure 2: DSI's on State Highways in Nelson Tasman

3.17 Figure 3 shows the number of DSI's on local roads in Nelson Tasman. The number of DSIs has slightly decreased over the past three years. The speed limit reductions were introduced on Tasman's high-risk roads in August 2025 which may continue this trend.

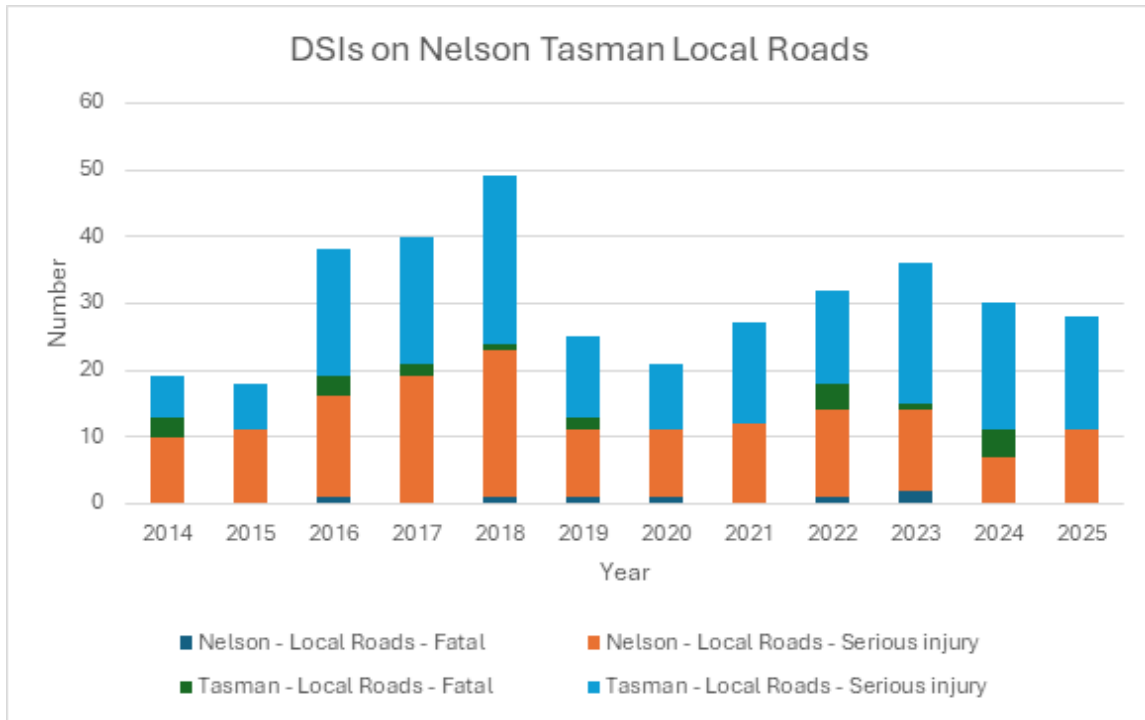


Figure 3: Deaths and serious injuries on Local Roads in Nelson Tasman

3.18 Figure 4 shows DSI crashes in proportion to all crashes in Nelson Tasman. Less than 2% of all crashes led to deaths. Approximately 9% of Tasman crashes result in serious injuries compared with 7% of Nelson crashes. 2025 saw a steep rise in the number of serious injuries in Nelson, crashes in Nelson are more likely to be in urban areas of 50km/h or less.

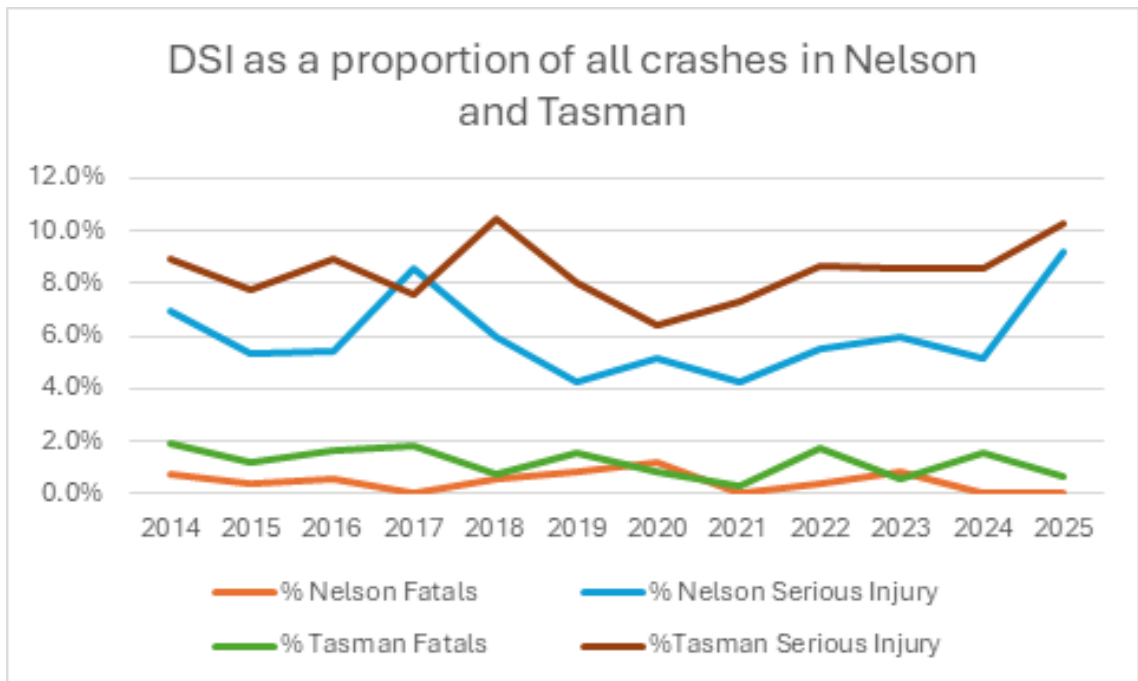


Figure 4: Death and serious injury crashes as a proportion of all crashes in Nelson Tasman

Walking and cycling

- 3.19 The 2023 Census shows that active and public transport trips to work or school (walking, cycling, and public transport) dropped slightly from 22% in 2018 to 21% in 2023.
- 3.20 The 2023 Census shows that 67,344 people live within the Nelson-Richmond urban area, and 77% (51,778 people) are within 500 metres of a high-quality cycling facility. A high-quality cycling facility has been defined as separated on-road or off-road cycle path, this includes shared paths but not footpaths. The surfaces may be sealed or on gravel equivalent to a grade one mountain bike track (such as the Great Taste Trail). At this stage, the GIS team has not yet mapped this for other towns in Tasman.
- 3.21 Figures 5-6 shows an annual comparison of cyclists on key cycling routes in Richmond and Nelson over the past four years. Overall, cycle counts have remained fairly steady over the past three years though 2025 recorded the highest number of cyclists on the Saxton cycleway during the summer months.
- 3.22 New on road cycleways have been added in Richmond, Mapua and Motueka. There are new annual cycle counts for these sites which record the number of pedestrian cycle trips over one week in February. Most of these counts use tubes on the road, in the places we expect cyclists to travel. There is a lot of variation in the counts from year to year. This may be due to cyclists by-passing the tubes or finding different routes. Overall, the number of cyclists has increased between 2024 and 2025.

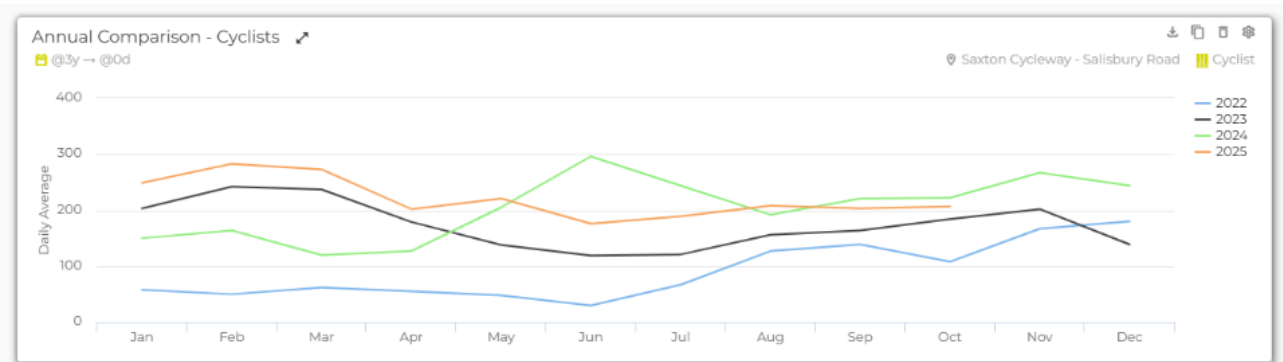


Figure 5: Cycle counts on Saxton cycleway – Avery Fields

5.1 Regional Land Transport Plan 2024-2027 Monitoring Report

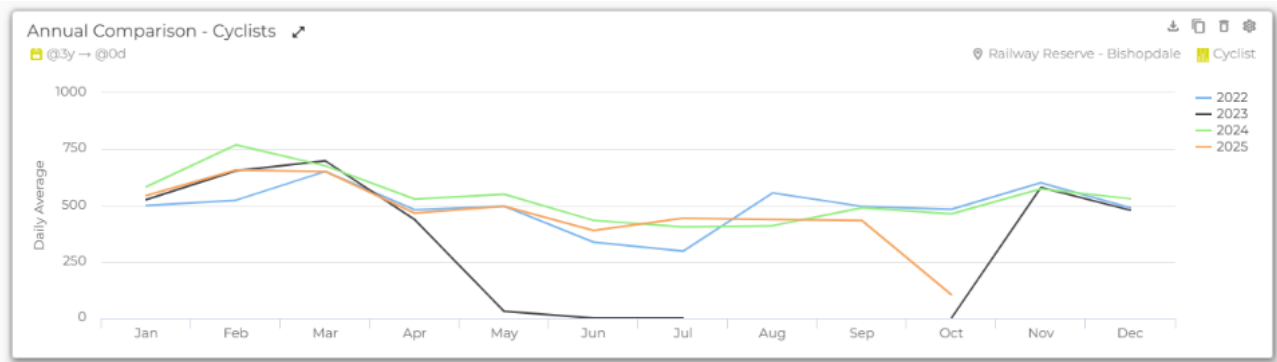


Figure 6: Cycle counts of Great Taste Trail – Aquatic centre

3.23 Figures 7-8 shows an annual comparison of pedestrians on key walking routes in Nelson over the past four years. Tasman lacks a consistent series of pedestrian data. Similar to cycling counts, pedestrian counts have remained relatively stable over the past three years. Note that the Beatson counter was out of service from May to October 2023 coinciding with the project to add lighting to the railway reserve cycle path.

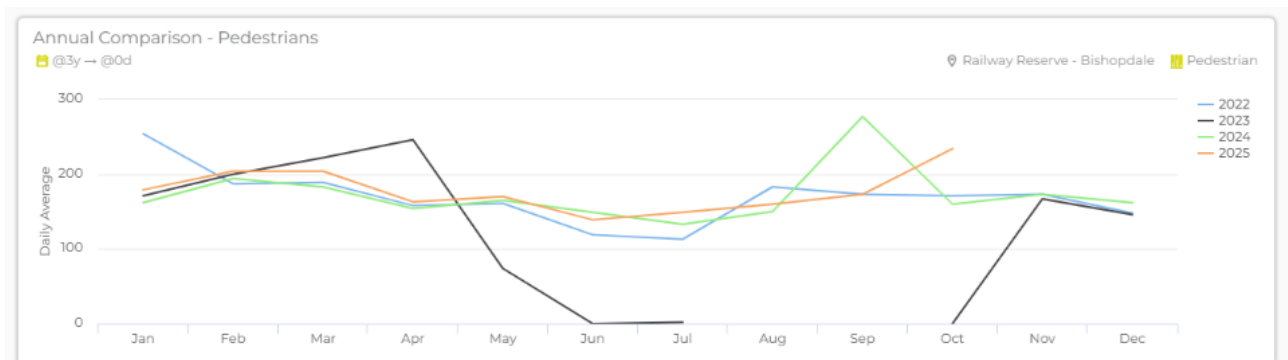


Figure 7: Cycle counts on Railway Reserve – Bishopdale near Beatson Road

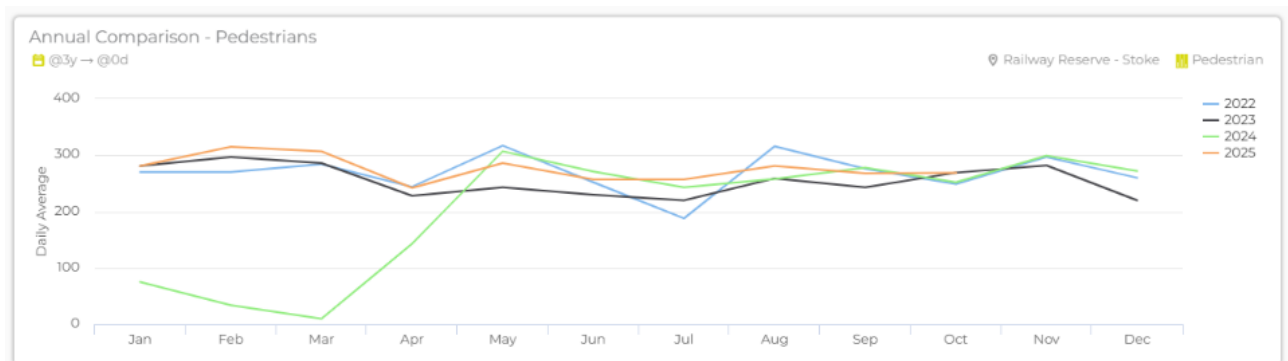


Figure 8: Cycle counts on Railway Reserve – Andrew Street, Stoke

Public Transport

- 3.24 The eBus service began operation on 1 August 2023, with increased frequencies and wider coverage. The proportion of the population living within 500m of a bus stop has increased from 32% in the last year of the Nbus system to 37% in the first year of the eBus system. This increase is due to bus services covering a larger geographic area. The geographic coverage has not altered between 2024 and 2025 as very few new bus stops have been added during this period. However additional stops are planned later this financial year.
- 3.25 Boardings for the first year of the eBus operation are around 100% higher than those during the last year of the old Nbus operation with a total of 938,384 passenger trips taken between 1 August 2023 and 31 July 2024. The introduction of half-price fares in July 2022 helped bolster passenger numbers and these reduced fares continued until May 2024. Figure 9 below shows patronage numbers in 2025 were lower than 2024 across all months other than October and December. Patronage for the August to September seems to be stabilising around the 2024 numbers, indicating that initial success of the eBus may have resulted in an almost immediate increase in patronage rather than the expected longer term gradual increase.

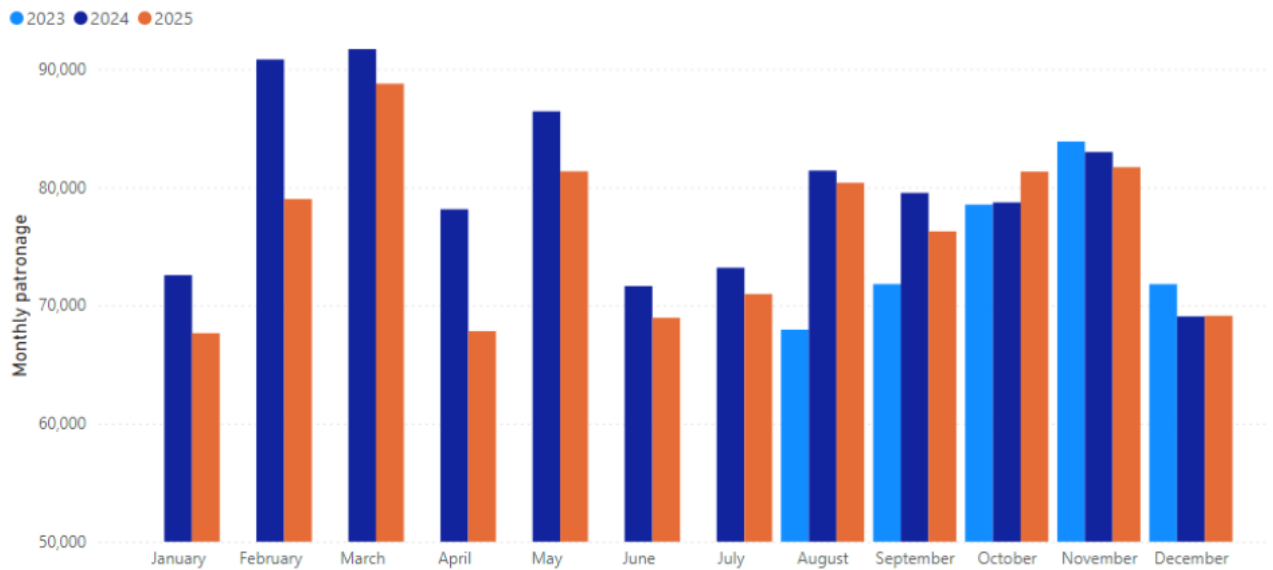


Figure 9: Monthly bus patronage - eBus

Air Quality

- 3.26 Under the National Environment Standards for Air Quality (Air Quality NES), airsheds are only allowed one permissible exceedance of PM10 of 50 µg/m³ over 24-hours, in any 12-month period. Over the last two years, there have been no exceedances of the PM10 standard in the Richmond

Airshed. The Richmond Air Emission Inventory 2025 identifies that domestic home heating is the main source of PM10 emissions contributing 87% of the daily wintertime emissions and 68% of the annual PM10 emissions.

- 3.27 The Air Quality NES currently does not include a national standard for PM2.5. However, it is anticipated that the government will introduce one or more standards for PM2.5 in the future. PM2.5 from human-made sources include domestic home heating, motor vehicles, industry, and outdoor burning. Domestic heating is the primary source of PM2.5 emissions. The annual average PM2.5 concentrations for Richmond Airshed for 2024/2025 is 8.1 µg/m³, which is above the 2021 WHO annual air quality guideline value of 5 µg/m³. The winter (May-August) average was 15.9 µg/m³ and the average for the non-winter months (September–April) was 4.2 µg/m³. There has been an average of 64 exceedances per year of the WHO PM2.5 daily guideline value over the last five years (2021-2025), with an average PM2.5 maximum daily concentration of 41 µg/m³ in recent years. Nitrous oxide (NO₂) can also be a primary indicator of air pollution exposure however Tasman does not currently monitor this. Research monitoring of NO₂ is planned for 2025 to understand if there is an issue in Richmond.

- 3.28 PM2.5 is monitored in Nelson at the St Vincent Street site and shows that the winter average peak concentrations have dropped from around 39 µg/m³ in 2018 down to around 28 µg/m³ in 2025. Without the ongoing ability to split out the sources of PM2.5 it is difficult to determine which changes in which source can be credited with this improvement. For example, the focus on replacing all of the older wood burners with low emission burners over that same period will have contributed significantly.

Greenhouse gas emissions

- 3.29 Nitrogen Dioxide (NO₂) is generated by burning fossil fuels, mainly by motor vehicles. The Richmond Air Emission Inventory 2025 identifies that motor vehicles account for 87% of daily (winter) of Nitrogen Oxides (NO_x) and 94% of annual NO_x. Tasman has undertaken a NO₂ research study in Richmond and Motueka over Winter 2025 however the results are not yet available.
- 3.30 NCC has developed a regional emissions model for Nelson and Tasman that breaks greenhouse emissions down by activity. The model relies on fuel use information along with vehicle registration data. Figure 10 below shows the estimated on-road transport emissions for the last seven financial years.

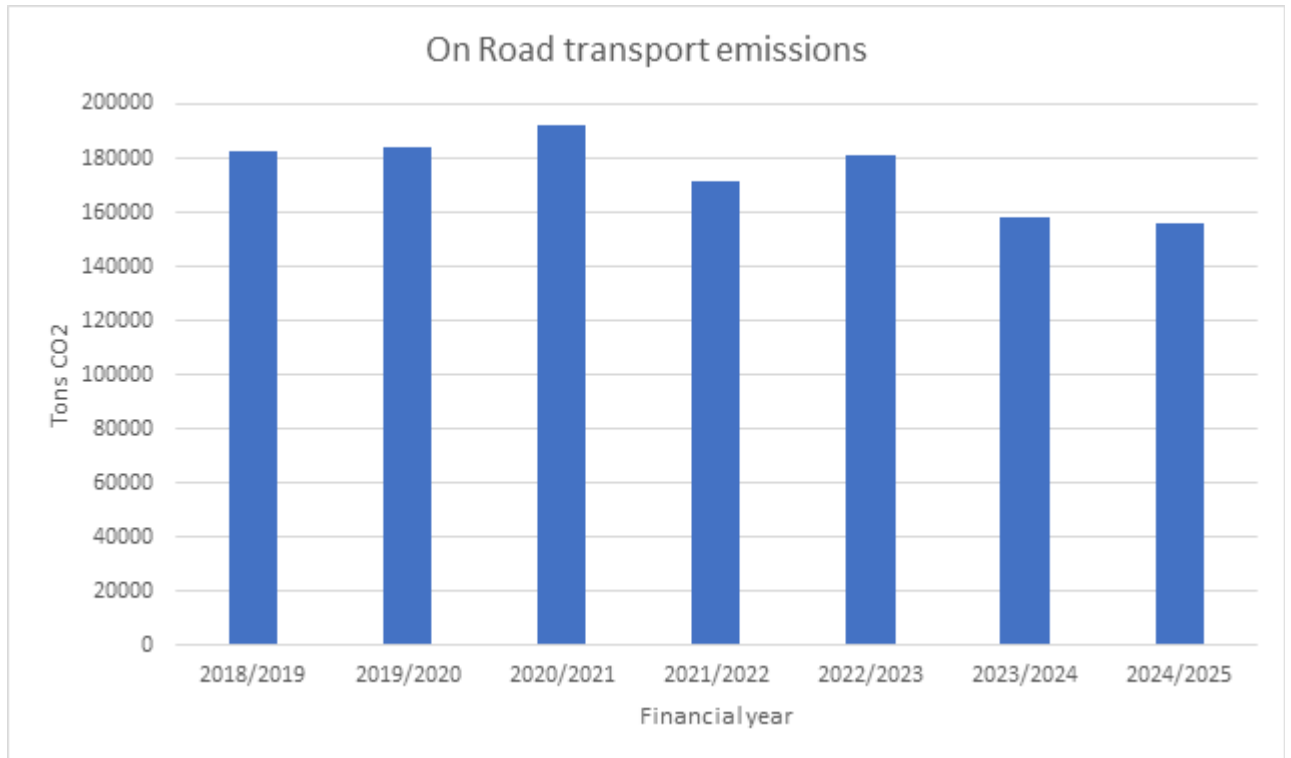


Figure 10: Annual transport related greenhouse gas emissions

3.31 As shown in figure 10 above, emissions have been gradually trending down with the 2024/25 result being around 15% lower than in 2018/19 despite growth in the population.

4 Conclusion

- 4.1 The information summarised in the report above show that there are mixed results in achieving the targets in the current RLTP in the 2024/25 year.
- 4.2 Data will continue to be collected and analysed to report further and provide guidance for staff, and this committee in preparing the next RLTP over the next 18 months.

Attachments

Nil

**Joint Regional Transport
Committee**

18 March 2026

Report Title: R26-45 Regional Land Transport and Public Transport Plans - Introduction

Report Author: Lyndon Hammond (Manager Transport Strategy and Planning)

Report Authoriser: Alec Louverdis (Deputy Chief Executive - Executive Director Delivery)

1 Purpose of Report

- 1.1 To introduce the Joint Regional Transport Committee (JRTC) to:
- 1.1.1 The purpose of the Regional Transport Committee in the context of the Regional Land Transport (RLTP) and Regional Public Transport Plan (RPTP) and;
 - 1.1.2 Provide the Regional Transport Committee with a RLTP and RPTP overview.

2 Recommendation

That the Joint Regional Transport Committee

- 1. Receives the report (R26-45 Regional Land Transport and Public Transport Plans – Introduction).**

3 Background

Purpose of the Regional Transport Committee

- 3.1 To exercise the legislative functions and powers of a regional transport committee under the Land Transport Management Act 2003 (LTMA)
- 3.2 Specific responsibilities under Terms of Reference:
- Prepare, for approval by Council, the Nelson Tasman RLTP and the RPTP and any variations to it
 - Provide Council with any advice and assistance it may request in relation to its transport responsibilities
 - Adopt a policy that determines significance for variations made to, and activities included in, the RLTP
 - Review the implementation and delivery of the RLTP

- Advocate for the alignment of the RLTP and supporting projects with related plans and initiatives, including Nelson-Tasman Future Development Strategy, freight demand, climate strategies etc
- Approve submissions to external organisations on matters pertaining directly to the Committee's purpose.

Regional Land Transport Plan Overview

- 3.3 Every six years under the LTMA, RTCs must prepare a RLTP that sets out the region's long-term vision for the land transport network, and what transport projects need funding - this plan undergoes a review every three years.
- 3.4 A core requirement of the RLTP is that it must be consistent with the strategic priorities and objectives of the Government's Policy Statement on Land Transport (GPS) and take into account the National Energy Efficiency and Conservation Strategy.
- 3.5 The vision of the current RLTP 2024-2034 is to have a safe and connected region that is liveable, accessible and sustainable.
- 3.6 Through its policy framework, the RLTP sets a shared, long-term strategy for the region on where and how we want transport to deliver agreed outcomes for our communities – a way for the region to speak with 'one voice' on transport.
- 3.7 The RLTP is a formal three-year bid for central government funding from the National Land Transport Fund (NLTF). As part of their decision-making, New Zealand Transport Authority Waka Kotahi (NZTA) is required to 'take into account any Regional Land Transport Plan.' The three-year programme of activities ranks significant (over \$2M) new regional transport projects in a priority order agreed by the RTC.
- 3.8 Objectives include:
- Mode choice
 - Safety
 - Network management
 - Economic prosperity
 - Resilience
 - Environmental outcomes
- 3.9 It is also important to note that NZTA are also required to produce a State Highway Plan (SHIP) and these also feed into the RLTP ensuring national consistency while reflecting regional priorities and consultation processes.

Regional Public Transport Plan Overview

- 3.10 The RPTP 2024-2034 details the investment programme required to increase the role public transport (PT) plays in the delivery of a multimodal sustainable transport future for the Nelson Tasman region.

- 3.11 Both Nelson City Council and Tasman District Council have currently placed climate change and carbon emission reduction amongst their highest priorities and community outcomes for the coming years.
- 3.12 It is also recognised that the services must deliver value for money, maintain or improve levels of services for existing users and attract new users, to improve fare revenue and reduce overall transport related carbon emissions.
- 3.13 Specific Public Transport objectives include:
- Provides attractive, economic and viable transport choices for all sectors of the community
 - Reduces the reliance on private cars
 - Is sustainable and reduces carbon emissions.

Government Policy Statement 2024-2024

- 3.14 This document is due to be updated in March 2026
- 3.15 The previous Government Policy Statement for Land Transport (GPS) was released in June 2024.
- 3.16 Relevant to the RLTP and the RPTP are:
- Transport is a critical economic enabler, ensuring that people and goods can move efficiently and safely, and connecting people with both economic and social opportunities.
 - The Government's overarching priority for transport investment will be to support economic growth and productivity in the New Zealand economy.
 - The Government has four strategic priorities which this GPS will deliver against:
 - Economic Growth and Productivity
 - Increased Maintenance and Resilience
 - Safety
 - Value for Money
- 3.17 For public transport the focus is on the need to be cost effective, achieve value for money and achieve the expected outcomes of less congestion and increase patronage. Public transport should support urban development and housing growth

4 Discussion

- 4.1 The objectives for the RLTP are aligned with the current GPS strategic priorities and we do not expect these to change with the draft GPS 2026. Officers recommend that a workshop is convened after the draft GPS is released in order to discuss the Strategic Objectives.

- 4.2 In addition, no weighting was given to the RLTP Strategic Objectives in the 2024-27 RLTP. Officers recommend that a workshop is convened to set weightings in order to help prioritise regional projects.

5 Conclusion

- 5.1 This paper is intended to provide a high-level overview of the Regional Land Transport and Public Transport Plans and what the roles and responsibilities are for the Regional Transport Committee.
- 5.2 Officers recommend that a workshop is held after the draft 2026 Government Policy Statement is released to confirm the Regional Strategic Objectives and assign weightings to the Objectives.

Key documents

- 5.3 <https://www.legislation.govt.nz/act/public/2003/0118/latest/whole.html>
- 5.4 <https://www.tasman.govt.nz/my-council/key-documents/more/transport/nelson-tasman-regional-land-transport-plan>
- 5.5 <https://www.tasman.govt.nz/my-council/key-documents/more/transport/regional-public-transport-plan>
- 5.6 <https://www.transport.govt.nz/assets/Uploads/Government-Policy-Statement-on-land-transport-2024-FINAL.pdf>

Attachments

Nil

**Joint Regional Transport
Committee**

18 March 2026

Report Title: R26-49 Joint Regional Transport Work Programme

Report Author: Lyndon Hammond (Manager Transport Strategy and Planning)

Report Authoriser: Alec Louverdis (Deputy Chief Executive - Executive Director Delivery)

1 Purpose of Report

- 1.1 To provide the Regional Transport Committee a draft timeline for the development of the Regional Land Transport and Public Transport Plans; and
- 1.2 To provide an indication of other work programme activities identified in the short to medium term.

2 Recommendation

That the Regional Transport Committee

- 1. Notes the draft Joint Regional Transport Work Programme.**

3 Background

- 3.1 The Regional Transport Committee (RTC) is responsible for:
 - Preparing, for approval by Council, the Nelson Tasman Regional Land Transport Plan (RLTP) and the Regional Public Transport Plan (RPTP) and any variations to it.
 - Providing Council with any advice and assistance it may request in relation to its transport responsibilities.
 - Adopting a policy that determines significance for variations made to, and activities included in, the Regional Land Transport Plan.
 - Reviewing the implementation and delivery of the Regional Land Transport Plan
 - Advocating for the alignment of the Regional Land Transport Plan and supporting projects with related plans and initiatives, including Nelson-Tasman Future Development Strategy, freight demand, climate strategies etc.
 - Approving submissions to external organisations on matters pertaining directly to the Committee's purpose.

- 3.2 This paper provides a draft timeline of activities noting that the two substantive components of the work programme are the RLTP and RPTP development.

Regional Land Transport Programme Development

- 3.3 As the RLTP is the Nelson Tasman region's prioritised investment programme and the formal basis for seeking co-investment through the National Land Transport Programme (NLTP). The RLTP therefore needs to demonstrate a clear problem definition, outcomes, prioritisation rationale, and an evidence base that meets NZTA scrutiny requirements, alongside confirmation of local share and delivery readiness.
- 3.4 Its development is largely governed by external deadlines to enable NZTA to develop and adopt the next NLTP allowing co-investment from the National Land Transport Fund.
- 3.5 The initial focus is on developing the strategic 'front end' of the document which will be informed by the release of NZTA Evidence Packs, the NZTA State Highway Proposals, (SHIP and SHAMP), Draft Government Policy Statement on Land Transport (GPS) and Financial Assistance Rate review in the first half of 2026.
- 3.6 Towards the end of 2026 the focus shifts to programme develop to enable the RLTP to be consulted upon, hearings and deliberations completed, and the document finalised by the RTC in the first half of 2027. The RLTP is then approved by the Councils for submission to the NZTA by 1 August 2027, enabling the Adoption of National Land Transport Programme (NLTP) 2027-31 by 31 August 2027.
- 3.7 Running in parallel Councils will also be developing their asset management plans and 2027-37 Long Term Plans and we will be seeking to align these processes.

Regional Public Transport Plan Development

- 3.8 While we are less impacted by external deadlines, we intend to follow a similar development process for the RPTP as for the RLTP to align processes where possible.
- 3.9 The initial focusing will be on our progress to date in delivering the current RPTP, our current service offering, the strategic context and objectives before looking at what our future investment programme should look like.
- 3.10 A number of key areas for the review have already been identified through the bus review currently underway. This review identified shorter term 'optimisation changes' alongside more substantive changes.

Revision of the RPTP will now become the mechanism for reviewing those more substantive changes.

5.3 Joint Regional Transport Work Programme

3.11 We will also consider other areas where there have been recent policy change or signals. Examples include Fare Box Policy, Total Mobility Policy and NZTA Draft National Guidance on Improving Public Transport Safety.

3.12 Draft Regional Transport Committee (RTC) meetings programme for 2026-2027

Date	What's happening.	What we need
2026		
Early March 2026	NZTA release modelling to sector to inform development of continuous programme bids	
18 February 2026	Technical Advisors Group (TAG) meeting	
18 March 2026	Joint RTC	Annual report on the RLTP Introduction to the RLTP and RPTP Regional Transport Work Programme Public Transport Update
By May 2026	GPS for consultation	Potential submission on the Draft GPS
1 st week of May 2026	TAG meeting	
Late May 2026	Joint RTC WORKSHOP	RLTP Strategic front end Review Strategic Context, Intervention Logic Map, Objectives and Priorities
By June 2026	NZTA release evidence to sector to inform development of improvement programme bids	
1 st week of June 2026	TAG meeting	
23 June 2026	Joint RTC	Approve RLTP front end Access to the PT BMI Dashboard
Last week of June 2026	TAG meeting	
Mid July	Joint RTC WORKSHOP	RPTP Strategic front end Review Objectives and Strategic Alignment
Last week July 2026	TAG meeting	
11 August 2026	Joint RTC	Approve RPTP Strategic Front end Approve the prioritisation methodology
Mid-September 2026	TAG meeting	
Early October	Joint RTC WORKSHOP	Draft RLTP & RPTP Approve initial prioritisation
Mid-October 2026	TAG meeting	
3 November 2026	Joint RTC	Approve Drafts for consultation Jan / Feb
7 November 2026	General Election	
Early November 2026	Draft continuous programmes submitted into TIO	
Early December 2026	Draft improvement activities (including SHIP) submitted into TIO	

2027		
January / February 2027	Consultation	
March / April	Joint RTC	Hearings and Deliberations
Early April 2027	Final continuous programmes submitted into TIO Final improvement activities (including SHIP) submitted into TIO	
June	Joint RTC	Adopts Final
Early July 2027	Joint Council	RLTP submitted to the Nelson Tasman Joint Council for approval(?)
Sunday, 1 August 2027	RLTPs submitted by relevant Regional Council to NZTA	
Tuesday, 31 August 2027	Adoption of National Land Transport Programme (NLTP) 2027-31	

Other Work Items

- 3.13 In addition to the other papers covered in this meeting we are involved in the National Ticketing Solution (NTS) Motu Move roll out. While the change for our region is September 2027 our involvement will commence to build up from now. It may also result in decision needed from the RTC to support the Motu Move roll out (agreeing a national set of user definitions as an example) and we will bring these forward as required.
- 3.14 The RTC also approves submissions to external organisations on matters pertaining directly to the Committee’s purpose. We will continue to do this when the issue is key to the region and the timeline for submission allows.
- 3.15 Input into the development of the detailed design for the Hope Bypass.
- 3.16 Involvement in the outcome of the Planning Bill 2025.

4 Conclusion

- 4.1 To note the draft work programme for 2026-27.

Attachments

Nil

**Joint Regional Transport
Committee**

18 March 2026

Report Title: R26-56 Public Transport Update Report
Author: Chris Pawson (Transport Analyst)
Report Authoriser: Alec Louverdis (Deputy Chief Executive -
Executive Director Delivery)

1 Purpose of Report

- 1.1 To provide an update on public transport matters since the September 2025 Joint Regional Transport Committee (JRTC).

2 Recommendation

That the Joint Regional Transport Committee

- 1. Receives the Public Transport Update report; and**
- 2. Confirms support of the approach to increase fares by the Public Transport Cost Indices (PTCI) on 1 July 2026 using the December 2025 PTCI which will be communicated to the committee at the June meeting; and**
- 3. Approves changes to the services on Routes 1 and 2 to include additional morning services at a cost of \$40,000 each that fall within existing budgets.**

3 Background

Public Transport Review

- 3.1 In September 2025, the JRTC approved several optimisations, and minor improvements to the eBus service following a minor review of PT services in anticipation and advance of a wider Public Transport (PT) Review. These changes were operational (non-substantive) and low cost.
- 3.2 The changes took effect on 1 December 2025 and included:
- Timetable adjustments to Routes 1 and 2;
 - Service changes to Route 4; and
 - Changes to the Late Late Bus (Route 8)

Routes 1 and 2 (Richmond to Nelson)

- 3.3 Routes 1 and 2 were frequently running late on the scheduled timetable. The timetable has been updated to better reflect actual travel times.
- 3.4 It is too early to be able to assess the reliability improvements gained from the changes as there has been a lot of temporary traffic management changes on the routes as a result of physical works around Tasman and Nelson which are substantive and wide ranging, during the bedding in period. The performance of the route will be more closely assessed in the coming months and the results influence the development of the 2027 RPTP.

Route 4 The Brook to the Airport

- 3.5 Route 4 was also experiencing consistent delays. Services now operate every 35 minutes instead of every 30 minutes. This change reduces four services per day and is expected to slightly improve cost per passenger and public transport mode share.
- 3.6 As above, it is too early to be able to assess the reliability improvements gained from the changes, the performance of the route will be more closely assessed, and the results will influence the development of the 2027 RPTP.

Late Late Bus (Route 8)

- 3.7 The following service changes were made to the Late Late bus as part of the review to date:
- The 2.30am, 3.15am and 3.45am Saturday and Sunday services were cancelled.
 - Fares were reduced to match standard eBus fares for a six-month trial from 1 November 2025.
 - The service is being promoted during the trial period.
- 3.8 Additional promotion of the Late Late bus service was also undertaken with the following done to date:
- Social media posts (Facebook, TikTok and Instagram) with a combined 14,000 views and 312 click-throughs to the eBus website
 - A half-page advertisement in the Nelson City Guide
 - Front-page advertisements in the Nelson Mail
 - Advertising in Our Nelson
- 3.9 The revised timetable and fares have been in place for three months. Figure 1 below shows the change in patronage on the Late Late Bus before and after the changes. While it is too early to know what the longer-term

5.4 Public Transport Update

trend in patronage is going to be early indications are that patronage has reduced. Reduced patronage over the past few months with these improvements in place suggests there is a need to understand how the demand for the Late Bus services have changed.

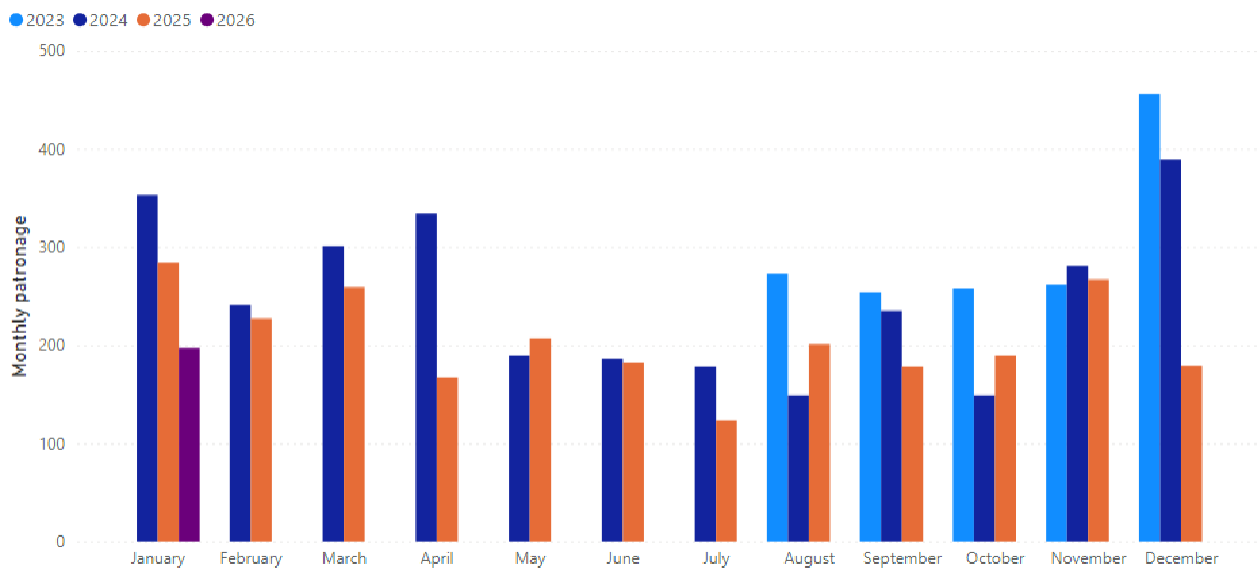


Figure 1: Late Late Bus monthly eBus patronage

- 3.10 These short-term changes allow performance to be monitored ahead of the wider Late Late Bus review as part of the 2027 Regional Public Transport Plan (RPTP). The RPTP review will assess the eBus network as a whole and consider how best to meet future demand.

Millers Acre – new Nelson Bus Hub

- 3.11 The new Nelson Bus Hub at Millers Acre opened on 19 December, with all eBus services operating from the first 7.00am departure. The Hub brings together Council’s eBus services, InterCity services, and tourist buses to Abel Tasman, Nelson Lakes and Golden Bay in one location.
- 3.12 The Bus Hub complements the Arts Hub currently being developed in the northern Millers Acre building for the Arts Development Agency (due for completion mid-2026).

Additional Infrastructure changes

- 3.13 Following the move of the Bus Hub to Millers Acre, additional stops have been added in the centre of Nelson:
- Selwyn Place (outbound, opposite Cathedral Steps)
 - Halifax Street (outbound outside Impact Church; inbound outside Countdown)
 - Vanguard Street (inbound and outbound near the Hardy Street roundabout)

5.4 Public Transport Update

- 3.14 An additional outbound stop added on Atawhai Drive near Paremata Street to match the available inbound bus stop.
- 3.15 The following new or confirmed bus stops have been added for the Motueka and Wakefield services:
- Rutherford Street (Nelson College for Girls and opposite existing stop)
 - Salisbury Road near Champion Road and opposite Holdaway Grove (existing stop)
 - Route 5 (Motueka): Aitken Street between Grey and Poole Streets
 - Route 5 (Motueka): Marriages Road (inbound and outbound)
 - Route 6 (Wakefield): Whitby Road (inbound and outbound)

Earlier trips on Routes 1 and 2

- 3.16 In September, the JNTRTC considered additional commuter routes on Route 1 and 2 to address service gaps. At that meeting, costings had not been received from SBL our service operator.
- 3.17 Currently, Route 1 arrives in Nelson early enough for users to get to work by 0800, however the earliest time Route 1 delivers to Richmond is 07:55. Route 2 delivers users into Nelson in time for an 0800 start to work and to Richmond in time for an 0830 start to work.
- 3.18 Feedback received during Stage 1 of the PT Review highlights that there is demand for additional morning services to deliver commuters to Nelson and Richmond earlier than the current first bus of the day. Common work start times in each centre are 0700 and 0730.
- 3.19 To estimate the potential demand for these services, the old NBus patronage data for the early trips has been analysed. This data shows that patronage for the trip delivering workers for a 0730 start was around 50% of the patronage on the trips delivering workers for an 0800 start.
- 3.20 There is no data from the NBus service to interrogate to determine the likely patronage levels for a trip that would deliver users to the main centres in time for an 0700 work start. To be able to undertake some level of analysis it has been assumed that patronage on the 0700 service would be in the order of 25% of that on the 0800 service. This is considered to be a conservative approach given patronage levels on the previous 0700 service.
- 3.21 A key question that has been asked by elected members is how financially efficient any more significant changes are expected to be. The measure of subsidy cost per passenger trip is a useful indicator of financial efficiency.
- 3.22 The existing subsidy per passenger trip is approximately \$5.09 for Route 1 and \$5.60 for Route 2. The difference between the routes is primarily driven by lower fare income from Route 2.

5.4 Public Transport Update

- 3.23 It is important to note that while we have provided cost information there has been no corresponding calculation of the benefits associated with these trips being made by public transport, such as reduced peak hour vehicle numbers, and associated emissions, cost savings for users compared to using private vehicles, and improved employment opportunities for those without access to vehicles.
- 3.24 Costs have now been received from SBL to run one additional trip in each direction on Routes 1 and 2, delivering users to Nelson to start work at 0700 and 0730 and Richmond in time to start work at 0730 and 0800.
- 3.25 This option will cost an additional \$39k/year for each route (\$78k total) and estimated to result in the total subsidy per passenger trip dropping to \$4.87 and \$5.42 for Routes 1 and 2 respectively. The existing Public Transport budgets allow for this change with no additional budget required.

National Ticketing Solution (NTS) Motu Move Card

- 3.26 The national Motu Move card will replace the Nelson Bee Card. It will allow customers to pay contactless using a debit or credit card, Apple Pay or Google Pay on a mobile phone or smartwatch, as well as a new prepaid card.
- 3.27 Motu Move launched in Greater Christchurch in November 2025, following a pilot on Route 29 between Christchurch Airport and the city. Customers in Christchurch City, Selwyn and Waimakariri can now pay adult fares using a debit or credit card, mobile phone or smartwatch, alongside existing Metrocard and cash options. SuperGold and Community Services concessions can also be linked to contactless payments.
- 3.28 Contactless payment will be introduced across New Zealand region by region. Motu Move is expected to be fully operational nationwide by the end of 2027.
- 3.29 The latest programme update has Nelson Tasman moving to the new system in September–October 2027 (from an original date of December 2025). However, one of the first stages of the change is pre-wiring and fit-out of new infrastructure of the eBus fleet and this will commence towards the end of this month.
- 3.30 Delays to the programme mean we will need to operate the existing ticketing system longer, and resource the change to the new system later, than initially planned so are working with NZTA on the budget implications of these changes. Initial assessment shows that the main impact on operational budgets will be the need to continue to fund approximately \$100k/year to continue use of the Bee Card system. This additional budget has already been included in the current Annual Plan budgets.

Total Mobility

- 3.31 The Ministry of Transport has changed its funding settings for the Total Mobility scheme. Total Mobility supports people with long-term impairments who are unable to use public transport independently. The scheme subsidises taxi fares (and, in some cases, other transport) to help people meet daily needs and participate in their community.
- 3.32 The Government announced the following changes in December 2025 to funding:
- The Total Mobility fare subsidy will reduce from 75% to 65%, from 1 July 2026
 - The Government will work with public transport authorities to reduce regional fare caps by around 10%
- 3.33 The resulting savings to the Crown will be used to help address public transport authorities' funding shortfalls through to 2030.
- 3.34 An example of the local impact is shown below in figure 2 and 3, comparing current funding settings with the proposed changes. Note that there is a 60% NZTA Financial Assistance Rate on Total Mobility for the portion that NCC and NZTA share.

	Current 75% & \$30 fare cap		
Metered Fare	NCC and NZTA pays (50%)	Crown Subsidy (25%)	Customer pays (25%)
\$10	\$5.00	\$2.50	\$2.50
\$20	\$10.00	\$5.00	\$5.00
\$30	\$15.00	\$7.50	\$7.50
\$40	\$15.00	\$7.50	\$17.50

Figure 2: Current Total Mobility subsidy

	Proposed 65% & \$27 fare cap (this shows the 10% reduction on the \$30 fare cap above)		
Metered Fare	NCC & NZTA pays (50%)	Crown Subsidy (15%)	Customer pays (35%)
\$10	\$5.00	\$1.50	\$3.50

\$20	\$10.00	\$3.00	\$7.00
\$27	\$13.50	\$4.05	\$9.45
\$30	\$13.50	\$4.05	\$12.45
\$40	\$13.50	\$4.05	\$22.45

Figure 3: Proposed Total Mobility subsidy

- 3.35 The Government will also provide up to \$10 million this financial year for public transport authorities. This is intended to give quick relief to public transport authorities, given that the fare subsidy change will only take effect from 1 July 2026.
- 3.36 NZTA will be responsible for determining how this funding will be allocated between public transport authorities. This will factor in Total Mobility use in the region, forecast shortfall and proactive steps taken to manage Total Mobility costs.
- 3.37 In addition, the Ministry of Transport has launched a public consultation on several proposals to strengthen the Total Mobility Scheme, this consultation is open until the 22 March 2026. As a result of this consultation, staff have requested a further \$70k for this financial year from the Community Connect funding to cover a projected shortfall in Total Mobility funding.

Regional Public Transport Plan (RPTP)

- 3.38 Through analysing the first two years of the eBus service, additional substantive improvements will be considered under the next stage of the RPTP review to be implemented between 2027 – 2037.
- 3.39 These improvements and changes will aim to maximise the benefits and increase the attractiveness of public transport to increase patronage.

General network performance

- 3.40 Figure 4 below shows the total patronage over the whole bus network since the Ebus service began in August 2023. The data shows that patronage seems to have generally stabilised over the August to December months but remains consistently lower for the remainder of the year when comparing 2024 and 2025. It is important to consider this in the context of the overall patronage being close to double that of the previous Nbus service.

5.4 Public Transport Update

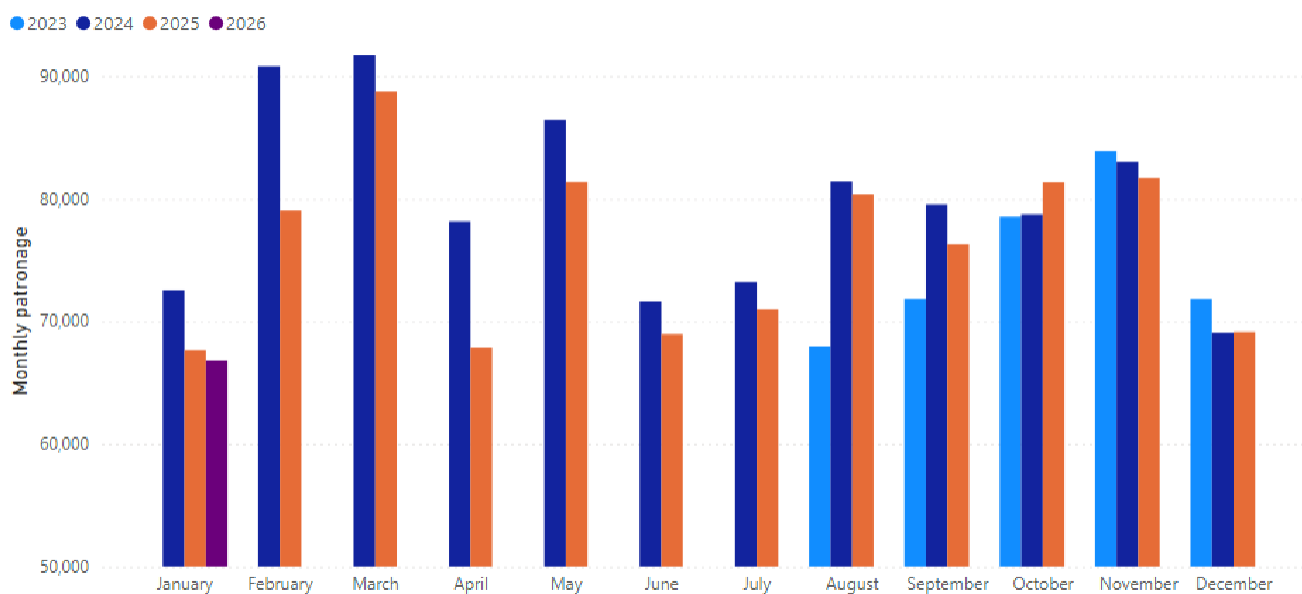


Figure 4: Total monthly Ebus patronage

3.41 Figure 5 below shows the total fare revenue over the whole bus network since the Ebus service began in August 2023. The data shows that the 2025 revenue is significantly higher for January to April as a result of half price fares being removed on 1 May 2024. For May to December revenue for 2025 and 2024 follows a very similar pattern to patronage with 2025 being slightly lower.

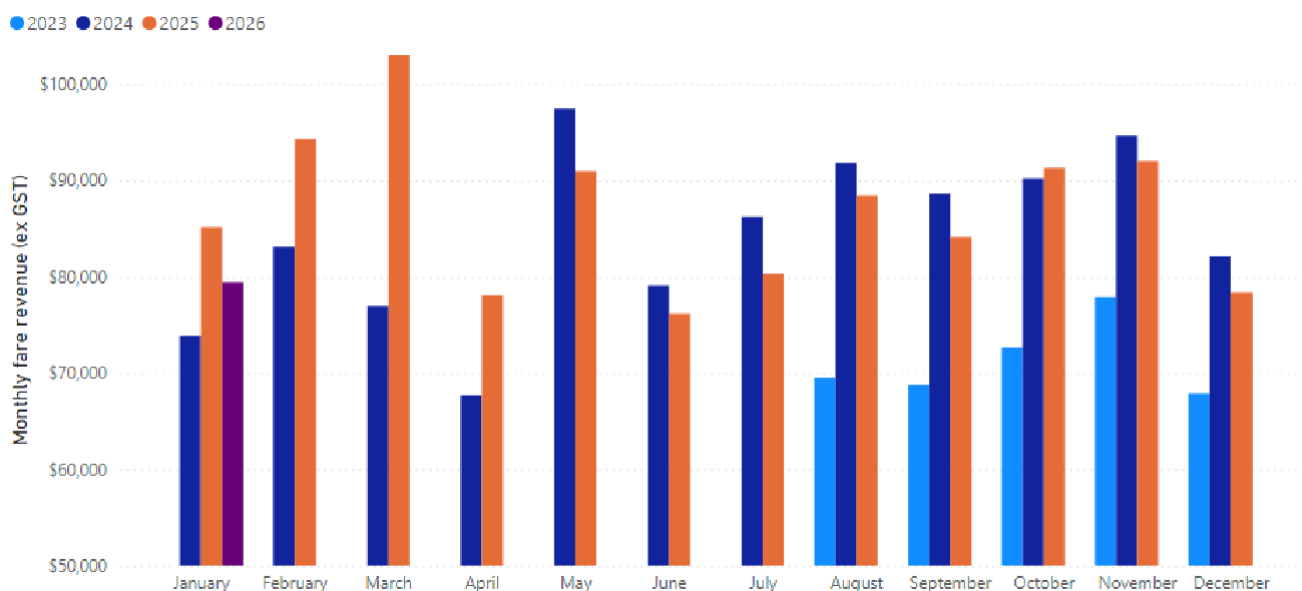


Figure 5: Total monthly Ebus fare revenue

Fare review

3.42 NZTA require an annual fare review by each Regional Council. The previous RTC committee expressed a desire to have regular smaller fare increases rather than larger less frequent, more significant ones.

5.4 Public Transport Update

- 3.43 The fare structure will have a comprehensive review as part of the Regional Public Transport Plan. For 2026/2027 it is proposed to increase BeeCard fares in line with public transport index inflation, as in 2025 when the fares increased by 2.86%. The Public Transport Index is updated quarterly, and it is proposed to confirm the December rate which has been historically used at the next Committee meeting in June.
- 3.44 The proposed adjustment applies only to Bee Card fares. Cash fares have not changed since 2023 as these would need to increase by 50-cent increments. Any increase above inflation requires public consultation and Joint Council approval.
- 3.45 A summary of the existing eBus fare structure is provided in Table 1 (below). Cash fares are higher than Bee Card fares for the same journey, approximately one-third of eBus passengers pay by cash.

	1 Zone		2 Zones		3 Zones	
	Bee Card	Cash	Bee Card	Cash	Bee Card	Cash
Adults	\$2.16	\$3.00	\$4.31	\$6.00	\$6.47	\$9.00
Infant <5	Free					
Supergold Card (offpeak)						
Child 5-18	\$1.08	\$2.00	\$2.16	\$3.00	\$3.24	\$4.00
Concessions	\$1.08	\$2.00	\$2.16	\$3.00	\$3.24	\$4.00

Table 1: Existing Ebus fare structure

4 Conclusion

- 4.1 The report above outlines progress and results associated with the public transport review.
- 4.2 The items supported by this committee have been completed with monitoring to continue on order to assess their effectiveness.
- 4.3 The remaining review issue of the additional morning services on routes 1 and 2 is included with staff recommending the additional services within existing budgets.

Attachments

Nil

5.5 NZ Transport Agency Waka Kotahi Update

5.5 R26-63 NZ Transport Agency Waka Kotahi Update

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

Nelson Tasman Regional Transport Committee

NZ Transport Agency Update

March 2026



Te Kāwanatanga o Aotearoa
New Zealand Government

National update



Te Kāwanatanga o Aotearoa
New Zealand Government

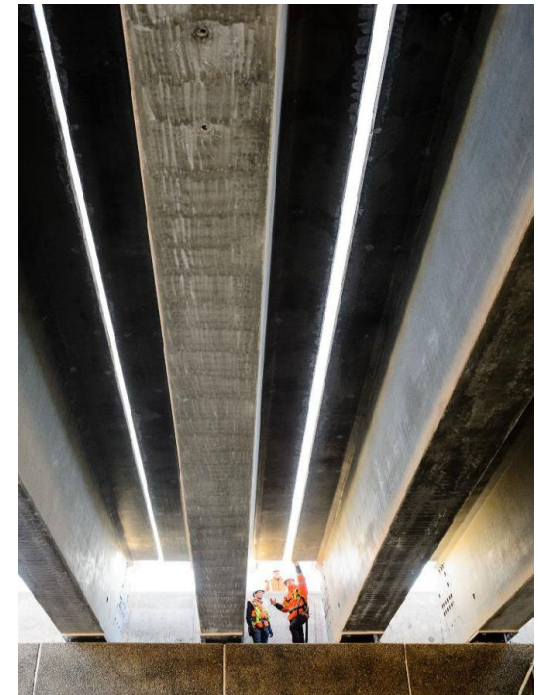
2027-30 NLTP development

Key dates 2026

- **March:** NZTA will share AMP, RLTP, PT and RSP guidance to help with the development of continuous programme bids. The REG Transport Insights web portal will be a key source of evidence.
- **June:** NZTA will share draft evidence to inform the development of RLTP improvement programmes with the sector.
- **August:** Draft continuous programmes will be entered in Transport Investment Online (TIO).
- **October:** Draft Investment Prioritisation Method will be released by NZTA for consultation.
- **December:** Final continuous programmes (including the State Highway Investment Proposal) are entered in TIO.
- **December:** Draft improvement activities (including the State

NZ Transport Agency

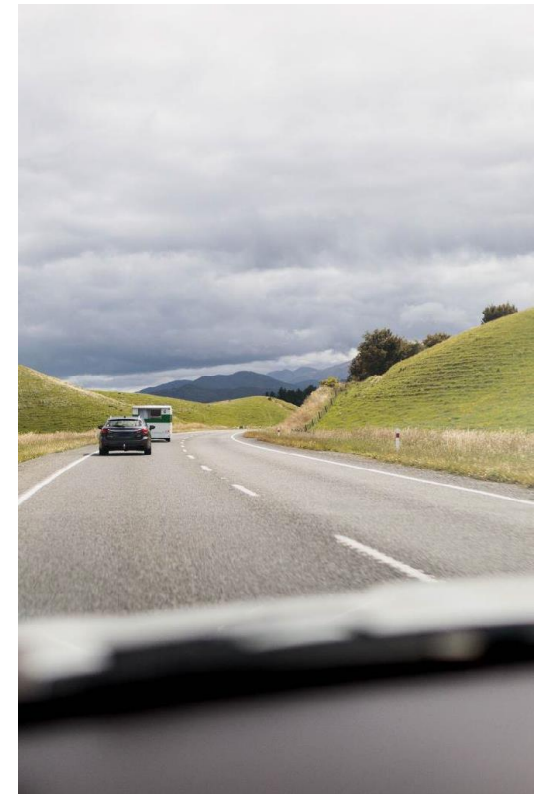
Highway Investment Proposal) are entered in T



2027-30 NLTP development

Funding Assistance Rates (FAR)

- We're on track to set and release normal FARs by August 2026, enabling councils to plan for the required local share of transport activities for the 2027-30 NLTP.
- A steering group with sector representatives is guiding this process to ensure local government considerations are addressed.
- This is not a policy review, we're simply checking the appropriateness of various input factors.
- We'll use updated data to set normal FARs for approved organisations.
- We'll then confirm FARs for former Special Purpose Roads that have not yet transitioned to normal FAR.
- We'll also establish FARs for specific activities including emergency works, mobility services, SuperGold, and inter-regional rail services.



One Network Framework (ONF)

When to use ONF

ONF is a national system for classifying roads and streets based on their function - it replaces the ONRC (ONRC).

- It improves planning, design, and investment in transport by acknowledging roads as both movement corridors and destinations for people.
- The ONF is a key input into Regional Land Transport Plans (RLTP) and the 2027-30 NLTP – and beyond.
- Your teams must be using the language in the ONF for all modes for the 2027-30 NLTP as a condition of funding.
- Road Controlling Authorities (RCAs) should ensure their General Traffic (GT) and Freight (FT) classifications are transitioned from the ONRC to ONF for use in their Activity Management Plans.



State Highway Investment Proposal (SHIP)

- The SHIP is a 10-year proposal for how NZTA seeks investment to improve and maintain, operate, and renew the state highway network.
- It's refreshed every 3 years to align with the Government Policy Statement on land transport (GPS).
- The SHIP inputs into Regional Land Transport Plans (RLTPs), which then inform the National Land Transport Programme (NLTP).
- Work began on the 2027-37 SHIP in late 2025.
- We are currently developing our proposal which will be aligned with the draft GPS when released.
- We expect to seek Board approval of the SHIP (mid-late 2026) to meet the required timeframes for RLTP development.



Roads of National Significance

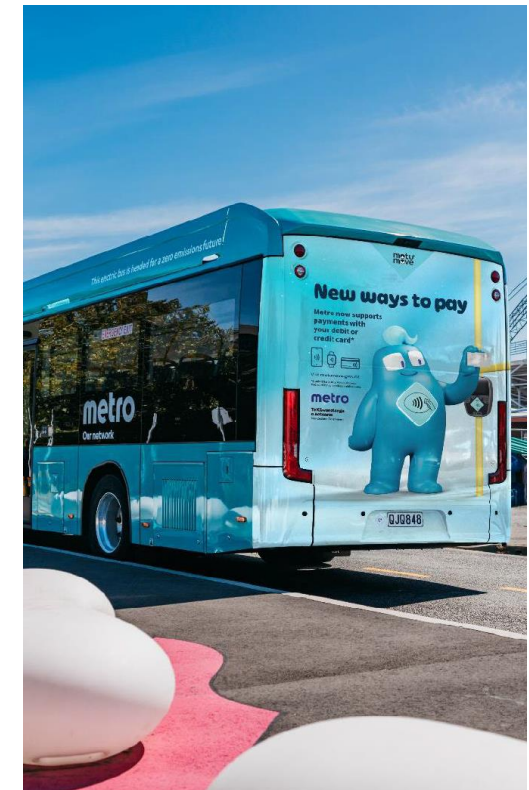
March update

- NZTA is working with Government to develop a long-term pipeline of major transport projects using a variety of funding options, and in a logical sequence. This pipeline includes the Roads of National Significance and further information will be released by the Government in due course.
- After a suite of investment cases were completed in 2025, all RoNS are now either in the pre-implementation phase or in construction.
- Construction has now started on both the Ōtaki to north of Levin and Hawke's Bay expressways. Construction continues on the Ōmanawa Bridge replacement (phase 1 of SH29 Tauriko West) and Takitimu North Link Stage 1.



National Ticketing Solution

- Motu Move roll-out is underway in Greater Christchurch with the introduction of contactless payment options for customers paying adult non-concession fares.
- Regional rollout key dates:
 - Greater Christchurch** – 10 November 2025 ✓
 - Gradually rolling out travel concessions** – 2026 ✓
 - Introduction of prepaid Motu Move cards** – from mid-2026
 - Greater Wellington** – from early 2027
 - Auckland** – late 2027
- Smaller regions will be phased between 2026 and 2027.
- Regions will set their own transition timing, aligned with local transport changes.



Highway Maintenance

Integrated Delivery Contracts (IDC)

- Preferred suppliers were nominated prior to Christmas
- We are currently working through final negotiations and contract award
- We remain on track to start the new contracts on 1 May 2026
- Internally, we are increasing our capability to reflect in-house ownership of more measure/value style of contract
- Key activities include finishing summer renewals programme and NOC) contract closeout.



State highway speed management

A targeted approach

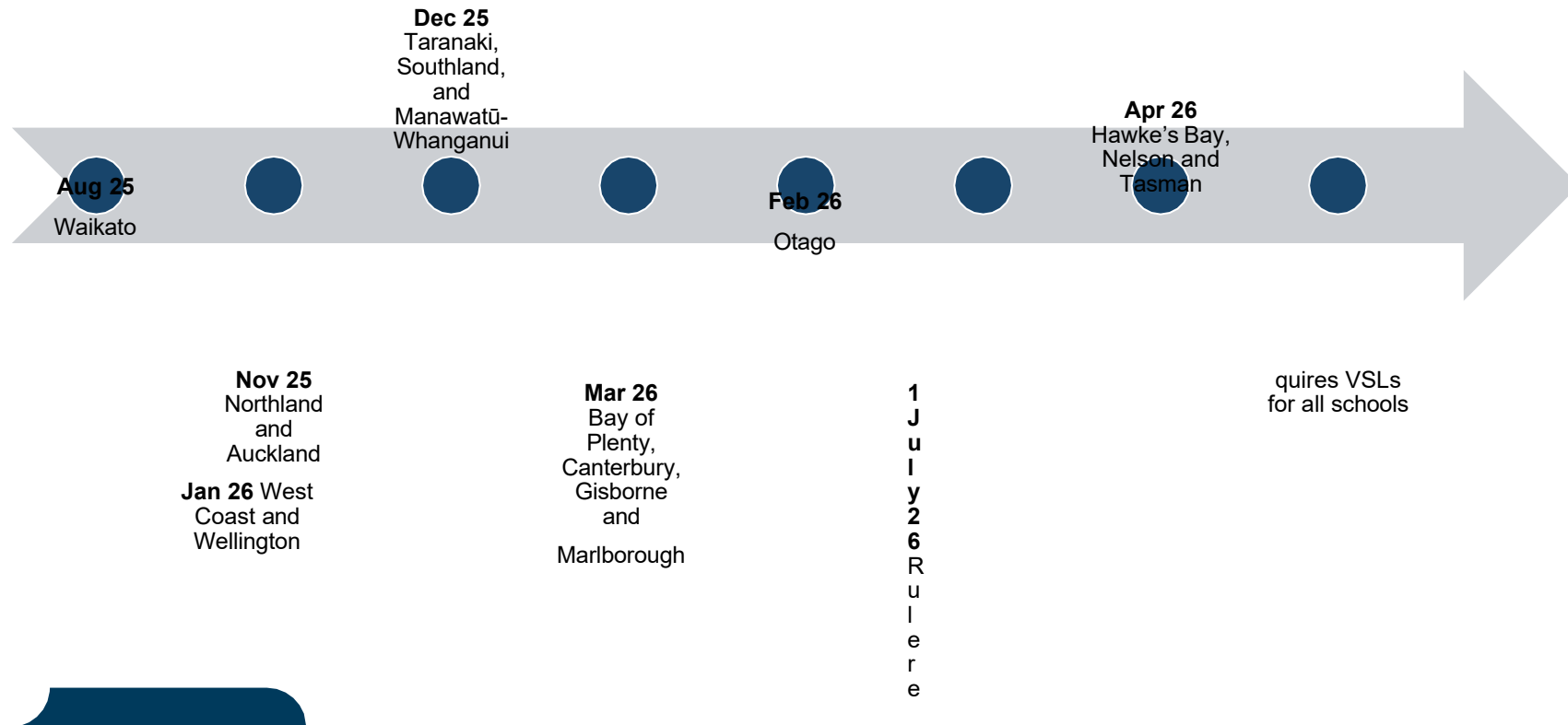
Work underway includes:

- Delivering **Variable Speed Limits (VSLs)** to all state highway schools before 1 July 2026, working with councils to coordinate solutions where schools have gates on local roads *and* state highways.
- Improvements at **high-risk rural intersections** (Intersection Speed Zones or ISZs).
- Speed limits needed for safety improvements and projects.
- A small number of community-requested locations that meet strict assessment and funding criteria.
- Visit www.nzta.govt.nz/state-highway-speed-management for more details.



State highway schools VSLs

Delivery planning – Timeline shows starting months for each region



For queries email schoolspeedmanagement@nzta.govt.nz



Status across the motu

Tasman

- 6 state highway schools: 3 are compliant and 1 does not require treatment
- 2 remaining schools to be treated by Armitage.

Signs activation by Term 3 2026

Nelson

- 3 state highway schools: 1 is compliant, 1 does not require treatment
- 1 remaining school to be treated by Armitage.

Signs activation by Term 3 2026



Regional update



Te Kāwanatanga o Aotearoa
New Zealand Government

Hope Bypass project update

- We are completing detailed designs for stages 1 and 2. We are aiming to complete detailed design by mid-2027.
- In January 2026, we awarded the design contract to Stantec and WSP. Their appointment secures the professional services needed to support the detailed design and statutory approvals for the project.
- From mid-March onwards we will be completing assessments and investigations to help support the design. These include Geo-technical assessments, noise and visual assessments, and surveying.
- Further information is on our webpage - www.nzta.govt.nz/sh6-hope-bypass



Scheduled Resilience Works

- **SH6 Whangamoas:** Stage A (drainage work) completed. Stage B complete August 2025. This work involved 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.
- **SH65 Higgins Bluff:** Stage A (rock scaling work) was completed by early May.
 - **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** in construction and due for completion late 2026
- **SH6O'Sullivans Bluff:** in construction and due for completion June 2026

Maintenance

Nelson-Tasman

- **25/26 Renewals Programme**
 - 6.23 lane kms Pavement Rehab will be COMPLETED
 - 27.7.9 lane kms Resurfacing planned & COMPLETED
- **SH Pothole Prevention**
 - 24hr response - enhanced fixes & daily reporting continues with 100% repair on time rate achieved
 - 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
 - Introduction of NZGTTM 1 October 2025
 - IDC Supplier contract awarded to Fulton Hogan
 - Nelson/Tasman M&O Team recruiting for enhanced capability and capacity uplift
 - Start date of IDM of 1 May ONTRACK



Motueka High Street resealing programme – COMPLETED before Dec 2025



Maintenance & Operations

Nelson-Tasman

June Weather Impacts

- 27-29 June significant rainfall across the region resulting in damage exceeding \$45m to the Nelson Tasman State Highway network
- M&O Emergency Works conducted at:
 - SH 6 Rocks Rd: Emergency Works project underway with completion scheduled late 2026
 - SH 6 Kohatu: 900 metres of road and adjacent stop bank rebuilt. Completed Dec 2025
 - SH60 Takaka Hill: 6 sites rebuilt concurrently using expedited construction methodology. Completed Dec 2025.
 - SH6 Coal Creek: Road and riverbank rebuilt after scour caused drop out. Completed Dec 2025.
 - SH6 Dellows slip: Loose boulders and slip material removed and secured. Completed Dec 2025.



6 Nelson/Tasman recovery sites



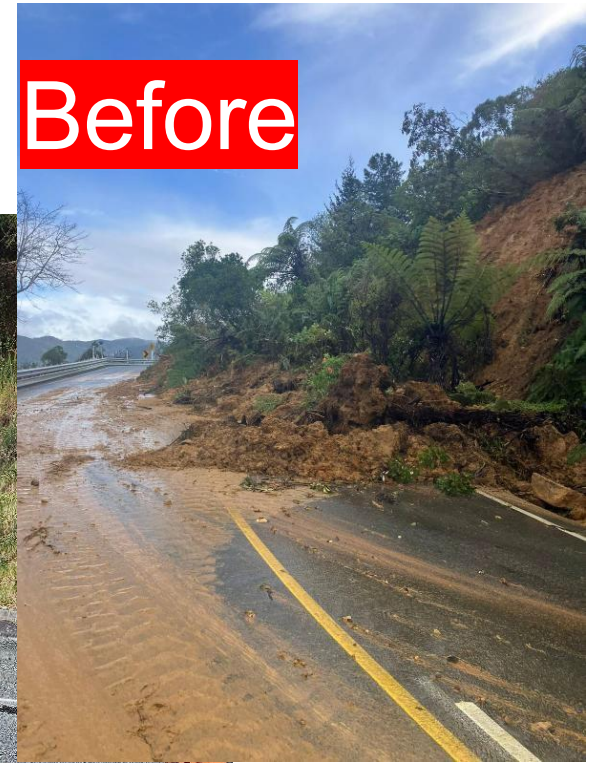
Spooners Cleared by Oct 2025



6 Tākaka Hill Road recovery sites



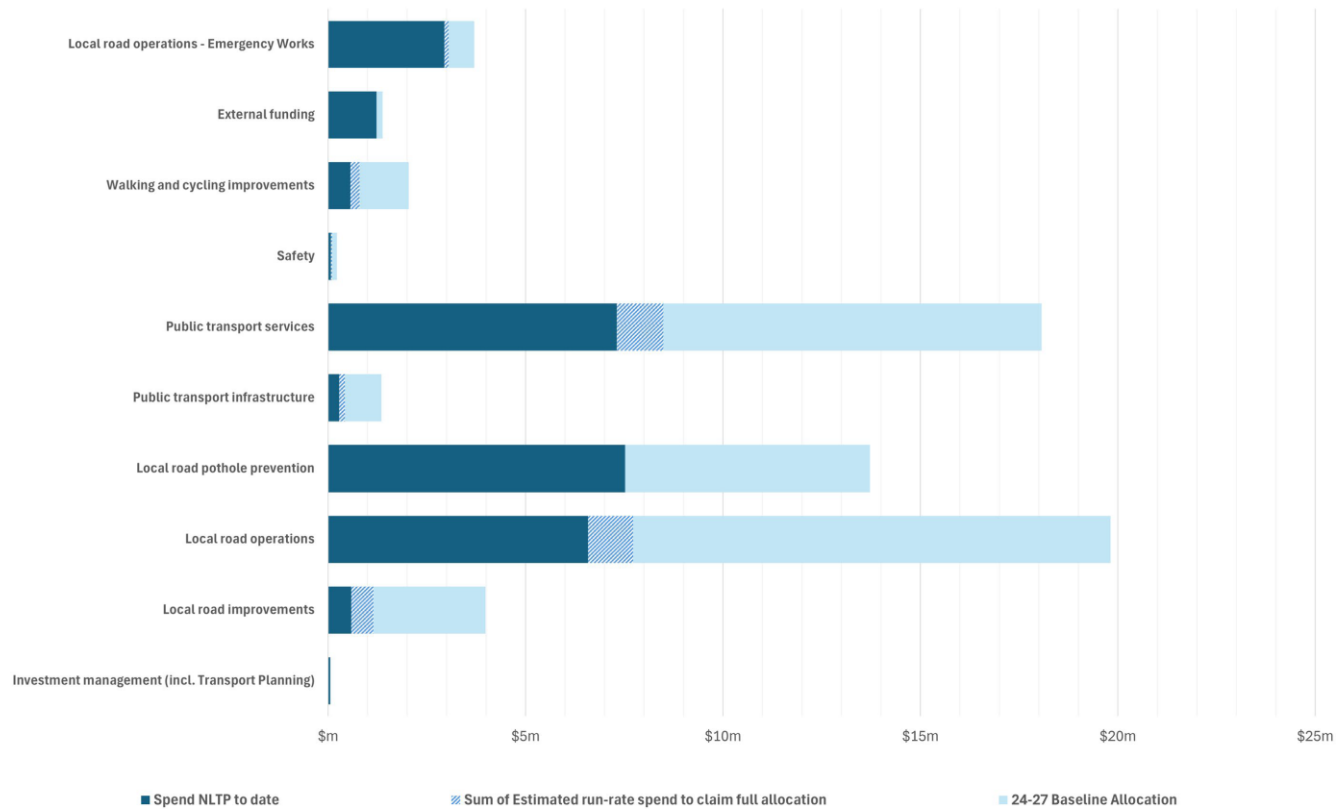
All 6 sites completed by 19 Dec 2025.





NLTP 24/27 funding update

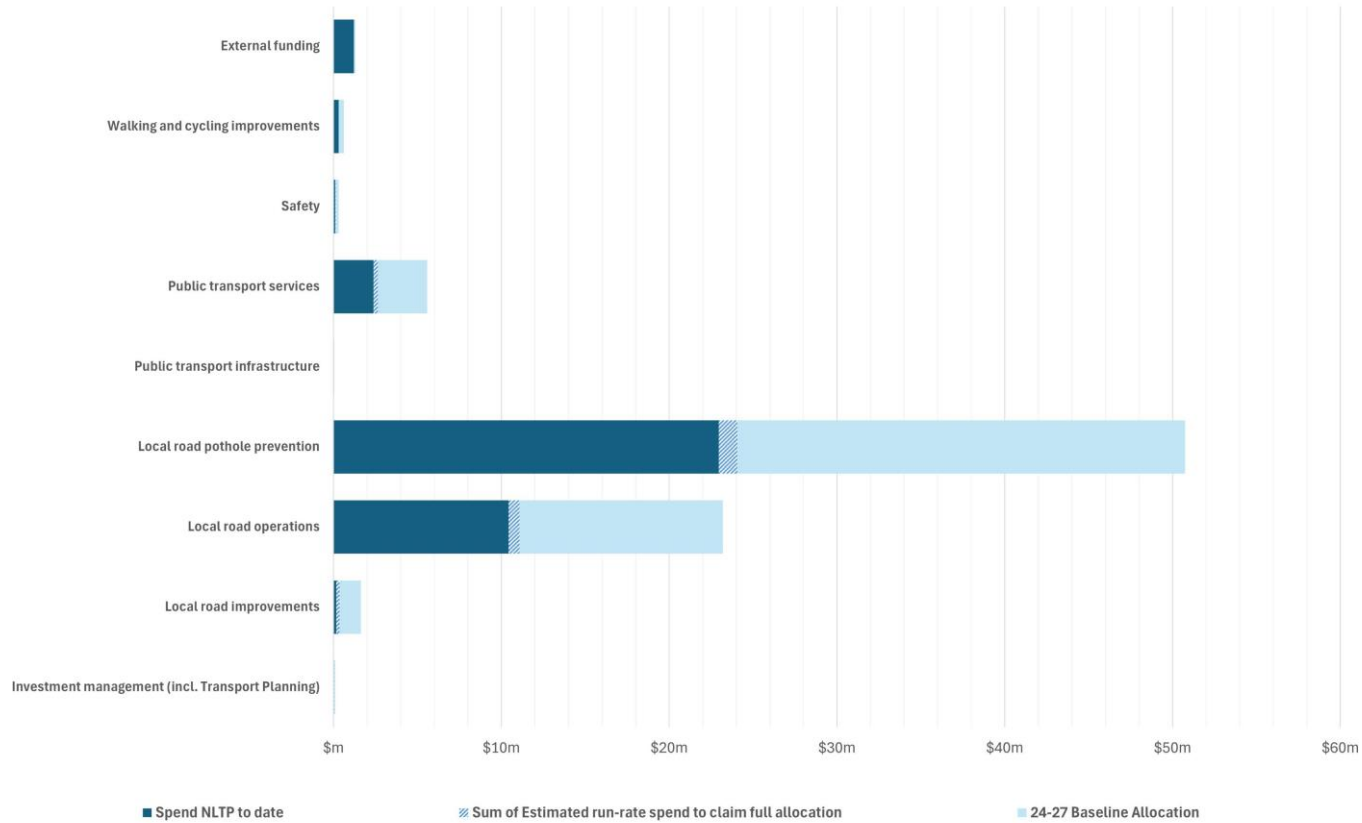
Top of South Region - Nelson City Council



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

NLTP 24/27 funding update con't

Top of South Region - Tasman District Council



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

Hei konā mai
Thank you



Te Kāwanatanga o Aotearoa
New Zealand Government