

**Notice of the joint ordinary meeting of the Nelson City Council and
Tasman District Council**

Regional Transport Committees

Kōmiti ā-Rohe mō ngā Take Waka

Date:	Friday 9 April 2021
Time:	9.30a.m. to hear submissions to the Draft Regional Public Transport Plan 2021 - 2031
Location:	Council Chamber, Civic House 110 Trafalgar Street, Nelson

Agenda

Rārangi take

Chair	NCC	Cr Brian McGurk
Deputy Chair	NCC	Cr Judene Edgar
Members	NCC	Her Worship the Mayor Rachel Reese Cr Rohan O'Neill-Stevens Mr Steve Higgs (Waka Kotahi Representative)
Chair	TDC	Cr Bryant
Members	TDC	Cr Butler Cr Dowler Cr Turley

Nelson City Council Disclaimer

Please note that the contents of these Council and Committee Agendas have yet to be considered by Council and officer recommendations may be altered or changed by the Council in the process of making the formal Council decision.

Regional Transport Committee Delegations

Establishment and operation of the Regional Transport Committee is governed by the Land Transport Management Act 2003.

Areas of Responsibilities:

- Preparation of, or variations to a Regional Land Transport Plan, for approval by Council
- Preparation of or variation to a Regional Public Transport Plan, for approval by Council
- Provision of advice and assistance to Council in relation to its transport responsibilities.

Powers to Decide:

- To adopt a policy that determines significance in respect of
 - variations made to regional land transport plans under section 18D of the Land Transport Management Act 2003
 - activities that are included in the regional land transport plan under section 16 of the Land Transport Management Act 2003
- To approve submissions to external bodies on policy documents likely to influence the content of the Regional Land Transport Plan.

Powers to Recommend to Council:

- Approval of Regional Land Transport Plan
- Approval of any variations to the Regional Land Transport Plan
- Approval of any variation to the Regional Public Transport Plan
- Any other recommendations regarding the committee's advice or assistance to Council in relation to its transport responsibilities.

1. Apologies

- 1.1 An apology has been received from Emma Speight

2. Confirmation of Order of Business**3. Interests**

- 3.1 Updates to the Interests Register
- 3.2 Identify any conflicts of interest in the agenda

**4. Draft Regional Public Transport Plan 2021 - 2031 -
Hearing of Submissions****4 - 304**

Document number R24778

Draft Regional Public Transport Plan 2021 - 2031 - Hearing of Submissions

1. Purpose of Report

1.1 Draft Hearing Schedule

Document Number A2605505

An updated Hearings Schedule will be tabled at the meeting.

1.2 Copy of Submissions with index

Document number A2605330

Author: Kelsey McLean, Governance Adviser

Attachments

Attachment 1: A2605505 - Draft Hearing Schedule [↓](#)

Attachment 2: A2605330 - Submissions with index [↓](#)

Item 4: Draft Regional Public Transport Plan 2021 - 2031 - Hearing of Submissions

Hearing Schedule - Friday 9 April 2021 - Draft Regional Public Transport Plan 2021-2031			
Page No.	Time	Speaker (Submission ID)	Notes
35	9.35am	Debs Martin - 26708	
218 & 225	9.40am	Bernie Goldsmith - Nelson Residents Association - 26975 (RPTP) and 26974 (RLTP)	Speaking to both RPTP and RLTP
70	9.50am	Jane Murray - NMDHB - 26810	
254	9.55am	Kate Malcolm - Nelson Tasman Community Transport Trust Board - 27085	Needs to be away by 10am hence only speaking for 5 mins.
80	10.00am	Peter Carlton - 26833	TDC
127 & 157	10.05am	Portia King - Beca on behalf of Ministry of Education - 26884 (RPTP) and 26881 (RLTP)	Speaking to both RPTP and RLTP submissions
RLTP 227	10.15am	Penny Wardle - NZ Walking Access Commission - 27019	
146	10.20am	Mike Ward - 26897	
253	10.25am	Sue Sara - Grey Power Nelson - 27053	
MORNING TEA			
163 & 67	10.50am	Barbara and Tim Robson - 26917 (RPTP) and 26916 (RLTP)	Speaking to both RPTP and RLTP submissions
157	11.00am	Karen Wilson & Coryn Owen (and Rodger Curry coming as support) - Blind Citizens NZ Nelson Branch - 26915	
110 & 46	11.05am	Nelson Youth Councillors - 26850 (RPTP) and 26851 (RLTP)	Speaking to both RPTP and RLTP submissions
	11.15am		
192	11.20am	Peter Olorenshaw - Nelsust - 26957	
210	11.25am	Caren, Stewart, Oliver and Alice Genery - 26965	
154 & 211	11.30am	Rachel Boyack - MP for Nelson - 26909 (RPTP) and 26951 (RLTP)	Speaking to both RPTP and RLTP submissions
Late Sub	11.40am	Carol-Anne Armitage - St Stephens Community Church - 27062-1L	
220	11.50am	Ross Lampert - First Union - 26998	
153	11.55am	Richard Sullivan - 26905	
258	12.05pm	Brent Maru - Motueka Community Board - TDC - 27090	TDC
248	12.20pm	Paul Matheson and/or John Gilbertson - Tahunanui Business & Citizens Assn Inc - 27052	

A2605505

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Submission Summary

Draft Regional Public Transport Plan 2021-2031 - Submission #26595

Mr Robin Whalley

Nelson 7010

Speaker? False

Department	Subject	Opinion	Summary
NCC - Infrastructure Services	Have you sent a copy of this submission to Tasman District Council?	No	<p>The Plan needs to allow for tagged public contributions for local bus shelters. For example. The Bus stop outside the Men's Shed on Haven Road is exposed to the weather and is quite some distance from the residential housing area (Russel Street and the wider Stepneyville) The Road is dangerous to cross (SH6) . The present seat is very exposed to the weather especially in winter. So passengers are inclined to take their car rather than wait in the Rain and wind. I offered to pay for a bus shelter here but this was declined by NCC because they want to build one costing \$15000+. which is ridiculous. I would be happy to pay up to \$6000. towards a bus shelter here. No marketing or acknowledgement required just to protect the older folks and School kids waiting for a bus. The plan needs to allow for local stakeholder involvement. It should not be up to [REDACTED]</p>



Submission Summary

Draft Regional Public Transport Plan 2021-2031 - Submission #26655

Colleen

Not known
Nelson

Speaker? False

Department	Subject	Opinion	Summary
NCC - Infrastructure Services	What feedback do you have on the overall RPTP 2021-2031?		Please see attached.

Bev McShea

26655-1

From: Submissions
Subject: FW: Bus route

-----Original Message-----

From: Colleen
Sent: Wednesday, 24 February 2021 1:35 p.m.
To: Submissions <Submissions@ncc.govt.nz>
Subject: Bus route

It would be great to see the stoke loop bus be extended down as far as Kendall view.
There's a lot of elderly that live in the street that would utilise the service.
Aldinga to too far of a work for them to catch it.

Sent from my iPhone

Submission Summary

Draft Regional Public Transport Plan 2021-2031 - Submission #26656

Ms Laura Bruce

Not known
Nelson

Speaker? False

Department	Subject	Opinion	Summary
NCC - Infrastructure Services	What feedback do you have on the overall RPTP 2021-2031?		Please see attached.

Bev McShea

26656-1

From: Administration
Subject: FW: Submission on Regional Public Transport Plan
Attachments: Submission on the RPTP.pdf

From: Submissions <Submissions@ncc.govt.nz>
Sent: Wednesday, 24 February 2021 2:14 p.m.
To: Administration <Administration@ncc.govt.nz>
Subject: FW: Submission on Regional Public Transport Plan

From: Laura Bruce
Sent: Wednesday, February 24, 2021 1:13:19 AM (UTC+00:00) Monrovia, Reykjavik
To: Submissions
Subject: Re: Submission on Regional Public Transport Plan

The spacing of the text in my Word attachment looks very weird - here's a PDF version to replace it.

I am a regular NBus user.

Evening Bus Service

Nelson desperately needs a bus service that runs on weekday evenings, to modernise the service. 7.00pm is a very inconvenient time to run the last buses from Nelson/Richmond, as it's during the prime time people want to be out enjoying bars, restaurants, the movies, events etc. after work.

I've lost count of the number of times I've had to cut my time in Nelson's City Centre short because I needed to catch the 7.00pm bus home to Richmond (I take the bus to reduce my carbon footprint when possible). Or alternatively, the number of times I've had to drive instead in order to stay out later – but then I can't drink over the limit. Both reduce my spending on local hospitality in some way.

To enliven the City Centre on weekday evenings, we need a reliable evening bus service so that people who want to reduce their transport emission footprint, or want to enjoy a few drinks, have a safe and easy way to get home when it suits them. It might even help reduce the incidence of drunk driving.

Anything is better than 7.00pm, but at least hourly until 9.00 or 10.00pm on weeknights would be amazing. Ideally fares would be the same as during the day, but I would be ok with a small increase in price as a compromise. This is more of a priority for me personally than expanded routes. (Also, Late Late Bus is expensive! It really needs to Run sometime between 7.00pm and when it starts at like 10.00pm! Weird gap).

I've lived in Wellington and it consistently has a great evening vibe partly because people know they can easily and cheaply bus home after socialising, when it suits them, any evening of the week. I'd love that for Nelson.

Extensions to Motueka, Wakefield, Atawhai

This is amazing and has been a long time coming. Please make sure that people can arrive at and leave at a standard time that suits the majority's working hours – e.g. 7.30 or 7.45am first arrival in Nelson.

A late service at the weekend would be super super cool for people going out, as described above.

Bus Terminals

Fantastic, again we've needed this for a while to modernise the network. Please make sure there's enough shade at the terminals (waiting for the bus in full summer sun is horrible), enough cleaning and bins, benches, a toilet, and security measures to prevent people loitering. Screens at the terminals showing minutes until arrival etc. would be great, like Wellington's. Super accessible for all.

Bus stops – ones with seats particularly need bins, I constantly see litter at them.

Park and Ride

Yes I support this 100% - the reality is that a lot of people (including myself) need to use their cars to get to their nearest bus stop (due to distance, mobility, bad weather etc). I think each of the major terminals need a dedicated 'park and ride', but at least the major ones. It's better for people to use the bus for a good proportion of their journey, compared to not using it at all. It'd have to be much less expensive than regular parking to incentivise people, ideally free!

Flat Fare

Yes a \$2 local flat fare would be great.

Low Emission Buses

Wonderful. All wheelchair accessible.

Frequency for Nelson/Richmond

Peak frequency increase would be excellent.

Other

Users would appreciate a way to report unprofessional behaviour on the part of bus drivers. Online feedback form? Driver ID numbers?

Submission Summary

Draft Regional Public Transport Plan 2021-2031 - Submission #26660

Mr Jessie Barber

Stoke
Nelson 7011

Speaker? False

Department	Subject	Opinion	Summary
NCC - Infrastructure Services	What feedback do you have on the overall RPTP 2021-2031?		I Beilive this ia much needed change to the Nelson Public Bus Transportaion making it easier to get from motueka and nelson and as far as wakefield im all for it
NCC - Infrastructure Services	Have you sent a copy of this submission to Tasman District Council?	No	Fowarded to TDC 26Feb2021.

Submission Summary

Draft Regional Public Transport Plan 2021-2031 - Submission #26666

Mrs Dianne ANYAN

Nelson 7011

Speaker? False

Department	Subject	Opinion	Summary
NCC - Infrastructure Services	What feedback do you have on the overall RPTP 2021-2031?		<p>I absolutely support the changes to bus routes that include the airport. I moved to Nelson 2 years ago. My children live in Auckland so I'm a reasonably frequent user of the airport. In Auckland I have options to get to my families across the city. There is an express bus from which I connect with rail services or I can take the local bus service. I Two years ago I used the Supershuttle to get to and from the Nelson airport at a cost of \$12 one way . It was good for the consumers costwise and it also allowed reduction in cars on our roads. I understand Supershuttle closed here due to economic reasons and closely followed by covid 19 effects. So to get to and from the airport I've had to rely on the good grace of friends and also local taxis. The last fee I paid for a taxi one way from the airport to my house in Stoke was a staggering \$27! A trip that takes only 6 minutes! My main point is that an effective bus service will eliminate the need for vehicles on our increasingly busy roads. I look forward to the day when I will be able to get on a bus in Stoke that will connect me with a bus route to the airport. Thank you for the opportunity to comment on the proposals to transport in our region.</p>

Submission Summary

Draft Regional Public Transport Plan 2021-2031 - Submission #26670

Ms Julie Findlay

Nelson 7010

Speaker? False

Department	Subject	Opinion	Summary
NCC - Infrastructure Services	What feedback do you have on the overall RPTP 2021-2031?		Regional Public Transport plan In favour of: 1. Low emission or electric buses. 2. Council rubbish bins at bus stops to minimise littering, (especially near schools).
NCC - Infrastructure Services	Have you sent a copy of this submission to Tasman District Council?	No	Forwarded to TDC 01Mar2021

Submission Summary

Draft Regional Public Transport Plan 2021-2031 - Submission #26672

Jenny Long

Nelson 7010

Speaker? False

Department	Subject	Opinion	Summary
NCC - Infrastructure Services	What feedback do you have on the overall RPTP 2021-2031?		<p>I'm glad to see such a focus on improving public transport, as it is critical that we make the switch to cycling, walking and public transport over personal cars to protect our environment, to improve people's health and fitness, to reduce noise pollution, to reduce the ugliness of sprawling roads, motorways and traffic jams and so on.</p> <p>I think the proposed improvements to the bus service sound promising – in particular having more frequent buses, and having the service locations such as Motueka and Mapua and the airport.</p> <p>Given the boom in electric bikes, I would like to see even more focus on the promotion of cycling and the creation of safe, convenient and enjoyable cycleways. The railway reserve is a treasure, and being so distant from roads means that you see many people using it including very small children – getting kids riding bikes as a normal form of transport early in life is essential for normalising it in the population.</p> <p>I also firmly believe that we need to address the issue of people choosing to commute via personal cars from both directions: make public transport, cycling and walking more convenient and rewarding, but also make driving personal cars less convenient and rewarding. For example, prioritising bus stops and bike racks over car parks, giving buses, cyclists and pedestrians priority right of way over cars and so on, including at schools.</p>

			<p>It's critical that we do better in sustainable and environmentally-friendly transport. Sticking with the status quo, or even worse increasing the number of personal cars on our roads, is not an option - our children and grandchildren will suffer the consequences and be appalled at our poor decisions.</p> <p>My thanks to the council for working to improve this and for giving us the opportunity to comment.</p>
NCC - Infrastructure Services	Have you sent a copy of this submission to Tasman District Council?	No	Forwarded to TDC 01Mar2021.

Submission Summary

Draft Regional Public Transport Plan 2021-2031 - Submission #26675

Mrs Elaine Edwards

Upper Mouere
Tasman 7175

Speaker? False

Department	Subject	Opinion	Summary
NCC - Infrastructure Services	What feedback do you have on the overall RPTP 2021-2031?		Absolutely agree with the new transport proposal, in particular the extension to motueka and the airport bus. Will mean less commuting traffic on the roads. great idea.
NCC - Infrastructure Services	Have you sent a copy of this submission to Tasman District Council?	No	Forwarded to TDC 01Mar2021

Submission Summary

Draft Regional Public Transport Plan 2021-2031 - Submission #26677

Ms Rachel Mason

Co-ordinator Coastal Transport Services

Mapua 7005

Speaker? False

Department	Subject	Opinion	Summary
NCC - Infrastructure Services	What feedback do you have on the overall RPTP 2021-2031?		Please see attached. Sent to NCC by TDC

Submission Summary

Draft Regional Public Transport Plan - Submission #26647

Mrs rachel mason

co-ordinator coastal transport services

Mapua 7005

Speaker? False

Department	Subject	Opinion	Summary
TDC - Engineering	Have you sent a copy of this submission to Nelson City Council?	No	
TDC - Engineering	What feedback do you have on the overall Regional Public Transport Plan?		There is no public transport from Motueka to Richmond and is desperately needed by every section of the community, for commuters going to work, shopping or medical appointments, for families, for attending events, evening options.

Submission Summary

Draft Regional Public Transport Plan 2021-2031 - Submission #26681

Ms Bronwyn Webby

Motueka 7120

Speaker? False

Department	Subject	Opinion	Summary
NCC - Infrastructure Services	What feedback do you have on the overall RPTP 2021-2031?		Please see attached. Send to NCC by TDC

Submission Summary

Draft Regional Public Transport Plan - Submission #26657

Bronwyn Webby

Motueka 7120

Speaker? False

Department	Subject	Opinion	Summary
TDC - Engineering	Have you sent a copy of this submission to Nelson City Council?	No	
TDC - Engineering	What feedback do you have on the overall Regional Public Transport Plan?		I fully support this proposal as a motueka resident we are badly lacking in a decent bus service and I know many people who would use this regularly- myself included .I think this supports the vision for less congestion on our road as people will opt to take the bus to Nelson instead of taking there car.I also have friends that visit the region, stay in motueka and don't have a car or can't afford to hire a car often relying on friends to take them places and they have indicated they would visit more often if this service was available which would support Local and regional tourism etc . Great idea with many benefits to all

Submission Summary

Draft Regional Public Transport Plan 2021-2031 - Submission #26682

Mr Jock Sutherland

Nelson 7010

Speaker? False

Department	Subject	Opinion	Summary
NCC - Infrastructure Services	What feedback do you have on the overall RPTP 2021-2031?		Please see attached. Sent to TDC 01Mar2021

Bev McShea

From: Administration
Subject: FW: Transport Plan

From: Jock Sutherland
Sent: Thursday, February 25, 2021 9:37:56 PM (UTC+00:00) Monrovia, Reykjavik
To: Submissions
Subject: Transport Plan

Proceed with the southern link urgently at the expense of other considerations .
The traffic between nelson & Richmond is increasing significantly & there are unacceptable bottlenecks at the Nelson end which must be relieved

Kind Regards



Jock Sutherland | Consultant | **Fletcher Vautier Moore, Lawyers**

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Submission Summary

Draft Regional Public Transport Plan 2021-2031 - Submission #26683

Ms Carol Falloon

Nelson 7071

Speaker? False

Department	Subject	Opinion	Summary
NCC - Infrastructure Services	What feedback do you have on the overall RPTP 2021-2031?		Hi I can't see any bus route to North Nelson. Have we been completely forgotten about? Kind regards Carol Falloon.
NCC - Infrastructure Services	Have you sent a copy of this submission to Tasman District Council?	No	Sent to TDC 01Mar2021

Submission Summary

Draft Regional Public Transport Plan 2021-2031 - Submission #26684

Mr & Mrs David & Julie Burrowes

Nelson 7071

Speaker? False

Department	Subject	Opinion	Summary
NCC - Infrastructure Services	What feedback do you have on the overall RPTP 2021-2031?		<p>We need a bus service to Hira, with stop offs at the Glen and Todd's Valley, at least 3 times a day say in time for workers, after school activities, and around lunch time</p> <p>Re Branding etc Is not a high priority.</p> <p>Costs can stay the same</p> <p>Kind regards David Burrowes Todd Bush Road Nelson</p>
NCC - Infrastructure Services	Have you sent a copy of this submission to Tasman District Council?	No	Sent to TDC 01Mar2021

Submission Summary

Draft Regional Public Transport Plan 2021-2031 - Submission #26685

Mr Matt Roberts

Nelson 7010

Speaker? False

Department	Subject	Opinion	Summary
NCC - Infrastructure Services	What feedback do you have on the overall RPTP 2021-2031?		<p>Hi there. Great idea on buses and extending routes.</p> <p>The timetable does need to adjust a little on the afternoon departures from town, currently, they depart on the hour and half hour. This needs to change to 5 or 10 mins later. Most people work until the hour or half past, but cant make these buses. I am one if these and often dont want to wait another half hour for next bus. After talking to lots on the bus and the drivers, this is something that frustrates.</p> <p>A simple change would get more bums on seats and revenue for council.</p> <p>Definitely worth a look.</p> <p>We have mentioned this in the past, but cant have been deemed important enough as nothing changed, do proposing again. I use the Atawhai nbus regularly.</p> <p>Thanks Matt</p> <p>Thanks Matt</p> <p>Sent from my Samsung Galaxy smartphone.</p>
NCC - Infrastructure Services	Have you sent a copy of this submission to Tasman District Council?	No	Sent to TDC 01Mar2021

Submission Summary

Draft Regional Public Transport Plan 2021-2031 - Submission #26686

Ms Lorraine Murdoch

Nelson 7010

Speaker? False

Department	Subject	Opinion	Summary
NCC - Infrastructure Services	What feedback do you have on the overall RPTP 2021-2031?		Transport via airport. I support that buses will travel to the airport via either their selected bus route or a direct route from both Nelson and Richmond. Maybe a hub could be at Tahunanui for traffic from both directions, allowing a smaller bus to the airport. I am aware of the costs that would be involved but maybe as traffic increases this would be a long term solution Lorraine Murdoch
NCC - Infrastructure Services	Have you sent a copy of this submission to Tasman District Council?	No	Sent to TDC 01Mar2021

Submission Summary

Draft Regional Public Transport Plan 2021-2031 - Submission #26688

Mrs Isobel Mosley

Motueka 7120

Speaker? False

Department	Subject	Opinion	Summary
NCC - Infrastructure Services	Have you sent a copy of this submission to Tasman District Council?	No	Please see attached. Sent by TDC 01Mar2021

Submission Summary

Draft Regional Public Transport Plan - Submission #26663

Mrs Isobel Mosley

MOTUEKA 7120

Speaker? False

Department	Subject	Opinion	Summary
TDC - Engineering	Have you sent a copy of this submission to Nelson City Council?	No	
TDC - Engineering	What feedback do you have on the overall Regional Public Transport Plan?		<p>As a Motueka resident I am particularly pleased to see the proposals for services to Motueka. All I can say is why wait till 2023, especially for the community transport service, which could well start earlier?</p> <p>As a senior citizen I am particularly aware of the transport needs of seniors, especially to get to Nelson Hospital. Many seniors do not drive, or feel less confident driving outside of Motueka, especially when unwell. But nearly all health tests have to be done at Nelson or Richmond. People have to rely on friends to take them, or simply don't go. So please take these needs into account when planning the regional services.</p> <p>For workers commuting from Motueka, a daily service arriving in Nelson by 8am and departing 5.35pm will make it a very long day. Perhaps arriving Nelson at 8.30am and maybe departing at 5.10 pm might be better.</p>

Submission Summary

Draft Regional Public Transport Plan 2021-2031 - Submission #26689

Mrs Briony Beddek

The Brook
Nelson 7010

Speaker? False

Department	Subject	Opinion	Summary
NCC - Infrastructure Services	What feedback do you have on the overall RPTP 2021-2031?		All the proposed ideas are great but I cannot understand why it would take so long to have them come into action. The sooner Nelson/Tasman has more public transport available the better. I think this should be a higher priority with shorter timeframes. I also think it would be worthwhile utilising the smaller buses (like the one used in Nelson South for Hospital runs) for a high frequency loop around the City fringe with drop offs in the CBD - this would be great for older people who do not drive and tourists etc.
NCC - Infrastructure Services	Have you sent a copy of this submission to Tasman District Council?	No	Sent to TDC 01Mar2021

Submission Summary

Draft Regional Public Transport Plan 2021-2031 - Submission #26691

Mr Jeremy Burton

The Brook
Nelson 7010

Speaker? False

Department	Subject	Opinion	Summary
NCC - Infrastructure Services	What feedback do you have on the overall RPTP 2021-2031?		I am generally in support of the RPTP, however I believe the stages set out in the plan are too delayed when compared to the growth of the region and desired public level of service. In particular, the increased service frequency at peak times, and overall frequency increases should be introduced from stage 1. Furthermore, the daily timing of the services begins too late, and finishes too early. I believe that an effective and affordable public transport system is crucial to the future of transport the the region. This needs serious investment now, along with the Nelson priority lanes package, to serve Nelsonians properly.
NCC - Infrastructure Services	Have you sent a copy of this submission to Tasman District Council?	No	Forwarded to TDC 02Mar2021

Submission Summary

Draft Regional Public Transport Plan 2021-2031 - Submission #26692

Mrs Jessica Fraser

Richmond 7020

Speaker? False

Department	Subject	Opinion	Summary
NCC - Infrastructure Services	What feedback do you have on the overall RPTP 2021-2031?		Il am partially sighted. I think having the bus go to more places is a great idea.
NCC - Infrastructure Services	Have you sent a copy of this submission to Tasman District Council?	No	Forwarded to TDC 02Mar2021.

Submission Summary

Draft Regional Public Transport Plan 2021-2031 - Submission #26694

Mrs Sally Scott

Nelson 7010

Speaker? False

Department	Subject	Opinion	Summary
NCC - Infrastructure Services	Have you sent a copy of this submission to Tasman District Council?	No	I just wanted to point out that the Atawhai buses do not travel very far into Atawhai or Marybank. With all the new sections on the hills above Atawhai, I recommend that Atawhai buses are regular and that the route extends further into the streets of Atawhai. There are many children and elderly that would use the service.

Submission Summary

Draft Regional Public Transport Plan 2021-2031 - Submission #26695

Mr Stephen Thomas

Nelson 7011

Speaker? False

Department	Subject	Opinion	Summary
NCC - Infrastructure Services	What feedback do you have on the overall RPTP 2021-2031?		<p>Hi</p> <p>No doubt you have had this suggestion before but Nelson visitors and folk living here would benefit greatly from a bus passing by the airport.</p> <p>One idea could be the Stoke loop bus doing this as it can drop people at Stoke where they can go either in to Nelson or out to Richmond. While the wait they may also spend some money at the Stoke cafe/bakery etc.</p> <p>Regards, Stephen</p> <p>Sent from my Galaxy0</p>
NCC - Infrastructure Services	Have you sent a copy of this submission to Tasman District Council?	No	Forwarded to TDC 02Mar2021

Submission Summary

Draft Regional Public Transport Plan 2021-2031 - Submission #26699

Ms Astrid Gluth

Nelson 7010

Speaker? False

Department	Subject	Opinion	Summary
NCC - Infrastructure Services	Have you sent a copy of this submission to Tasman District Council?	No	<p>I strongly advocate a bus line to the airport, or even close to it.</p> <p>I think this would add a huge bonus to the public transport system , easing congestion on this route and allow passengers to use the airport without parking their cars on public roads where they are subject to to be vandalised. As a frequent flyer from the Nelson airport I love the idea to support public transport without the need of using my own car but I am not willing to spend a fortune on parking my car within the close perimeter of the airport. So yes, please make this happen!</p>

Submission Summary

Draft Regional Public Transport Plan 2021-2031 - Submission #26702

Steven Gray

Nelson 7010

Speaker? False

Department	Subject	Opinion	Summary
NCC - Infrastructure Services	What feedback do you have on the overall RPTP 2021-2031?		I support and appreciate both the regional land transport and public transport plans. For me, the most important things are to improve the cycling network, especially the Rocks Road cycleway and to improve the commuter bus services. My only criticism of the plans is that the improvements are still a few years away. We need to improve both the cycling network and the public transport system as fast as possible. I'm very excited about the airport bus. I would be incline to use it if it existed. Lower simpler fare structures are essential. I endorse the flat fee of \$2 per zone. I also support integrating bus schedules and important public transport notices into the Nelson or Atenno apps. Make it convenient and easy for people to use public transport and cycleways.

Submission Summary

Draft Regional Public Transport Plan 2021-2031 - Submission #26705

Mrs Lynley Gilchrist-Lunn

Nelson 7010

Speaker? False

Department	Subject	Opinion	Summary
NCC - Infrastructure Services	What feedback do you have on the overall RPTP 2021-2031?		I support the new proposed bus routes particulate through Washington valley / airport line.
NCC - Infrastructure Services	Have you sent a copy of this submission to Tasman District Council?	No	Forwarded to TDC 04Mar2021

Submission Summary

Draft Regional Public Transport Plan 2021-2031 - Submission #26706

Mr Yan Flint
Retired

Nelson 7010

Speaker? False

Department	Subject	Opinion	Summary
NCC - Infrastructure Services	What feedback do you have on the overall RPTP 2021-2031?		<p>My submission relates solely to the proposal to add an airport service to the current Nelson bus network. I strongly support the airport bus service proposal, especially given that Nelson has the most flights of all NZ's regional airports.</p> <p>I could also note that I am a regular patron of the present Atawhai feeder bus service and find this service perfectly adequate until such time as more passengers are incentivised to use existing services.</p> <p>Cheers Yan Flint</p>

Submission Summary

Draft Regional Public Transport Plan 2021-2031 - Submission #26708

Ms Debs Martin

RD 1
Nelson 7071

Speaker? True

Department	Subject	Opinion	Summary
NCC - Infrastructure Services	What feedback do you have on the overall RPTP 2021-2031?		Please see attached.
NCC - Infrastructure Services	Have you sent a copy of this submission to Tasman District Council?	No	Forwarded to TDC 04Mar2021

Debs Martin

Submission on Regional Public Transport Plan

1. I live in Todds Valley and travel to town for work 5 days per week. Many of my neighbours and friends do similar in North Nelson. There are a number of reasons why people continue to use their cars and don't use public transport.
 - a. It is unsafe to cycle along the road to get to the end of the bus route at Clifton Terrace with a sweeping blind corner.
 - b. By the time you get into your car and drive to Clifton Terrace school to park and catch the bus, you may as well drive all the way to town.
 - c. Bus timetable is very irregular.
 - d. No easy connection with ongoing bus connections, e.g. out to airport, or to other parts of town.
 - e. Inconvenience – once in town you often do grocery shopping and other jobs. And travel out of the way of the bus route to get home again.
2. However, I have recently purchased an e-bike, and now I frequently bike into town using the cycleway, although I do have to use the open road from Todds Bush Road to Clifton Terrace School. Recent speed reductions have left me feeling safer in that space.
3. I have a Bee Card and travel on the bus fairly regularly – maybe once or twice a fortnight (return journey). I tend to use it if the weather forecast is a bit dismal.
4. I also use the bus when travelling between Richmond and Nelson for work and find that regular service very good. However, I do note that a couple of times it has been late because of inability to get out from Parkers Road onto Tahunanui Drive, or because of a large number of stops with many commuters. Having a guaranteed commute time would make it more reliable for me to use.
5. I'd really like to see more people in my neighbourhood have the bus service as an option. At the moment, I rarely see anyone I know on the bus at all, which is awful when I think of the number of people I know that commute into town from North Nelson every day.
6. I think Nelson has a real problem in that there are really no high profile bus advocates or users, compared with people on bikes. We need professional people advocating bus use as a good way to get to town. Who on Council buses? In other main centres you see most of the workers commuting, but in Nelson I mainly see school kids, or families, or those on super gold card, using the buses.
7. Need to reduce the attractiveness of all-day parking in town.
8. Stop the downwards spiral of competition for free/cheap parking between Richmond and Nelson.
9. Make buses more attractive to travel in – comfortable seats, air conditioning – mostly they are reasonably good at the moment.
10. Retain bike loading systems on the front (ensure they work for ebikes as well).
11. Have better shelters at bus stops – support plans to improve those.
12. First issue must be improved bus stop at Nelson. At the moment it is cold, draughty, very unwelcoming, dirty, narrow, and unsafe. Seating is poor. Pedestrians are not easily separated from bus traffic.
13. North Nelson is completely left out of the picture. At the moment those who live any further away from Nelson City than Clifton Terrace have little or no option but to drive a vehicle to work. There are no cycle lanes or bus pick ups beyond Clifton Terrace School. Cycling on the road is very dangerous as there are areas of long sweeping corners with narrow berms to ride on. Riding over Gentle Annie is almost impossible. Accidents have

- occurred (including death) to cyclists at the intersection with The Glen. Returning from town you have to dice with SH traffic to turn into Todds Valley.
14. I urge a much earlier solution to public and active transport for North Nelson. It is a growing area of often environmentally conscious people.
 15. Request the following:
 - a. Expand a regular commuter bus service to Hira, with park & ride options for parking already at least partially available at Hira, Glenduan, Todds Valley and Clifton Terrace.
 - b. The service would run half-hourly from 730am – 930am; and again from 3 – 6pm. It could be a rapid service stopping only at these four pick-ups OR integrate and expand the existing Atawhai route.
 - c. Provide for cycle lock-ups at these hubs, to enable people to easily commute to the bus stop – offering them a chance to either bus and/or cycle.
 16. Strongly support most of what is in the plan. Especially support a central hub of Nelson, so all buses arrive in and depart at the same time to enable people to quickly and easily transfer services.
 17. Support the provision of priority bus lanes to make bussing more attractive to those sitting in cars.
 18. Ensure free wifi on all buses.
 19. Thanks for hearing my thoughts – I seriously hope you will give more to North Nelson in terms of support for public transport than is currently proposed.

Submission Summary

Draft Regional Public Transport Plan 2021-2031 - Submission #26709

Miss Asti Maera

Nelson 7010

Speaker? False

Department	Subject	Opinion	Summary
NCC - Infrastructure Services	What feedback do you have on the overall RPTP 2021-2031?		<p>Difficult to make a submission when it lacks vital information around scheduling or costs. The proposal looks nice enough but will it impact people travelling from the Brook, Tahuna or Washington Valley by adding on extra time for travel? The buses only go once every hour as it is and quickly become completely impractical for most people travelling, without adding on an extra half an hour for an extended route. Why not a direct shuttle from CBD to the airport and give people the ability to transfer?</p> <p>The nBus branding is perfectly fine, and doesn't need anything extra changed beyond the pricing schedule, you've already had someone mock up the new routes.</p> <p>Would love to see effort put into providing free bus services for students to help reduce traffic congestion. \$4 a day for the bus for many families will still add up to be a similar price to petrol, while also being relatively inconvenient when compared with driving.</p>
NCC - Infrastructure Services	Have you sent a copy of this submission to Tasman District Council?	No	Forwarded to TDC 04Mar2021

Submission Summary

Draft Regional Public Transport Plan 2021-2031 - Submission #26712

Mr Michael Town

Nelson 7011

Speaker? False

Department	Subject	Opinion	Summary
NCC - Infrastructure Services	What feedback do you have on the overall RPTP 2021-2031?		<p>In my view for buses in Nelson/Tasman to be successful they need to go where people need to go, and be equal to or better than private travel in terms of cost and time.</p> <p>Currently buses are stuck in traffic heading from Stoke/Richmond so are no better than private cars in terms of time, so why would anyone use them who doesn't need to? This needs to be remedied with bus lanes as part of the Nelson Future Access project as a big priority.</p> <p>Otherwise I support the proposed plan that expands the services to outlying towns, increasing the frequency, providing a link to the airport (it is crazy there is currently no bus to the airport given it is so close to Nelson) and reduce the bus emissions.</p>
NCC - Infrastructure Services	Have you sent a copy of this submission to Tasman District Council?	No	Forwarded to TDC 05Mar2021

Submission Summary

Draft Regional Public Transport Plan 2021-2031 - Submission #26713

Ms Anne-Marie Richards

Nelson 7010

Speaker? False

Department	Subject	Opinion	Summary
NCC - Infrastructure Services	What feedback do you have on the overall RPTP 2021-2031?		From what I've seen the plans are good. The more we put priority on green travel solutions the better. Just some things to keep in mind are making safe zones around schools and providing good barriers between vehicles and cyclists. I'm heartened to see these plans being put into place and look forward to seeing them actioned as soon as possible. Electrifying our rail systems would also be something I'd love to see planned for.
NCC - Infrastructure Services	Have you sent a copy of this submission to Tasman District Council?	No	Forwarded to TDC 05Mar2021

Submission Summary

Draft Regional Public Transport Plan 2021-2031 - Submission #26714

Mrs Annette Curran

Richmond 7020

Speaker? False

Department	Subject	Opinion	Summary
NCC - Infrastructure Services	What feedback do you have on the overall RPTP 2021-2031?		<p>I believe it is essential to have some form of public transport to Nelson airport.</p> <p>We have a great asset in the new airport, but it is very difficult to get to if you don't own a car. Surely there could be some form of a loop bus similar to Richmond/Stoke service, that serviced the airport even if it was only every two or three hours.</p> <p>A taxi from central Richmond to airport costs at least \$30, which can be more than half your airfare to Wellington.</p>
NCC - Infrastructure Services	Have you sent a copy of this submission to Tasman District Council?	No	Forwarded to TDC 05Mar2021

Submission Summary

Draft Regional Public Transport Plan 2021-2031 - Submission #26716

Ms Sue Kurokawa

Nelson 7010

Speaker? False

Department	Subject	Opinion	Summary
NCC - Infrastructure Services	What feedback do you have on the overall RPTP 2021-2031?		<p>I think it is imperative that we have an efficient public transport system developed in Nelson. Going forward we need to get people out of cars but that will require lower bus fares and more buses throughout the day. If it is easy and inexpensive to catch the bus I think this would make it a viable option for Nelsonians. Perhaps then more people would also use the buses.</p> <p>Many thanks Sue Kurokawa</p>
NCC - Infrastructure Services	Have you sent a copy of this submission to Tasman District Council?	No	Forwarded to TDC 05Mar2021

Submission Summary

Draft Regional Public Transport Plan 2021-2031 - Submission #26717

Dr Alistair Kwan

Nelson 7010

Speaker? False

Department	Subject	Opinion	Summary
NCC - Infrastructure Services	What feedback do you have on the overall RPTP 2021-2031?		Please see attached.
NCC - Infrastructure Services	Have you sent a copy of this submission to Tasman District Council?	No	Forwarded to TDC 05Mar2021

Briefly —

- I support a flat anywhere-to-anywhere fare. This aligns well with equitable mobility and accessibility. I assume that this single fare includes route-changes; if not, it should.
- I support an airport connection.
- I support not only low-emissions buses, but also low-noise buses. Let's recognise that pollution includes forms other than chemical, and also that many of our major routes are inhospitable due to vehicle noise that spills out over many, many blocks. Almost all of Tahunanui suffers from non-stop state highway noise, for example.
- The low bus frequencies cannot adequately accommodate multi-route changes. The time costs associated with changing routes can be grossly disproportionate to the purpose of travel. For example, as much as I wished not to drive my son from home in Tahunanui to school in the city, bus timings (both frequency and the running hours) always made that solution impracticable. For our basic life needs, Nelson's current bus system may as well have never existed.
- I urge consideration for carrying groceries (and other shopping), for travelling with dogs (at least off-peak, and free, given the high dog registration fees), and for carrying bicycles (also free). So many buses these days appear to be designed for the one-small-bag commuter, without sufficient regard for the many other activities in everyday life. Buses used to have luggage racks above the seats, not so long ago — let's bring those ideas back into consideration. Because, without them, buses just can't do the jobs that passengers need done.
- I urge including a culture-change plan to reconceptualise public transport as core infrastructure, versus supplementary service. Public transport should be understood as a necessity for equitable mobility and community connectivity, and as a foundation for local economies.
- Refer to passengers as 'passengers' — avoid 'customers'. 'Passenger' emphasises function and purpose, in alignment with the reasons that people travel at all, while 'customer' emphasises exchange, as if bus riders are just cruising around for fun. A framing around customers opens undesirable 'customer service' solutions like "The next bus will be along in one hour." Such solutions mistake "taking a ride" with actual goals such as making it to the hospital appointment for which one has already spent eight months on a waiting list, bearing in mind the costs to the public health system of a patient not having turned up. We need to think of public transport as an infrastructural means of getting people where they need to be, when they need to be there, in exactly the same way as we think of roads. It's not for customers, and it's not a service.

- I recommend issuing route design maps that show walking time to nearest bus stop. Such maps are especially important for the public to properly understand access in areas with steep gradients, no footpaths, or limited road connectivity (e.g. the separation between Nayland Rd and Main Rd, Stoke, where connections via the Railway Reserve may not be obvious). Walking time is preferable to distance as it allows, at least partially, for varying terrain difficulty and circuitous routes. Consider also allowing for steepness using the sine or cosine of the path gradient — an easy GIS action.
- Communications about ticketing, routing and information must be upgraded with travellers, not administrators, as the audience. For example, there's no point in directing people to "the SBL Office" when people don't know what that is. Long ago, I asked at the Public Library to find out, and none of the staff there knew, either.
- If we're getting a new riverside library + otherstuff precinct, how about looking towards setting up a bus hub there, for greater function and integration into the urban core? The current hub is an eyesore, and it doesn't perform the visual functions of orienting passengers or potential passengers.
- I hear people talking about a need for park-and-ride lots, but I have been unable to tell how far people would drive to get to them. Bike carriers on the buses may help to address at least the urban leg between home and bus, in addition to increasing the appeal and practicability of active transport.

Submission Summary

Draft Regional Public Transport Plan 2021-2031 - Submission #26730

Ms Judy Hollis

Nelson 7010

Speaker? False

Department	Subject	Opinion	Summary
NCC - Infrastructure Services	What feedback do you have on the overall RPTP 2021-2031?		Great idea about time
NCC - Infrastructure Services	Have you sent a copy of this submission to Tasman District Council?	No	Forwarded to TDC 08Mar2021

Submission Summary

Draft Regional Public Transport Plan 2021-2031 - Submission #26731

Ms Angela Nelson

Stoke
Nelson 7011

Speaker? False

Department	Subject	Opinion	Summary
NCC - Infrastructure Services	What feedback do you have on the overall RPTP 2021-2031?		I would like there to be a bus route to the airport from Stoke and Richmond as well as from the Nelson direction. I agree with the one low cost fare within the region.
NCC - Infrastructure Services	Have you sent a copy of this submission to Tasman District Council?	No	Forwarded to TDC 08Mar2021.

Submission Summary

Draft Regional Public Transport Plan 2021-2031 - Submission #26751

Ms Joan Skurr

Nelson 7010

Speaker? False

Department	Subject	Opinion	Summary
NCC - Infrastructure Services	What feedback do you have on the overall RPTP 2021-2031?		Please see attached.
NCC - Infrastructure Services	Have you sent a copy of this submission to Tasman District Council?	No	Forward to TDC 09Mar2021

Nelson City Council,
Trafalgar Street,
Nelson 7010.
4. March 2021.

SUBMISSION.
Draft Regional Public Transport Plan 2021-2031

Name: Joan Skurr.

Address: [REDACTED]
Nelson. 7010.

Mobile Phone: [REDACTED]

Phone: (03) [REDACTED]

Choose not to speak. Have not sent the submission to Tasman District Council.

.....
Thank you for the opportunity to submit my comments on the Draft Plan.

I agree with the objectives of the Draft Plan to provide a regional integrated transport network that:

1. Provides attractive, economic and viable transport choices for all sectors of the community;
2. reduces reliance on private cars;
3. Is sustainable and reduces carbon emissions.

.....
A.

I wish to submit first with the emphasis that the plan should reduce reliance on private cars. I am concerned that increases in population and areas of housing will bring about increases in the use of private cars using fossil fuels. It is a totally unsatisfactory problem already, not only for emissions produced, but for road wear and for parking spaces needed both in the city and at the home sites.

The public has been consulted at least twice, in 2020 when three

alternative packages about long term routes were suggested, and secondly through a survey on Issues and Needs. Both these surveys were on-line.

I do not believe that either seeking submissions, or running surveys on-line, are the right ways to get a full picture of ideas and needs from the population.

In order to get the views of the majority of the population in the area, there needs to be a representative selection of citizens who are delegated to come together to hear the proposals and the full information, then to discuss the pros and cons, under facilitated guidance, before coming up with agreed best solutions. The process is called "Citizens' Assembly". It involves paying the statistically chosen representatives and giving them time to think and discuss, alongside officials, and having a second or third session to produce final answers.

This is the democratic way of involving a wider view from the community. If a survey is put out, or submissions called for, only a small section of the community will even know or think about it.

.....

In order to reduce the number of private cars being used to travel on the roads, the drivers will need to be encouraged and persuaded to make a change in the way they think about travel. **This needs a major P.R. exercise.** One way to assist this is to include them in the decision making. **Commuters should be the major group to be represented** in the process of discussing how carbon emissions can be reduced.

The draft Plan does show that a Park and Ride facility is planned in Richmond, to be introduced in 2026, which could reduce the number of commuter cars from beyond Richmond (if they travel along Queen Street West!). I agree that such a facility could be useful, but might need a fleet of buses at rush-hour times to be effective.

B.

Secondly I wish to submit on behalf of older people, some of whom can't drive any more, and those who do not have cars. Neither do many of them have computers that they use regularly. School pupils, and Age Concern would also have comments to be included.

The Draft Plan for Public Transport can be a real help to many of them if it is designed in the right way. The Draft new proposed routes that are being proposed seem to be an improvement, and a regular half-hour service would be easier to plan around.

Here again, it is necessary and desirable to hear from the residents who will be served by these new routes and timetables to find out what would suit them best, and to work out whether the proposals are satisfactory for them. They are very unlikely to submit or advise of their needs. They would no doubt prefer to have the nearest bus stop close to where they live. A sample of these residents should be included in a Citizens' Assembly.

C.

Thirdly, I pass the current main bus terminal off Hardy Street quite regularly, and I find it totally uninviting. In wind or rain the waiting passengers are sitting out on hard wooden benches, and the buses don't open their doors until they are about to leave.

This terminal needs to be made into an attractive place if more bus passengers are to be encouraged. Commuters would not be likely to consider waiting there to catch a bus to Richmond to pick up their parked car, for example.



Submission Summary

Draft Regional Public Transport Plan 2021-2031 - Submission #26758

Mr Tom BROAD

N/A

Nelson 7010

Speaker? False

Department	Subject	Opinion	Summary
NCC - Infrastructure Services	What feedback do you have on the overall RPTP 2021-2031?		<p>Thank you for the opportunity to comment on the Draft Nelson-Tasman Regional-Public-Transport-Plan-2021-31.</p> <p>I strongly support the following proposals:</p> <p>Page 32 of 75: Section 8.1.1 Urban Network & Services:</p> <p>Page 34 of 75: Route 3 Atawhai to Hospital:- SOUNDS GOOD!</p> <p>Route 4 Brook to Airport:- SOUNDS GOOD!</p> <p>Page 37 of 75: Section 8.1.3.4 Buses:</p> <p>low emission buses, then zero emission: - GREAT!</p> <p>Section 8.1.4 Fares introduce single fare - GOOD IDEA!</p> <p>END</p>
NCC - Infrastructure Services	Have you sent a copy of this submission to Tasman District Council?	No	Forwarded to TDC - 10Mar2021

Submission Summary

Draft Regional Public Transport Plan 2021-2031 - Submission #26759

Mrs Jacqui Deans

Nelson 7010

Speaker? False

Department	Subject	Opinion	Summary
NCC - Infrastructure Services	What feedback do you have on the overall RPTP 2021-2031?		<p>Route 3 changes (Atawhai route) - The document says on routing changes between Dodson Valley and Bay View – "to travel via Dodson Valley Road, Frenchay Drive, a new roading link8, and Bay View Road"</p> <p>It's not clear whether the bus will still go up Werneth St, then Clovelly - Dodson Valley and up to Frenchay? I would support this route, as it would still serve a large portion of Atawhai. If the bus is then going along a new roading link (presumably the Bay View SHA?) and back down Bay View Road, while this is a good idea to serve the new houses, a lot of people currently get on the bus at the Four Square when going back into town. Would these people have to walk further up Dodson Valley Rd and join the service there?</p> <p>Thanks</p>
NCC - Infrastructure Services	Have you sent a copy of this submission to Tasman District Council?	No	Forwarded to TDC - 10Mar2021

Submission Summary

Draft Regional Public Transport Plan 2021-2031 - Submission #26770

Mr Andy Wotton

Acting Chief Executive
Nelson Airport Limited

Nelson 7040

Speaker? True

Department	Subject	Opinion	Summary
NCC - Infrastructure Services	What feedback do you have on the overall RPTP 2021-2031?		NAL strongly supports the proposed Route 4 bus route that will connect the airport with the CBD. NAL also supports the proposed frequency of service and the proposed fee structure.
NCC - Infrastructure Services	Have you sent a copy of this submission to Tasman District Council?	No	Forwarded to TDC 12Mar2021

Submission Summary

Draft Regional Public Transport Plan 2021-2031 - Submission #26771

Mr Ray Weston

Nelson 7011

Speaker? False

Department	Subject	Opinion	Summary
NCC - Infrastructure Services	What feedback do you have on the overall RPTP 2021-2031?		I would like to see a weekend return trip service to Mapua, perhaps late morning and late evening. Also, can the Mapua service go via Mapua Wharf, where most of the activities are and to connect up with the Holiday Park, cycle trails and the Mapua Ferry?
NCC - Infrastructure Services	Have you sent a copy of this submission to Tasman District Council?	No	Forwarded to TDC 12Mar2021

Submission Summary

Draft Regional Public Transport Plan 2021-2031 - Submission #26783

Mrs Sally Grimmett

Tahunanui
Nelson 7011

Speaker? False

Department	Subject	Opinion	Summary
NCC - Infrastructure Services	What feedback do you have on the overall RPTP 2021-2031?		<p>I think the intention of the plan is excellent - we have to do something about the number of cars on the road. I am impressed the council is stepping up and looking forward.</p> <p>It is a great start - cheaper fares, increased service, sensible routes. It may take a while for the community to step on board. But square up and stick with it.</p> <p>Problems I see:</p> <ol style="list-style-type: none"> 1. Access to bus stops. To be able to catch the bus, there must be reasonable access to the bus stops. It is difficult to cross Tahunanui/Annesbrook Drive now so more pedestrian or overhead crossings please. Being Route 6, (I am not familiar with other areas but presume access across Route 6 and Waimea/Main Rd Stoke is also precarious.) 2. Access from other urban areas. It is a long way to walk from the Tahunanui Hills to the closest route (similarly other areas. Did I see some fine print about Community Transport that may solve this problems. Smaller vans would solve this. <p>Focusing on the big picture - well done, congratulations, a necessary step in the right direction.</p>
NCC - Infrastructure Services	What feedback do you have on the overall RPTP 2021-2031?		<p>Routes</p> <p>I love the Airport - Brook Sanctuary Line - innovative route planning and great exposure for the Brook.</p>
NCC - Infrastructure Services	Have you sent a copy of this submission to Tasman District Council?	No	Forwarded to TDC 15Mar2021

Submission Summary

Draft Regional Public Transport Plan 2021-2031 - Submission #26796

Ms Kathryn Switzer

Atawhai
Nelson 7010

Speaker? False

Department	Subject	Opinion	Summary
NCC - Infrastructure Services	Have you sent a copy of this submission to Tasman District Council?	No	<p>Bus services</p> <p>1Support a standard fare and extension of routes. It is so much more logical to look at transport across Nelson/Tasman instead of having different services. Congratulations on doing this.</p> <p>Main factor causing me to prefer car over bus is the infrequent service out of peak hours. More frequent buses will help solve this problem.</p> <p>Bus from airport to town would be very welcome. If there is a special purpose airport bus as there is in other cities you could quite reasonably charge much more than the standard fare for this. I think an adult fare of \$8 airport to town would not be unreasonable considering the costs of shuttles and taxis. Hopefully unlike Wellington City Nelson is capable of</p>
NCC - Infrastructure Services	Have you sent a copy of this submission to Tasman District Council?	No	Forwarded to TDC 15Mar2021
NCC - Infrastructure Services	Have you sent a copy of this submission to Tasman District Council?	No	Have emailed Kathryn and asked her to send her complete submission to Admin. - 15Mar2021 - BMc. Kathryn replied and asked us to treat the submission as complete.

Submission Summary

Draft Regional Public Transport Plan 2021-2031 - Submission #26800

Mrs Helen Barker

RD 1
Upper Moutere 7173

Speaker? False

Department	Subject	Opinion	Summary
NCC - Infrastructure Services	What feedback do you have on the overall RPTP 2021-2031?		Excellent idea extending bus route to Brook Valley. Excellent idea extending bus route to Mapua/ Motueka. Any chance of a bus stop by Hoddy Peninsula (as per the school bus)? Many thanks Helen Barker
NCC - Infrastructure Services	Have you sent a copy of this submission to Tasman District Council?	No	Forwarded to TDC 15Mar2021

Submission Summary

Draft Regional Public Transport Plan 2021-2031 - Submission #26803

Ms Kirsten Roedsgaard

Nelson 7010

Speaker? False

Department	Subject	Opinion	Summary
NCC - Infrastructure Services	What feedback do you have on the overall RPTP 2021-2031?		Please see attached.
NCC - Infrastructure Services	Have you sent a copy of this submission to Tasman District Council?	No	Forwarded to TDC 15Mar2021

Bev McShea

26803-1

From: Kirsten Rødsgaard-Mathiesen [REDACTED]
Sent: Sunday, 14 March 2021 2:02 p.m.
To: Submissions
Subject: SUBMISSION regarding proposed new Bus Services

SUBMISSION regarding proposed new Bus Services

I strongly support the proposed bus line no. 4 from the airport to the Brook.

It would be great for visitors and locals alike to have easy and frequent public transport to the Brook and the Brook Waimarama Sanctuary.

The terminus *could be* renamed Brook Waimarama Sanctuary, aka the Airport – Brook Waimarama Sanctuary line.

Another idea *could be* to paint the no. 4 bus with images and logos from the Brook Waimarama Sanctuary, thereby promoting Nelson's unique eco haven, the Brook Waimarama Sanctuary.

Kind regards

Kirsten Roedsgaard, Nelson

Submission Summary

Draft Regional Public Transport Plan 2021-2031 - Submission #26805

Ms Kath Ballantine

Nelson 7010

Speaker? False

Department	Subject	Opinion	Summary
NCC - Infrastructure Services	What feedback do you have on the overall RPTP 2021-2031?		Please see attached.
NCC - Infrastructure Services	Have you sent a copy of this submission to Tasman District Council?	No	Forwarded to TDC 15Mar2021

Bev McShea

26805-1

From: Submissions
Sent: Sunday, 14 March 2021 3:31 p.m.
To: Administration
Subject: FW: Proposed bus line Airport to Brook Waimarama Sanctuary

Categories: Bev

From: Kath Ballantine
Sent: Sunday, March 14, 2021 2:30:15 AM (UTC+00:00) Monrovia, Reykjavik
To: Submissions
Subject: Proposed bus line Airport to Brook Waimarama Sanctuary

SUBMISSION regarding proposed new Bus Services

I strongly support the proposed bus line no. 4 from the airport to the Brook.

It would be great for visitors and locals alike to have easy and frequent public transport to the Brook and the Brook Waimarama Sanctuary. I am a regular volunteer at the Sanctuary and would be happy to take this direct route to the Sanctuary from Tahunanui rather than the 25km round trip. The terminus *could be* renamed Brook Waimarama Sanctuary, aka the Airport – Brook Waimarama Sanctuary line.

Another idea *could be* to paint the no. 4 bus with images and logos from the Brook Waimarama Sanctuary, thereby promoting Nelson's unique eco haven, the Brook Waimarama Sanctuary.

Kind regards,

Kath Ballantine.

Submission Summary

Draft Regional Public Transport Plan 2021-2031 - Submission #26806

Ms Wendy Ross

The Wood
Nelson 7010

Speaker? False

Department	Subject	Opinion	Summary
NCC - Infrastructure Services	What feedback do you have on the overall RPTP 2021-2031?		Please see attached.
NCC - Infrastructure Services	Have you sent a copy of this submission to Tasman District Council?	No	Forwarded to TDC 15Mar2021

Nelson City Council wants your opinion.
Please tell us what you think.

Please type or print clearly. Remember to read the submission writing guidelines (overleaf) before starting.

Office Use Only			
Date Stamp		Submission Number	
File Ref		INITIALS	

Name W. Ross

Daytime phone [REDACTED]

Address [REDACTED] Nelson

Organisation represented (if applicable) [REDACTED]

Do you wish to be heard in support of your submission? ☐ YES ☒ NO # of pages

 If you do not tick a box we will assume you do not wish to be heard.

Public information: All submissions (including the names and contact details of submitters) are public information and will be available to the public and media in various reports and formats including on the Nelson City Council website. Personal information will also be used for administration relating to the subject matter of the submissions. Submitters have the right to access and correct any personal information included in any reports, information or submissions.

The consultation/proposal my submission relates to: single low bus fare

My submission is: # street updates.

The flat rate bus fare is an excellent idea, & low emission buses must be the way to go.

But please stop beautifying & making streets safer by putting garden boxes & picnic tables on the road side. It didn't receive a lot of popularity in Meritai st - learn from this.

What pleasure is there is having a picnic outside your section on the edge of the street - small children will not sit calmly out there & who is going to maintain those planter boxes??

Date 13-03-2021

Signature W. Ross



Nelson City Council
te kaunihera o whakatū

PO Box 645 • Nelson 7040
03 546 0200 • nelson.govt.nz

How to make a submission

Remember to have your say – online or in writing. You can make a submission online at the Council's website, nelson.govt.nz, at Civic House, 110 Trafalgar Street, Nelson, or any of the Nelson Public Libraries. More information is available in all these locations, or you can phone 546 0200 to ask for it to be posted.

All submissions will be considered by the Mayor and Councillors before making a decision.

Anyone can make a submission. All submissions, including the names and contact details of submitters, are publicly available, as required by the Local Government Act 2002. Submissions will be used only for the purposes of this consultation process.

Early submissions are appreciated, to help submission processing.

Identify your submission

Please make sure you attach the cover sheet/submission form to any submission you make to assist in tracking submissions. If you choose not to use this cover sheet, please include your name, address and contact telephone number. This is so we can contact submitters who wish to speak at the hearings, and so we can reply to you with the result of Council's deliberations on submissions.

Make it readable

Type your submission if possible, or use black ink and write legibly on one side of paper only. This will ensure the photocopies we make of your submission will be easy to read.

Separate headings

Divide your submission into separate points if you want to comment on more than one part, to help Council understand your submission better. For each point, say specifically to which part(s) your submission relates. Say concisely what your concern is OR what you support. Tell us the reasons why you support or oppose this part, and say how you want the Council to respond to your submission.

Send your
submission to:

Freepost 76919
Consultation
Nelson City Council
PO Box 645
Nelson 7040

or deliver to: ground floor
Civic House
110 Trafalgar Street
Nelson

or: By email to
submissions@ncc.govt.nz

Received at Nelson City Council

15/03/2021 8:40:25 AM

Mail

Samantha

1000021435

A1251267 • March 2018



Please type or print clearly. Remember to read the submission writing guidelines (overleaf) before starting.

Office Use Only			
		Submission Number	
File Ref		INITIALS	

Name W. Ross

Daytime phone 03-5488550

Address 4 Persico Way, Nelson.

Organisation represented (if applicable) _____

Do you wish to be heard in support of your submission? ☐ YES ☒ NO # of pages

_____ If you do not tick a box we will assume you do not wish to be heard.

Public information: All submissions (including the names and contact details of submitters) are public information and will be available to the public and media in various reports and formats including on the Nelson City Council website. Personal information will also be used for administration relating to the subject matter of the submissions. Submitters have the right to access and correct any personal information included in any reports, information or submissions.

The consultation/proposal my submission relates to:

My submission is: Nelson Library Precinct

I am an avid user of the library as are a great many people but regarding the proposed site beside the Maitai river - this is very short sighted as 100yr floods can no longer be forecast with any accuracy in the climate change. Any time line on floods & other disasters is an unknown. Nelson City must move away from the coast - not build an expensive Precinct on its coastal land. I agree the library as it exists is dark & shabby but perhaps a bright face lift would suffice - plus I didn't see any cars & parking in the plan - people must be able to drive to the library - mothers, small children, elderly etc. And if as rumor suggests, there will be a car park built underneath - how much is this going to cost to keep back floods, let alone an earthquake. The urgent upgrade to Best Island sewage ponds must be put before the library upgrade - "cut your coat to suit your cloth" comes to mind - be frugal with rate payers money.

Date 12th March 2021 Signature W. Ross



Nelson City Council
te kaunihera o whakatū

PO Box 645 • Nelson 7040
03 546 0200 • nelson.govt.nz

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Make it readable

Type your submission if possible, or use black ink and write legibly on one side of paper only. This will ensure the photocopies we make of your submission will be easy to read.

Separate headings

Divide your submission into separate points if you want to comment on more than one part, to help Council understand your submission better. For each point, say specifically to which part(s) your submission relates. Say concisely what your concern is OR what you support. Tell us the reasons why you support or oppose this part, and say how you want the Council to respond to your submission.

Send your
submission to:

Freepost 76919
Consultation
Nelson City Council
PO Box 645
Nelson 7040

or deliver to: ground floor
Civic House
110 Trafalgar Street
Nelson

or: By email to
submissions@ncc.govt.nz

Received at Nelson City Council

15/03/2021 8:39:33 AM

Mail

Samantha

1000021434

A1251267 • March 2018

Submission Summary

Draft Regional Public Transport Plan 2021-2031 - Submission #26807

Ms Gina Yukich

Nelson 7010

Speaker? False

Department	Subject	Opinion	Summary
NCC - Infrastructure Services	What feedback do you have on the overall RPTP 2021-2031?		Please see attached.
NCC - Infrastructure Services	Have you sent a copy of this submission to Tasman District Council?	No	Forwarded to TDC 15Mar2021

Bev McShea

26807-1

From: Submissions
Sent: Monday, 15 March 2021 9:05 a.m.
To: Administration
Subject: FW: SUBMISSION regarding proposed new Bus Services

Categories: Bev

From: Gina Yukich
Sent: Sunday, March 14, 2021 8:04:50 PM (UTC+00:00) Monrovia, Reykjavik
To: Submissions
Subject: SUBMISSION regarding proposed new Bus Services

kia ora,

SUBMISSION regarding proposed new Bus Services

I strongly support the proposed bus line no. 4 from the airport to the Brook.
It would be great for visitors and locals alike to have easy and frequent public transport to the Brook and the Brook Waimarama Sanctuary.
The terminus could be renamed Brook Waimarama Sanctuary, aka the Airport – Brook Waimarama Sanctuary line.
Another idea could be to paint the no. 4 bus with images and logos from the Brook Waimarama Sanctuary, thereby promoting Nelson's unique eco haven, the Brook Waimarama Sanctuary.

Kind regards,
Gina

Submission Summary

Draft Regional Public Transport Plan 2021-2031 - Submission #26810

Ms Jane Murray

Health in All Policies Advisor Nelson Marlborough Health

Richmond 7020

Speaker? True

Department	Subject	Opinion	Summary
NCC - Infrastructure Services	What feedback do you have on the overall RPTP 2021-2031?		Please see attached.
NCC - Infrastructure Services	Have you sent a copy of this submission to Tasman District Council?	Yes	



**Submission on Tasman District/Nelson
City Council's
Regional Public Transport Plan**

17 March 2021

For more information please contact:

Jane Murray

NMDHB Public Health Service

Email: [REDACTED]@nmdhb.govt.nz

Phone: [REDACTED]

Introduction

1. Nelson Marlborough Health (Nelson Marlborough District Health Board) (NMH) is a key organisation involved in the health and wellbeing of the people within Te Tau Ihu. NMH appreciates the opportunity to comment from a public health perspective on the Tasman District Council/Nelson City Council's Regional Public Transport Plan.
2. NMH makes this submission in recognition of its responsibilities to improve, promote and protect the health of people and communities under the New Zealand Public Health and Disability Act 2000 and the Health Act 1956.
3. This submission sets out particular matters of interest and concern to NMH including around accessibility, affordability and frequency of bus services.

General Comments

4. NMH would like to commend NCC and TDC for being very bold with the revised Regional Public Transport Plan (the Plan) to create a reliable, attractive public transport service that services the broad area of Nelson and Tasman.
5. Overall, NMH supports the Plan which introduces a raft of changes relating to fares, route design and bus stops. As noted in the Plan, the local population is growing and also ageing, and it is important that the bus services can cater to the changing population. It is pleasing to see that the intended changes will result in a larger proportion of the region's residents having access to bus services.
6. Public transport is important because it provides people with an affordable and safe means of transport. The provision of public transport has a range of benefits by
 - a. increasing people's fitness and health, enabling people to more easily reach their daily physical activity targets as bus patrons are more likely to combine bus travel with walking or cycling as part of their commute.
 - b. reducing the need for individuals to own personal vehicles thus reduces vehicle emissions that affect respiratory health and contribute to greenhouse gases and climate change which will improve air quality.
 - c. reducing congestion, and creating a safer and more efficient road network.
 - d. enabling those who do not drive access employment, education, family and friends.
7. NMH does wish to express its concerns around frequency. The proposed changes on the current Route 1 & 2 in relation to frequency at peak times will result in a reduced level of service for six years for those existing bus patrons. NMH discusses the potential ramifications of this below.

Specific Comments

Stage 1- 2023

8. NMH would like to express its gratitude to the Councils for enabling NMH to have early engagement in the Plan.

9. In regards to the timetable, NMH is pleased to see that there will be extended weekend services. However, NMH considers that restricting the bus timetable to 7am-7pm continues to be a barrier for those people who work early morning/evening shifts. American research¹ show that those working on shifts outside of 8.30-5 are employed in lower paying positions compared the median wage for day shift workers. Lower wages make it difficult for workers to afford and run cars. Therefore, NMH advocates for extended bus timetabling so that a greater number of people have access to bus services. In addition, an extension of the evening services would increase the transport options for those wishing to dine out thus supporting the hospitality sector.

10. NMH also notes that in the public transport survey that 45% of respondents noted that Times and Timetabling was what they disliked most about the current public transport service. Extension of service times aligns with the actions of the Future Development Strategy to support more frequent public transport services.

Recommendation: that the bus timetable is extended to 6am - 9pm (Stage one).

11. NMH notes that 85% of total bus patronage is on Routes 1 & 2. The Plan states that new timetable will reduce the effective frequency on the Main Road Stoke-Salisbury corridor (Route 1 & 2), in addition that all buses on the four routes will depart from key nodes at the same time every 30 minutes. The Plan notes that frequency is particularly critical to mode shift. Currently, at peak times, the frequency is every 15 minutes. The Plan will result in reduced frequency at peak times which will potentially result in fewer bus patrons. As noted on page 26 of the Plan, performance is assessed on six attributes, one of which is "convenience" – *whether services enable people to travel when they want to, swiftly and reliably*. If services operate at low frequency, waiting times are long and if transfers are required, bus travel may not be the most desirable transport option. By contrast, higher frequency lines offer a system that competes with the car.² If buses only travel every 30 minutes, that person may be more inclined to drive as a result. However if the buses ran every 10-15 minutes, then the bus routes will be more attractive. Fifteen minutes is the minimum frequency at which the service is usually considered good enough for travellers to turn up without consulting a schedule^{3,4}.

Recommendation: that at peak times, the Richmond Superstop and Nelson Superstop are serviced by buses every 10-15 minutes (Stage one).

¹ <https://www.forbes.com/sites/edgarsten/2019/09/04/late-shift-workers-stuck-with-few-transit-options-says-study/?sh=7b94fd7e5914>

² <https://www.nzta.govt.nz/assets/resources/616/RR-616-Assessing-the-value-of-public-transport-as-a-network.pdf>

³ <https://www.greatauckland.org.nz/2019/07/29/the-cost-of-more-frequent-buses/>

⁴ https://www.c40knowledgehub.org/s/article/How-to-make-public-transport-an-attractive-option-in-your-city?language=en_US

12.NMH supports the route changes to Route 1 & 2 as these will result in greater bus coverage across Richmond and Stoke. The new changes to Route 1 will result in only Route 2 buses travelling past the Aquatic Centre. An additional bus stop servicing Route 2 is required at the Champion/Salisbury corner that can be easily accessed by supermarket/Aquatic centre/Garin College patrons.

Recommendation: a new bus stop is installed near the Salisbury/Champion intersection.

13.NMH supports the route changes to Route 3 because they will result in better access to the Hospital from northern Nelson.

14.NMH supports the Route 4 which will give residents access to the Airport. If possible, the Airport bus stop should be located close to the main airport building's exit so public transport is easily accessible to airport users. This is the approach Auckland Airport has taken. Frequency of bus services should be reviewed regularly to see if services are keeping up with demand. Consideration needs to be given to integrated Tahunanui bus stop where Route 4 patrons can easily transit to Route 2.

Recommendation: There is easy access to the Airport bus stop

Recommendation: Frequency of airport services is regularly reviewed

Recommendation: That patrons can easily transfer between Route 2 and 4

15. NMH supports longer weekend hours of service at all areas and higher weekend frequency (Stage one)

16.NMH supports a new Stoke Link service that provides a route between Monaco, Marsden and Ngawhatu Valleys. Further clarification on a "demand-responsive" service is required especially in regards to pricing. Also further details are needed on how people, especially older people, can access this service.

17.Saxton Field receives a high number of visitors as a result of after school activities and weekend sport. Consideration should also be given to running bus services into Saxton Field. Currently there is a bus stop located near Bunnings but this is located a distance from the places of interest within the Saxton Field grounds especially for younger children.

Recommendation: that bus services provide service to Saxton Field key locations.

18.NMH supports the introduction of regional commuter services to Motueka and Wakefield

19.NMH supports the introduction of high quality super stops at the sites proposed including Nelson Hospital. In regards to the Nelson Hospital site, NMH is interested in a superstop subject to agreement on any encroachment on the DHB campus. NMH need to reserve the right to decline especially on the hospital side of Waimea Rd until we have established the interim work around the emergency dept.

20.NMH supports the formalisation of bus stops on all routes, and supports the installation of shelters with seating at bus stops.

21. In Richmond, the only permanent bus stop is installed at the top of the shopping area. There is a drop off point outside 281 Queen Street but there is no timetabling information there and bus drivers do not pick up patrons. Given the proximity to the library, the Richmond Health Hub and the Ministry for Social Development, consideration for a permanent bus stop is recommended. This would better serve the needs of vulnerable populations who may find it difficult to walk to the main bus stop outside Tasman District Council located 550metres away.

Recommendation: that pickups and drop offs occur at 281 Queen Street

22. There is a new cinema being built in Richmond which will become a key destination, therefore NMH advocates that a bus stop with a shelter is placed close to the cinema to enable easy and safe access.

23. *Recommendation:* that a bus stop is situated close to the new cinema

24. NMH supports the introduction of bus priority as this will make buses more attractive to bus patrons. Consideration should be given to shorter sections of the network where buses could be given priority in the short term. NMH notes that new traffic lights are being introduced on Waimea Road/Highview Drive, as this section already has two lanes, consideration could be given to introducing bus priority at this intersection. Drivers have not yet adopted to this change so it would be timely to introduce bus priority lanes at this stage.

Recommendation: that a bus priority lane is introduced on Waimea Road/Highview Drive

25. NMH supports the continuation of Council support for community transport schemes for Motueka, Golden Bay, Wakefield and Hira.

26. NMH supports the transition to low/zero emission buses. NMH would like to see the Councils investigate more options for greater bike carrying capacity. This space is in high demand so the ability to carry more bikes would be well-received by bus patrons.

Recommendation: that new buses have additional bike carrying capacity.

27. NMH supports the simplification of the public transport fares and the introduction of a single urban fare. NMH saw that one summary document of the Plan stated there could be a "\$2 fare for anywhere in Nelson/Richmond". NMH strongly supports the introduction of a \$2 fare because this will make bus journeys more affordable for a greater proportion of the Nelson/Richmond population.

28. NMH supports the revised 3 zone system that introduces Zone 2 (Ruby Bay/Wakefield) and Zone 3 (west of Ruby Bay)

Stage 2- 2026

29. NMH supports the introduction of 30 minute frequency for weekday off-peak and weekend services.

30. However, as stated earlier in this submission, NMH does not support the concept of a "7-7-7" timetable for all buses running every 30minutes 7am-7pm. Frequency is cited

as a key concern of patrons in the Plan. Therefore buses need to run more regularly than every 30 minutes to be achieve mode shift. In addition, the buses need to operate for longer hours to cater for a greater number of people.

31.This Plan makes mention of a "7-7-7" memorable timetable however if buses are running at a high frequency then people will not need to remember the timetable because they have assurance that the bus will arrive in a relatively short time period.

32.NMH supports the introduction of a standalone Motueka and Wakefield services.

33.NMH supports the introduction of a limited stop express because this will give commuters an option that is comparable to driving times.

34.NMH supports the introduction of park and ride facilities. NMH recommends that these include toilets and covered bike parks that are fitted with CCTV cameras, to provide transport options for people.

Stage 3- 2029

35.NMH notes that the Plan seeks to improve peak service levels to 15 minutes in 2029. NMH strongly recommends that this is done in 2023 as this would encourage a greater number of commuters to use the bus. The proposed changes on the current Route 1 & 2 will result in a reduced level of service for six years for those existing bus patrons. This could potentially result in a cohort of current commuters driving and this is not in line with the objectives of this Plan and other related Strategic Plans.

Recommendation: the frequency of peak services is 15 minutes from 2023

36.NMH supports the introduction of weekend services for the Motueka and Wakefield Routes.

37.NMH supports the additional longer term improvements listed on page 40 of the Plan.

Summary of Recommendations

- a. that the bus timetable is extended to 6am - 9pm (Stage one).
- b. that at peak times, the Richmond Superstop and Nelson Superstop are serviced by buses every 10-15 minutes (Stage one).
- c. a new bus stop is installed on Champion Road to cater for Countdown/Aquatic centre/Garin College patrons.
- d. that there is easy access to the Airport bus stop
- e. that frequency of airport services is regularly reviewed
- f. that patrons can easily transfer between Route 2 and 4
- g. that bus services provide service to Saxton Field key locations
- h. that pickups and drop offs occur at 281 Queen Street
- i. that a bus stop is situated close to the new cinema
- j. that a bus priority lane is introduced on Waimea Road/Highview Drive
- k. that new buses have additional bike carrying capacity

Conclusion

38.NMH thanks the TDC/NCC for the opportunity to comment on the Regional Public Transport Plan. NMH is pleased to see that NCC/TDC are investing heavily into Public Transport in terms of coverage of service and reduction of fares.

39.NMH reiterates that frequency of service is vitally important for bus patrons and the proposed changes will result in a reduction of services for a number of patrons which may negate the gains made in other areas. Frequency of services needs to be revised in the Plan

40.NMH would like the opportunity to speak to this submission.

Yours sincerely

A handwritten signature in blue ink, appearing to read 'Lexie O'Shea', followed by a large, stylized circular flourish.

Lexie O'Shea
Chief Executive



Submission Summary

Draft Regional Public Transport Plan 2021-2031 - Submission #26812

Ms Jane Murray

Richmond 7020

Speaker? False

Department	Subject	Opinion	Summary
NCC - Infrastructure Services	What feedback do you have on the overall RPTP 2021-2031?		<p>It is great to see that Nelson City Council and Tasman District Council plan to invest further into the bus services.</p> <p>I support the introduction of the regional commuter services to Motueka and Wakefield</p> <p>I support the bus priority lanes and recommend that these are added onto Waimea Road in the near future.</p> <p>I support \$2 urban fares to encourage a greater number of people to use the bus</p> <p>I support extended weekend services but I believe that restricting the bus timetable to 7am-7pm continues to be a barrier for those people who work early morning/evening shifts. Later evening buses mean that people can go out for dinner or watch later shows and have an easy way to return home. It would also be useful to have later buses when events such as Marchfest and the Cider Festival are on so people can have an alternative mode of transport home. I recommend that the bus timetable is extended to 6am-9pm</p> <p>I do not support the reduction on peak hour frequency on Route 1 & 2 as I believe that services only running every 30 minutes will result in fewer people opting to use the bus. If buses ran every 10-15 minutes, then people are more likely to use the bus. I recommend that at peak times, the Richmond Superstop and Nelson Superstop are serviced by buses every 10-15minutes (Stage one).</p> <p>I don't support the 7-7-7- time table. I don't think that people need to remember a timetable. It is more important that there are frequent services that people can easily access.</p> <p>I support the Route 3 & 4 changes especially the creation of an airport service. Auckland Airport have well positioned their bus stops straight outside the terminal buildings and I recommend that Nelson does the same.</p>
NCC - Infrastructure Services	Have you sent a copy of this submission to Tasman District Council?	Yes	

Submission Summary

Draft Regional Public Transport Plan 2021-2031 - Submission #26822

Gael Montgomerie

Nelson 7010

Speaker? False

Department	Subject	Opinion	Summary
NCC - Infrastructure Services	What feedback do you have on the overall RPTP 2021-2031?		<p>I strongly support a bus line from the airport to I-site to the Brook. I always visit Zealandia when I'm in Wellington because the regular bus service from the info centre makes it so easy.</p> <p>Images of Sanctuary wildlife on the bus would be so cool and so Nelson.</p> <p>Regards Gael Montgomerie</p>

Submission Summary

Draft Regional Public Transport Plan 2021-2031 - Submission #26833

Mr Peter Carlton

RD 2
Takaka 7182

Speaker? True

Department	Subject	Opinion	Summary
NCC - Infrastructure Services	What feedback do you have on the overall RPTP 2021-2031?		Please see attached.
NCC - Infrastructure Services	Have you sent a copy of this submission to Tasman District Council?	No	Received from TDC 15Mar2021

Submission Summary

Draft Regional Public Transport Plan - Submission #26761

Mr Peter Carlton

Rates payer

RD 2 Takaka

Takaka 7182

Speaker? True

Department	Subject	Opinion	Summary
TDC - Engineering	Have you sent a copy of this submission to Nelson City Council?	No	
TDC - Engineering	What feedback do you have on the overall Regional Public Transport Plan?		<p>The RPTP needs to include Golden bay.</p> <p>A bus...</p> <p>1 offers social connections from all areas of community. The youngest to the oldest.</p> <p>2 enables the youth to connect & participate independently</p> <p>3 the elderly & young financial freedom from ownership of a car.</p> <p>4 gets people out of cars & frees up space.</p> <p>5 less pollution & safer roads.</p> <p>6 enables tourism for the traveler who has no car.</p> <p>7 links vital services such as the airport ,hospital, community centers & hostels.</p> <p>8 advertise revenue stream potential.</p> <p>9 creates jobs & opens up more possibilities.</p> <p>10 gives all the community & vulnerable people positive connections which is excellent for their mental health & independence .</p>

Submission Summary

Draft Regional Public Transport Plan 2021-2031 - Submission #26834

Mrs Ruth Collingham

Wakefield 7025

Speaker? False

Department	Subject	Opinion	Summary
NCC - Infrastructure Services	What feedback do you have on the overall RPTP 2021-2031?		Please see attached.
NCC - Infrastructure Services	Have you sent a copy of this submission to Tasman District Council?	No	Received from TDC 15Mar2021

Submission Summary

Draft Regional Public Transport Plan - Submission #26760

Mrs Ruth Collingham

Wakefield 7025

Speaker? False

Department	Subject	Opinion	Summary
TDC - Engineering	Have you sent a copy of this submission to Nelson City Council?	No	
TDC - Engineering	What feedback do you have on the overall Regional Public Transport Plan?		We need regular buses to Wakefield. This plan is great because finally we will get buses, but it is too long till we get regular daytime ones and evening ones.

Submission Summary

Draft Regional Public Transport Plan 2021-2031 - Submission #26835

Mrs Carol Suddaby

Brightwater 7022

Speaker? False

Department	Subject	Opinion	Summary
NCC - Infrastructure Services	What feedback do you have on the overall RPTP 2021-2031?		Please see attached.
NCC - Infrastructure Services	Have you sent a copy of this submission to Tasman District Council?	No	Received from TDC 15Mar2021

Submission Summary

Draft Regional Public Transport Plan - Submission #26772

Mrs Carol Suddaby

n/a n/a

Brightwater 7022

Speaker? False

Department	Subject	Opinion	Summary
TDC - Engineering	Have you sent a copy of this submission to Nelson City Council?	No	
TDC - Engineering	What feedback do you have on the overall Regional Public Transport Plan?		I am 70+ and still able to drive. However, public transport to and from Richmond may be my only way of getting to Richmond if I cannot drive. I go to Richmond to the dentist, hairdresser, lawyer, shops and to use the library. We have considered moving to Richmond, for this reason, but love our home and the community in Brightwater and would like to live here as long as possible. We strongly support the transport plan which would give us a bus service to Richmond.

Submission Summary

Draft Regional Public Transport Plan 2021-2031 - Submission #26836

Mrs Stephanie Bryant

Debt Coach Christians Against Poverty

Upper Moutere 7175

Speaker? False

Department	Subject	Opinion	Summary
NCC - Infrastructure Services	What feedback do you have on the overall RPTP 2021-2031?		Please see attached.
NCC - Infrastructure Services	Have you sent a copy of this submission to Tasman District Council?	No	Received from TDC 15Mar2021

Submission Summary

Draft Regional Public Transport Plan - Submission #26785

Mrs Stephanie Bryant

Debt Coach Christians Against Poverty

RD 2

Upper Moutere 7175

Speaker? False

Department	Subject	Opinion	Summary
TDC - Engineering	Have you sent a copy of this submission to Nelson City Council?	No	
TDC - Engineering	What feedback do you have on the overall Regional Public Transport Plan?		<p>Very pleased that Public Transport in my own region is being addressed. As a Debt Coach in this area I have noted that many families are running two cars for work and for child care or school. This is very costly for a family and many are struggling with debt. Food on the table can be the last amount left in the account to pay for and so we see a need for allot of help needed in the community for food banks.</p> <p>Clients with members in their house hold with health issues needed to be looked at in Nelson have the added extra expense of these trips, not to mentions getting budding sports members to Richmond or Nelson.</p> <p>2029 Is a long time to wait for all day bus services to Nelson for our area to linked with them. Can you bring it forward to next year? Paying for the trip with a payment is a good idea as long as you keep the cost of a return trip below \$10.00 which is what you would need to pay with fuel cost in ones own vehicle.</p> <p>Being linked to Richmond will be a big help too as 'Helping Families Richmond' near the Grace Church and our Mot Mums could access this support. Other helpful services like. At present we have Paper Plus and Post Office not working and this is inconvenient as trips to Rewaka or Mapua to access Postal Services. Some Banks,</p>

			<p>Spark, Physio's, Disability Service with equipment to purchase or hire are only in Richmond or Nelson.</p> <p>Getting to the Airport is another dilemma if family cannot pick you up. Imagine the use this could be for visitor's to this area on holiday.</p> <p>Personally I'm looking forward to being able to go on bus trips for the day without worrying. Paying a little more rates would be fine with rate payers to have this service.</p> <p>Lets get this Bus Service for our area running well, as the population growth here rocketing with more land being available for housing in the Moutere Area.</p>
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Submission Summary

Draft Regional Public Transport Plan 2021-2031 - Submission #26837

Mr David Stones

Richmond 7020

Speaker? False

Department	Subject	Opinion	Summary
NCC - Infrastructure Services	What feedback do you have on the overall RPTP 2021-2031?		Please see attached.
NCC - Infrastructure Services	Have you sent a copy of this submission to Tasman District Council?	No	Received from TDC 15Mar2021

Draft Regional Public Transport Plan Submission (Tasman)

Currently the draft plan proposes that in July 2023 (called Step 1) one service from Motueka to Richmond and Wakefield to Richmond at peak traffic time in the morning (presumably around 7am) and one service Richmond to Motueka and Richmond to Wakefield at peak traffic time in the evening (presumably between 5-6pm).

Then in July 2026 (Step 2) the plan is for "Weekday service to Motueka (4 daily) and Wakefield (6 daily)". Presumably that means also 4 daily or 6 daily return services.

I suggest the 2023 plan (Step 1 change) does not bring significant benefits to the Māpua/Motueka region (and presumably to the Wakefield region), so I propose that in July 2023 we adopt both the Step 1 and the Step 2 changes so that from 2023 there will be a "Weekday service to Motueka (4 daily) and Wakefield (6 daily)".

My reasons are as follows:

- a) **What is the purpose for introducing public transport?:** There is no doubt that these bus services would run at a loss - [REDACTED] (TDC Activity Planning Advisor Transportation) stated at the MDCA March 2021 meeting that no public transport service in NZ runs without a subsidy. In the early days of a service, the main focus should be on a culture change as Tasman District people are so used to driving their cars to town.
- b) **Who will mostly use public transport?** A comprehensive survey of all households in Māpua and Districts showed that the major potential users of a bus service to Richmond were NOT commuters to work, education or training, but older people who wished to travel from Māpua to Richmond or Motueka for shopping (57%), for health services (48%) and for social connections (48%) like visiting social clubs and friends and relatives. People who wanted to use a bus service for Work, Education or Training only came to (26%). The numbers are more than 100% because people could make more than 1 choice.

People accessing medical Services in Richmond, Motueka and Nelson. Attending sporting events, Visiting family and friends. Visitors to the region and seasonal workers.

I am not saying that the bus at peak times should be replaced by off-peak bus services, but the off-peak bus services should be added into the peak time services in the 2023 plan. One significant advantage of this is that off peak transport is free with a Gold Card: "The government contributes to SuperGold free off-peak public transport." This would substantially increase off-peak patronage helping the "culture change".

- c) **Is less patronage expected during peak times?** Work and study practices have changed since the beginning of the Covid-19 epidemic. Workers and students are more used to spending at least some of their time on ZOOM or other video-conferencing media. There is much more flexi-time at many workplaces. These factors will reduce the patronage at peak times. My BIG concern is that if the 2023 Step Change 1 plan is implemented that after a few years there will be insufficient patronage on the service that may cause the TDC/NCC to reconsider their plans for any of the proposed expansion of services. What is proposed in 2023 is a very poor indicator of community needs for public transport.

- d) Can buses help build connected communities?** It is my experience from using public transport during peak times that many workers and students use this time to prepare for the day's work/study and reflect on the day on the trip home. There is very little social interaction during these times in buses. Also, the main purpose is getting to the place of work/study passengers will be picked up from widely spread communities. However off-peak travel is different, with people often coming from similar communities and with no specific planning/reflection time required. If bus services have this in mind they would be a marvelous forum for social interactions and so strengthening community links.
- e) Will it cost as much as estimated?** It is easy to look at the cost of the driver, associated services and the bus purchase and running costs. However other substantial cost reductions are often not included in the analysis. What is the cost of adapting our environment to the consequences of increasing green house gas emissions from cars and how much will one bus save in taking 20 vehicles off the road, especially if the buses are electric as proposed? There is also the reduction of waste from cars (stockpiles of tyres that get burned, ever increasing non-recyclable plastics in modern cars). What is the reduction of road maintenance costs with less vehicles on the road? What is the reduction of severe accidents on the road with less cars and well-trained bus drivers? One of the proposals in the Regional Land Transport Plan is to make safety improvements in the Motueka – Nelson stretch of state highway 60 and the Nelson-Wakefield stretch of state highway 6. Maybe these improvements will not be needed with the introduction of buses. Also, the \$3.5 million Nelson Southern Link may not be needed if Motueka and Wakefield travellers have been channeled onto buses rather than using their own vehicles (often with only the driver inside).

f) Other points

Consider bus size requirements, fitted with a trailer suited to carrying cycles, also a baggage facility for the airport Abel Tasman boat services and Nelson Bus Terminal.

Submission Summary

Draft Regional Public Transport Plan 2021-2031 - Submission #26839

Ms Joanna Santa Barbara

Richmond 7020

Speaker? False

Department	Subject	Opinion	Summary
NCC - Infrastructure Services	What feedback do you have on the overall RPTP 2021-2031?		Please see attached.
NCC - Infrastructure Services	Have you sent a copy of this submission to Tasman District Council?	No	Received from TDC 15Mar2021

Regional Public Transport Submission

My motivation in writing to you is my conviction that we must all contribute, to the maximum possible level, to reducing carbon emissions as quickly as possible. Local councils' public transport sector is a very important arena for doing this. My immediate personal interest is in being able to get to Mapua, Richmond, Stoke and Nelson from Motueka and back again by public transport.

I strongly support your goals of:

- ✓ Cutting carbon emissions. I suggest 50% by 2030 is a desirable goal. Early, sharper cuts will give us a better chance of meeting our 2050 net zero goal.
- ✓ Reducing private car use. I suggest a goal of halving cars on the road or halving vehicle km travelled by 2030.
- ✓ An emphasis on and funding for promotion of a transport mode shift to active and public transport.
- ✓ Commitment to enabling good mobility to disabled people.
- ✓ Supporting intensification of urban areas with public transport, and building public transport into plans for new housing.

I further suggest:

- Please move the start of your staged process forward by at least a year. We are in a Climate Emergency. We need speedy action.
- Initiate planning with developers of new housing areas with the goal of maximizing public transport use by people in those areas, and minimising private car use. This will affect plans for roading, lot size, garage and street parking provision, turn-around space for buses, etc.
- Recognise that the time of transport mode shift, when people realize the benefits of shifting to public and active transport, is a different phase from before and after that shift. Public transport needs to be made very attractive during that phase. Low fares are important, together with advertisements showing the financial, safety and health advantages of mode shift.

Is it possible to make use attractive in further ways? Could the Arts and Youth communities of our region contribute to this eg by small performances en route (Shakespeare on the bus; a small guitar recital; a clown)

Is there any way of encouraging conversations between passengers? If seats were in facing segments? If there were a coffee machine?

- Reserved bus lane for part of the route. The speed of the trip is undoubtedly an attractive feature for commuters.
- Facilitate development of a ride-sharing app to enable people to move around the region, especially in the period before the roll-out of better public transport.
- Recognise hitch-hiking as a transport mode between towns. Provide a suitable marked place for hitching on the edge of towns.
- Ensure adequate bike racks on buses.
- Recognise and enable the public to recognise the public cost-savings off active and public transport in:
 - Lower greenhouse gas emissions (which will ultimately be very costly to the national economy). Much lower still when the buses are electrified.
 - Eventual reduction of waste disposal costs of cars at the end of their life cycle.
 - Lower road maintenance costs
 - Substantial savings with lower need for new and improved roads. The Nelson Southern Link, for example, would not be needed.
 - Lower fatalities and injuries from road accidents.
- Advertise to the public the co-benefits of public and active transport, including health and fitness, cost savings, strengthening community, avoiding severing communities and more land use by roads, safer streets, avoiding road congestion and frustration.

Submission Summary

Draft Regional Public Transport Plan 2021-2031 - Submission #26840

Mr Brian Alder

RD 1
Takaka 7183

Speaker? False

Department	Subject	Opinion	Summary
NCC - Infrastructure Services	What feedback do you have on the overall RPTP 2021-2031?		Please see attached.
NCC - Infrastructure Services	Have you sent a copy of this submission to Tasman District Council?	No	Received from TDC 15Mar2021

Submission Summary

Draft Regional Public Transport Plan - Submission #26722

Mr Brian Alder
private

Takaka
Takaka 7183

Speaker? False

Department	Subject	Opinion	Summary
TDC - Engineering	Have you sent a copy of this submission to Nelson City Council?	No	
TDC - Engineering	What feedback do you have on the overall Regional Public Transport Plan?		I strongly support the intention and specifics of the Regional Public Transport plan. However, I think the timeline for implementation is too slow, and would like to see initial action in 2022 and Stage 2 by 2023.

Submission Summary

Draft Regional Public Transport Plan 2021-2031 - Submission #26841

Mr Grant Palliser

Mapua 7005

Speaker? False

Department	Subject	Opinion	Summary
NCC - Infrastructure Services	What feedback do you have on the overall RPTP 2021-2031?		Please see attached.
NCC - Infrastructure Services	Have you sent a copy of this submission to Tasman District Council?	No	Received from TDC 15Mar2021

Submission Summary

Draft Regional Public Transport Plan - Submission #26794

Grant Palliser

Mapua
Richmond 7005

Speaker? False

Department	Subject	Opinion	Summary
TDC - Engineering	Have you sent a copy of this submission to Nelson City Council?	No	
TDC - Engineering	What feedback do you have on the overall Regional Public Transport Plan?		<p>I fully support Mapua being included in the public transport route....but would like it to be a permanent fixture rather than just an extended route.</p> <p>I fully support the Richmond to Motueka highway being upgraded. Housing developments are increasingly feeding into this route and traffic movements continue to multiply.</p> <p>I support the Active Transport Plan as it will decrease the reliance on motor vehicle transport in Mapua by improving options.....making the village of Mapua a safer environment in which to live.</p>

Submission Summary

Draft Regional Public Transport Plan 2021-2031 - Submission #26842

Mr John Hope

Richmond 7020

Speaker? False

Department	Subject	Opinion	Summary
NCC - Infrastructure Services	What feedback do you have on the overall RPTP 2021-2031?		Please see attached.
NCC - Infrastructure Services	Have you sent a copy of this submission to Tasman District Council?	No	Received from TDC 15Mar2021

Submission Summary

Draft Regional Public Transport Plan - Submission #26732

Mr John Hope

Motueka

Speaker? False

Department	Subject	Opinion	Summary
TDC - Engineering	Have you sent a copy of this submission to Nelson City Council?	No	
TDC - Engineering	What feedback do you have on the overall Regional Public Transport Plan?		I would be fully in support for the regional public transport plan regarding a bus service from Motueka to Nelson. There is a large number of retired folk living in this area now and unable to drive to Nelson. I am sure this service would be fully used. I for one would use it often Please look into it seriously. Regards Muriel Hope Motueka

Submission Summary

Draft Regional Public Transport Plan 2021-2031 - Submission #26843

Ms Kathy Cambridge

Spring Grove
Brightwater 7095

Speaker? False

Department	Subject	Opinion	Summary
NCC - Infrastructure Services	What feedback do you have on the overall RPTP 2021-2031?		Please see attached.
NCC - Infrastructure Services	What feedback do you have on the overall RPTP 2021-2031?		Received from TDC 15Mar2021

Submission Summary

Draft Regional Public Transport Plan - Submission #26719

Kathy Cambridge

Spring Grove RD 1
Wakefield 7095

Speaker? False

Department	Subject	Opinion	Summary
TDC - Engineering	Have you sent a copy of this submission to Nelson City Council?	No	
TDC - Engineering	What feedback do you have on the overall Regional Public Transport Plan?		<p>we really need regular bus services to nelson and Motueka and the airport.the aim will be to provide a service and also to decrease vehicles on the road and help decrease global warming. we do not need big buses.</p> <p>when you think of all the money being blown out on the dam it is a disgrace that this money is not being better used .</p>

Submission Summary

Draft Regional Public Transport Plan 2021-2031 - Submission #26844

Ms Lynn Stones

Mapua 7005

Speaker? False

Department	Subject	Opinion	Summary
NCC - Infrastructure Services	What feedback do you have on the overall RPTP 2021-2031?		Please see attached.
NCC - Infrastructure Services	Have you sent a copy of this submission to Tasman District Council?	No	Received from TDC 15Mar2021

Draft Regional Public Transport Plan Submission (Tasman)

Currently the draft plan proposes that in July 2023 (called Step 1) one service from Motueka to Richmond and Wakefield to Richmond at peak traffic time in the morning (presumably around 7am) and one service Richmond to Motueka and Richmond to Wakefield at peak traffic time in the evening (presumably between 5-6pm).

Then in July 2026 (Step 2) the plan is for “Weekday service to Motueka (4 daily) and Wakefield (6 daily)”. Presumably that means also 4 daily or 6 daily return services.

I suggest the 2023 plan (Step 1 change) does not bring significant benefits to the Māpua/Motueka region (and presumably to the Wakefield region), so I propose that in July 2023 we adopt both the Step 1 and the Step 2 changes so that from 2023 there will be a “Weekday service to Motueka (4 daily) and Wakefield (6 daily)”.

My reasons are as follows:

- a) **What is the purpose for introducing public transport?:** There is no doubt that these bus services would run at a loss - [REDACTED] (TDC Activity Planning Advisor Transportation) stated at the MDCA March 2021 meeting that no public transport service in NZ runs without a subsidy. In the early days of a service, the main focus should be on a culture change as Tasman District people are so used to driving their cars to town.
- b) **Who will mostly use public transport?** A comprehensive survey of all households in Māpua and Districts showed that the major potential users of a bus service to Richmond were NOT commuters to work, education or training, but older people who wished to travel from Māpua to Richmond or Motueka for shopping (57%), for health services (48%) and for social connections (48%) like visiting social clubs and friends and relatives. People who wanted to use a bus service for Work, Education or Training only came to (26%). The numbers are more than 100% because people could make more than 1 choice.

People accessing medical Services in Richmond, Motueka and Nelson. Attending sporting events, Visiting family and friends. Visitors to the region and seasonal workers.

I am not saying that the bus at peak times should be replaced by off-peak bus services, but the off-peak bus services should be added into the peak time services in the 2023 plan. One significant advantage of this is that off peak transport is free with a Gold Card: “The government contributes to SuperGold free off-peak public transport.” This would substantially increase off-peak patronage helping the “culture change”.

- c) **Is less patronage expected during peak times?** Work and study practices have changed since the beginning of the Covid-19 epidemic. Workers and students are more used to spending at least some of their time on ZOOM or other video-conferencing media. There is much more flexi-time at many workplaces. These factors will reduce the patronage at peak times. My BIG concern is that if the 2023 Step Change 1 plan is implemented that after a few years there will be insufficient patronage on the service that may cause the TDC/NCC to reconsider their plans for any of the proposed expansion of services. What is proposed in 2023 is a very poor indicator of community needs for public transport.

- d) Can buses help build connected communities?** It is my experience from using public transport during peak times that many workers and students use this time to prepare for the day's work/study and reflect on the day on the trip home. There is very little social interaction during these times in buses. Also, the main purpose is getting to the place of work/study passengers will be picked up from widely spread communities. However off-peak travel is different, with people often coming from similar communities and with no specific planning/reflection time required. If bus services have this in mind they would be a marvelous forum for social interactions and so strengthening community links.
- e) Will it cost as much as estimated?** It is easy to look at the cost of the driver, associated services and the bus purchase and running costs. However other substantial cost reductions are often not included in the analysis. What is the cost of adapting our environment to the consequences of increasing green house gas emissions from cars and how much will one bus save in taking 20 vehicles off the road, especially if the buses are electric as proposed? There is also the reduction of waste from cars (stockpiles of tyres that get burned, ever increasing non-recyclable plastics in modern cars). What is the reduction of road maintenance costs with less vehicles on the road? What is the reduction of severe accidents on the road with less cars and well-trained bus drivers? One of the proposals in the Regional Land Transport Plan is to make safety improvements in the Motueka – Nelson stretch of state highway 60 and the Nelson-Wakefield stretch of state highway 6. Maybe these improvements will not be needed with the introduction of buses. Also, the \$3.5 million Nelson Southern Link may not be needed if Motueka and Wakefield travellers have been channeled onto buses rather than using their own vehicles (often with only the driver inside).

f) Other points

Consider bus size requirements, fitted with a trailer suited to carrying cycles, also a baggage facility for the airport Abel Tasman boat services and Nelson Bus Terminal.

Submission Summary

Draft Regional Public Transport Plan 2021-2031 - Submission #26846

Mr Rodney Forlong

Nelson 7010

Speaker? False

Department	Subject	Opinion	Summary
NCC - Infrastructure Services	What feedback do you have on the overall RPTP 2021-2031?		<p>SUBMISSION regarding proposed new Bus Services</p> <p>I strongly support the proposed bus line no. 4 from the airport to the Brook.</p> <p>It would be great for visitors and locals alike to have easy and frequent public transport to the Brook and the Brook Waimarama Sanctuary. The terminus could be renamed Brook Waimarama Sanctuary, aka the Airport – Brook Waimarama Sanctuary line.</p> <p>Another idea could be to paint the no. 4 bus with images and logos from the Brook Waimarama Sanctuary, thereby promoting Nelson's unique eco haven, the Brook Waimarama Sanctuary.</p> <p>Kind regards</p> <p>Rodney Forlong</p>
NCC - Infrastructure Services	Have you sent a copy of this submission to Tasman District Council?	No	Forwarded to TDC 16Mar2021

Submission Summary

Draft Regional Public Transport Plan 2021-2031 - Submission #26847

Paulene Huston

Nelson 7010

Speaker? False

Department	Subject	Opinion	Summary
NCC - Infrastructure Services	What feedback do you have on the overall RPTP 2021-2031?		I strongly support a route that would take people from the CBD to the Airport. I have never lived in a place that has no public transport to the regional Airport. With the absence of Shuttles presently in Nelson and no Uber etc., the only option is an expensive taxi. thank you Paulene Huston
NCC - Infrastructure Services	Have you sent a copy of this submission to Tasman District Council?	No	Forwarded to TDC 16Mar2021

Submission Summary

Draft Regional Public Transport Plan 2021-2031 - Submission #26848

Richard Eberlein

Nelson 7010

Speaker? False

Department	Subject	Opinion	Summary
NCC - Infrastructure Services	What feedback do you have on the overall RPTP 2021-2031?		<p>Hi,</p> <p>I strongly support the proposed bus line no. 4 from the airport to the Brook.</p> <p>It would be great for visitors and locals alike to have easy and frequent public transport to the Brook and the Brook Waimarama Sanctuary.</p> <p>The terminus could be renamed Brook Waimarama Sanctuary, aka the Airport – Brook Waimarama Sanctuary line.</p> <p>Another idea could be to paint the no. 4 bus with images and logos from the Brook Waimarama Sanctuary, thereby promoting Nelson's unique eco haven, the Brook Waimarama Sanctuary.</p> <p>Kind regards</p> <p>Richard Eberlein</p>
NCC - Infrastructure Services	Have you sent a copy of this submission to Tasman District Council?	No	Forwarded to TDC 16Mar2021

Submission Summary

Draft Regional Public Transport Plan 2021-2031 - Submission #26849

Angel Mathis

Atawhai
Nelson 7010

Speaker? False

Department	Subject	Opinion	Summary
NCC - Infrastructure Services	What feedback do you have on the overall RPTP 2021-2031?		<p>I strongly support the proposed bus line no. 4 from the to the Brook and the Brook Waimarama Sanctuary. Every area in Nelson needs to have community access by bus and this is a step in the right direction.</p> <p>I fully support bus service to The Sanctuary and would like to see the terminus renamed Brook Waimarama Sanctuary. It would be really fun to paint the no. 4 bus going to The Sanctuary with images and logos from the Brook Waimarama Sanctuary to bring art to our community and tell the story of Nelson's unique eco haven, the Brook Waimarama Sanctuary.</p> <p>Last, why not reconsider the routes? Are people arriving to the airport and going directly to the Brook Sanctuary? Probably not. Who needs direct transit to the airport? People from Atawhai because taxi service is limited. Before finalizing the routes, consider who most needs more convenient access to the airport and Sanctuary/Brook then adjust accordingly.</p> <p>Thank you.</p> <p>Angel Mathis Atawhai</p>
NCC - Infrastructure Services	Have you sent a copy of this submission to Tasman District Council?	No	Forwarded to TDC 16Mar2021

Submission Summary

Draft Regional Public Transport Plan 2021-2031 - Submission #26850

Nelson Youth Councillors

Nelson 7010

Speaker? True

Department	Subject	Opinion	Summary
NCC - Infrastructure Services	What feedback do you have on the overall RPTP 2021-2031?		Please see attached.
NCC - Infrastructure Services	Have you sent a copy of this submission to Tasman District Council?	No	Forwarded to TDC 16Mar2021



16 March 2021

To whom it may concern,

NELSON REGIONAL LAND TRANSPORT PLAN AND REGIONAL PUBLIC TRANSPORT PLAN

Sustainability

Zero Emission Vehicles

The Nelson Youth Council supports the Nelson City Council in their efforts to increase the environmental and financial sustainability of the local transport systems. We believe that environmentally minded initiatives such as zero/low emission community vehicles/buses will benefit the environment and the wider community as they are safer, quieter and emit no waste products that pollute the environment or disrupt the climate. We would like to see low emission buses be a priority of the Nelson City Council.

Cycle Ways

The Nelson Youth Council supports the continued efforts to increase the safety and accessibility of cycle ways throughout the Nelson/Tasman region. We recognise and thank the Nelson City Council for the new bike stands being put up in Nelson. We recognise the relationship between safe and convenient bike tracks and an increased number of people using bikes to commute and believe that this is something we should promote and make a priority; this is why we would also like to see lighting go along the railway reserve, as a safer path will also encourage more people to choose cycling over the alternatives. Cycling also promotes sustainability as well as mental and physical wellbeing, and this especially affects younger generations; this is why we encourage the Nelson City Council to promote and improve our cycling conditions in Nelson.

Bus Timetable and Vehicles

The Nelson Youth Council supports the Nelson City Council in restructuring the bus timetable in order to make public transport more convenient and appealing for its passengers. The bus is the only transport option for many youth during the weekend, we would like to see an hourly bus service on the weekends, which would ideally convert to thirty minute intervals in the future; as this would reduce the amount of traffic, the waiting time for passengers and the greenhouse gas emissions, ultimately making public transport more appealing and convenient. These initiatives would

reduce carbon emissions as they provide alternatives to primarily single occupant vehicles and reduce the amount/size of unnecessary traffic on the roads. We also support the weekday bus service to Motueka and Wakefield. We recommend replacing buses with more suitably sized vehicles depending on the popularity of the route to reduce carbon emissions. We encourage the Nelson City Council to reduce any fees on public transport as much as possible, in order to make it the cheapest and most convenient option, resulting in a greater bus route. Hence, we support the introduction of a single urban fare, as it makes the system simpler and more accessible, especially for youth.

Clear Markings on pathways

Nelson Youth Council believes that Nelson City Council should aim to make sure there are clear markings on bike tracks and shared pathways around Nelson to ensure the safety of both pedestrians, cyclists and others using these paths. Especially marking the wide path that runs alongside the Maitai as a shared pathway. We believe that this will increase the safety of bikers and pedestrians using this path, and minimise confusion and the risk of accidents involving cyclists and pedestrians.

Pedestrian Crossings

Nelson Youth Council supports the Nelson City Council in installing a pride crossing and believes that more effort should be made to paint other crossings around town with brighter colours. We would like to recommend that pedestrian crossings be painted on a red strip to make them more visible to drivers. We think that as well as promoting diversity and brightening Nelson City, bright crossings would increase the safety of pedestrians using these crossings, especially in bad weather conditions.

Things we would like to see

Nelson Youth Council supports the 4 proposed new routes. We see the importance of creating a connection between Nelson and the Tasman region. Youth often don't have a transport option into Nelson from parts of the Tasman region, so a public transport service would be incredibly beneficial. We would like to see this happen as soon as possible, and would like the step 2 and 3 changes of the Nelson-Tasman Regional Transport Plan 2021-31 be brought forward, so that there is a regular public transport options to and from Tasman earlier than that proposed.

We are fully supportive of route 4 which offers a bus service from the airport, but would like to see route 2 be adjusted so that it travels down Muritai Street, as this makes it more accessible for a greater number of people. Nelson Youth Council support the 7am and 7pm urban bus routes. Youth are happy with the timetable upgrade that has occurred for weekdays, and would like to see busses also running this frequently on the weekends.

We support superstops with bike racks. We see this as a way to encourage use of active transport. However, we see this as more of a long term goal, and would like to instead

see more urgency around the new routes connecting Nelson to the Tasman region be worked on before the upgrade of bus stops.

A consistent concern of Nelson youth is the way passengers are treated by the bus drivers. While we appreciate the friendliness that a few of the bus driver's display, there are still many that are rude towards the public - especially towards school students. There have been many cases of bus drivers yelling at students, and honking the horn at them. There is also real concern about the bus immediately taking off before passengers have the chance to find a seat, as this is a major safety issue - especially to those who need to take caution while moving. Nelson Youth Council strongly requests that there be urgent change made around the behaviour of bus drivers, to ensure a safe and welcoming environment.

Youth in Nelson are concerned about the lack of reliability of the bus schedule. We find that the bus very often arrives at stops too late or too early, with the latter being a major issue. It means that we have to wait for the next one to come, which can be a very long wait. We propose that bus drivers wait at each bus stop if running early, to ensure reliability of time.

The Nelson Youth Council would like to speak to our submission. Thank you for giving us a chance to share our views.

Yours sincerely

Britney Addison-Robinson
Sylvie Lloyd
Grier Rollinson
Theo Wheatley
Darcy Lawrey
James Ivamy
Resika Sapkota
Will Irvine
Isla Kennard
Malika Rai

Nelson Youth Councillors

Rosie Armstrong
Emily Meissner
Jaanvi Harrison
Astrid Sayer
Ruth Buckland
Shenal Herath
Holly Culverwell
Charle Rainey
Maggie Goomes
Taea Staples

Submission Summary

Draft Regional Public Transport Plan 2021-2031 - Submission #26854

Ms Elizabeth Dooley

Maitai
Nelson 7010

Speaker? False

Department	Subject	Opinion	Summary
NCC - Infrastructure Services	Have you sent a copy of this submission to Tasman District Council?	No	<p>I would very much like to be able to catch a bus to the airport.</p> <p>Also, I would very much like to be able to take my small dog on the bus. I do not have a car and would like to be able to take the dog to the dog park in Stoke, for example, and to the back beach at Tahunanui, as well as take her with me when visiting friends.</p>
NCC - Infrastructure Services	Have you sent a copy of this submission to Tasman District Council?	No	Forwarded to TDC 16Mar2021

Submission Summary

Draft Regional Public Transport Plan 2021-2031 - Submission #26855

Ms Robin Schiff

Richmond 7020

Speaker? False

Department	Subject	Opinion	Summary
NCC - Infrastructure Services	What feedback do you have on the overall RPTP 2021-2031?		please see attached
NCC - Infrastructure Services	Have you sent a copy of this submission to Tasman District Council?	Yes	

DECARBONISE NELSON TASMAN TRANSPORT BY 2030

I was very happy and somewhat relieved to read that Nelson Tasman Councils are planning for improved public transportation for our area. This is essential and can wait no longer.

Aotearoa New Zealand has committed to the goal of keeping global warming to less than 1.5°C under the Paris Agreement. This now has legislative status under the Climate Change Response Act 2002 (Zero Carbon Act). One of the best ways that Nelson Tasman can achieve this is to largely de-carbonise transport by 2030. This means that Nelson Tasman must dramatically reduce vehicle kilometres travelled. In 9 years we must have delivered compact urban areas and shifted towards active and public transport in addition to having largely decarbonised the vehicle fleet. This requires transforming transport's planning and funding model at the national and local level.

You are the key decision-makers and have the collective power to achieve this change. In effect, your decisions will determine whether New Zealand and Nelson Tasman can meet their 1.5°C commitments or not. You are morally and legally obliged to take action consistent with these commitments.

Specifically, I urge you to deliver these actions by 2030:

- **Reduce traffic volumes** by putting vehicle travel reduction at the core of travel demand management and using every lever available. This includes urban planning, evaluation methods and investment, regulation, enforcement, pricing regimes (including fares and parking levies), and travel plans for businesses.
- **Prioritise active and public transport modes** and de-prioritise the personal automobile in system design, operation, investment and space allocation. Swiftly reallocate road corridors to focus on walking, cycling, public transport and liveable, tree-lined public

spaces. Implement low traffic neighbourhoods throughout the residential and urban areas. Improve the customer experience of every aspect of active and public transport.

- ***Reduce and decarbonise the vehicle fleet.*** *Use appropriate registration charges, emissions regulations and low emissions zones to encourage a reduction in car ownership and an increase in the adoption of low and no emissions vehicles. Swiftly electrify bus and local government vehicle fleets.*
- ***Improve proximity*** *to reduce trip distances by delivering on a genuine compact urban strategy. Stop the release for development, of rural land which is currently used for agriculture/horticulture and which will be at risk of inundation within the next 50-100 years.*
- ***Make all transport decisions with a climate and equity lens*** *and ensure marginalised groups benefit. Work swiftly to ensure benefits are realised and perceived quickly by removing barriers to change. Streamline consultation by addressing our objectives for decarbonising transport at a district wide level, followed by local consultation that improves rather than delays projects.*
- ***Uphold the articles of Te Tiriti o Waitangi***, *actively engage with Māori, and ensure that policies to decarbonise transport benefit Tangata Whenua.*

I recognise that these are decisions that you, as our leaders, have the power to make to ensure people in Nelson Tasman have attractive and sustainable transport choices.

Time is fleeting for Nelson Tasman to achieve this ambitious goal of decarbonising transport by 2030. We need decisions to be made now. If you choose inaction, you are in fact taking direct action to create an unsustainable future in which our children face severe environmental degradation and exponentially rising costs. To sit by

*and ignore the need to decarbonise transport is a conscious choice
and one that will contradict commitments under the Zero Carbon Act.*

*I look to your leadership to ensure you implement your commitments
and stand by your duties and responsibilities to all inhabitants of
Nelson Tasman Districts*

Sincerely,

Robin Schiff

Submission Summary

Draft Regional Public Transport Plan 2021-2031 - Submission #26861

Ms Lindie Nelson

Nelson 7010

Speaker? False

Department	Subject	Opinion	Summary
NCC - Infrastructure Services	What feedback do you have on the overall RPTP 2021-2031?		<p>I strongly support the overall intent of the RPTP, including the simplified fare structure and increased frequency.</p> <p>To provide strong incentives for people to shift from cars to buses, I recommend:</p> <ol style="list-style-type: none"> 1. Bring forward the development of the Park and Ride in Richmond (and make sure it includes bike storage facilities) 2. Establish a bus priority lane between Richmond and Nelson to be used, at least, during rush hours. If the bus is the fastest way into town, it will be the preferred mode of transport.
NCC - Infrastructure Services	Have you sent a copy of this submission to Tasman District Council?	No	Forwarded to TDC 17Mar2021

Submission Summary

Draft Regional Public Transport Plan 2021-2031 - Submission #26865

Ms Alison Horn

Retired

Nelson 7010

Speaker? False

Department	Subject	Opinion	Summary
NCC - Infrastructure Services	What feedback do you have on the overall RPTP 2021-2031?		Re future bus routes, I notice none are planned for the eastern end of Nile St. I would like to suggest that this is given some thought not just for the residents but for others who wish to access the river especially the very popular swimming holes, Black hole and Sunday hole. If the bus went as far up the Maitai as Ralphine Way this would make this area more accessible and reduce the number of cars on this road. Thank you.
NCC - Infrastructure Services	Have you sent a copy of this submission to Tasman District Council?	No	Forwarded to TDC 17Mar2021

Submission Summary

Draft Regional Public Transport Plan 2021-2031 - Submission #26869

Ms Frances Anderson

Nelson 7011

Speaker? False

Department	Subject	Opinion	Summary
NCC - Infrastructure Services	What feedback do you have on the overall RPTP 2021-2031?		<p>I have studied your proposal regarding the new bus routes in Tahuna.</p> <p>It is unclear to me, what roads you are actually planning for the buses to follow to get to Pascoe Street however with all the facebook feedback it appears the route is moving to Tahunanui Road. I ask you why? Reading your land transport report it shows the age group is not young in Nelson so we are all getting older and you then expect us to walk to Tahunanui Road, (not a problem) but then cross the road to catch the bus. Living in this suburb Tahunanui Road is already treacherous without adding pedestrians trying to catch a bus. Also, as I waited this morning in the pitch black, crossing that road in the dark would frighten me further. I see the bus is going to Pascoe St and once again you are asking children and older people to cross Parkers Road/Quarantine Road. Are you considering the safety of people at all?</p> <p>I am not adverse to change however I have also worked for councils/government and I wonder whether the extra expense will benefit the community. For me it would make me reconsider my choice to use the service. I use the bus system 3 times a week from Tahuna to Nelson.</p> <p>The beauty of the bus is I can get to Richmond before I start work at 7.30am and the new time change will also affect my decision making. I have work colleagues already living in Victory/Bishopdale who cannot take the bus due to not being able to get to work by 7.30am.</p>

			<p>Coming from Queenstown where it is \$ 2 to go anywhere in the network, this is a positive move. I also congratulate your cycle networks and walking routes as it is a credit to forward thinking. It was a welcome change to see a council carrying for the community.</p> <p>Being a previous council employee I learnt submissions tend to not change the decision making as budgets have been created but I do ask you to consider this absurd change. If you have spare money, I would love either a seat or a bus shelter on Muratai St bus stops on the school side of Muratai St, there is nothing for us in the rain, cold or anything else. It seems it has been forgotten now you have put the cycle track down that side.</p> <p>Please think of the old, the young, the pedestrians and how this will impact on all of us.</p> <p>Thanks for the time Frances Anderson</p>
NCC - Infrastructure Services	Have you sent a copy of this submission to Tasman District Council?	No	Forwarded to TDC 17Mar2021

Submission Summary

Draft Regional Public Transport Plan 2021-2031 - Submission #26874

Ms Linda Kerr

Nelson 7011

Speaker? False

Department	Subject	Opinion	Summary
NCC - Infrastructure Services	What feedback do you have on the overall RPTP 2021-2031?		Please refer attached document.
NCC - Infrastructure Services	Have you sent a copy of this submission to Tasman District Council?	No	Forwarded to TDC 17Mar2021

I write this submission in support of the RPTP. However, the timeframes are too long and people will despair of ever being able to travel around the region easily on public transport.

I propose that the time frames of the 2023 proposals be brought forward by one year to 2022 and the 2029 proposals brought forward to 2024.

I totally support that the airport be connected to Nelson city by bus transport.

Richmond should also have a connection direct to the airport.

Also suggest a fast non stop commuter via Whakatu Drive service between Richmond and Nelson at peak times during the morning and evening commutes.

Submission Summary

Draft Regional Public Transport Plan 2021-2031 - Submission #26879

Ms Stefanie Kunstle

Nelson 7010

Speaker? False

Department	Subject	Opinion	Summary
NCC - Infrastructure Services	What feedback do you have on the overall RPTP 2021-2031?		<p>To whom it may concern,</p> <p>I would like to express my full support for the proposed new bus lines in Nelson, especially Route 4.</p> <p>Not just for me personally, but also from talking to all my neighbors (Valley Heights Road) as well as colleagues I am certain this new bus line will improve the lives of many and help Nelson prepare for future challenges (more people> more traffic).</p> <p>I am living at Valley Heights Road and commute every day to my workplace at the Brook. Due to mainly environmental reasons I try to bike as often as possible, which is sometimes hard due to weather or equipment I need to take with me. It would be great to be able to have a bus running from Nelson all the way to the Brook!</p> <p>Also, I think in future people from town will tend to seek more and more the green spaces around town for sports, recreation and connecting to nature. It is important to make this accessible for everybody, also people disadvantaged people (f.e. who don't own a car, who do not feel confident driving a car on their own, or who are just not allowed to drive a car yet).</p> <p>Speaking on behalf of my friends, family, neighbors and colleagues we all think extending the public transport network in Nelson together with improving cycle and walk ways is the right step into the future. We do not want to end up with conditions like f.e. in many American cities, where it is impossible to get around if you do not own</p>

			<p>your own car. For social and environmental reasons we need to work towards a more sustainable future.</p> <p>Best regards, Steffi</p>
NCC - Infrastructure Services	Have you sent a copy of this submission to Tasman District Council?	No	Forwarded to TDC 17Mar2021

Submission Summary

Draft Regional Public Transport Plan 2021-2031 - Submission #26884

Ms Portia King

Planner Beca on behalf of Ministry of Education

Christchurch 8011

Speaker? True

Department	Subject	Opinion	Summary
NCC - Infrastructure Services	What feedback do you have on the overall RPTP 2021-2031?		Please see attached submission on behalf of the Ministry of Education.
NCC - Infrastructure Services	Have you sent a copy of this submission to Tasman District Council?	No	Forwarded to TDC 17Mar2021

Sensitivity: General



Submission on draft Te Taihu Regional Land Transport Plan and draft Nelson-Tasman Regional Public Transport Plan

To: Tasman District Council
Nelson City Council
Marlborough District Council
Waka Kotahi

Name of submitter: Ministry of Education ('the Ministry')

Address for service: C/- Beca Ltd
[REDACTED]
Christchurch 8141

Attention: Portia King

Phone: [REDACTED]

Email: [REDACTED]

This is a submission on the draft Te Taihu Regional Land Transport Plan (draft RLTP) and the draft Nelson Tasman Regional Public Transport Plan (draft RPTP).

The draft RLTP has been prepared by Waka Kotahi, Marlborough District Council, Nelson City Council and Tasman District Council. The draft RPTP has been prepared by Nelson City Council, Tasman District Council and Waka Kotahi. Both draft plans have been released concurrently for public consultation. The draft plans outline the strategic direction, objectives and policies for land and public transport, and provides indicative annual budgets for specific projects.

The specific parts of the proposal that the Ministry of Education's submission relates to are:

The Ministry is supportive of the objectives and policies of the draft RLTP, particularly the objectives that focus on increasing mode choice and safety, and network management, which will likely benefit school staff and students. However, the Ministry request engagement on projects proposed in the RLTP in the early phases of development to better understand the potential impacts on schools.

The Ministry also supports the objectives of the draft RPTP to provide public transport that is attractive, economic, and viable for the whole community. The Ministry requests engagement regarding the impact of the proposed changes to bus routes in order to understand the impact of these changes on school staff and students who travel to school by bus.

Background:

The Ministry is the Government's lead advisor on the New Zealand education system, shaping direction for education agencies and providers and contributing to the Government's goals for education. The Ministry assesses population changes, school roll fluctuations and other trends and challenges impacting on education provision at all levels of the education network to identify changing needs within the network so the Ministry can respond effectively.

The Ministry has responsibility not only for all State schools owned by the Crown, but also those State schools that are not owned by the Crown, such as designated character schools and State integrated schools. For the Crown owned State school this involves managing the existing property portfolio, upgrading and improving the portfolio, purchasing and constructing new property to meet increased demand, identifying and disposing of surplus State school sector property and managing teacher and caretaker housing.

The Ministry is therefore a considerable stakeholder in terms of activities that may impact on existing and future educational facilities and assets in the Nelson Tasman region.

The Ministry of Education's submission is:

In respect of the draft RLTP, the Ministry has identified the following potential impacts on schools:

- Objectives and Policies

While high level, the objectives and policies of the draft RLTP that support modal choice, safety and network management are likely to be beneficial to the Ministry by encouraging active modes of transport, improving the safety of traffic infrastructure, and improving the integration, efficiency and reliability of the network.

- Significant Projects

The draft RLTP proposes several 'significant projects' and allocates funding for further business case investigation and development. Of key relevance to the Ministry is the Waimea Road Active Transport Route, which is located adjacent and nearby by to Nelson College, Nelson College for Girls, Hampden Street School, Nelson Intermediate School, and Victory School.

The project is likely to increase active transport infrastructure such as cycling and pedestrian infrastructure which is likely to improve the safety and accessibility of staff and students travelling to and from schools in the area. While this is the case, construction activities outside of the schools have the potential to result in accessibility, disruption, safety, dust and noise impacts on schools.

It is noted that a detailed business case is required before the consultation and design phase begins and the extent of impacts will be more apparent once further detail on the project is released.

Other significant projects may impact on schools in the area in addition to the Waimea Road Active Transport Route.

In respect of the draft RPTP, the Ministry has identified the following potential impacts on schools:

- Objectives and Policies

While high level, the objectives and policies of the draft RPTP that aim to provide public transport that is attractive, economic and viable for the whole community are likely to be beneficial to the Ministry by providing better quality public transport for school staff and students travelling in the area.

- Accessibility

The proposed changes to bus routes have the potential to result in changes to the distance that school staff and students need to travel to from their homes and school, to the nearest bus stop. It is noted that the purpose of these changes is to reduce the need for connections between buses

and that the new routes will increase the number of urban residents within a 10 minute walk of a seven-day service by 62%. It is also noted that it is stated that proposed Routes 2 and 3 are to provide better access to schools. While this is the case, it is unclear exactly how these changes will impact on schools and staff and students and we welcome the opportunity to work with Council in future to ensure that the proposed network is as effective and efficient as possible.

- *Amenity and comfort:*

The draft RPTP proposes the installation of bus shelters, prioritising bus stops that have higher boarding levels and those with regular boardings that are located close to various locations such as schools. This will likely improve the quality of bus stops used by school staff and students and improve the comfort of bus users in all weather.

The Ministry of Education seeks the following decision from the consent authority:

Draft RLTP:

The Ministry understands that the 'significant projects' such as Waimea Road Active Transport Route are in their early phases of design and further consultation will be conducted once detailed business cases have been developed. However, the Ministry request early engagement during the early phase of these significant projects which may impact on school staff and students.

Draft RPTP:

The Ministry requests further consultation regarding the proposed changing and consolidation of the bus routes to assess the impact of these changes on school staff and students. It is unclear from the maps in the draft RPTP how these changes will impact on schools.

The key Ministry contact is Stuart Graham. Contact details for Stuart are:

Stuart Graham
Infrastructure Manager- Asset Planning

[REDACTED]
[REDACTED]

The Ministry wishes to be heard in support of their submission.



**Portia King
Planner – Beca Ltd
(Consultant to the Ministry of Education)**

Date: 17/03/2021

Submission Summary

Draft Regional Public Transport Plan 2021-2031 - Submission #26885

Mr Bruce Gilkison
Business for Climate Action

Nelson 7010

Speaker? False

Department	Subject	Opinion	Summary
NCC - Infrastructure Services	What feedback do you have on the overall RPTP 2021-2031?		Please see attached.
NCC - Infrastructure Services	Have you sent a copy of this submission to Tasman District Council?	No	Forwarded to TDC 17Mar2021

Nelson Tasman Regional Public Transport Plan: Submission from Businesses for Climate Action

Businesses for Climate Action is based in Nelson and works throughout Te Taihū, encouraging and helping businesses to measure and lower their carbon footprint. We are volunteers working in collaboration with businesses to build a truly sustainable, world-leading, low carbon region:

<https://businessesforclimateaction.co.nz/> We submit as follows:

1. Support

We strongly support the objectives, direction and proposed actions set out in this plan. However, in certain areas we believe more urgency and actions are required.

2. Climate

We need to recognise that we are in a Climate Emergency. This will require every investment and infrastructure decision to be assessed through a climate lens. To some extent this may have been done, but it would be useful for this to be far more obvious and transparent in the report.

Any requirement to construct or develop additional roads, for example, should be subject to particular scrutiny. This is especially so because additional roads have consistently been shown to attract and encourage additional private motor vehicles. Likewise, developments which provide an alternative to private vehicles such as public transport (PT), or better use of vehicles and their associated emissions (such as ride sharing), and opportunities for active transport solutions (such as cycling and walking), are worthy of special encouragement and support for their climate mitigation and adaptation advantages.

3. Behaviour Change

A speedy change in behaviour, away from current unsustainable patterns, is the key and must be the goal of the plan. We need to find ways for communities to travel within the region in a sustainable and equitable way, in a future in which carbon emissions will be severely limited and much more expensive. If we don't encourage people to change now, we are committing the region to continuing private car dominance which will mean more funds are required for roads and related infrastructure well into the future.

Long-term behaviour change is needed for long-term sustainability, otherwise we are not reducing our emissions from private vehicles quickly enough, and are encouraging the next generation to be private car drivers, rather than users of public transport and ride sharing, and engaging in active transport.

In a time when emissions should have been reducing – and have been elsewhere on the planet – New Zealand's have been increasing rapidly.

4. Urgency

The Productivity Commission found that transport has been by far the biggest contributor to the rise in New Zealand's gross emissions since 1990. Over that time, emissions from road transport grew by a staggering 93%. Most of the increase was not from heavy transport, but from cars and light trucks.

A transition to a net carbon zero economy by 2050, and a need to halve current emissions by 2030 as most scientists say is essential to minimise the risks of climate chaos, will require very rapid and major changes to be initiated as soon as possible.

We consider that it is possible to accelerate this plan. We believe that many of these actions could be implemented up to a year earlier than planned, and we encourage the planners to review the plan and expedite these measures wherever possible. For example, it would seem both feasible and highly desirable to establish a Park & Ride facility at Richmond before 2026.

Note that, while zero-emissions buses are desirable, it is more important to start the changes with the available fleet, which can be upgraded to zero-emissions over time. Petrol- or diesel-powered buses will still be cutting the region's emissions in the meantime.

5. Town & Country Planning

We stress the need for PT and active transport to be considered early in every subdivision and planning decision. It has frequently been the case that subdivisions have been proposed, planned and approved with scant regard for the needs of future residents to travel for work, education, shopping, recreation or services. This leads to an unsustainable need for each residence to have one or more private cars and to make frequent trips in these. PT is then criticised for being inadequate.

We ask that the (largely predictable) future need for transport be integral to such planning decisions, and that planning rules enable and encourage opportunities for people to live close to sources of employment, work and services, avoiding the need to commute, and therefore reducing the need for extensive, expensive roading and other infrastructure, together with the need to maintain this for decades into the future. In areas where living close to work, schools and services is impractical, development should at least be clustered around transport hubs, to minimise the need for construction and maintenance of such infrastructure.

6. Young People

We acknowledge and support the free fares for children under 5, but would like to see this extended to older children. This would help these young people to establish bus travel as the norm, and would frequently avoid the need for parents to make another delivery/pick-up by private car. Note that many over-65s do not consider themselves to be needy, and would strongly support free travel for young people and would happily pay for their own travel.

If extending free travel for this group of young people is impractical or totally unaffordable, we suggest at least an increased subsidy and a simplification of cash fares, e.g. a reduction of fares to \$1, so that the cost is widely known and understood, and can be paid by a child with just one coin.

7. Express Lanes

Until buses are faster than cars there will be no dramatic increase in patronage. It is vital that there be express buses running in priority lanes between Richmond and Nelson. A fully loaded bus should not have to compete with private cars, many of them carrying zero passengers. Express lanes for buses and other priority services are essential, and will send an important message to current commuters.

8. Regularity

Public transport needs to be reliable, regular, pleasant to use and cost-effective, otherwise people probably will not be incentivised to change their behaviour. We commend the moves towards regularity and predictability in the report, and urge that these goals be enhanced over time.

9. Car Parking

Currently, parking for private cars is heavily subsidised; it is not difficult to find all-day no-cost parking for private cars in or around the Nelson CBD, for example. As well as incentives to travel by PT or to car pool, there need to be disincentives to discourage the use of private cars, and particularly single-occupant vehicles.

10. True Costing

It is unlikely that PT will ever earn a profit, and significant on-going costs are likely, under the established accounting rules. These rules ignore the benefits that PT offers, however, and the externalities arising from the use (and continuing growth in use) of private cars.

In any assessment of the need for improvements in PT it would be useful to calculate, consider and publicise a fuller range of costs and benefits. Improved PT will provide benefits as follows:

- Reduction in traffic congestion and delays
- Reduction in the need for roading network construction, development and maintenance
- Increasing accessibility of the region, including urban and CBD areas, to households with a lower income that cannot afford a car, and to those who are reconsidering their need to retain a car
- Overall cost savings to families and communities
- Health benefits (from fewer vehicles and emissions)
- PT can provide further health and welfare benefits, for example by complementing active transport options
- Savings in greenhouse gas emissions; one bus might take 20 vehicles off the road
- Savings in ETS costs, likely to escalate rapidly in coming years
- Reduced pollution from cars (stockpiles of tyres, non-recyclable plastics and other waste)
- Reduction in serious road accidents through having fewer cars on the road, competing for space
- Reduced demand for valuable parking space (which can be put to far better use).

We do wish to speak in relation to this submission.

Submitted on behalf of **Businesses for Climate Action**

Bruce Gilkison

[REDACTED]

[REDACTED]

Submission Summary

Draft Regional Public Transport Plan 2021-2031 - Submission #26891

Jessie Cross

Stoke
Nelson 7011

Speaker? False

Department	Subject	Opinion	Summary
NCC - Infrastructure Services	What feedback do you have on the overall RPTP 2021-2031?		Please see attached.
NCC - Infrastructure Services	Have you sent a copy of this submission to Tasman District Council?	No	Forwarded to TDC 17Mar2021

Personal submission on Regional Public Transport Plan from Jessie Cross

Lodged by email to submissions@ncc.govt.nz:

Jessie Cross

[REDACTED], Stoke

[REDACTED]

[REDACTED]

16th March 2021

Overview

I am fully in support of all proposals to increase frequency of public transport services, extend routes, and make fee structures more affordable, simpler and accessible to all.

However, I believe that the proposed changes do not go far enough to create a public transport system that will effectively replace the need for people who (for example), live in Stoke or Richmond but work in Nelson to regularly drive to work. In this submission I raise a few additional changes that I think could make a very significant difference in the attractiveness of the public transport network. Ultimately, to get significantly higher volumes of people using public transport, we need to ensure it is as affordable, accessible, convenient and reliable as possible. Below is my personal opinion on what that could look like.

Fees

I strongly support the creation of a single urban fare zone that covers (at a minimum) Richmond, Stoke and Nelson. If it's cheaper and quicker to drive into town, where is the incentive to take the bus?

Timetables – extending well beyond 7pm

For people to make the (very significant) behaviour change of relying on private vehicles to relying on public transport, they need to know that the public transport will be available when they need it. This means having a timetable that meets the needs of as many people as possible. In my opinion, a bus timetable that finishes (or reduces to once per hour or less) at 7pm during the week completely fails to do that.

To have a thriving CBD, we must provide regular transport services well beyond 7pm. I live in Stoke, and occasionally like to go out for dinner in Nelson after work. I'd love to be able to go out for dinner with friends after work, finish dinner around 10pm, and know that I only have to wait a maximum of 15 minutes for a bus. If I can't get home from dinner, I'm not going to take the bus to work in the morning. If it's raining, I'm not going to bike, which leaves me with driving. Same goes for after-work activities like going to the gym or a yoga class, or a social sport event etc. Often these will finish well after 7pm, so it's impractical for me to take the bus to work because I'll end up stranded in town after my after-work activities, or I'll have to wait for an hour until the next bus.

For public transport to be user friendly, it needs to be frequent, reliable and easy to use. In my opinion, this means services running every 15 minutes at peak times, and every 30 minutes at off-peak times, and running until at least 10.30pm every day of the week.

Mobile app for monitoring bus schedules, delays, changes etc

I have tried using the bus several times, only to find that it was very difficult to locate the information I needed about routes and timetables on the Council's website. To get people using public transport, I think you need a really user-friendly app that has that same functionality as Google Maps: put in where you need to get to, where you're leaving from, and be shown the best stop to get on at, and the times that the bus will be leaving from that stop, and the total duration of the journey. The app should also show delays or changes to the bus network, and maybe it could even allow you to view your Bee Card balance and top up, so all your bus info is in one place.

I have just discovered that an app that does some of this already exists – Transit – and it's excellent! But it is not mentioned anywhere on NCC's "Routes & Timetables" webpage. Instead, I found it on a page listing all of NCC's apps – not somewhere I'd think to look when working out if I can catch the bus to work. I strongly support a big campaign to promote the app (much like you have promoted the Bee Card), to make using the bus as simple as ordering an Uber.

I know that the costs of app development are significant, but I think this would be one of the most effective ways to spend money to change behaviour and increase bus use. Most people aren't going to stop driving and start taking the bus unless it is really easy to do so. Having an app that lays it all out in the palm of their hand, and a frequent bus schedule that gets them from A to B reliably and quickly are the best ways to do that.

Provide safe covered bike stands at major bus stops

I've heard from friends that they are put off from using the bus because they need to bike to the bus stop, and there's no guarantee that there will be room for them to fit their bike on the racks on the bus. Often you won't need your bike after you get to the bus stop, so it would be very convenient to be able to securely lock your bike at the bus stop rather than having to take it with you on the bus. Covered bike/scooter lockup stands at prominent stops around Stoke, Richmond, Wakefield, Brightwater, complete with security cameras would be great for helping make the bus more accessible to those who don't live close by a bus stop.

Why are we not considering light rail?

This would be an awesome way to link up Wakefield, Brightwater, Richmond, Stoke and Nelson and would drastically reduce the reliance on single-passenger vehicles. I've lived in the UK and Wellington, where the train services are frequent, reliable, affordable and comfortable. There is no comparison between buses and trains when it comes to comfort and speed for daily commuting. As a result, people use them! Buses do not have the same appeal – they're much slower, louder, there's the jerky start-stopping all the time, and as a result they're much less comfortable. Not to mention they can't carry anywhere near the same number of people, which is important during commuter hours. There is obviously a very big question of cost, but adding more buses to the road doesn't seem like a very long-term solution given that the population across our region continues to grow, and the locations that the population lives in continues to spread out.

Thank you for considering my submission, and thank you for all the work you're doing to make transport in Nelson Tasman more sustainable for all of us!

Jessie Cross

Submission Summary

Draft Regional Public Transport Plan 2021-2031 - Submission #26892

Dr Joost van Rens

Richmond 7020

Speaker? False

Department	Subject	Opinion	Summary
NCC - Infrastructure Services	What feedback do you have on the overall RPTP 2021-2031?		see attachment
NCC - Infrastructure Services	Have you sent a copy of this submission to Tasman District Council?	Yes	

SUBMISSION PUBLIC TRANSPORT NELSON TASMAN

This is about the future for our children.

I am very happy and somewhat relieved to read that Nelson Tasman Councils are planning for improved public transportation for our area. This is essential and can wait no longer.

Aotearoa New Zealand has committed to the goal of keeping global warming to less than 1.5°C under the Paris Agreement.

Fortunately this now has legislative status under the Climate Change Response Act 2002 (Zero Carbon Act).

One of the best ways that Nelson Tasman can achieve this is to largely de-carbonise transport by 2030.

This means that Nelson Tasman must dramatically reduce vehicle kilometres travelled. In 9 years we must have delivered compact urban areas and shifted towards active and public transport in addition to having largely decarbonised the vehicle fleet. This requires transforming transport's planning and funding model at the national and local level.

You are the key decision-makers and have the collective power to achieve this change. In effect, your decisions will determine whether New Zealand and Nelson Tasman can meet their 1.5°C commitments or not. You are morally and legally obliged to take action consistent with these commitments.

Specifically, I urge you to deliver these actions by 2030:

- ***Reduce traffic volumes*** by putting vehicle travel reduction at the core of travel demand management and using every lever available. This includes urban planning, evaluation methods and

investment, regulation, enforcement, pricing regimes (including fares and parking levies), and travel plans for businesses.

- ***Prioritise active and public transport modes*** and de-prioritise the personal automobile in system design, operation, investment and space allocation. Swiftly reallocate road corridors to focus on walking, cycling, public transport and liveable, tree-lined public spaces. Implement low traffic neighbourhoods throughout the residential and urban areas. Improve the customer experience of every aspect of active and public transport.
- ***Reduce and decarbonise the vehicle fleet.*** Use appropriate registration charges, emissions regulations and low emissions zones to encourage a reduction in car ownership and an increase in the adoption of low and no emissions vehicles. Swiftly electrify bus and local government vehicle fleets.
- ***Improve proximity*** to reduce trip distances by delivering on a genuine compact urban strategy. Stop the release for development, of rural land which is currently used for agriculture/horticulture and which will be at risk of inundation within the next 50-100 years.
- ***Make all transport decisions with a climate and equity lens*** and ensure marginalised groups benefit. Work swiftly to ensure benefits are realised and perceived quickly by removing barriers to change. Streamline consultation by addressing our objectives for decarbonising transport at a district wide level, followed by local consultation that improves rather than delays projects.
- ***Uphold the articles of Te Tiriti o Waitangi***, actively engage with Māori, and ensure that policies to decarbonise transport benefit Tangata Whenua.

I recognise that these are decisions that you, as our leaders, have the power to make to ensure people in Nelson Tasman have attractive and sustainable transport choices.

Time is fleeting for Nelson Tasman to achieve this ambitious goal of decarbonising transport by 2030. We need decisions to be made now. If you choose inaction, you are in fact taking direct action to create an unsustainable future in which our children face severe environmental degradation and exponentially rising costs. To sit by and ignore the need to decarbonise transport is a conscious choice and one that will contradict commitments under the Zero Carbon Act.

I look to your leadership to ensure you implement your commitments and stand by your duties and responsibilities to all inhabitants of Nelson Tasman Districts

Sincerely,

Joost PJ van Rens

Submission Summary

Draft Regional Public Transport Plan 2021-2031 - Submission #26893

Alison McLeish

Nelson 7010

Speaker? False

Department	Subject	Opinion	Summary
NCC - Infrastructure Services	What feedback do you have on the overall RPTP 2021-2031?		<p>SUBMISSION regarding proposed new Bus Services</p> <p>I strongly support the proposed bus line no. 4 from the airport to the Brook.</p> <p>It would be great for visitors and locals alike to have easy and frequent public transport to the Brook and the Brook Waimarama Sanctuary.</p> <p>The terminus could be renamed Brook Waimarama Sanctuary, aka the Airport – Brook Waimarama Sanctuary line.</p> <p>Another idea could be to paint the no. 4 bus with images and logos from the Brook Waimarama Sanctuary, thereby promoting Nelson's unique eco haven, the Brook Waimarama Sanctuary.</p> <p>Kind regards</p> <p>Alison McLeish Brook Sanctuary Volunteer</p>

Submission Summary

Draft Regional Public Transport Plan 2021-2031 - Submission #26894

Kaylene Sherwood

Nelson 7010

Speaker? False

Department	Subject	Opinion	Summary
NCC - Infrastructure Services	What feedback do you have on the overall RPTP 2021-2031?		<p>As a new user to the bus service between Tahunanui and Richmond I am disappointed that there is proposed changes to the route.</p> <p>With having a change of work location and upon the move to the Richmond location our team were given a motivating welcome, encouragement and educational session of options to get to work to assist with congestion and carbon foot print as individuals, I decided that it was a great opportunity to actually give the bus option a go. Timetable also fitted into working hours.</p> <p>I personally have mobility issues so this is a major choice for me. Knowing the bus kneel, runs regularly and was an easy walk from my house in Tahunanui with easy access to bus stop I was even more empowered.</p> <p>My concern is for not only myself but all users of the Tahunanui service. For those with mobility issues, young children and the older people in the area they will need to cross Tahunanui drive to access the bus stops.</p> <p>This is already a highly congested road at peak time. Even with a possibility of a safe place to cross (which has not been clearly identified if there will be more crossing options) this will cause more congestion for those who do travel by car. Also is a main road for large freight truck use increasing risk for people not only walking to use bus route but potential accidents involving cars.</p>

			<p>Nelson is known for great walk ways and cycle ways. Why make changes to a transport route that lessens our carbon foot prints and in making the change discourages people to use the service, even knowing that it may cost \$2 to travel all routes, which again it a great incentive.</p> <p>I believe this change will see users have to review their option because of route change and timetable.</p> <p>Regards Kaylene Sherwood</p>
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Submission Summary

Draft Regional Public Transport Plan 2021-2031 - Submission #26897

Mr Mike Ward

Nelson 7010

Speaker? True

Department	Subject	Opinion	Summary
NCC - Infrastructure Services	What feedback do you have on the overall RPTP 2021-2031?		Please see attached.
NCC - Infrastructure Services	Have you sent a copy of this submission to Tasman District Council?	No	Forwarded to TDC 17Mar2021

Regional Land Transport Strategy submission

Increasing capacity simply perpetuates our motorcar dependency and with something less than two people per car we aren't using current capacity wisely. But arguing for or against more roads has polarised communities for too long, and dealing to climate change, both cutting carbon emissions as well as coping with sea level rises, and increasing frequency and severity of storm surges makes raising and moving of the sea wall a key future proofing initiative. In the process, we need to provide capacity for the construction of a rail link from the port to the plains as well as the pedestrian cycle link around the waterfront.

Behaviour Change is cheaper than building infrastructure

Encouraging behaviour change must be key components of any strategy... as well as to exceeding climate change targets. In spite of having more transport options, motor cars and roads, too many of us are spending more time moving ourselves and stuff than we need to.

Avoiding unnecessary journeys, increasing vehicle occupancy rates, making it easier to live closer to where we work, play or learn, and working closer to home all need to be made easier. But it demands a commitment from us all. Change cannot be left to governments, central or local. It is a marketing challenge. But the savings both personal and to Council spending, and the environmental and lifestyle advantages are likely to be substantial. How much of the savings are Councillors prepared to spend to enable and encourage us to make the changes that are in all of our best interests?

On bussing, biking, and walking

Efforts to diversify transport options are admirable, particularly improvements to bus services and cycling/ pedestrian networks. I don't drive, have never held a drivers licence. Mostly I cycle, walk or share a ride, but I am an occasional bus user, and improving patronage will minimise the cost of the planned improvements. It will also make funding services more palatable to non-users.

Employers, employees and the media ought to be key allies in increasing patronage. We need to work together to avoid unnecessary journeys and choose bussing and active transport options for more of the necessary ones, not because we have to, but because it is what we owe to ourselves, the planet and our communities.

While public transport to, from and around the city are adequate, buses to St Arnaud and Marahau and likely other parts of our region no longer exist, disadvantaging affected communities and those who don't drive. These services may require subsidising but, with clever marketing, comfortable leisurely public transport services, through and to, some very beautiful, but currently un-serviced, parts of our region would be a boon to those parts as well as to individuals currently unable to get to them. They may very likely prove self-supporting, particularly if Kiwis can be persuaded to keep holidaying closer to home.

Submission Summary

Draft Regional Public Transport Plan 2021-2031 - Submission #26898

Chelsea Walker

Nelson 7011

Speaker? False

Department	Subject	Opinion	Summary
NCC - Infrastructure Services	What feedback do you have on the overall RPTP 2021-2031?		<p>Hi there</p> <p>I have seen discussion on changing the bus route from muritai street to Tahunanui drive.</p> <p>This is far too dangerous for our children. That road is far too busy and has only one safe place to cross the road. Alot of young children won't walk to one end to use the padestrian crossing, you will have teenagers running across the road dodging busy traffic.</p> <p>Far too dangerous</p> <p>Thank you Chelsea Walker</p>
NCC - Infrastructure Services	Have you sent a copy of this submission to Tasman District Council?	No	Forwarded to TDC 17Mar2021

Submission Summary

Draft Regional Public Transport Plan 2021-2031 - Submission #26900

Mr Richard (Ru) Collin
Nelson Brook Sanctuary

Nelson 7040

Speaker? False

Department	Subject	Opinion	Summary
NCC - Infrastructure Services	Have you sent a copy of this submission to Tasman District Council?	No	<p>The Brook Waimārama Sanctuary is the largest fenced mainland Sanctuary in the South Island, second largest in New Zealand and the only one containing a large tract of natural beech forest. The 690-hectare site at the head of the Brook Valley, is surrounded by 14.4km of predator proof fence, has reserve status and is the site of Nelson's original water supply dating back 150 years.</p> <p>It is the vision of the BWST that our Sanctuary is seen as the Centre of Conservation Excellence in New Zealand which completely aligns with the Te Taihū Intergenerational Strategy and Kotahitangi mā te Taiao Alliance and Strategy. We believe the Sanctuary could be one of the core pillars that enhances that strategic positioning for the future. The Sanctuary has Qualmark silver status and is already welcoming more than 10,000 visitors a year. We are passionate about education providing opportunities for people of all ages to learn more about the richness of our unique biodiversity and build on our legacy of conservation. Our mission is to enable people to engage with the natural world in a way that promotes environmental responsibility and our community's health and wellbeing. Since 2004 the community led project has worked tirelessly to create what is now a regional treasure on the cusp of reintroducing native species.</p> <p>The Brook Waimārama Sanctuary is developing into a key visitor destination for Nelson.</p> <p>We would like to put forward several suggestions to the reviewed public transport plan.</p> <p>The plan suggests a new combined route that would go straight from airport via the Visitor Centre to the Brook Sanctuary at 30min frequency!</p> <ol style="list-style-type: none"> 1. From the airport straight to sanctuary, couldn't be any better especially if the terminus of route will show Brook Waimārama Sanctuary and the bus advertising the BWS. 2. For the future Regional Public Transport Plan (RPTP) we suggest for consideration that the terminus should be renamed

			<p>Brook Waimārama Sanctuary, aka the Airport – Brook Waimārama Sanctuary line.</p> <p>References</p> <p>https://shape.nelson.govt.nz/connecting-nelson https://s3.ap-southeast-2.amazonaws.com/hdp.au.prod.app.nels-shape.files/4516/1352/1301/Regional_Public_Transport_Plan_2021-31.pdf</p>
NCC - Infrastructure Services	Have you sent a copy of this submission to Tasman District Council?	No	Forwarded to TD 17Mar2021

Submission Summary

Draft Regional Public Transport Plan 2021-2031 - Submission #26901

Mr Robert Schadewinkel

Nelson 7010

Speaker? False

Department	Subject	Opinion	Summary
NCC - Infrastructure Services	What feedback do you have on the overall RPTP 2021-2031?		<p>I fully support the suggested significant improvements that will make public transport a viable alternative to personal vehicle use for many people.</p> <p>In particular I support the suggested Airport to The Brook bus line; the amalgamation of two lines to this proposed line is fantastic. Please ensure the line will go past the i-site in town as this would be the first stop for many visitors coming from the airport.</p> <p>Another suggestion is to rename the terminus from The Brook to Brook Waimārama Sanctuary as the sanctuary is expected to become a key destination over the next few years. To have a Airport - Brook Waimārama Sanctuary line would be a fantastic way of promoting the sanctuary to visitors and supporting this great community asset.</p>

Submission Summary

Draft Regional Public Transport Plan 2021-2031 - Submission #26904

Ruth Newton

Nelson 7010

Speaker? False

Department	Subject	Opinion	Summary
NCC - Infrastructure Services	What feedback do you have on the overall RPTP 2021-2031?		Are buses to and from Atawhai also planned to run until 7.00pm
NCC - Infrastructure Services	Have you sent a copy of this submission to Tasman District Council?	No	Forwarded to TDC 17Mar2021

Submission Summary

Draft Regional Public Transport Plan 2021-2031 - Submission #26905

Mr Richard Sullivan

Nelson 7040

Speaker? True

Department	Subject	Opinion	Summary
NCC - Infrastructure Services	What feedback do you have on the overall RPTP 2021-2031?		<p>I am fully supportive of extending the public transport network, especially including a service to the airport.</p> <p>The single low fare is a very good idea and will encourage greater use of the public transport system</p> <p>The costs identified seem reasonable for the potential outcomes. Indeed if successful the increased patronage will reduce the need for new roading infrastructure that would cost significantly more.</p> <p>The benefits need to be weighed against other potential expenditure should this investment not go ahead. It is a far more sensible and appropriate use of council funds than spending on the Dam (which will cost more than this for decreasingly illusory economic gain). Reprioritizing spending toward sensible public and active transport solutions will in the end save the council money and make the city/region a better place to live.</p> <p>One way to make the system successful would be to have greater frequency of service early in the project. while this will be more costly up front it will give the plan a greater chance of success and save considerable money on future roading.</p>
NCC - Infrastructure Services	Have you sent a copy of this submission to Tasman District Council?	No	Forwarded to TDC 17Mar2021

Submission Summary

Draft Regional Public Transport Plan 2021-2031 - Submission #26909

Ms Rachel Boyack
MP for Nelson

Wellington 6160

Speaker? True

Department	Subject	Opinion	Summary
NCC - Infrastructure Services	What feedback do you have on the overall RPTP 2021-2031?		Please see attached.
NCC - Infrastructure Services	Have you sent a copy of this submission to Tasman District Council?	Yes	

26909-1

**Rachel Boyack**

MP for Nelson



Nelson office



Wednesday 17 March 2021

Nelson City Council
submissions@ncc.govt.nz

Tasman District Council
submissions@tasman.govt.nz

Submission on Draft Regional Public Transport Plan 2021-31

Thank you for the opportunity to submit on the Draft Regional Public Transport Plan (RPTP) for Nelson and Tasman. I would like to commend Nelson City Council and Tasman District Council on the creation of a joint RPTP that aims to connect the region through accessible and affordable public transport.

As a long-term supporter of improved public transport in the region, I am pleased with the overall approach and the aims of the draft plan as noted in the Summary on page 3 of the draft plan. My specific feedback is below.

Routes

Constituents will have specific feedback on particular routes or parts of routes. I note that some Tahunanui residents have raised concerns about proposed changes to the routes through Tahunanui. I encourage Council to engage with those residents to address their concerns. I am pleased to see new route offerings and improved timetables in the areas of Brightwater, Wakefield, Mapua and Motueka. I have been approached by constituents in the Hira area who are keen to see routes extended to their suburb and I encourage the Councils to consider this.

Times and Timetables

I am concerned to see that route frequencies are not due to increase until 2026. In my view this is too late given the need for modal shift and feedback that the frequency of bus services is one of the biggest barriers to increased usage. I urge the Councils to bring this date forward and increase route frequencies by 2023.

Fares

I support the introduction of a new single urban fare zone to simplify fares for passengers and incentivise public transport over private car usage.

Accessibility

I have received feedback from constituents that they wish to see the entire bus fleet have accessibility features, in particular that all busses should have full wheelchair accessibility.

Infrastructure

Passenger facilities at major junction points (e.g. Richmond, Nelson City) should have high quality public facilities, such as public toilets and the ability to purchase refreshments. I am also keen to see all bus stops have a shelter and a safe path from the footpath to the bus stop. I am interested in discussing with Councils the options around moving to low and/or zero emission vehicles.

I would like to speak to my submission.

Yours faithfully

Rachel Boyack
 MP for Nelson



Authorised by Rachel Boyack MP
 Parliament Buildings, Wellington

Submission Summary

Draft Regional Public Transport Plan 2021-2031 - Submission #26911

Ms Olivia Cunningham
Nelson

Nelson 7011

Speaker? False

Department	Subject	Opinion	Summary
NCC - Infrastructure Services	Have you sent a copy of this submission to Tasman District Council?	No	<p>Please do not remove the bus route off Muritai St. This street has school and community centre on it. And had recently been upgraded to be safer for vulnerable road users. State Highway 6 by comparison is a nightmare to cross safely. Please work on aiming for North European standards of public transport, with electric busses and teams every 10min. If you want this to be a smart little city, which cards about climate change, then the infrastructure needs to be there to convince people to get out of their cars. To be on-time for school or work, a bus every 30min is not good enough. And people won't want to hang around an extra 25 minutes when finishing school or work to wait for the bus, when they're tired at the end of the day, if with a car they could go home sooner. Nelson's ageing population of people who may not be able to drive should also be taken into account. The distances are small, there should be no need for cars, but the infrastructure isn't good enough to get people onto public transport now. If we don't want busses to also get stuck in traffic, why not have separate tram routes? I'm guessing metros would be at risk in earthquakes, but they would have provided very quick, not-affected-by-traffic transport to Richmond and City centre.</p> <p>Dream big, look at examples from Germany for what to aim for to make people feel cars are not required.</p>

Submission Summary

Draft Regional Public Transport Plan 2021-2031 - Submission #26915

Mr Rodger Curry

Vice Chair Blind Citizens NZ Nelson Branch

Nelson 7010

Speaker? True

Department	Subject	Opinion	Summary
NCC - Infrastructure Services	What feedback do you have on the overall RPTP 2021-2031?		We have attached a document
NCC - Infrastructure Services	Have you sent a copy of this submission to Tasman District Council?	Yes	

Submission to the Regional Public Transport Plan

The Association of Blind Citizens New Zealand is a national consumer advocacy organisation which was established in 1945. It advocates for changes in society to improve the environment and make it safer for people who are blind or have low vision. The Nelson Branch of Blind Citizens NZ advocates on behalf of blind and low vision people who live in the Nelson City Council and Tasman District Council regions.

Blind Citizens NZ Nelson Branch would like to thank Nelson City Council and Tasman District Council for the opportunity to comment on the Regional Public Transport Plan.

In principle, Blind Citizens NZ Nelson Branch is supportive of the Regional Public Transport Plan, and the proposed increase in services, including more bus routes and bus stops. We would ask that as plans are further developed that the planning group consider how new developments will be available and accessible to blind and low vision citizens. For example: at the moment there are some routes that are designated 'Hail and Ride Services' but how are blind and low vision bus passengers to know when, or if, a bus is approaching and which vehicle to wave down?

We are very supportive of the proposal to appoint one person to have oversight and management of the entire public transport service in our region on behalf of both Nelson City Council and Tasman District Council.

We wish to offer comment and recommendations in this submission under the following headings:

- Total Mobility Scheme;
- Routes, Connections and Timetables;
- Bus Drivers;
- Accessibility.

Total Mobility Scheme

Total Mobility is a nationwide scheme aimed at giving people with disabilities mobility options. It is funded by central government and administered by city, district and regional councils throughout New Zealand. Consistency of implementation across the country would make this scheme easier to use both for the user, such as a blind and low vision person, and for those who provide the service to the user, such as bus and taxi drivers.

Here in the Nelson/Tasman region, we very much appreciate the proposed increased subsidy cap of \$15.00, although we feel this is still at the minimal level of support. In other regions, the subsidy cap can be as much as \$40.00.

Reference: <https://www.seniorline.org.nz/assets/Seniorline/National-Documents/total-mobility-around-new-zealand.pdf>

We are concerned the low subsidy cap in our region can cause suppressed demand in that people may still be unable to afford the cost of the journey.

Recommendation:

That a zoning area system of graduated subsidy increase be considered. For example: from Nelson to Stoke may be one zone, Nelson to Richmond be classed as two zones, and Nelson to Motueka three or four zones; with a different subsidy cap for each zone. This system could also apply to companion driving services, often used by those with disabilities, and where public bus transport is not an accessible or practical option.

Recommendation:

That Total Mobility cardholders have the same discount as Gold Card holders on buses, including free travel between 9am and 3pm.

Example: In the Waikato region travel on buses is free at any time with a Total Mobility Card.

Routes, Connections and Timetables

Blind Citizens NZ Nelson Branch is very supportive of the proposed increase in bus routes, which will make local travel and journeys more accessible to our members. We think it is important that proposed new routes are not covering the same ground as the current ones, but rather offer an increased choice of travelling to more destinations.

Our blind and low vision members can face difficulties where current bus timetables do not at times allow sufficient time for the routes to align, and for passengers to continue their journey in a timely manner.

Example: We have heard personal stories from our members of when they have had to wait up to an hour between one bus and the next because of this issue. This appears to happen particularly when the loop buses and the main route buses have not managed to link up.

One of our members has recently brought instances of this happening to the attention of staff at Tasman District Council. From the response, we understand that timetabling suggests that five minutes allowance should be sufficient for

the bus routes to align, but from our own members' experiences it would appear that this is insufficient.

Recommendation:

That the entire bus scheduling be reviewed, looking at the total picture of bus travel throughout the area, rather than disjointed sections.

Bus Drivers

Many bus drivers are highly competent, friendly and helpful. They are good at their job. They often provide assistance where it is obviously needed, such as where people have a physical disability and use a wheel chair. We realise it is sometimes more difficult for the bus drivers when the disability may be not so obvious, such as sight loss. Many of our members use a white cane, or wear a badge saying they have low vision, so that others are aware of their disability, can more easily assess the situation and pay attention to their needs.

We do however hear personal stories from our members of instances where the bus drivers have been unhelpful and disrespectful to those who are blind or have low vision.

Example: Blind or low vision bus passengers may need to rely on the bus driver to stop at the correct place for them. We have a member who has told us that they have been forgotten by the bus driver who has stopped the bus further along the road. The passenger was then expected to alight onto a rough and unsuitable surface. In another instance when the driver had forgotten them they were told by the bus driver that "They should take responsibility for themselves".

Recommendation:

That all bus drivers are trained to realise that they work in a people-related occupation; and part of their responsibility is to assist and support bus passengers, particularly those with disabilities. This includes people who are blind or have low vision who may not be able to manage bus transport easily for themselves.

Not all bus drivers appear to have consistency of practice and knowledge.

Example 1: We understand that tickets can be used to transfer from one bus journey to the next, i.e. from a loop bus to a main route bus and vice-versa. This seems to be known by some bus drivers and not by others.

Example 2: Recently, a national news item stated that all bus drivers are trained to recognise white cane users at bus stops and stop to pick them up. However, when drivers have been queried by our committee members, no local drivers knew of this requirement.

Recommendation:

That all current and new bus drivers have consistency, and updating if necessary, in their training to ensure that they all have the same knowledge of all matters relating to their jobs.

Accessibility

For our members and others with disabilities, accessibility means planning for safe travelling from door to door, one destination to another. This can involve finding the bus stop, maybe crossing busy roads to get to the bus stop or from one bus to another, and being able to board and alight from the bus safely and easily.

To assist bus passengers using ‘Hail and Ride Services’ especially those who are blind or have low vision, there are flags available to draw the attention of the bus driver to stop and pick up the passenger.

Recommendation:

That the availability of these flags be given more publicity to encourage greater use. We suggest that the flags be available wherever the Bee Cards are topped up, i.e. the libraries, council offices, the bus company, and on the buses themselves.

In looking to the future the Regional Public Transport Plan proposals have raised some questions about accessibility which we ask on behalf of our members:

- ‘Super Stops’: How will blind and low vision people find the bus they need?
- New or changed bus stops:
 1. Where will they be located?
 2. Will they provide shelter?
 3. Will they be accessible for blind and low vision people?
- New and existing buses:
 1. Will they be accessible?
 2. Will the tag on/tag off machines be more accessible than those currently in use?

3. Will they have enough alert buttons to stop the bus in easily reachable places?
4. Could buses have audio announcements for the next stop?

Conclusion

Blind Citizens NZ Nelson Branch has raised various issues in this submission. We have offered suggestions and recommendations as possible solutions for blind and low vision people, who often rely on the bus service for their travel. The increased Total Mobility Scheme subsidy cap, proposed new routes and easily accessible bus stops, will assist blind and low vision people to lead more interesting, fuller and independent lives, by being able to make more use of the public transport available in our region. For this reason, we support an early implementation of the proposed changes in the Regional Public Transport Plan.

Submission Summary

Draft Regional Public Transport Plan 2021-2031 - Submission #26917

Barbara and Tim Robson

Nelson 7010

Speaker? True

Department	Subject	Opinion	Summary
NCC - Infrastructure Services	What feedback do you have on the overall RPTP 2021-2031?		Please see attached.
NCC - Infrastructure Services	Have you sent a copy of this submission to Tasman District Council?	No	Forwarded to TDC 17Mar2021

Bev McShea

From: Barbara and Tim Robson <timbarbrobson@gmail.com>
Sent: Wednesday, 17 March 2021 1:39 p.m.
To: Submissions
Subject: Submission on Regional Land and Public Transport Plan

Submission to Nelson City Council and Nelson City Council on Regional Land and Public Transport Plans 2021

To whom it may Concern

Thank you for the opportunity to submit. Please find below our submission.

Nga mihi nui

Barbara and Tim Robson

[REDACTED]

Marybank

[REDACTED]

Yes to making an oral submission

The introduction to the draft plans aspirationally signal an Intergenerational strategy which outlines a vision: tūpuna pono, to be good ancestors. It has te oranga tauihu, “the wellbeing of our people and our places over the generations, at its heart.” This is absolutely what we need, and the stated intentions of encouraging active transport and encouraging public transport use, are sound in as far as they go. But without “carrots and sticks” and prioritising some basic actions now (not in 5 years or even longer), the desired and necessary “mode changes” will not happen.

The Regional and Public Transport Plans must hold the Climate Emergency that we are now in, as paramount in all decisions when considering transport into the future. Wellbeing as a vision means that we must incentivise low- emission behaviour and make a “business as usual, just hop in your car” approach, inconvenient and uneconomic . Councils must subsidise and offer efficient and fast transport options which plainly make sole-driver options unattractive and then the desired “mode changes” will happen.

The plan commendably suggests changes to bus schedules, express buses etc, but needs to go further to make these realistic and attractive options. For example regional bus services must offer high-capacity bike racks so that biking at both ends of a journey is a realistic commute option. A comprehensive, united, region-wide approach to parking fees should be undertaken. All day parking fees should be increased and pedestrian, car-free zones opened in city centres. The kind of vibrant city centre which results from such "future-proofing" behaviour by other cities and regions throughout the world, sees communities develop into people and business-friendly hubs.

Overall there needs to be a major awareness-raising campaign that makes clear that expectations of unlimited travel is not a right and is not sustainable. This includes all car commuting even in EV vehicles.

Councils should petition Government for authorisation to implement congestion taxes over peak hours.

Express bus lanes, and making these accessible to multiple occupant vehicles (as is happening successfully in other centres) could will also reduce congestion and emissions.

Another priority must also be to make active transport to schools a safe option. The community well-being consequences of this will be huge.

We commend the ideals of this plan but want to see action sooner – not in 5 years time, on some of the initiatives that could without major financial outlay, make a considerable difference in a short time.

Nelson Future Access Study is keeping the anachronistic “Southern Link” idea alive and holding funding which could be used to expedite the public transport options which the Climate Emergency and our Zero Carbon Bill obligations demand.

Submission Summary

Draft Regional Public Transport Plan 2021-2031 - Submission #26918

Cathy Perry

Nelson 7010

Speaker? False

Department	Subject	Opinion	Summary
NCC - Infrastructure Services	What feedback do you have on the overall RPTP 2021-2031?		<p>I am writing to voice my support for the new bus service to the Airport and connecting to the Brook Waimarama Sanctuary. Bus service to and from the airport would be a great service to residents and visitors alike, and this line would also showcase one of the unique places of Nelson.</p> <p>Many people who have lived in Nelson their entire lives have never visited the Sanctuary. This bus line could draw attention to it and make it easier for everyone to make a visit. Painting the bus with Brook Sanctuary logo and scenery would be another way to advertise its existence.</p> <p>Sincerely, Cathy Parry Nelson</p>

Submission Summary

Draft Regional Public Transport Plan 2021-2031 - Submission #26919

Grant Kerr

Executive Director - Demand Management Nelson Marlborough Institute of Technology

Nelson 7010

Speaker? False

Department	Subject	Opinion	Summary
NCC - Infrastructure Services	What feedback do you have on the overall RPTP 2021-2031?		Submission attached
NCC - Infrastructure Services	Have you sent a copy of this submission to Tasman District Council?	No	Forwarded to TDC 18Mar2021

Nelson Marlborough Institute of Technology submission to Draft Regional Public Transport Plan 2021 - 2031

This submission is made on behalf of Nelson Marlborough Institute of Technology (NMIT) and we submit the following as information for consideration for the Draft Regional Public Transport Plan.

Overview

NMIT (and its forerunners) have been established in Nelson since 1904 and over that time the Institute has grown across the Top of the South with campuses in Nelson, Richmond, Blenheim and Woodbourne. We are one of the largest employers within Te Taihū with 550 employees spread across each of these campuses.

2021 domestic student enrolments are almost 4,200 which is approximately an 18% increase on the same time last year. In combination, the number of NMIT employees and students commuting to NMIT campuses is significant and has a high contribution to traffic volumes. The majority of movements would be during peak times with limited movements in the middle of the day.

The data below shows the home location clusters of employees and students (2019 -2020). It should be noted however, that when this data was gathered there was a higher number of international students who would normally reside in the Nelson city area.

Future

NMIT has recently established a growth strategy for 2021 – 2025 which focuses on student growth, delivery methodologies and infrastructure requirements across all campuses.

Most of NMIT's current teaching delivery is face to face but this is anticipated to change as we move towards providing a mix of face to face and online learning (blended) and fully online learning. This development reflects a corresponding shift in student study, work, home and lifestyle habits. As the approach to student learning develops and changes, NMIT is anticipating less students attending face to face classes. As a result, we estimate growth from the current 6,500 learners to approximately 9,500 students across our campuses.

Infrastructure

NMIT's campus in Hardy Street Nelson is the largest of our campuses with approximately 98% of staff and 95% of students commuting there on a daily basis. Throughout 2021, NMIT will undertake a review of further development at the Richmond campus in Lower Queen Street. All our carpentry teaching was relocated from Nelson to Richmond at the start of 2021 and we envisage the Richmond campus becoming the centre for all our Trades teaching. Taking into account opportunities for growth in other learning deliverables and relocations to Richmond, we could see upwards of 300 students and 20 staff using this campus.

NELSON CAMPUS

322 Hardy Street, Private Bag 19, Nelson 7042, New Zealand
ph +64 3 546 9175 • fax +64 3 546 2440

MARLBOROUGH CAMPUS

85 Budge Street, PO Box 643, Blenheim 7240, New Zealand
ph +64 3 578 0215 • fax +64 3 578 0216

www.nmit.ac.nz

Considering the targeted growth in students and growth at the Richmond campus, this will bring a corresponding increase in the number of vehicle movements, parking requirements and public transport demand.

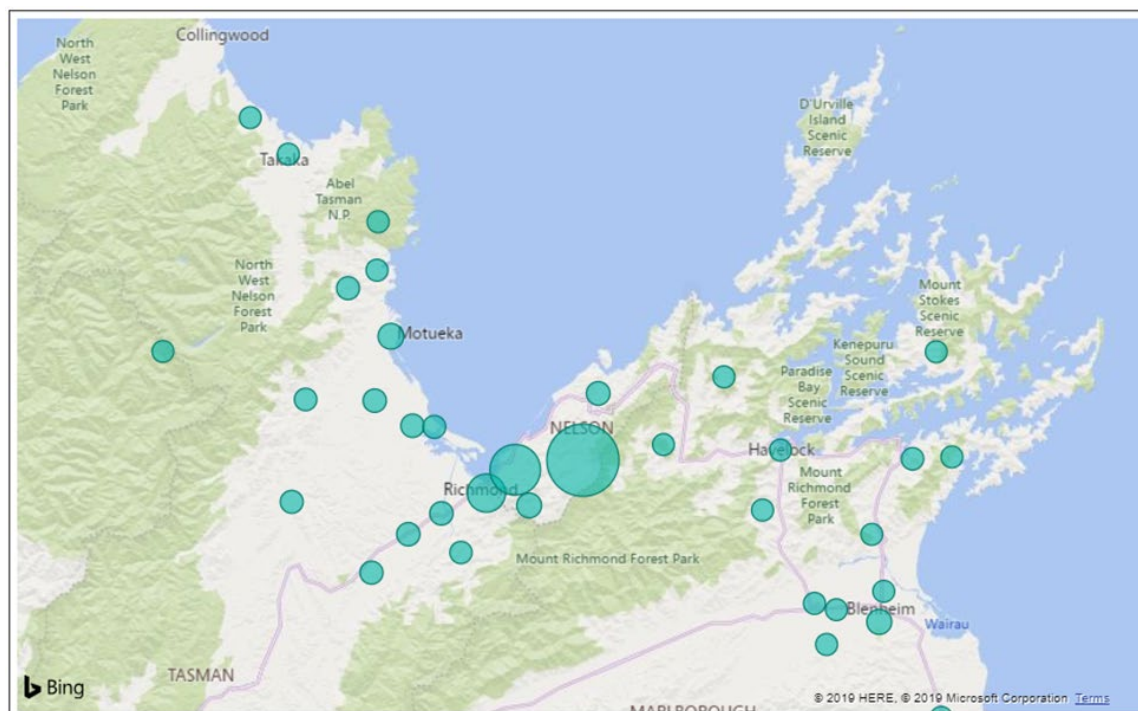
NMIT supports any initiatives that increase the opportunity for multiple transport modes with a specific focus on increased public transport routes, service frequency and pick up and drop off zones near our campuses.

In principle, NMIT supports the Draft Regional Public Transport Plan, however, we would request that the timing of increased public transport schedule/routes/frequency is able to be brought forward should the need/support be recognised earlier than the proposed dates set in the plan.

NMIT welcomes the opportunity to meet with relevant Council representatives to provide further information if required.

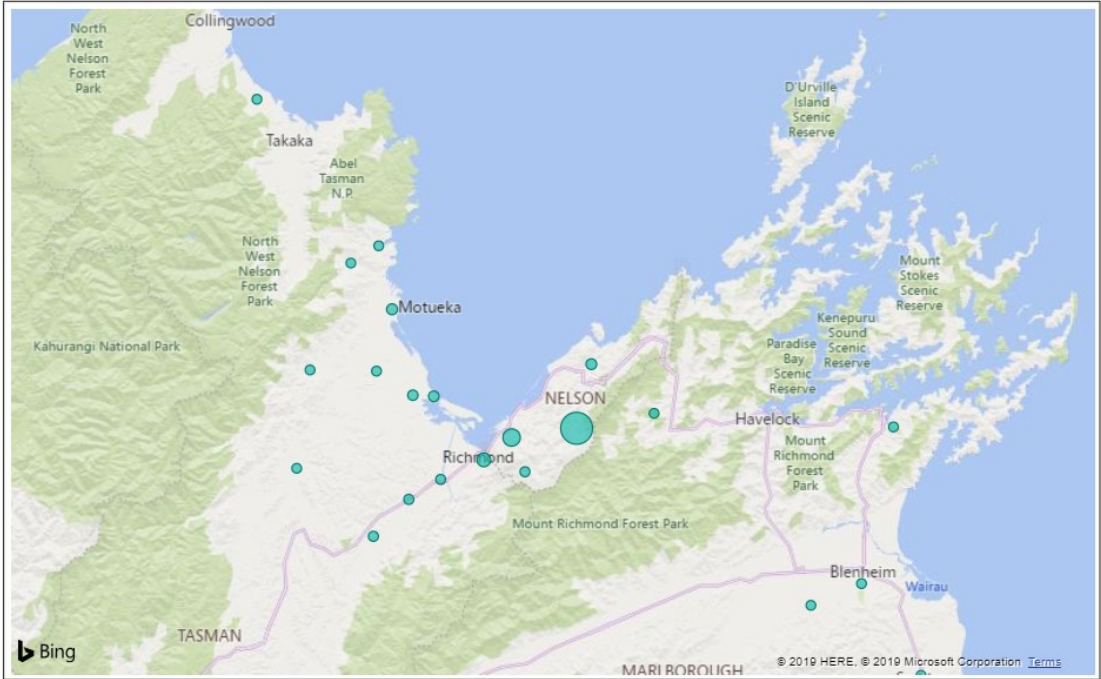
We do not wish to speak to our submission.

LEARNER ADDRESS MAPPING BY POSTCODE



Postcode	Town	Address Count	% of Total Addresses
7010	Nelson	1055	39.62%
7011	Nelson	601	22.57%
7020	Richmond	322	12.09%
7120	Motueka	82	3.08%
7201	Blenheim	68	2.55%
7081	Richmond	61	2.29%
7071	Nelson	37	1.39%
7173	Upper Moutere	35	1.31%
7022	Brightwater	34	1.28%
7025	Wakefield	30	1.13%
7175	Upper Moutere	30	1.13%
7198	Motueka	27	1.01%
7095	Wakefield	26	0.98%
7005	Mapua	25	0.94%

STAFF ADDRESS MAPPING BY POSTCODE



Postcode	Town	Address Count	% of Total Addresses
7010	Nelson	225	52.33%
7011	Stoke	46	10.70%
7020	Richmond	39	9.07%
7011	Nelson	32	7.44%
7071	Nelson	12	2.79%
7120	Motueka	11	2.56%
7005	Mapua	6	1.40%
7095	Wakefield	5	1.16%

Submission Summary

Draft Regional Public Transport Plan 2021-2031 - Submission #26922

Ms Claire Berthelsen

Nelson 7010

Speaker? False

Department	Subject	Opinion	Summary
NCC - Infrastructure Services	What feedback do you have on the overall RPTP 2021-2031?		<p>I support any plan that improves public transport as well as biking and walking initiatives in Nelson. In terms of public transport, increasing the hours that the buses run would improve my public transport options. I would also really like to see a bus running out to the airport.</p> <p>Examples of some specific actions that I would like to see happen in relation to cycling/walking include:</p> <ul style="list-style-type: none"> - Lighting the Railway Reserve to improve cyclist/walker safety, as well as any other actions to improve and look after the Railway Reserve for cyclists and walkers etc. - Installing many more safe road crossings, because at the moment it is very unsafe in many areas. For example, there are no safe options to cross Vanguard Street over to the town side. Also it is not safe to cross over the road along the river trail in town by River Kitchen. - Actions to reduce vehicle speed limits around town and elsewhere. <p>I also support plans that discourage vehicle use, for the purpose of reducing emissions, improving air quality for public health and increasing safety for cyclists and walkers.</p>

Submission Summary

Draft Regional Public Transport Plan 2021-2031 - Submission #26924

Mr & Mrs Allen and Robyn Berthelsen

Tauranga 3110

Speaker? False

Department	Subject	Opinion	Summary
NCC - Infrastructure Services	What feedback do you have on the overall RPTP 2021-2031?		<p>I support any plan that improves public transport as well as biking and walking initiatives in Nelson. In terms of public transport, increasing the hours that the buses run would improve my public transport options. I would also really like to see a bus running out to the airport.</p> <p>Examples of some specific actions that I would like to see happen in relation to cycling/walking include:</p> <ul style="list-style-type: none"> - Lighting the Railway Reserve to improve cyclist/walker safety, as well as any other actions to improve and look after the Railway Reserve for cyclists and walkers etc. - Installing many more safe road crossings, because at the moment it is very unsafe in many areas. For example, there are no safe options to cross Vanguard Street over to the town side. Also it is not safe to cross over the road along the river trail in town by River Kitchen. - Actions to reduce vehicle speed limits around town and elsewhere. <p>I also support plans that discourage vehicle use, for the purpose of reducing emissions, improving air quality for public health and increasing safety for cyclists and walkers.</p>

Submission Summary

Draft Regional Public Transport Plan 2021-2031 - Submission #26926

Ms Huon Berthelsen

Nelson 7010

Speaker? False

Department	Subject	Opinion	Summary
NCC - Infrastructure Services	What feedback do you have on the overall RPTP 2021-2031?		<p>I support any plan that improves public transport as well as biking and walking initiatives in Nelson. In terms of public transport, increasing the hours that the buses run would improve my public transport options. I would also really like to see a bus running out to the airport.</p> <p>Examples of some specific actions that I would like to see happen in relation to cycling/walking include:</p> <ul style="list-style-type: none"> - Lighting the Railway Reserve to improve cyclist/walker safety, as well as any other actions to improve and look after the Railway Reserve for cyclists and walkers etc. - Installing many more safe road crossings, because at the moment it is very unsafe in many areas. For example, there are no safe options to cross Vanguard Street over to the town side. Also it is not safe to cross over the road along the river trail in town by River Kitchen. - Actions to reduce vehicle speed limits around town and elsewhere. <p>I also support plans that discourage vehicle use, for the purpose of reducing emissions, improving air quality for public health and increasing safety for cyclists and walkers.</p>

Submission Summary

Draft Regional Public Transport Plan 2021-2031 - Submission #26928

Ms Tineke Stewart

Auckland 0616

Speaker? False

Department	Subject	Opinion	Summary
NCC - Infrastructure Services	What feedback do you have on the overall RPTP 2021-2031?		<p>I support any plan that improves public transport as well as biking and walking initiatives. In terms of public transport, increasing the hours that the buses run would improve my public transport options. I would also really like to see a bus running out to the Nelson airport.</p> <p>Examples of some specific actions that I would like to see happen in relation to cycling/walking include:</p> <ul style="list-style-type: none"> - Lighting the Railway Reserve to improve cyclist/walker safety, as well as any other actions to improve and look after the Railway Reserve for cyclists and walkers etc. - Installing many more safe road crossings, because at the moment it is very unsafe in many areas. For example, there are no safe options to cross Vanguard Street over to the town side. Also it is not safe to cross over the road along the river trail in town by River Kitchen. - Actions to reduce vehicle speed limits around town and elsewhere. <p>I also support plans that discourage vehicle use, for the purpose of reducing emissions, improving air quality for public health and increasing safety for cyclists and walkers.</p>

Submission Summary

Draft Regional Public Transport Plan 2021-2031 - Submission #26937

David Ayre

Maitai
Nelson 7010

Speaker? False

Department	Subject	Opinion	Summary
NCC - Infrastructure Services	What feedback do you have on the overall RPTP 2021-2031?		Please see attached.
NCC - Infrastructure Services	Have you sent a copy of this submission to Tasman District Council?	No	Forwarded to TDC 18Mar2021

Feedback on Nelson Tasman Regional Public Transport Plan 2021-31

David Ayre, Nelson, 17 March 2021

The draft plan is a very positive further development of public transport in Nelson Tasman. I strongly support the plan, its objectives and details. I wish to register particularly strong support for these developments :

1. The intention to create single branded public transport services as a joint Nelson Tasman integrated network.
2. Moving the bus fleet to zero-emission vehicles at the earliest opportunity. The Climate Change Commission is recommending very strong reductions in emissions during the lifetime of this RPTP and changing our ways of thinking of transport in the region is a vitally important part of this cultural change. Getting used to zero-emission vehicles and making any necessary changes to our recharging infrastructure are both very positive examples of regional leadership.
3. Standardising vehicle type and capacity and meeting capacity requirements through frequency increases where these are justified by demand.
4. The provision of background information on intended bus timetables and real-time information on next expected services by easy to use phone apps.
5. The simplification of charging and zoning schemes.

Many thanks

David Ayre
Nelson
17 March 2021

Submission Summary

Draft Regional Public Transport Plan 2021-2031 - Submission #26954

Mr Craig Farrow

Richmond 7020

Speaker? False

Department	Subject	Opinion	Summary
NCC - Infrastructure Services	What feedback do you have on the overall RPTP 2021-2031?		Please see attached.
NCC - Infrastructure Services	Have you sent a copy of this submission to Tasman District Council?	No	Forwarded to TDC 18Mar2021

Submission on the Draft Nelson Regional Public Transport Plan 2021-2031

Craig Farrow
17 March 2021

Background

I have lived in Asia for 13 years and travelled by public transport in several large cities, such as Bangkok, Singapore, Hong Kong, Beijing, and Jerusalem. I've taken an active interest in PT as I've travelled and observed various systems, as well as general road network design, etc. Our family has lived in Richmond for 3 years.

General comments

The main factors for any journey are **cost**, **convenience**, **comfort** and **flexibility**. In NZ, with a high car ownership rate, PT struggles against the convenience of private vehicles, and so I believe that it needs to win on cost. It also needs to have high enough level of convenience and flexibility to get good patronage. I applaud the proposals in the RPTP, which creates more route choices and reduces the price for PT patrons. However, I think there are more things that could be done to make the PT system more attractive. Please refer to my suggestions in the next section.

I didn't see anything in the RPTP identifying the types of users. It is important to think about some basic categories, and what their needs are and therefore what incentives will help encourage them to use PT. Some categories include:

- **car-less** residents: locals who don't have access to a car because of age, no driver's licence, life situation, choice, etc.
e.g elderly, students, people with low incomes, at-home spouse of single-car family.
These are the most likely to **need** to use PT, and who are also severely disadvantaged by an expensive or inadequate PT system.
- **commuters**
These are likely candidates for using PT if cost is competitive and journey times are acceptable. E.g. if a PT service can provide a faster journey time than private vehicle. This is often the case in large cities where train/subway services bypass congested roads.
- **casual users** (e.g. shopping, visiting friends, etc.)
May be regular or occasional PT users if the service is convenient enough and attractive through a low price.
- **visitors & tourists**
At present it is pretty hard for visitors to Nelson/Tasman to rely on public transport to get around. One time I stopped to pick up a hitch-hiker who wanted to go to the airport from Waimea Road. I realised then that there is no decent option for someone like that to get to/from the airport cheaply. It is good to see the airport included in the new route designs, but I'll make some suggestions on this below.

We can also categorise PT users by frequency of use: **Non-users**, **Occasional** users, and **Regular** users. I think the plan could be better informed by considering the factors that will help each group move to the next level. Some of this involves the network and ticketing design, but it is also about **marketing** to attract more patronage. For example:

Factors/ideas to encourage non-users to become occasional users:

- Have the **same** fare for cash and card so that occasional users aren't penalised.
- Promote 'give it a go' days where PT is free for the day¹. Make it an annual event, or even monthly!
- Provide clear information and an easy timetable so that it is easy for new users to have success. This includes having a good online **route-planning** system. I think Auckland's AT site² does a good job of providing good route and time choices in its results list, as well as a clear map.

Factors/ideas to encourage occasional users to become regular users:

- Provide **monthly passes** to make it even more economical to step up to regular use.
- Phone **app** to see schedule and live bus information.
- **Express services** for longer distances so that travel time for **commuters** is not significantly worse than using private transport.
- **Secure bike and car parking facilities** at nodes to make mixed-mode travel viable.

I'm pleased to see the extended and rerouted routes 1 & 2 to cover more of Richmond. The plans for nodes (hubs) as transfer points is good. In the design of these, please also consider pedestrian movements that cross the road in order to change to a bus going in the opposite direction.

Suggestions

Fares

As I said above, I believe that PT has to win on cost to be attractive for car owners. The following suggestions outline a simple fare structure that is more competitive, and structured to drive up patronage, which in turn improves fare-box recovery.

Single Urban Zone

Bus ticket pricing in Nelson has been more expensive than petrol for a car trip between Richmond and Nelson. (The round-trip fare to travel from Richmond to Nelson used to be $\$4 \times 2 = \8 per person (cash fare) versus petrol at 30km round trip $\times 20\text{c/km} = \$6$.) When you add the price for another adult and/or children, it becomes prohibitive, while being slower and more inconvenient than private vehicle. The new price of \$3.5 for 3 zones is still unattractive for one person, let alone a family group.

Therefore, I'm pleased to see the proposal for a **single zone** for urban routes³. Users who travel further have greater additional travel time over using a private vehicle, so the single flat fare effectively gives a discount to those users as compensation.

¹ Good to see this done a couple of years ago: <https://www.stuff.co.nz/nelson-mail/115741182/nelson-and-tasman-bus-rides-free-for-world-car-free-weekend>

² <https://at.govt.nz/>

³ RPTP section 8.1.4

Same fare for cash

The Nelson bus service has always offered a discount to users who buy multi-trip tickets. This supports regular users, but actually creates a barrier to non-users and occasional users by inflating the price they have to pay. This extra surcharge for cash deters occasional users and visitors. It also disadvantages those on low budgets who struggle to afford or access the pre-pay system in order to access the discount. As I said above, I suggest **equal fares** for cash and Bee card to encourage people to increase their PT usage and to improve equity between different categories of users.

One child free

In a couple of cities I've visited, one child/student can accompany each adult fare for **free**. I think this would be another good tool to increase PT accessibility for families. A group with more children than adults would pay an extra whole fare for every two children. E.g. 2 children accompany 2 adults for free. A third child would pay full fare, and the fourth is free with them; see next section for examples.

Ticket price & concessions

I suggest a flat fare of \$2 for the single urban zone for **all** users, in combination with the one-child-free concession. Different rates applied to different zones and different classes of people creates complexity for users to understand. A flat fare simplifies administration and makes it easier for bus drivers to process cash fares thus reducing delays to the bus service.

Children and students obtain a discount via the one-child-free policy, such that a family pays the same or lower fare compared to a 50% child/student concession. Here are some examples to illustrate (one-child-free pricing shown in blue):

Party	Fare 1	Fare 2	Fare 3	Fare 4	Fare 5	Fare 6	Total
1 adult,	\$2	\$1	\$1				\$4
2 children	\$2	\$0	\$2				\$4
1 adult,	\$2	\$1	\$1	\$1			\$5
3 children	\$2	\$0	\$2	\$0			\$4
1 adult,	\$2	\$1	\$1	\$1	\$1		\$6
4 children	\$2	\$0	\$2	\$0	\$2		\$6
2 adults,	\$2	\$2	\$1	\$1			\$6
2 children	\$2	\$2	\$0	\$0			\$4
2 adults,	\$2	\$2	\$1	\$1	\$1		\$7
3 children	\$2	\$2	\$0	\$0	\$2		\$6
2 adults,	\$2	\$2	\$1	\$1	\$1	\$1	\$8
4 children	\$2	\$2	\$0	\$0	\$2	\$0	\$6

A one-price-for-all fare can be easily scanned with the Bee card on entry, scanning multiple times according to the number of adults, and once for every two extra children. This system allows a family to use a single card rather than having to manage multiple cards for each family member or to have separate adult and child cards.

Monthly passes

I suggest the introduction of **monthly passes**⁴ for the benefit of regular users such as commuters and students. I suggest that the price of the monthly pass be half of the standard fare for 20 round trips (4 weeks of 5 days). With a \$2 fare, the monthly pass would be \$40 ($\$2 \times 20 / 2$). This would make the average fare \$1 per journey for someone who uses it every weekday, which is an attractive concession (and better than the current student concession). Anyone who takes at least 20 journeys a month gains a discount.

A monthly pass encourages regular users to use the PT service even more often because additional journeys are effectively free. Thus students and commuters may elect to take the bus for weekend journeys, too. This causes the PT network to have additional positive effect on congestion by further reducing private vehicle use.

Express service

Bus journey times from Richmond to Nelson are slow, and I think we really need an express service for commuters. An express service starting at the A&P Showgrounds hub would travel Talbot St and Salisbury Rd for collecting passengers and take the **state highway** before passing through Bishopdale to Nelson central. Passengers would only be able to **board** in Richmond, with **set-down** only from Market Road through into town. In reverse, boarding would be allowed up to Market Road, and then set-down only once in Richmond.

Additionally, it would be important to allow easy transfer from R1 to the express service at the Champion Road roundabout (via the underpass).

Rural services

I'm concerned that in Stage 1 the rural routes from Wakefield and Motueka appear to be⁵ implemented as extensions of the R1 and R2 routes using the same buses. This introduces huge risk of delay on the urban network from hold-ups on the rural sector. It is better to split the routes and connect at the Richmond hub for transfer to R1 or R2 to Nelson as required. Also, the choice of vehicle (size, seating design, safety, etc.) should be tailored to the length of journey. That is, the Wakefield and Moteuka services ought to use coach style buses with greater comfort and safety levels than the urban buses.

Ideally the schedule will connect the rural routes to the express services between Richmond and Nelson to optimise the journey times from the outlying towns. (Rather than them being a whole route with some express patterns, as described in the second bullet point of 8.2.2.)

Airport connection

I'm happy to see provision for a connection to the airport for airport staff, etc., but I don't think it will attract many travellers. I've used PT services to and from airports in many cities, and they usually involve a train or express bus service. Without those a

⁴ The Bee card site doesn't mention monthly pass support, except in the terms and conditions where it seems indicate that such a thing is possible.

⁵ Inferred from the chart on page 30.

taxi or hotel van are usually needed given the distances and luggage involved. That is, the standard bus service doesn't cut it.

My wife and I have taken the bus from the airport in Auckland a number of times for work trips, but it is extremely painful as it winds around suburban streets on its way to the hubs at Manukau and Onehunga. It takes about 12 minutes by car from Onehunga to the airport, but the bus is 46 minutes! Even the Sky bus (city to airport service) takes 25 minutes for a similar distance and costs \$19!

In the long term it would be good to have an express bus service that goes between Richmond and Nelson via the airport and Tahunanui.

Timing of changes

I think it would be good to introduce a lower single-zone fare structure sooner than 2023. That could be done now to trial the new system and start boosting numbers of users.

Secure cycle parks can be installed sooner, especially somewhere like the site at #26/28 Talbot Street. That site would be ideal for secure car and bike parking ("Park and ride") with the bus route coming along Talbot St. (At present it is not too long a walk to the Salisbury Rd bus stop.) To protect the park from being used by non-bus users, parks are paid for with the Bee card. If a user scans their card on a bus within, say, 30 minutes then there is no extra charge over the bus fare; otherwise it charges a penalty amount of, say, \$10.

The new two-level bike park in Montgomery Square is a great facility, and the same can be installed at all the hubs eventually.

Other Comments

Routes

On page 27 of the RPTP says, "Frequency is the most important element of convenience." I agree that frequency is important, but I would argue that proximity and access to the routes is also vitally important—a frequent service is not very helpful if it takes half an hour to walk to it.

Costs

The costs table in section 9.2 (p43) is missing key information like the budgeted revenue. It would be helpful to see how that fits with the overall costs. It would also be helpful to have the current figures laid out in the introduction and included in Table 9-3, for comparison.

Contracts

I note that the current bus service contract expires in 2023 and this is an opportunity to review the PT service. I would hope that future contracts will build in more flexibility for expanding and adjusting the routes and timetables, etc. according to community needs, rather than being constrained by a fixed contract.

Yours sincerely,

Submission Summary

Draft Regional Public Transport Plan 2021-2031 - Submission #26955

Cathy Parry

Nelson 7010

Speaker? False

Department	Subject	Opinion	Summary
NCC - Infrastructure Services	What feedback do you have on the overall RPTP 2021-2031?		Please see attached.
NCC - Infrastructure Services	Have you sent a copy of this submission to Tasman District Council?	No	Forwarded to TDC 18Mar2021

Bev McShea

26955-1

From: Cathy Parry [REDACTED] >
Sent: Wednesday, 17 March 2021 2:58 p.m.
To: Submissions
Subject: Proposed Bus service to Airport and the Brook Sanctuary

I am writing to voice my support for the new bus service to the Airport and connecting to the Brook Waimarama Sanctuary. Bus service to and from the airport would be a great service to residents and visitors alike, and this line would also showcase one of the unique places of Nelson.

Many people who have lived in Nelson their entire lives have never visited the Sanctuary. This bus line could draw attention to it and make it easier for everyone to make a visit. Painting the bus with Brook Sanctuary logo and scenery would be another way to advertise its existence.

Sincerely,
Cathy Parry
Nelson

Submission Summary

Draft Regional Public Transport Plan 2021-2031 - Submission #26956

Mr Richard Popenhagen

New Zealand Automobile Assn - Nelson District Council

Nelson 7010

Speaker? False

Department	Subject	Opinion	Summary
NCC - Infrastructure Services	What feedback do you have on the overall RPTP 2021-2031?		Please see attached.
NCC - Infrastructure Services	Have you sent a copy of this submission to Tasman District Council?	No	Forwarded to TDC 18Mar2021



THE NEW ZEALAND
AUTOMOBILE
ASSOCIATION
INCORPORATED.

Nelson District

Nelson 7010

Nelson 7040

New Zealand

T.

E.

W. aa.co.nz

17 March 2021

Submission from the Nelson District Council of the New Zealand Automobile Association (AA) on the Te Taihu (Top of the South) Regional Land Transport Plan 2021-31.

Introduction

Thank you for the opportunity to provide feedback on the Te Taihu (Top of the South) Regional Land Transport Plan 2021-31 (RLTP).

The NZ Automobile Association (AA) is an incorporated society with 1.7 million Members, including approximately 28,000 personal Members who live in the Nelson/Tasman region, together with another 13,000 members in Marlborough. AA Members are motorists, but they are also public transport users, cyclists and, of course, pedestrians. Consequently, the collective views of AA Members reflect all modes of travel. The AA's advocacy role is focused on articulating our Members' views on transport matters and ensuring transport planning and decision-making is in AA Members' best interests.

The AA regularly undertakes surveys of its membership at a national level, and has developed a number of National Advocacy themes that are relevant to the RLTP:

AA NATIONAL ADVOCACY THEMES

INCREASED INVESTMENT IN LOCAL ROADS AND STATE HIGHWAY MAINTENANCE:

Over much of the last decade the country's roads have not had the maintenance they need to stay safe and fit for purpose.

Road quality is one of AA members' highest concerns across the country.

Drivers continue to pay increasingly more through fuel taxes and Road User Charges yet have growing dissatisfaction about the quality of road surfaces and frequency of repair work.

The quality of the road surface has a real impact on safety and there are safety gains to be made from lifting the level of funding especially for the state highway network, considering the amount of vehicle kilometres travelled has increased by 20% in the last decade.

**GUIDING LIFE'S JOURNEYS
FOR OVER 110 YEARS.**
New Zealand Automobile Association



LIFTING THE SAFETY STANDARDS ON REGIONAL HIGHWAYS:

Whereas improving our existing road network is the number one action AA members want to see, much of the upgrades and safety work planned in recent years has struggled to be delivered.

The Road to Zero road safety strategy for the next decade states that there will be greater investment in road improvements and AA wants to ensure that clear plans are produced and delivered as part of the Road to Zero programme.

These works should take a route treatment approach of upgrading entire road corridors to a quality that fits the use and purpose of the road and ensures safe and fast travel on key regional links.

PROVISION OF MORE SAFE PASSING OPPORTUNITIES FOR DRIVERS:

AA member surveys have found that 79% of members support increasing the number of passing lanes in New Zealand.

Often the only opportunity to pass slower vehicles requires overtaking on the wrong side of the road or can lead to overtaking in risky situations, driver frustration for those wanting to pass and pressure for those travelling more slowly.

Projects to provide minimum levels of safe passing opportunities (including slow vehicle or stopping bays/or where appropriate passing lanes) need to be developed to upgrade our highways.

This would improve safety in a way that was welcomed by the public and improve the driving experience.

SPEED MANAGEMENT:

When considering the lowering of speed limits AA wants to see more recognition given to the safety benefits of “engineering up” rather than simply reducing a speed limit with little regard to how potential safety hazards can be mitigated.

Comments specifically related to the Te Taihū (Top of the South) Regional Land Transport Plan 2021-31.

SIGNIFICANT ACTIVITIES.

Generally, we are supportive of the prioritisation of the Top of the South highest cost projects for the next three years as detailed on pages 53 to 55 of the draft RLTP 2021-31 and more detailed in Appendix B. We wish to comment further as follows:

iRex Interisland Resilient Connection Project:

The key problems/issues identified appear to warrant the proposed activity.

Richmond Future Transport Project:

AA considers this the most crucial project in the Nelson/Tasman region and wants to see badly needed infrastructure outcomes implemented as a matter of highest priority. We would like to be involved in the RPBC consultation on an on-going basis.

On p.69 of the draft RLTP we note that Key Problems/Issues 3. records that “Reliance on private cars for short journeys as a result of car-oriented development leads to low utilisation of public and active transport modes and conflict between modes”. AA believes this should more in reality read: “The reliance and convenience of private cars for travel results in low utilisation.....”

Nelson/Tasman Public Transport Improvements:

AA supports the proposals as listed on page 70 of the draft RLTP.

We recognise that PT improvements are demanded by Government initiatives and we trust that sufficient demand can be generated for the proposed funding allocation of \$34.6m.

AA is concerned that a large part of the success of this RLTP is contingent on achieving a significant increase in PT use.

We note recent reports from Auckland Transport that a *“Covid-19 driven slump of more than 40 per cent in public transport use in Auckland may not fully recover for years, and that the city was experiencing not a blip but a significant structural change to demand for public transport, including a small shift back to cars.”*¹

The Covid-19 hit on public transport is a global issue, with a January survey by Melbourne-based toll-road operator Transurban finding 21 per cent fewer people expected to use public transport on a daily basis compared with their pattern before the pandemic.

A separate survey found 41 per cent of those who had completely given up travel on public transport cited Covid-19 public health worries one of their top two grounds.

Added to the challenge of achieving a modal shift, all of the projected population increase is in the 65+ year old group, with other age groups either flat-lining or declining.² PT may not be appropriate for a substantial portion of this group.

Taking all this into account, private cars will likely continue to be the mode of choice into the future.

To meet the RLTP strategic objective that *“Communities have access to a range of travel choices to meet their social, economic, health and cultural needs”* it is likely that major roading infrastructure changes will be required to avoid grid locking of the network notwithstanding some growth in PT patronage.

The AA supports people **having choice** of all modes of travel and supports encouraging a greater uptake of walking, cycling and use of public transport. There needs to be a balance between service and amenities provided whilst still **allowing choice** to suit individual needs.

However, we note that, even if a significant increase in public transport patronage can be achieved, the large majority of vehicles on the road will still be cars, vans and trucks. Increasing the appeal of public transport, therefore, must not be achieved by diluting levels of service for general traffic. Giving people more options counts for little if the option that most people rely on is allowed to become a second-rate one.

Berryfield Lower Queen Street Intersection Upgrade:

In view of the major growth and further projections AA is supportive of the Activity Objectives.

Nelson Future Access (local roads):

In general AA supports a package of projects designed for local roads. However, we would want to be involved with regards to the broader detail of the specific and overall projects within the package.

¹ <https://www.stuff.co.nz/national/health/coronavirus/124369009/covid19-public-transport-slump-a-structural-shift-with-work-from-home-to-stay>

² Population projections post Covid-19 – report with Oct 2020 pop estimates (A2380354).pdf

Importantly, AA wants to be involved with NZTA in identifying the preferred long-term package for the benefit of Nelson and the region.

Washington Valley Road Active Road Route:

With the proposed water utility upgrade, rearrangement of the roading space and associated safety improvements are a logical proposal. Placeholder funding is warranted, and AA supports this. We would welcome discussion on the proposal in due course.

Victory - Waimea Road Active Mode Route:

AA supports the placeholder funding proposal and future development of the project with consultation in due course.

SH1 Inland Alternative Route - Waipara to Renwick:

A full review of the speed limits is warranted on the four state highways: SH6, 63, 65 and SH7.

Note: we see that on p75 of the draft RLTP, SH63 has not been included and assume this is an oversight (and should be included).

Part of the review needs to consider importantly that not only the posted speed limits be reviewed but that the safety benefits of "engineering up" be considered at the same time.

It is also important that not only AA be consulted on the review but also the Road Transport Association New Zealand and the NZ Trucking Association. These organisations, along with the AA represent the bulk of users of the affected highways.

We note that the statement in the Key Problems/Issues: *"2. Any deaths and serious injuries means Road to Zero goals have not been reached"* is incorrect. The Road to Zero goal is 40% reduction in deaths and serious injuries (from 2018 levels) by 2030.

We request that this statement be corrected to align with the safety headline target as set out on page 35. We note that the above incorrect statement is repeated in number of other parts of the RLTP document.

The Key Problems/Issues: *"3. Current DSI per annum is 8.7"* does not state whether this is the 2018 figure that the Road to Zero goal will be measured against. Please confirm what the 2018 DSI figures are for all the relevant projects in the RLTP.

SH60 Richmond to Motueka:

AA is supportive of a package of safety improvement activities on this section of the network. Whilst we have not seen any details of the proposed improvements, we think that consideration should be given to the installation of side safety barriers/guardrails along appropriate sections of the Mariri tidal corridor.

Again, we would welcome consultation on any proposals.

SH6 Blenheim to Nelson (Speed Management):

We note that the statement in the Key Problems/Issues: *"1. Any deaths and serious injuries means Road to Zero goals have not been reached"* is incorrect. The Road to Zero goal is 40% reduction in deaths and serious injuries (from 2018 levels) by 2030.

We request that this statement be corrected to align with the safety headline target as set out on page 35.

SH6 Richmond to Wakefield:

AA has submitted on the review of speed limits along this corridor and recommended several safety improvements.

We are not aware of the detail in the proposed packaged safety interventions, but it is worth noting that the current standard and performance of this section of the highway is poor especially between the junction with SH60 and the Wairoa River Brightwater bridge.

AA considers earlier improvements are warranted before the proposed allocation of \$9.5m in 2026/27 funding year.

SH60 High Street Motueka – Additional Scope:

AA fully supports the co-ordinated approach to funding in conjunction with the CIP project and the Safe Network Programme.

Please state what the 2018 DSI figure is.

SH6 Blenheim to Nelson – Additional Scope (Package 1):

The key problems/issues identified appear to warrant the proposed activity.

SH1 Blenheim to Seddon:

It is more appropriate for AA Marlborough District to comment on this project.

Closing remarks

There has been a general concern expressed that due to the complexity of the RLTP, with so much information to digest, it may be challenging for some sections of the community to have the time or the ability to digest all the information and to submit. Larger organisations have the resources to respond to dealing with large consultation packages, but even then, it can still be challenging to put in a detailed submission. Our fear is that you may only hear from larger more resourced groups and smaller groups or individuals may not submit or limit their submission to one small part of the RLTP.

Representing 28,000+ local members, clearly with wide ranging views, AA endeavours to be the voice of the reasonable motorist. However, far from its roots AA is increasingly focussed on today's mobility landscape and no longer branded purely as a "motor car" only organisation.

We are pleased to see the release of this Regional Land Transport Plan and appreciate the opportunity to provide feedback.

Yours sincerely



Richard Popenhagen
Chairperson
New Zealand Automobile Association
Nelson District Council

Submission Summary

Draft Regional Public Transport Plan 2021-2031 - Submission #26957

Peter Olorenshaw
Convenor Nelsust

Maitai Valley
Nelson 7010

Speaker? True

Department	Subject	Opinion	Summary
NCC - Infrastructure Services	What feedback do you have on the overall RPTP 2021-2031?		Please see attached.
NCC - Infrastructure Services	Have you sent a copy of this submission to Tasman District Council?	No	Forwarded to TDC 18Mar2021

SUBMISSION to the Nelson City Council

On the

Regional PUBLIC Transport Plan 2021

From:

The Nelson Transport Strategy Group, (NELSUST) Inc.

www.nelsust.co.nz

[REDACTED]
Maitai Valley

Nelson 7010

Peter Olorenshaw Convenor

[REDACTED]
email: [REDACTED]

PUBLIC INFORMATION STATEMENT:

We are happy that our submission is included in reports available to the public.

INFORMATION ABOUT NELSUST:

We are an incorporated society of 300 people who have wider sustainability interests as well as transport strategy. This submission is the result of committee consultation.

1. INTRODUCTION

Please see our separate submission on the Land Transport Plan, we limit our comments here generally to issues that are specific to public transport.

We are excited by this, it really does suggest a step-change in Public Transport (PT) for the region. Much of our PT wish-list is in here, which is great, but we do ask for some significant changes mainly around express busses routes and rollout timing.

2. OUR SUBMISSION

2.1 Main Routes Slower - We have a major concern that the new routes between Nelson and Richmond would result in slower journeys than the present bus system. While we understand the logic behind it, we suggest that what is most useful for most people is a quick and efficient trip between the two centres. We therefore make the suggestions below.

2.2 Frequent Express Buses on Whakatu Drive, Beatsons Rd - We ask for what is really the missing plank in the complete bus system - that is a fast and frequent bus between Nelson and Richmond. Here is what we suggest:

Express buses use a really quick route between Richmond and Nelson ie using the Richmond deviation and Whakatu Drive, bypassing Stoke as that is well served by the two other main non-express routes going through there, but using Beatsons road with limited stops into the city. Suggested stops are these: Wow centre, Hospital, Selwyn Place and City Centre only. While this would miss out stops by going Beatsons's road and not through Main Road Stoke - it is for the

greater good of a fast trip for more people between the two centres: Trying to stop at every stop is incompatible with an express bus.

Express buses independent from the Motueka and Wakefield buses at the in between times so there is a max 30 min. gap between express buses 7am to 7pm and 15 minute gaps at peak times. So only some of these buses would go on to Motueka and Wakefield from Nelson, only some of them would be coming from these places, the rest would be just Nelson to Richmond and back to Nelson.

2.3 Early Implementation of Express Buses While we can see the argument that you need to have new bus terminals, new branding and new contracts for the overall bus service, climate change can't wait: we ask for an early implementation of the Richmond-Nelson Express service initially under the NBus branding. This we see as the most important thing to get new users onto buses and out of their fossil cars. So we ask for these Express buses to be in place by the end of winter - No infrastructure is required, budget must be found for it.

2.4 Bus Priority Lanes, Routes, lights, pulling out: We ask for the PT plan to include bus priority lanes on Richmond deviation and Whakatu Drive all the way to Beatsons roundabout, then along Waimea Road (on peak hour priory lanes) to the bottom of the hospital hill where there would be a bus light to give priority at this intersection. This is important because the step change in patronage will not happen until buses are seen not just as an option, but the best option, the fastest option. If buses are stuck in the same traffic as car commuters, most commuters would sooner be in their own car. Priority lanes are crucial to drive mode shift and so this PT plan should direct work in the RLTP to provide them.

With the journey from Nelson to Richmond, there doesn't need to be clearways on this Eastern side of the road, because the peak hour clearways on the other side of the road has meant fewer people have driven in, so there is less congestion going out in the afternoon. And morning Southbound congesting on Waimea road is low. However there needs to be bus priority lanes Southbound on Whakatu Drive and the Richmond deviation (See previous submissions where we suggest these priority lanes be available to trade vehicles as well as buses but not cars - this increases business efficiency as well as giving people a fast option to car commuting) Other bus priority lights should be included turning into the Richmond Deviation and at other places available.

Buses should be given priority for pulling out of bus stops - if their indicator is on to pull out, cars have to stop. A public campaign to encourage people to do this should be included as should signage on the back of the bus explaining this.

2.5 Park and Ride Suggestions: While we are less enthusiastic about how useful a Richmond Park and ride facility would be, we think there are big possibilities in rural areas.

With the Richmond park and ride, people are already most of the way to Nelson, they are already in their cars, stopping and changing into a bus would not we think be widely appealing. However with the buses from Wakefield and Motueka we think having a park and ride facility at the route terminals and at superstops could be really worthwhile.

We see people driving in from the surrounds of Motueka and Wakefield, leaving their cars their for the journey into Richmond or Nelson could be really appealing. But also it could be made more appealing by having roofed, secure bike and e-bike parking under cover at the terminals and super stops. We note here that e-bikes have been found to be substitute for car journeys, whilst taking up much less road space, creating less emissions in use and manufacture than electric cars but they are an expensive investment costing many thousands. Hence people would really like to have them under cover and be rest assured they were secure al day while they were away at work. We suggest that stops for these rural buses should be at schools where possible so parents could drop a child or two off at school on three bike or bike, securely lock up their bikes and zoom into

town and back on the bus. We suggest Mapua and Appleby Schools as potential bus stop/park and rides, and on the other route, A park and ride/ e-bike secure storage at Wakefield School, Brightwater school and at the Aniseed Valley Road corner (near Hope School). There might well be others including daycare centres/kindergartens.

2.6 Ticket Prices and Discounts:

\$2 Fares: We understand that the \$2 flat fare Nelson to Richmond was perhaps a draft suggestion, but we ask that you stick with that: \$2 is the amount of a gold coin, it is simple rounded amount: \$2.20 or some such figure is awkward and unmemorable, \$2 is what you pay at the 2 dollar shop, it should be what we pay between Nelson and Richmond.

Other passes: We suggest you also implement a \$5 all day pass, family passes and allow children under a certain height (marked inside bus) to go free.

2.7 Low Emission Busses Suggestion: While we support zero emission buses for urban areas as soon as possible (both for zero climate emissions but also zero particulate, SO₂, NO_x emissions into urban areas), we would make the suggestion that if there are financial or other constraints in getting electric buses, there could be useful early CO₂ emissions reductions by making use of biodiesel in existing diesel buses particularly those servicing the rural areas. With buses to and from Wakefield and Motueka, they will be spending most of their time out of urban areas where local air pollution is less of an issue and also the range for electric buses might be more challenging. We suggest that ideally these would be 100% biodiesel and that this should be pushed for, but even 20% biodiesel is 20% reduction in CO₂ emissions. Just to be clear, we think biodiesel is definitely a second best, interim option for the country buses. While they do reduce CO₂ emissions we don't think they have any useful effect in reducing local particulate, SO₂ and NO_x emissions.

2.8 More Bike Racks on each Bus - A number of us have already been stumped by having both of the 2 bike racks on the front of buses already full and not being able to use the bus. Really every bus should have bike racks on the back. There are new bike racks available now that hold the bikes up in a vertical position with the handlebars turned slightly that easily take 5 bikes on the back of an SUV, we could and should have 6 bike racks on the back of every bus as well as the two on the front. (Just to note here that these vertical bike racks are now the rack of choice for those with expensive mountain bikes as there is no damage to the bikes from leaning against a rack or another bike).

2.9 Aging Population - We have an ageing population that is forecast to increase substantially in the coming years. Some regional transport documents have suggested that aged people have no history of ever using public transport and are unlikely to change from car driving, however there are two significant arguments against this. The first is that this aged people are very unlikely to have ever been carted to school in a motor vehicle, so they may well be encouraged to take up biking again like they did in their childhood, but this time with electric assist. Secondly they won't be forced to drive at peak times and so do little to add to peak hour congestion once they have retired. While not everyone who is 65 is retired, many will be and intact a significant number will be retired before then. But most relevant to this document, many aged people are no longer safe driving on the road, public transport can be a significant aid to their wellbeing and being able to contribute to society. So all the buses must be easy access for the aged and elderly.

Thank you for the opportunity to submit on this issue.

(End of Submission)

Submission Summary

Draft Regional Public Transport Plan 2021-2031 - Submission #26958

Sylvia Stephens

Tahunanui
Nelson 7011

Speaker? False

Department	Subject	Opinion	Summary
NCC - Infrastructure Services	What feedback do you have on the overall RPTP 2021-2031?		<p>Via telephone call to CSC: Proposed new bus service from Muritai Street to Tahunanui Drive. Route 2</p> <p>Please leave this where it is. Tahunanui Drive is too wide for elderly people to get across safely to get on or off the bus, esp on a walking stick and being aged 80 years. She uses the bus a lot and she will no longer be able to go out at all.</p> <p>She does not have the best of health, she is an asthmatic. It would be ridiculous to expect them to cost, the logging trucks pull you in, are you waiting for a death on that road before you change your plans.</p> <p>Muritai is a lot better it is narrow and easier to get across. It also services people from further down, Bolt Road etc.</p> <p>The bus stops moving will be a waste of money. She is vert angry with what the Council is doing, she is not the only one and has spoken with a lot of people.</p> <p>Please pull your heads in and try walking across Tahunanui Drive. It is diabolical.</p>

Submission Summary

Draft Regional Public Transport Plan 2021-2031 - Submission #26959

Michael North

Nelson 7010

Speaker? False

Department	Subject	Opinion	Summary
NCC - Infrastructure Services	What feedback do you have on the overall RPTP 2021-2031?		Please see attached.
NCC - Infrastructure Services	Have you sent a copy of this submission to Tasman District Council?	No	Forwarded to TDC 18Mar2021

SUBMISSION on Regional Public Transport Plan 2021-31

Michael North

15 March 2021

Getting people out of their private cars into public transport is a fiendish problem, now more so with Covid19. Strong incentives are needed to encourage such a behavioural shift. Carrots and sticks. A major shift in transport behaviour is essential for our carbon emissions and a liveable planet. We simply cannot afford to fail. People must get into buses, and on bikes, in large numbers. That may sound rather authoritarian, but what are our options? Although there is some reference to our climate in the document, this is not explored in any depth and only some of the potential solutions are touched on. The 75 page document mentions the word 'carbon' just ten times. It is treated as just one of a suite of issues, when it should be the **primary** issue that we face. Which it is.

1 Buses must be made more attractive to use, by making them more convenient, cheap, regular, and fast - Great to see some suggestions along these lines in the document. I would also like to see:

- Greater bike carrying capacity on buses, which is becoming ever more important.
- Some system of carrying goods onto/off buses from shopping and into cars at park-and-ride parks needs devising. Many people drive because they need to cart the shopping home. How can this be achieved by bus? 2 wheeled shopping carts hooked onto buses like the bikes are?
- The creation of bus expressways. Nothing like sitting in a traffic jam and watching buses wizz pass to concentrate the mind! How about one of the lanes on the Richmond-Nelson dual carriageway being dedicated to buses during rush hours? Sounds counter-intuitive but most of the traffic jams in this section of road during such times is commuters in single-occupancy cars. This would soon precipitate a massive behavioural shift. This would require careful planning, buses every 5 minutes and a Richmond park and ride arrangement.
- Driving children to school should be effectively banned, in tandem with a school bus/minibus system that caters for every student.
- Buses be given full right of way when pulling out from bus stops in 50km zones, without having to wait for a break in the traffic. This would take some driver education: Flashing writing on the back of every bus: BUS PULLING OUT YOU MUST GIVE WAY. This operates in Sydney (apparently).
- The Nelson bus station is abysmal! There couldn't be a better turnoff to potential bus users than the facility we have at present. A serious redesign is urgently needed.
- Buses should be made free for children, students, mobility card holders, unemployed and pensioners.
-

2 Car use will need to become less attractive as an option to encourage bus patronage (and cycling). I would like to see:

- Currently parking is free for an hour in main carparks in central Richmond and Nelson as the two centres fight it out in the race to the bottom to woo shoppers. What an insane policy for the climate (and for council funding). The two councils need to sit down and work out a joint strategy to make in-town parking equally expensive- with cheap rates (or perhaps free) for students, mobility card holders, unemployed and pensioners, after 6pm and weekends i.e.

- target the commuters to solve rush-hour gridlock. What we really need is a joint Nelson-Tasman Council to achieve this. What other city in NZ is controlled by two councils?!
- Free parking at the Trafalgar Centre should no longer be an option, nor should parking be free in the city fringes other than obviously for residents.
 - Stop building car parks, and slowly reduce the number available in all centres in tandem with a brilliant public transport system.
 - Car ownership is a privilege not a right in a dying planet. Even EVs have a big carbon footprint. A massive cultural shift in car ownership and use is needed. What role can the councils play in this? Central governments are way too risk averse to touch this, whereas councils have the potential at least to be more bold. Some stark messaging is needed (without shaming, which is counter-productive).

3 Additionally:

- Businesses should be urged by the councils to get employees into car sharing. What sort of incentives could a council offer to encourage this? (I applaud the existing carpool permit holders scheme). Rates relief? This needs some serious exploring.
- Encourage the formation of neighbourhood groups to promote car sharing. The councils could front-foot this by running promotional evening meetings in each neighbourhood. This would be part of a wider programme of education around the climate cliff we are falling off.

Both councils are just tip-toeing around the carbon bomb. Council newsletters need to boldly put it out there constantly, so it becomes common discourse. The cultural narrative must shift radically. But make it big and inclusive: We are all in this together, lets work this out!

Submission Summary

Draft Regional Public Transport Plan 2021-2031 - Submission #26960

Mr Cam Carter

Nelson 7010

Speaker? False

Department	Subject	Opinion	Summary
NCC - Infrastructure Services	What feedback do you have on the overall RPTP 2021-2031?		<p>I support any plan that improves public transport as well as biking and walking initiatives in Nelson. In terms of public transport, increasing the hours that the buses run would improve my public transport options. I would also really like to see a bus running out to the airport.</p> <p>Examples of some specific actions that I would like to see happen in relation to cycling/walking include:</p> <ul style="list-style-type: none"> - Lighting the Railway Reserve to improve cyclist/walker safety, as well as any other actions to improve and look after the Railway Reserve for cyclists and walkers etc. - Many more safe road crossing places installed, because at the moment it is very unsafe in many areas. For example, there are no safe options to cross Vanguard Street over to the town side. Also it is not safe to cross over the road along the river trail in town by River Kitchen. - Reducing vehicle speed limits around town and elsewhere. <p>I also support plans that discourage vehicle use, for the purpose of reducing emissions, improving air quality for public health and increasing safety for cyclists and walkers.</p> <p>Kind regards, Cam</p>
NCC - Infrastructure Services	Have you sent a copy of this submission to Tasman District Council?	No	Forwarded to TDC 18Mar2021

Submission Summary

Draft Regional Public Transport Plan 2021-2031 - Submission #26961

Mr Tord Kjellstrom

Director Health & Environment International Trust

Mapua 7005

Speaker? False

Department	Subject	Opinion	Summary
NCC - Infrastructure Services	What feedback do you have on the overall RPTP 2021-2031?		<p>The draft plan takes us in the right direction, but it is very slow. Please check if a much faster implementation is possible. As the plan is positive for climate change mitigation action, in line with recommendations from the NZ Climate Commission and the Regional Climate Forum, a faster implementation would help us do more to reduce climate change.</p> <p>I support all proposals in the plan, but would like to see a stronger link to the regional Transport plan and its focus on promotion of EVs and urban planning and design that reduces our green-house gas emissions. The council could start a conversation with car sales and repair companies and petrol stations to find ways to encourage and facilitate them doing more to sell and promote use of EVs. The bus stops in outlying areas need safe EV car park areas to make park-and-ride options attractive. Large supermarkets and shopping mall companies could be partners in new ways to promote use of buses for visits and local delivery spots in outlying villages, such as Mapua. You take the bus to Richmond and do your shopping. Then you deliver your box of bought items (possibly a large box) to a delivery service in the supermarket or the mall.. Then you take the bus home and your goods is transported to the delivery location in your village, where you pick it up. This is just one example of new thinking about the regional transport system and how it can replace private car travel, and how the link to short distance private EV travel becomes part of the system. Other ideas should be brain stormed on</p> <p>END</p>
NCC - Infrastructure Services	Have you sent a copy of this submission to Tasman District Council?	No	Forwarded to TDC 18Mar2021

Submission Summary

Draft Regional Public Transport Plan 2021-2031 - Submission #26962

Anna Berthelsen

Nelson 7010

Speaker? False

Department	Subject	Opinion	Summary
NCC - Infrastructure Services	What feedback do you have on the overall RPTP 2021-2031?		<p>Hi NCC,</p> <p>Please find below my submission on the Regional Land Transport Plan and/or the Regional Public Transport Plan.</p> <p>I support any plan that improves public transport as well as biking and walking initiatives in Nelson. In terms of public transport, increasing the hours that the buses run would improve my public transport options.</p> <p>I would also really like to see a bus running out to the airport.</p> <p>Examples of some specific actions that I would like to see happen in relation to improvement of cycling/walking options include:</p> <ul style="list-style-type: none"> • Lighting the Railway Reserve to improve cyclist/walker safety, as well as any other actions to improve and look after the Railway Reserve for cyclists and walkers etc. • Installing many more safe road crossings, because at the moment it is very unsafe to cross the road in many areas. For example, there are no safe options to cross Vanguard Street over to the town side. Also it is not safe to cross over the road along the river trail in town by River Kitchen. • Reducing vehicle speed limits around town and elsewhere. <p>I also support plans that strongly discourage vehicle use, for purposes including reducing emissions, improving air quality for public health</p>

			and increasing safety for cyclists and walkers. Kind regards, Anna -- Anna Berthelsen New Zealand
NCC - Infrastructure Services	Have you sent a copy of this submission to Tasman District Council?	No	Forwarded to TDC 18Mar2021

Submission Summary

Draft Regional Public Transport Plan 2021-2031 - Submission #26963

Mr Peter Olorenshaw

Nelson Tasman Climate Forum Transport Subgroup

Nelson 7010

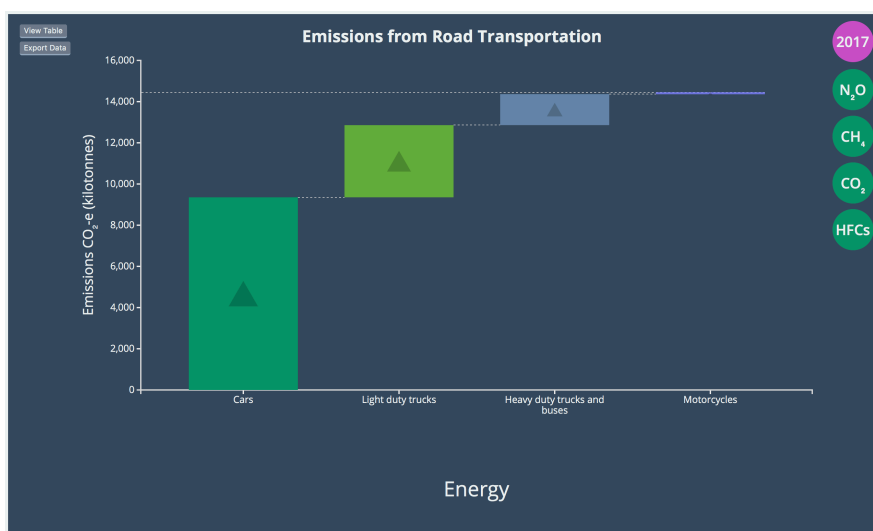
Speaker? False

Department	Subject	Opinion	Summary
NCC - Infrastructure Services	What feedback do you have on the overall RPTP 2021-2031?		Please find attached the submission from the Nelson Tasman Climate Forum Transport subgroup on both the draft Regional Land Transport Plan and the Public Transport Plan. It is as a result of a number of zoom meetings among the NTCF Transport group.
NCC - Infrastructure Services	Have you sent a copy of this submission to Tasman District Council?	No	Forwarded to TDC 18Mar2021

Submission to the Nelson City and Tasman District Councils

Regional Land and Public Transport Plans 2021

1. **Lack of Climate Focus:** The Land Transport Plan talks about climate change but still has the bulk of the money going into roadbuilding and road maintenance. We fail to see how this will bring about the significant changes necessary to reverse the 90% growth in carbon emissions since they were supposed to be headed down in 1990. Indeed the biggest growth in the countries emissions since 1990 has been in transport emissions. We have looked at this and the vast bulk of these emissions aren't from trucks, they are from cars and light duty trucks which may well be capturing those double cab utes used primarily as urban runabouts (see graph below)



(source: <https://emissionstracker.mfe.govt.nz>)

As Transport emissions make up such a large block of greenhouse gas emissions (20%), an even bigger percentage of our long lived emissions and the biggest block of our increases in emissions since 1990, we suggest you should only be investing in things that reduce our carbon emissions and investing most in things that do the most to reduce emissions. Is there any other legitimate response in a Climate Emergency? It is not clear to us how much each of the proposed spending items reduce climate change - you need to change the plan to incorporate that and reprioritise things in a climate change reduction per dollar spent order.

2. **Growth in GDP Obsolete Objective:** We suggest that you need to change your focus on promoting or even helping economic growth to one of Wellbeing and prosperity without growth. The Canterbury and Kaikoura earthquakes were fantastic for GDP growth but bad for Wellbeing. We know that roadbuilding is good for GDP but is not good for the climate, it is time to ditch the Growth metric. We ask you to make this change.
3. **Freight Rationalisation:** We see no mention of freight rationalisation eg one of the members of the group knows of someone who drives a truck from Auckland to Wellington to deliver bread. What can be done to stop this ridiculous behaviour. Perhaps it won't be until we have a much higher price on carbon through the ETS, that such energy and climate gas profligate activities will be rationalised. And if that

happens we may well see the freight demand fall for the same level of economic activity. We think you need to push for this freight rationalisation and factor it into growth models.

4. **Recognition that all travel distance expectation must fall** - commuting holidaying etc is entirely missing from the document. This is a climate imperative. We must not assume that previous motor vehicle use that has seen our emissions blow out 90% is remotely sustainable into the future, yet that is what the document appears to do. We need a reset in all travel expectations.
5. **Proximity as a Transport Solution:** This is only acknowledged in passing but by allowing and encouraging more people to live close to where they work, educate and shop the easier it is for active and public transport it is to be a viable transport solution for them. This needs to be a central strand to transport policy, you should be petitioning councils to not allow rural subdivisions and petition them to allow for increased density in both our normal existing subdivisions as well as the donut of medium density housing around the city and town centres and the higher density city centres.
6. **Eliminate Urban Sprawl:** Reduce or end “subdivisions” spreading over the land that encourage car-use. We need to intensify our existing urban areas before spreading out onto rural areas that require more energy if not CO2 emissions to get to places they need to go to. This is in contradiction to the FDS that says we do both sprawl and intensify. We are saying intensify first and see if we need to sprawl.
7. **Rapidly increase city and town centre living densities and heights,** we note that the National Policy Statement on Urban Design has required you to remove minimum parking requirements from all urban areas and we applaud that - we have been wasting so much land to be set aside to park cars but seem surprised when our cities fill up with cars.
8. **Increase pedestrian-friendly car-free zones in all town and city centres:** We do not see that in the document. By keeping the town and city centres for people and keeping the cars on the periphery we increase the attractiveness of walking and cycling.
9. **Car Commuting Discouragement:** - while some measures are proposed to encourage active and public transport and we applaud these, they must however go along with active discouragement of car commuting and this you have not done. It will take decades before most of our cars are zero emission and even then it is very energy inefficient to propel a 70kg human with 2 tonnes of metal around each one. Producing more electricity comes at a carbon cost just in the building of the generating units, we can't afford to have everyone commuting in an EV. So we ask for measures that make cars go the long way around, but active and public transport can take shortcuts, we ask for more parking charges for all day parking, not just in the town centres but also in the periphery of towns and city centres to discourage car commuting. We also ask you to lobby Central government to allow you to charge congestion charges for use of arterials and main roads at peak times to act as further discouragement to cars. There needs to be a specific acknowledgement that it is not until you make car commuting the least attractive option that you will get serious numbers using active and public transport.
10. **Cycle Network Goal absent from Plan** - Apart from some cycle infrastructure that might be buried in the Nelson Future Access Plan and the Richmond Future Transport Project we can't find any budget for the rollout of a protected cycle path network. We note that until cycle commuting is safe pleasant and convenient for the quite old and quite young it is not fit for purpose. You talk about mode shift, but expecting primary school children and pensioners to be mixing it up with the 18 wheelers in the car door zone with only a strip of paint for protection is a dereliction of duty.
11. **Aviation Growth Contrary to Climate Imperatives:** We find it extraordinary that the Nelson Airport should be banking on a doubling of passenger numbers over 2 years following on from the Corona virus reset. We can not allow what is often joyriding at the expense of the climate. Until we have zero emission flight we need to face the reality of the significant carbon footprint aviation has. And we would

make the point that although domestic aviation emissions have increased only 5% or so since 1990, often they are leading to international flights whose emissions increased 178% from 1990 to 2018.

12. **Coastal Shipping Mode Shift Not mentioned** Tasman has no rail to move freight onto to increase the energy efficiency and lower emissions of freight movements as well as getting freight off the roads. We would like to see explicit support in increasing coastal freighting. We know this does not sit well with the title of LAND transport plan but think that we need some out of box thinking to tackle the climate crisis. There used to be an “Alternative to Road Funding” available for this mode shift and we would like to see the Regional Transport Committees push to have this reinstated. We note that with coastal shipping not only are you only providing and maintaining infrastructure at either end of the journey, you have much lower energy requirements to move a tonne of freight than you do have on the road.

PT Plan Specific Comments:

13. **Why such Slow PT Implementation?** We know we are in a climate emergency, we must act like it. We can't wait 5 years for this. Covid showed us what an emergency response looked like. We need to do the same with transport
14. **PT First:** Both Richmond Future Transport Project and Nelson Future Access Projects have 10's of millions of dollars earmarked to them to basically deal with traffic increases from car commuting into urban areas from remote rural areas. If this was curtailed and a significant proportion of these commuters were diverted onto public transport then the need for roading expansion would be diminished: Do the PT first and see if congestion eases and roading infrastructure increases become unnecessary.
15. **Express commuter buses** between the two main urban areas should be the centrepiece of the PT plan, yet they are are tack on to the rural services, come in late and not very often. We ask for express buses using the most direct route between the two centres (ie using Whakatu drive) with limited stops (no more than 4) and at 15 minute intervals during peak times and 30 minute intervals otherwise 7 to 7. We see no reason to not immediately bring these in ahead of the other changes and would like to see them in place this year to bring down car commuting emissions.
16. **Bus Priority Lanes** We also see no specific commitment to bus priority lanes - it is not until you make car commuting not the best option for people that you will get the jump in active and public transport that you appear to be seeking and the climate demands. This is crucial in the implementation of a success full mode shift onto public transport and cannot be ignored. People said of the Auckland North Shore buses that you will never get Aucklanders out of their cars, but once car commuters saw people whizzing past hassle free on the buses reading the morning paper, reading a book or catching up on their social media on their devices there was a sea change. Harbour bridge traffic numbers have flat lined ever since.
17. **Park and Ride at Richmond** - why are we waiting 5 years for this? Other Park and ride locations for not just cars but bikes and e-bikes should be included in the plan at the outlying ends of the routes (Wakefield and Motueka) but also at townships, schools along the way. We note how effective the park and ride is at the end of the trial line at Waikanae in Wellington and the North shore bus way
18. **Bus with your bike** - we couldn't see a commitment to taking bikes on buses - presently there are only two bike spots on 50 seat buses, this is plainly not good enough. Being able to do the first and last 5km of a trip on a bike might make all the difference to whether or not a service is viable to someone - eg someone working at the far end of Akerston St at the Port is not generally going to be thrilled to have to walk there from Nelson central or even from Haven road, whereas if they can bike to the bus at Motueka, jump on the bus with their bike and then bike to their work at the port it becomes viable. For the urban buses perhaps half a dozen bike racks on the back of the bus as well as a few on the front is sufficient, perhaps the Wakefield and Motueka buses might need a bike trailer as well.

- 19. Leaflet peripheral car commuters** - as a means of turning these people over to bus commuting, we suggest putting leaflets underneath windscreen wipers at monthly intervals telling them what they are missing out on and perhaps offering the first 5 rides free to try it out

The End

Submission Summary

Draft Regional Public Transport Plan 2021-2031 - Submission #26964

Angela Craig

Nelson South
Nelson 7010

Speaker? False

Department	Subject	Opinion	Summary
NCC - Infrastructure Services	What feedback do you have on the overall RPTP 2021-2031?		Kia ora, Hopefully I'm not too late. Yes I am all for more public transport, more often, cheaper, and a bus to the airport. I'm for more cycleways and more connected cycleways, separated from cars if possible. Let's get more people cycling and the city a more walkable and cycleable one. Thanks Angela Craig

Submission Summary

Draft Regional Public Transport Plan 2021-2031 - Submission #26965

Caren, Stewart, Oliver and Alice Genery

Todds Valley 7071

Speaker? True

Department	Subject	Opinion	Summary
NCC - Infrastructure Services	What feedback do you have on the overall RPTP 2021-2031?		<p>Please find below our submission to the Regional Public Transport Plan</p> <ul style="list-style-type: none"> - We would like the opportunity to talk to our submission, if possible. - We would also like to receive a response, at your convenience. <p>Please could you give serious consideration to an extended bus service to include Todds Valley, at least during weekdays.</p> <p>We are part of a growing community in Todds Valley, including many people who are making various efforts to improve our environment as well as reduce our carbon footprints. I have talked to a number of other people in the valley who would really value a bus service option as part of these efforts.</p> <p>With young families we are not able to cycle to town or Atawhai, due to the traffic speed and lack of safety on the cycle verge. We understand that this is not the jurisdiction of NCC, however the bus service is totally within Council's remit.</p> <p>Even just a few options in the morning and mid-late afternoon during the week, with a small bus would be a great starting point, especially if the bus included bike holders (so we can bike in town to all the spots we need to go).</p> <p>We would love to do our bit towards lowering our community's carbon use and are proud that our Council is putting such a priority on this too - please support our local Todds Valley community with a bus service.</p> <p>Many thanks for your time and consideration.</p>

			Caren and Stewart, and Oliver (9) and Alice (5) Genery.
NCC - Infrastructure Services	Have you sent a copy of this submission to Tasman District Council?	No	Forwarded to TDC 18Mar2021

Submission Summary

Draft Regional Public Transport Plan 2021-2031 - Submission #26966

Margaret Meeching

Tahunanui
Nelson 7011

Speaker? False

Department	Subject	Opinion	Summary
NCC - Infrastructure Services	What feedback do you have on the overall RPTP 2021-2031?		<p>I am astounded that the considered bus route is along the main tahunanui drive and not Muritai street especially after the completion of the Muritai street upgrade! The vision as in your communication aims for a safe connected area which is liveable accessible and sustainable. That being considered, Tahunanui's qualities and community will not be served with a transport route along a busy main road, divorced from safe access for the predominant users....ie aged, families and lower economic group. As it is now, the road is a dangerous, pedestrian unfriendly and stressful passageway that locals prefer to avoid. Your buses will not attract public transport users on that main road.</p> <p>I suggest that users of your bus service at present should be asked of their requirements. Tahunanui locals should be listened to...they will be the ones who will ensure the viability of local bus services and the factors that can ensure a growth of taking advantage of the provided asset of a fuel economic and environmentally friendly service. Tahunanui is a gem in this age of over commercialism and abuse of our environment and quality of life. Make sure that those in the future do not look back with regret at these developments, often decided on through 'advice' by consultants with little comprehension of human and environmental dynamics. Be wise and people friendly. We, the community, depend on your considered and sympathetic decisions.</p> <p>Margaret Meechang Brought up in Tahunanui, and retired in Tahunanui.</p>

			Great granddaughter at school in Tahunanui. Preserve our part of paradise.
NCC - Infrastructure Services	Have you sent a copy of this submission to Tasman District Council?	No	Forwarded to TDC 18Mar2021

Submission Summary

Draft Regional Public Transport Plan 2021-2031 - Submission #26967

Jonathan McCallum

Toi Toi
Nelson 7010

Speaker? False

Department	Subject	Opinion	Summary
NCC - Infrastructure Services	What feedback do you have on the overall RPTP 2021-2031?		<p>This submission relates to the Regional Public Transport Plan:</p> <p>I use the bus to commute between Nelson and Richmond on weekdays. I strongly support the proposed new bus services. In particular, increasing the Nelson/Richmond route frequency to 30min and running buses from 7am to 7pm, 7 days per week would make the service more convenient and encourage greater use. I'd like to see both of these changes in Stage 1 (2023).</p> <p>Any new buses purchased to carry out the proposed bus services should have bike racks installed. The bike racks provide a way for people to cycle one way and take the bus home. Encouraging cycling behaviour is a bonus for our health and environment.</p> <p>Jonathan McCallum</p>
NCC - Infrastructure Services	Have you sent a copy of this submission to Tasman District Council?	No	Forwarded to TDC 18Mar2021

Submission Summary

Draft Regional Public Transport Plan 2021-2031 - Submission #26968

Mr Gaire Thompson

Nelson 7010

Speaker? False

Department	Subject	Opinion	Summary
NCC - Infrastructure Services	What feedback do you have on the overall RPTP 2021-2031?		Please see attached.
NCC - Infrastructure Services	Have you sent a copy of this submission to Tasman District Council?	No	Forwarded to TDC 18Mar2021

Bev McShea

26968-1

From: Submissions
Sent: Thursday, 18 March 2021 12:34 a.m.
To: Administration
Subject: FW: nelson regional land transport consultation

Follow Up Flag: Follow up
Flag Status: Completed

Categories: Bev

From: Gaire Thompson
Sent: Wednesday, March 17, 2021 11:34:17 AM (UTC+00:00) Monrovia, Reykjavik
To: Submissions
Subject: nelson regional land transport consultation

Firstly I was most disappointed in how little notice was taken of all the genuine submissions made regarding the then proposed changes to the speed limits between Nelson and Blenheim. It also concerns me greatly about the rapidly escalating trend of unnecessarily reducing speed limits on major roads, just causing frustration without reducing accidents. Ironically we now have the unbelievable situation where you are legally able to go a 100 ks an hour on a substandard local road and only 80 or 90kph on a perfectly good straight main highway.

I am also very concerned at the attention being given to cyclists and pedestrians over motorists. It is all very well for theorists to sit in plush offices and dream about what they would like for our roads and transport but not dealing with the realities on a daily basis.

Nelson is a provincial town that is very strung out, predominantly hilly and relies on cars and trade vehicles to have easy access and parking to thrive and grow. Recently we have seen two large and expensive bike stands erected in Nelson, one in the Montgomery Square, which is possibly justified, but the one in Trafalgar Street directly outside the Council building is not, and is primarily for the use by Council staff and should have been built on their New Street car park, rather than removing 7 valuable inner city car parks. The public were not consulted re this. It is even more unbelievable when the two existing bike stands, one on either side of the street, are only ever used to a limited extent.

I am also appalled at the waste of money creating the cycle way down Muratai Street, which from my observations as a reasonably regular user, gets next to no use and has caused a narrowing of the road making it dangerous and has taken away numerous car parks on the eastern side in what is a densely populated area.

I support increased bus services provided they are getting sufficient use, as otherwise they are just another cost to the ratepayer and are not environmentally friendly by driving a large vehicle around with only 1 or 2 passengers in it. As the population and intensification increases there may be more demand and use of bus services.

Too much attention is being given to zero emission buses and electric cars when in reality the emissions created manufacturing these vehicles is far greater than using the perfectly serviceable existing vehicles, plus there is the capital cost to the operator which has to be recovered and for the country there is the added cost of the overseas exchange required to purchase them.

There needs to be far more forward planning done, a classic example of this being where the Council at Bishopdale has allowed the developers of a new subdivision to connect a new road to Waimea Road over the planned route of, what is known as the proposed Southern Link, to just build an underpass for the cycle way, which I understand cost the ratepayers \$600,000, instead of ensuring that there was provision for the new road which will be needed in a few years, and is already one of the options currently being considered to ease the current traffic build ups on Waimea Road, which will be made worse by these new traffic lights, and Rocks Road.

Regards,.

Gaire Thompson



Thompson Property Group

[REDACTED]

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Submission Summary

Draft Regional Public Transport Plan 2021-2031 - Submission #26975

Ms Bernie Goldsmith
President Nelson Residents Association

Nelson 7010

Speaker? True

Department	Subject	Opinion	Summary
NCC - Infrastructure Services	What feedback do you have on the overall RPTP 2021-2031?		Please see attached.

18/3/2021.

To Governance Advisor [REDACTED] [REDACTED]

Submission for RLTP/RPTP.

Kia ora [REDACTED]

I would like to talk on the RLTP/RPTP
 Sue Sarg from Greypon spoke with Mayor Beere
 who said they were accepting late submissions
 I would like to speak on behalf of the
 Nelson Resident Association ~~as the~~ president.
 my apologise for the late submission
 as we meet monthly only. & had
 permission to speak.

Let me know.

Kind Regards [REDACTED]

Bernie Goldsmith
 [REDACTED]

Submission Summary

Draft Regional Public Transport Plan 2021-2031 - Submission #26998

Mr Ross Lampert

First Union

Nelson 7010

Speaker? True

Department	Subject	Opinion	Summary
NCC - Infrastructure Services	What feedback do you have on the overall RPTP 2021-2031?		Please see attached.
NCC - Infrastructure Services	Have you sent a copy of this submission to Tasman District Council?	No	Forwarded to TDC 23Mar2021



Nelson, 7010

www.firstunion.org.nz

0800 TO FIRST (0800 863 477)

Dear Mayor and Councillors,

I write to you as the union official for First Union representing bus drivers in Nelson, Richmond, and throughout the Tasman District, on behalf of our members. Our members do important and skilled work transporting the public and school children of our community. Bus drivers are required to have a clean driving record for at least 2 years, a class 4 (or in some cases class 2) license, and a valid passenger (P) endorsement. They also must pass a medical exam and a background check to ensure the safety of passengers. The position is difficult and can involve dealing with challenging people, unruly school children, impatient motorists, loud noise conditions, and an oversized vehicle along with the normal hazards of driving such as traffic, road works, and occasionally, bad weather.

Central government has signalled their desire for bus drivers to be paid at least the living wage, which is currently \$22.10, several times. Drivers in Wellington and Otago are being paid a minimum rate of the living wage, but sadly, Nelson/Tasman drivers lag behind. Our drivers are a key part of our community infrastructure, provide an important role under strict requirements, and operate a service many people rely upon, however, they are not being compensated enough to live in this ever increasingly costly region. When I arrived in Nelson, I was told that people here often get paid "sunshine wages". We all understand that sunshine is great, but it doesn't pay the rent. These workers deserve to be lifted from poverty wages and paid the living wage as a starting point.

For all of these reasons we request that NCC/TDC allocate the funding in the upcoming budget to move the city's bus drivers wage rate up to at least the living wage. We further requests that the living wage minimum be built into the regional transport plan and all future budgets.

Sincerely,

Ross Lampert
Nelson Regional Organiser
First Union

Submission Summary

Draft Regional Public Transport Plan 2021-2031 - Submission #27007

Mr Keith Morrison

Tahunanui
Nelson 7011

Speaker? False

Department	Subject	Opinion	Summary
NCC - Infrastructure Services	What feedback do you have on the overall RPTP 2021-2031?		<p>Hi,</p> <p>Thanks for coming to the Tahunanui meeting.</p> <p>I support option 3 for route 2 along Muritai Street then back to Annesbrook roundabout. Don't delay, put this route in the proposal to NZTA.</p> <p>A bus to the airport would be an excellent addition to the bus services. Timetable it so that it goes on an alternate half hour to route 2. This would make a bus from Tahunanui to town every 30 minutes all day.</p> <p>Park and ride with an express bus from Richmond to Nelson via the hospital is long overdue and should be a priority.</p> <p>It is great to have good mobile phone apps for getting the bus. The best I have ever seen is in Edinburgh. "Transport for Edinburgh" combined with "My Bus Edinburgh" make it easy to plan your journey.</p> <p>Keith Morrison</p>
NCC - Infrastructure Services	Have you sent a copy of this submission to Tasman District Council?	No	Forwarded to TDC 24Mar2021

Submission Summary

Draft Regional Public Transport Plan 2021-2031 - Submission #27009

Brenda Preece
Abbeyfield

Tahunanui
Nelson 7011

Speaker? False

Department	Subject	Opinion	Summary
NCC - Infrastructure Services	What feedback do you have on the overall RPTP 2021-2031?		Thanks to the NCC spokesperson last night who explained why you are proposing changing the bus routes. Muritai street buses are so needed for the community and yes people who live on Tahunanui Drive also need buses. Could you do both routes with smaller buses alternately. Will the airport route bus be picking up people along the way so Golf Road Area people can use it to get to and from Nelson Brenda Preece
NCC - Infrastructure Services	Have you sent a copy of this submission to Tasman District Council?	No	Forwarded to TDC 24Mar2021

Submission Summary

Draft Regional Public Transport Plan 2021-2031 - Submission #27010

Mr Rob Stevenson

Rob's Furniture Warehouse

Nelson 7040

Speaker? False

Department	Subject	Opinion	Summary
NCC - Infrastructure Services	What feedback do you have on the overall RPTP 2021-2031?		Please see attached.
NCC - Infrastructure Services	Have you sent a copy of this submission to Tasman District Council?	No	Forwarded to TDC 24Mar2021

Bev McShea

27010-1

From: Administration
Subject: FW: Submission to NCC - Proposed Route 2 with Nayland + Beach / Golf Airport Route

From: Rob Stevenson
Sent: Tuesday, March 23, 2021 8:55:38 PM (UTC+00:00) Monrovia, Reykjavik
To: Submissions <Submissions@ncc.govt.nz>
Subject: Submission to NCC - Proposed Route 2 with Nayland + Beach / Golf Airport Route

24th March, 2021

Submission to Council

From Rob Stevenson – Business Owner, Robs Furniture Warehouse, 110 Tahunanui Drive, Nelson

Re: Proposed New Bus Services

I attended the Public Meeting on Tuesday 23rd March at Tahunanui School and heard about, amongst other items, the plan to remove bus routes from Muritai Street and instead run buses along Tahunanui Drive and Pascoe Street.

My comments relating to the above are as follows;

- I would have to express my disappointment that there has been little public consultation or discussion and engagement relating to this plan (as also highlighted by the Nelson Mayor, who commented on this fact at the end of the meeting). It appears that a decision has already been made in terms of Proposed Route 2 with Nayland + Beach / Golf Airport Route being the favoured proposal vs the other Hybrid Route 2s. Quite how this favoured choice has occurred to date without transparent and needed public engagement is quite frankly a flawed and unrepresentative process and the Tahunanui Community deserves better.
- Effective and inexpensive Public Transport and the resulting benefits to local communities is much needed in New Zealand. There will always be cars on the road but a good Public Transport works in conjunction rather than in competition. And so, there is no question about the Council pursuing the Government goal of improving local public transport for the Nelson Region. However, I am concerned that Proposed Route 2 with Nayland + Beach / Golf Airport Route is not an option that should be considered for the following reasons.
 - The Council is laying the foundations for a future bus priority lanes / clearway on Tahunanui Drive. This would kill the community. Retail Businesses, Health Clinics, Food Outlets, Recreation Facilities, Social Facilities all rely on foot traffic. Foot traffic would decrease DRAMATICALLY and this would cause the above establishments to close. This has been proven in other areas when clearways have been installed. We do not want to see a loss of jobs and facilities that the Tahunanui community is in much need of. The heart Tahunanui would turn into an urban though-fare that would have a huge detrimental effect within the area.

- By moving the bus lane from Muritai Street to Tahunanui drive, the Council are actually moving Public Transport further away from the centralised community. There is a high-density lower cost housing within the Muritai area and the proposal to move the bus route towards lower density housing area is quite frankly a ridiculous concept. And all to save a few residents on the Tahunanui Hills walking an extra 100 metres to catch the bus at Muritai Street.
 - From a safety aspect - the less children from Tahunanui School walking along the highway the better. The new bus route on the highway is an obvious draw card for the children and therefore, I would envisage that the number of children near the highway would there increase. Potentially more child related accidents as a result of a much busier road. Muritai Street has the main Tahunanui school entrance, cycle ways, good footpaths and less traffic and a decent bus service as it stands. It works well in relation to the school so why change this.
 - Public Transport to Nayland School should not be a consideration (this was a factor brought up by Council) for Tahunanui. Children should be encouraged to walk or cycle to school from a health perspective if they live a short distance from a school. Children based in Tahunanui that attend Nayland Schools only live a short distance away and Public Transport would be a luxury rather than a necessity for the school children.
- I would consider Hybrid Route 2 with Nayland Beach + Golf Airport Route (Mitre 10 Roundabout) option to be the more practical and community based option for Tahunanui.

In summing up – if Tahunanui wants to prosper (economically and socially) as a community, THE LAST THING it needs “going forward” would be Proposed Route 2 with Nayland + Beach / Golf Airport Route. This, in my opinion, and shared by others at the meeting would be a disaster for the area and have dire and far reaching negative social implications.

I am totally against the Proposed Route 2 with Nayland + Beach / Golf Airport Route and would strongly advocate the Council drop this option from any future consideration.

Yours sincerely,

Rob Stevenson
Robs Furniture Warehouse
Nelson



www.furnitureandbeds.co.nz

Submission Summary

Draft Regional Public Transport Plan 2021-2031 - Submission #27014

Ms Julie Baker

Stoke
Nelson 7011

Speaker? False

Department	Subject	Opinion	Summary
NCC - Infrastructure Services	What feedback do you have on the overall RPTP 2021-2031?		Please see attached.
NCC - Infrastructure Services	Have you sent a copy of this submission to Tasman District Council?	No	Received from TDC 24Mar2021

Submission Summary

Draft Regional Public Transport Plan - Submission #26973

Julie Baker

Nelson 7011

Speaker? False

Department	Subject	Opinion	Summary
TDC - Engineering	Have you sent a copy of this submission to Nelson City Council?	No	
TDC - Engineering	What feedback do you have on the overall Regional Public Transport Plan?		I've been an avid user of the buses for almost 15 years, as up until recently I didn't have a driving license. I have seen the frequency of the buses increase and the fares decrease. Living within an easy walk of a bus link is one of my considerations when I've moved houses. I fully support the changes being undertaken and the steps being taken in order to grow the patronage. The Bee card certainly came in handy when I was in both Dunedin and Queenstown recently and when I got to Napier in the near future. In Dunedin all fares are currently \$2 (until June/July 21) and this can get you from all the way from Port Chalmers to Mosgiel. This kind of price point would certainly be attractive to non-bus users.

Submission Summary

Draft Regional Public Transport Plan 2021-2031 - Submission #27015

Ange van der Laan

Nelson 7011

Speaker? False

Department	Subject	Opinion	Summary
NCC - Infrastructure Services	What feedback do you have on the overall RPTP 2021-2031?		<p>Kia ora</p> <p>I have already submitted to the joint Tasman/Nelson RLTP but following the community consultation last night at the Tahunanui Hub have the following to add:</p> <ul style="list-style-type: none"> • Muritai St is a public space for everyones enjoyment and benefit but, despite the cycle lane, is currently utterly dominated by car movement – this is not equitable, sustainable or desirable • PT needs to be considered in the context of what is good for our community, environment and wellbeing now and in the future • If a goal is to provide a service to residents of Tahunanui hills that should not be at the expense/convenience of the Tahunanui flats area – find a way to provide both • Incentivise PT and active travel and de-incentivise private car travel – blanket 30km speed limit through urban Tahunanui, resident parking only, enhanced walking/cycling and e-travel environment • it should be a high priority given the government's climate change targets and road congestion issues • A service that finishes at 7pm is limiting • The location or purpose of the proposed Tahunanui bus station has not been disclosed <p>Ngā mihi nui Ange</p>
NCC - Infrastructure Services	Have you sent a copy of this submission to Tasman District Council?	No	Forwarded to TDC 24Mar2021

Submission Summary

Draft Regional Public Transport Plan 2021-2031 - Submission #27016

Alex McKenzie

Nelson

Speaker? False

Department	Subject	Opinion	Summary
NCC - Infrastructure Services	What feedback do you have on the overall RPTP 2021-2031?		<p>I strongly support the proposed bus line no. 4 from the airport to the Brook. It would be great for visitors and locals alike to have easy and frequent public transport to the Brook and the Brook Waimarama Sanctuary.</p> <p>The terminus could be renamed Brook Waimarama Sanctuary, aka the Airport – Brook Waimarama Sanctuary line.</p> <p>Another idea could be to paint the no. 4 bus with images and logos from the Brook Waimarama Sanctuary, thereby promoting Nelson's unique eco haven, the Brook Waimarama Sanctuary.</p> <p>Kind regards,</p> <p>Alex McKenzie</p>
NCC - Infrastructure Services	Have you sent a copy of this submission to Tasman District Council?	No	Forwarded to TDC 25Mar2021

Submission Summary

Draft Regional Public Transport Plan 2021-2031 - Submission #27027

Margaret Andrews

Tahunanui
Nelson 7011

Speaker? True

Department	Subject	Opinion	Summary
NCC - Infrastructure Services	What feedback do you have on the overall RPTP 2021-2031?		Please see attached.
NCC - Infrastructure Services	Have you sent a copy of this submission to Tasman District Council?	No	Forwarded to TDC 26Mar2021

RPTP

Made at Meeting.

27027-1

Nelson City Council Public Consultation Submission form

The Nelson City Council wants your opinion.
Please tell us what you think.

Please type or print clearly. Remember to read the submission writing guidelines (over) before starting.

Office Use Only			
Date Stamp		Submission Number	
File Ref		INITIALS	

Name Margaret AndrewsDaytime phone 0278437979Address 3/59 Green St.

Organisation represented (if applicable) _____

Do you wish to be heard in support of your submission? ☒ YES ☐ NO # of pages

_____ If you do not tick a box we will assume you do not wish to be heard.

Public information

Submissions to Council consultation are public information. Your submission will be included in reports, which are available to the public and the media.

The consultation/proposal my submission relates to:

My submission is:

Can we have an early bus from Nelson to Stoke and I ~~also~~ live in Tahunua and if I want to work at reathomes or Pic Peanut butter they start at 7am and would not get there in time

Maybe (6am) bus from town or earlier would help others who use ~~their~~ their car to get to work.

Date _____ Signature _____

Help with making a submission overleaf...



PO Box 645 • Nelson 7040 • 03 546 0200
www.nelsoncitycouncil.co.nz

Submission Summary

Draft Regional Public Transport Plan 2021-2031 - Submission #27045

Colleen Moss

Tahunanui
Nelson 7011

Speaker? False

Department	Subject	Opinion	Summary
NCC - Infrastructure Services	What feedback do you have on the overall RPTP 2021-2031?		Please see attached.
NCC - Infrastructure Services	Have you sent a copy of this submission to Tasman District Council?	No	Forwarded to TDC 29Mar2021

Nelson City Council Public Consultation Submission form

The Nelson City Council wants your opinion.
Please tell us what you think.

Please type or print clearly. Remember to read the submission writing guidelines (over) before starting.

Office Use Only			
Date Stamp		Submission Number	
File Ref		INITIALS	

Name Colleen Moss

Daytime phone [REDACTED]

Organisation represented (if applicable) [REDACTED]

Do you wish to be heard in support of your submission? ☐ YES ☒ NO # of pages

 If you do not tick a box we will assume you do not wish to be heard.

Public information

Submissions to Council consultation are public information. Your submission will be included in reports, which are available to the public and the media.

The consultation/proposal my submission relates to:

Proposed bus routes in Tahunanui

My submission is:

To support the proposed airport link.
This route would benefit not only
airport users but also those of us who
currently have 15-20 min walk to a
bus stop. Not encouraging bus use
with shopping on a hot & wet day.

It would also benefit people in other
areas - namely Washington Valley, the
Brook and Bixley Ave area.

It is a well thought out route!

Date 25.3.21

Signature (Colleen)

Help with making a submission overleaf...



Nelson City Council
te kaunihera o whakatū

PO Box 645 • Nelson 7040 • 03 546 0200
www.nelsoncitycouncil.co.nz

Submission Summary

Draft Regional Public Transport Plan 2021-2031 - Submission #27046

Kathryn Barlow
Pascoe Auto

Annesbrook
Nelson 7011

Speaker? False

Department	Subject	Opinion	Summary
NCC - Infrastructure Services	What feedback do you have on the overall RPTP 2021-2031?		Please see attached.

SUBMISSION RE BUS ROUTE REALIGNMENT VIA PASCOE STREET

NCC proposes a bus route realignment via Pascoe Street to:

“Provide better access and enable staff of the businesses and land users in the Pascoe Street area, who do not need to use vehicles during the day, with an alternative form of transport, instead of using a private vehicle to get to and from work and having to find parking on Pascoe Street and adjacent roads. The route will also enable staff/visitors who do not have access to a private vehicle with a form of transport to reach destinations in the area.”

Team Leader Transport Activity Management NCC

We are a property owner at Pascoe Street. We also operate a business at the same address.

We were unaware of the proposed change to include Pascoe Street and Nayland Road on Route 2 of the Nelson Tasman Public Transport Network until the Tahunanui Business Association advised everyone on their mailing list on March 17th 2021. We have had no communication from NCC regarding the proposal. We emailed NCC asking for information the NCC has compiled to support the move for the bus reroute via Pascoe Street and for any information they have prepared for business owners and property owners in the street. The statements above from are part of her reply to that email. We were not provided with any evidence of investigation that supports her assertions.

The objectives of the Draft Regional Public Transport Plan 2021-2031 is to provide a regional integrated public transport network that :

1. Provides attractive, economic and viable transport choices for all sectors of the community,
2. Reduces reliance on private cars,
3. Is sustainable and reduces carbon emissions.

The ‘Plan’ states that these link to all six of the Te Taihū strategic objectives, two of which clearly would not be met by a route via Pascoe Street:

Safety – access to a safe transport system

And

Network Management- a sustainable transport system that is integrated with well planned development, enabling efficient and reliable movement of people and goods.

reply re our question regarding the proposed location of bus stops in Pascoe Street includes her acknowledgement of the traffic pressure in the street.

“As the route is not planned until July 2023 (subject to approvals and funding) the location of bus stops has not been confirmed. If this rerouting goes ahead, we would expect to be working with the community, businesses and landowners in the area over the next year to confirm details and

locations. We are very aware of the pressures on road space and parking in the area, providing an alternative to private vehicle use has some potential to reduce the parking demand.”

As an aside it is disappointing that a simple questionnaire was not sent to every business operator and property owner in the area before committing further ratepayer funds to developing a plan for this proposed change.

SAFETY:

Pascoe Street is an area of intense industrial activity. It also feeds other dead end streets including Orion Street, Vivian Street and Merton Place. The area is central to food production facilities, packaging companies, construction and large commercial trade suppliers, freight providers, industrial scrap metal dealers, the VTNZ testing station (where large trucks and trailers, camper vans and private buses are COF tested as well as car and trailer WOF testing) as is driver licence testing and a plethora of other small businesses such as ourselves. To add to the congestion we all regularly (sometime several deliveries a day) receive freight delivered by large trucks and the street is a thoroughfare for those working in the surrounding commercial area from Bolt Road and Quarantine Road to Parkers Road and Bullen Street.

Those of us that work in the area are extremely vigilant and are constantly alert to pedestrians, bike riders and traffic. So to be honest, if this plan goes ahead, from our perspective we will just deal with adding another level of danger to the current congestion. The real safety issue is expecting bus users to walk to stops in Pascoe Street and board and disembark in an already dangerous environment. I have just stopped for 5 minutes while writing this and have seen a logging truck, a concrete truck, a scaffolding truck, 3 freight trucks, 2 campervans, a rubbish truck (the refuse station is in Vivian Street) a car carrier, couriers and an endless stream of private vehicles. A group of school kids has also wandered past and a couple of cyclists. Certainly not an ideal situation for a bus stop which is provided for those folk who have no other means of transport or have mobility issues, or even for the physically able to load their bikes, prams and pushchairs.

From reading the information regarding the plan it seems there can be issues for bus drivers negotiating Tahunanui Drive at peak times. The stress with regularly driving down Parkers Road, along Pascoe Street, the nightmare of turning left into Quarantine Road directly before a roundabout (which is also the only route to go to Mitre 10 Mega) and then turning right around the roundabout to travel up Nayland Road doesn't bear thinking about. To add even more intensity this is followed by a short section of Nayland Road that feeds both left and right into more concentrated industrial areas, then up the hill and dealing with the large number of kids who go to Nayland Primary, Broadgreen Intermediate and Nayland College particularly before and after school. Finally the driver breathes a sigh of relief, finally making it to another roundabout to turn left into Songer Street and then right at the lights into Main Road Stoke. Definitely not a route that considers the mental and physical well being of those employed to drive the buses and to be responsible for the health and safety of passengers. Its taxing enough driving the route without the added difficulty of stopping at Bus Stops, providing customer service and anticipating the actions of hundreds of other road users in all manner of vehicles as well as pedestrians and cyclists.

NETWORK MANAGEMENT

The factors that give rise to Safety issues alone make it difficult to understand how the proposed reroute could possibly meet the requirements of a sustainable transport system that integrates with well planned development and enables the efficient and reliable movement of people and goods.

The 2021-3031 Regional Public Transport Plan outlines the objectives as:

1. Provides attractive, economic and viable transport choices for all sectors of the community.
2. Reduces the reliance on private cars.
3. Is sustainable and reduces carbon emissions.

The report describes convenience as critical to attractiveness and frequency as the most important element of convenience. All day, 30 minute frequency by 2026 is not adequate to attract employees many of whom work a variety of shifts. The spread in the development of housing well outside the Tahunanui / Annesbrook / Stoke area and the diversity of businesses within the area attracts employees for whom a bus is too inconvenient, takes too long and as stated in the report may also require a walk or a cycle ride at either end of the journey. Many of the industries here are driven by fluctuations in supply and demand which also adds another level of variability to the work hours of their employees. Add to that the bus running times are in fact “roughly double that for a car” (Findings by Attribute Table in Draft RTP 2021-2031) it is difficult to see how anyone would want to take the bus to work unless they had no choice.

It is understandable that there is a desire to provide transport options for those without transport to access businesses in the area, however given the nature of the businesses in Pascoe Street and it's surrounds rarely attract those without a vehicle this does not seem to be a strong argument to support a bus route on Pascoe Street.

The potential for such a route to support growth is debatable. Given the addition of a bus route will add to the congestion, not relieve parking space or congestion to any material degree, intensification, which would appear to be based on increasing frequency would only further exacerbate the issues already raised and be cause for even more opportunity for accident or injury.

None of these factors support the objective of reducing the reliance on cars.

Sustainable seems a somewhat vague term when there is no definition or context. Does this mean financially, environmentally, socially or all three? If the bus does not encourage people out of their cars then it is only going to add more volume to the traffic network and to carbon emissions. If the plan is to introduce electric buses how do they intend to mitigate the impact of lithium mining, the cost of replacing the batteries at the end of their life and how do they intend to dispose of those batteries? Further the length of time to travel the route along Pascoe Street and the need to constantly stop, start and idle when there is heavy traffic, trucks unloading, letting other vehicles into the traffic flow certainly challenges any idea of reducing emissions.

Rerouting the buses from a predominantly suburban setting where customers can relatively easily access bus stops to a heavily industrialised route undoubtedly compromises safety and the ability to efficiently and reliably move people and goods.

We are opposed to the rerouting of the bus routes via Pascoe Street.

Kathryn Barlow



Submission Summary

Draft Regional Public Transport Plan 2021-2031 - Submission #27047

Sally Grimmett

Tahunanui
Nelson 7011

Speaker? False

Department	Subject	Opinion	Summary
NCC - Infrastructure Services	What feedback do you have on the overall RPTP 2021-2031?		<p>I Have already made a formal submission that I fully support the concept to move from cars to bus transport.</p> <p>But I didn't realise the significance of routing the Tahunanui bus down Tahunanui Drive.</p> <p>1. that it assumes Tahunanui will be widened to allow for priority lanes - no please don't plan the buses so that decision has to be adopted. It will be a disaster for the Tahunanui Community.</p> <p>2. Tahunanui and Annesbrook Drives are too difficult to cross and therefore not easy access for bus passengers.</p> <p>3. the proposal leaves the Muritai St residents without easy bus access.</p> <p>Thank you for delivering other options to the Tahunanui meeting last Tuesday.</p> <p>I vote for the Muritai Rd Pascoe St Nayland Rd. I think it's really important to keep the buses away from main thoroughfares & traffic jams.</p> <p>Sally Grimmett</p>
NCC - Infrastructure Services	Have you sent a copy of this submission to Tasman District Council?	No	Forwarded to TDC 29Mar2021

Submission Summary

Draft Regional Public Transport Plan 2021-2031 - Submission #27048

Liz Byrne

Tahunanui 7011

Speaker? False

Department	Subject	Opinion	Summary
NCC - Infrastructure Services	What feedback do you have on the overall RPTP 2021-2031?		<p>Tēnā koutou Ngā mihi ki a koutou kua tae mai ki te hui Tāhunanui. I appreciate this chance to submit after last Tuesday's meeting.</p> <p>Frequency has always been a major factor determining why I changed from being a bus user to a driver after moving to Whakatū.</p> <p>Is it possible to bring the 30 minute Tāhunanui frequency forward from 2026 by timetabling the additional airport service to run on alternate half hours to route 2?</p> <p>For safety, convenience, and meeting the needs of existing and future bus users, I support option 3 for route 2 along Muritai Street then back to the Annesbrook roundabout. I hope you can see from the popularity of the Annesbrook bus stops and the feedback from this week's meeting that there is a strong preference for keeping to this route rather than diverting via Pascoe Street directly to Nayland Rd. If so, can you please put this route in the May proposal to NZTA?</p> <p>In terms of branding and convenience, I support the idea of us choosing buses as our preferred means of transport. A game changer for me, besides frequency, would be an automatically updated app allowing me to plan routes and see delays. In addition can you please fix two anomalies that I have noticed in Whakatū - the 'the bus can be up to 5 minutes early' clause and the lack of choice when it comes to radios being</p>

			<p>broadcast through the buses' speakers.</p> <p>It will be incredible when we can finally travel throughout our region at different times of the day by bus. I also support prioritising Park and ride with an express bus from Richmond to Nelson via the hospital.</p> <p>Aku mihi Nā</p> <p>Liz Byrne</p>
NCC - Infrastructure Services	Have you sent a copy of this submission to Tasman District Council?	No	Forwarded to TDC 29Mar2021

Submission Summary

Draft Regional Public Transport Plan 2021-2031 - Submission #27049

Gavin and Lynette Cole

Nelson 7011

Speaker? False

Department	Subject	Opinion	Summary
NCC - Infrastructure Services	What feedback do you have on the overall RPTP 2021-2031?		<p>Proposed new Bus Services</p> <p>We wish to submit our opposition to the bus route 2 being taken from Muritai St to Tahunanui Drive. Our strong preference is for the route shown on Page 3 'Hybrid Route 2 with Nayland and Beach/Golf airport route'.</p> <p>There is no sense in having the bus route on Tahunanui Drive between Parkers Road and Mobil Tahunanui. This stretch of road is made up of motels, tennis courts, small businesses, the back end of a school, a church but very few houses while Muritai St has a high density of housing with many property frontages going 3-4 houses deep on both sides of the road. The density of residents in Tahunanui is in and around this street. Many of the residents are elderly or younger people more inclined to use buses. It is imperative to have the bus route where the people are.</p> <p>We also strongly oppose the proposal to turn Tahunanui drive into a 4 lane highway with no parking. Small businesses along there depend on traffic stopping outside. The church was initially built 1910, well before parking was an issue. It needs on street parking for the number of people who attend there.</p> <p>Gavin and Lynette Cole</p>
NCC - Infrastructure Services	Have you sent a copy of this submission to Tasman District Council?	No	Forwarded to TDC 29Mar2021

Submission Summary

Draft Regional Public Transport Plan 2021-2031 - Submission #27050

Barbara Bowen

Principal Tahunanui School

Tahunanui
Nelson 7011

Speaker? False

Department	Subject	Opinion	Summary
NCC - Infrastructure Services	What feedback do you have on the overall RPTP 2021-2031?		Please see attached.
NCC - Infrastructure Services	Have you sent a copy of this submission to Tasman District Council?	No	Forwarded to TDC 29Mar2021

SUBMISSION**NELSON-TASMAN REGIONAL PUBLIC TRANSPORT PLAN 2021-2031**

My name is Barbara Bowen and I am the principal of Tahunanui School.

The Regional Public Transport Plan was not on my radar until recently. Apparently council documents such as this are usually shared with the Ministry of Education. Unfortunately it was not passed on to our school. Thank you for hearing our call to slow things down until more in the community were able to be informed of its implications.

I am fully supportive of the council plans to encourage active transport such as walking and cycling and to modernise our public transport system. Safer and less congested roads, healthier people and conserving our precious environment are important goals. I do feel however that the proposed bus route through Tahunanui will not contribute to this goal and is actually a cheap and nasty version of what is actually required. It would also be incredibly inconvenient for all the current users and will not encourage more to catch the bus.

Tahunanui Drive is a state highway and a thoroughfare through Tahunanui. Muritai Street is the spine of the Tahunanui community who live here. This was recognised when Muritai Street was recently upgraded with a wonderful cycleway and dedicated bus stops. Most of our students travel down Muritai Street every morning. We would have less than 10 children who cross Tahunanui Drive. I can't see anyone walking down the hill to catch a bus.

Some children from Tahunanui School catch the bus into Nelson in the afternoon. This is due to them having to move due to housing issues but wanting continuity in their schooling. There is a bus-stop on Muritai Street just outside the school. I can see the children walk safely to the stop outside my office window. I would not allow children to wait unattended at a bus stop on Tahunanui Drive. Why are the Stoke Schools being considered in the change to Nayland Road but not Tahunanui School? Nayland Road is already congested at peak times and increasingly so at off-peak due to being used as an alternative to the congested motorway. Main Road Stoke is ideal for bus pick up and flow at present and easy to access for older students via the Railway Reserve, if they travel further than walking or a bike can take them.

Public transport is compatible with the cycle lanes already on Muritai Street. Work has been done beautifully to marry the two on Muritai Street. The street has got noticeably quieter and more manageable. The near misses on our school pedestrian crossing are almost non-existent now. Car users are much more careful now that it feels like a well cared for avenue. Why undo this? By putting buses on Tahunanui Drive, we are increasing the traffic here and creating a danger for pedestrians trying to cross the road to get to bus stops. This seems illogical.

I feel that if the council really does want to get people out of cars, they need to incentivise active transport for short distances and public transport for longer trips. Shared walking and cycle paths, safe, sheltered bike parking, e-bike charging and water bottle filling stations are a starting point. Subsidising bike purchase, more walk/bike to work events and incentivising voluntary carless days could also be added. Regular buses on a wider variety of routes is essential but not on busy highways where children and elderly are at risk. If this cannot yet be afforded, upgrade the routes we already have with low emission buses, more shelters, lower fares and shorter wait times and relook at changing/increasing the routes when demand and money allows it.

Thank you for considering my submission. I look forward to continuing working with council to ensure a wonderful future for our children.

Barbara Bowen
Tahunanui School
[REDACTED]
Tahunanui, Nelson
[REDACTED]

Submission Summary

Draft Regional Public Transport Plan 2021-2031 - Submission #27051

Donald and Carol Morgan

Tahunanui
Nelson 7011

Speaker? False

Department	Subject	Opinion	Summary
NCC - Infrastructure Services	What feedback do you have on the overall RPTP 2021-2031?		<p>Submission in support of the proposed new bus services in Nelson -Tasman 2021-2031</p> <p>Dear Sir/Madam</p> <p>As elderly residents of the beach end of Parker's Road, Tahunanui, we are wholly supportive of the proposed new routes.</p> <p>Like many of our neighbours we no longer drive so the proposed new route 4 will be a great advantage to us. We will be able to get into town and back for shopping and doctors' appointments easily and make an easy connection for hospital visits. We will also be able to visit family in The Brook without having to get on and off too many buses.</p> <p>Tahunanui has a large number of elderly people who no longer drive and many more who would give up driving if public transport was improved, so it is good to see that under the proposed plan we would be served by two bus routes.</p> <p>Our younger neighbours with children are especially keen to see the Route 2 bus go along Nayland Road to Broadgreen Intermediate and Nayland College. This will reduce the numbers of cars on the school run and provide a welcome reprieve in bad weather for those students who currently have no choice but to walk or cycle.</p> <p>Nelson really needs to improve its transport system and the proposed new bus routes will</p>

			<p>make inroads into the problem.</p> <p>Yours sincerely</p> <p>Donald Morgan Carol Morgan</p>
NCC - Infrastructure Services	Have you sent a copy of this submission to Tasman District Council?	No	Forwarded to TDC 29Mar2021

Submission Summary

Draft Regional Public Transport Plan 2021-2031 - Submission #27052

Ainslie Riddock

Secretary Tahunanui Business & Citizens Assn Inc

Tahunanui
Nelson 7011

Speaker? True

Department	Subject	Opinion	Summary
NCC - Infrastructure Services	What feedback do you have on the overall RPTP 2021-2031?		Please see attached.
NCC - Infrastructure Services	Have you sent a copy of this submission to Tasman District Council?	No	Forwarded to TDC 29Mar2021

TAHUNANUI BUSINESS & CITIZENS ASSN INC

SUBMISSION

NELSON-TASMAN REGIONAL PUBLIC TRANSPORT PLAN 2021-2031

28 March 2021

The Tahunanui Business and Citizens Association Inc (TBCA) represents the interests of businesses and residents of the seaside village of Tahunanui, and supported by 75 members of the community who attended a recent public meeting to discuss the Plan.

The Tahunanui Business and Citizens Association supports the Goals as stated in the Nelson-Tasman Regional Public Transport Plan to “deliver a system that builds on the existing services, supports accessibility and good urban design and provides a larger proportion of residents with a viable alternative to using the private car, is sustainable and contributes to emission reduction targets”.

However we consider as this will be a generational change it will require considerable funding for education and promotion. We believe that the current plan does not allow for these needs nor does it recognise the current needs of the aging demographic of our community.

While the stated Objectives of the document is based on a stepped customer focused approach TBCA questions the level of engagement with customers and the community.

TBCA applauds the Purpose of the Public Transport Plan being to encourage Council and public transport operators to work together in developing services and infrastructure. However further work may be required as we are informed that some operators were unaware of the Plan.

There are two main aspects of the plan which are of concern:

1. TBCA is strongly of the opinion that the bus route through Tahunanui should not be changed.
2. TBCA continues to be strongly opposed to clearways along Tahunanui Drive.

Many of the planned changes do not “build on existing services”. Some routes have been withdrawn and existing services have been changed. The promotion of these changes relies heavily on increased frequency and reduced fares as a method of promoting the use of public transport. While we applaud these approaches we consider frequency and reduced fares alone will not achieve the goal of reducing the number of commuter cars on the road. TBCA believes more community research is required before the implementation of any route removal and changes – this plan is trying to do too much with an insufficient budget.

In particular TBCA believes that a lot of the planned route changes through Tahunanui are not about building on the “existing services” that currently serve the Tahunanui community but are in fact for those passing through Tahunanui.

TBCA is strongly of the opinion that the bus route through Tahunanui should not be changed. Buses should be kept on Muritai Street/Annesbrook Drive/Main Road Stoke where they serve the community well, providing access and preventing isolation.

There are several retirement clusters in the Muritai Street area whose residents depend on nearby buses for transport. It would be difficult and dangerous for the elderly or disabled to access buses on Tahunanui Drive requiring them to cross the busy highway.

Many of our elderly residents use the buses to access supermarkets, as there are none in Tahunanui. The existing service takes Tahunanui people directly to and from the supermarkets, shops and services such as the banking hub in Stoke, and with a minor adjustment to the city end of the current route would provide better access to the City, supermarkets and shopping precinct of the CBD.

The justification given for moving the current route from Annesbrook/Main Road Stoke to Nayland Road for students from Tahunanui to access the Nayland school cluster is, in our opinion, flawed for the following reasons:

- a) Nelson City Council has recently invested heavily in Tahunanui to encourage students to walk and cycle to the Nayland schools cluster, and there are large numbers of students from our community currently choosing walking and cycling.
- b) It appears that these changes are being made to provide services for students from outside our community, and these students already use a privately funded service. (As an aside we have learned the provider of this service was not consulted as is required by the Act).
- c) The need for a service to Nayland College will diminish over the ensuing years as the school is introducing an enrolment zone next term.

The use of Nayland Road as is planned appears to be an attempt to fill the gap left by removing one of the current Stoke loop routes. This, in our opinion, will not meet the needs of the Nayland, Seaview Road, or Monaco communities, nor does it address the areas around the retirement villages in Stoke.

The introduction of a route from the Airport to the Brook is, in our opinion, another example of trying to do too much with too little. The Washington Valley and Brook communities may need a service, but extending this to the airport is in our opinion unjustified.

We would be interested in the data that indicates the need now and in the future for a service to the airport. Due to the frequency of flight changes any scheduled bus services would be totally uneconomic and even an on-demand service is questionable. The 'supershuttle' services with all their promotion and marketing failed. Even the 'flyer' service in Wellington has been curtailed.

We fail to see how a bus service meets the needs of people flying in and out of the airport. Including stops in Tahunanui as a way of increasing user numbers would, in our opinion, not achieve the goal of reducing the use of cars and promoting active transport modes. The collection of data would need to support such a solution.

A number of items in the plan are not explained:

- a) There is no information in the plan as to the location of the super stops planned for Tahunanui and Stoke. While large cities have bus interchanges, we question whether these super stops are necessary. With improved GPS technologies, Apps, and the planned frequency of services the provision of further shelters with information boards on the existing route would be an important first step, eg there are no shelters on the eastern side of Muritai Street.
- b) The location of 'super stop' facilities will have a major impact on our community and the likely future users of public transport services. We believe these should be a part of the City's Long Term Plan and further consultation is required.
- c) Bus Priority Lanes, Bus Jumps, and Clearways were mentioned during our public meeting. TBCA continues to be strongly opposed to clearways along Tahunanui Drive.
- d) TBCA were heartened to hear that the planned route for express buses into the city from Tasman will use Whakatu Drive and Waimea Road.

Other aspects TBCA believes should be taken into account:

- a) TBCA also has concerns about suggestions of putting the current document in for funding and questions staff statements that it could be 'fine tuned' later. The lack of detail makes forming a submission extremely difficult.
- b) On-demand services are tantamount to a taxi service and we question the viability of such a service in competition with existing providers and question how this sits within the provisions of the Land Transport Management Act 2003 as “A means of encouraging Council and public transport operators to work together in developing public transport services and infrastructure”
- c) TBCA also queries the bus time schedule of 7 a.m. to 7 p.m. While we support more frequent and regular public transport we consider these times may not meet the needs of those starting/finishing work outside these hours and that additional services may be required. The Plan documents as a goal on several occasions the provision of services for those working in the industrial Annesbrook area.

In conclusion:

- ⌚ How can the removal of services and routes be construed as building on existing services.
- ⌚ We do not believe the statement that the proposed changes provide better connectivity for communities.
- ⌚ We cannot comment on the provision of services in the Tasman district and hope the affected communities have been informed and given the opportunity for engagement with the appropriate Council officers.
- ⌚ TBCA believes that many of the route changes through Tahunanui are not about serving the Tahunanui community, but are for those passing through Tahunanui.

The Association wishes to be heard

Tahunanui Business & Citizens Assn Inc
Paul Matheson
Chair

28 March 2021



Submission Summary

Draft Regional Public Transport Plan 2021-2031 - Submission #27053

Sue Sara

Grey Power Nelson President

Nelson 7011

Speaker? True

Department	Subject	Opinion	Summary
NCC - Infrastructure Services	What feedback do you have on the overall RPTP 2021-2031?		<p>Dear Sir/Madam</p> <p>I wish to speak to this submission in regards to planned changes in the bus routes. Grey Power strongly advocates for the retention of current route along Muritai Street. To contemplate shifting this to Tahunanui Drive would mean senior residents would have to walk from Green St, Roto, Golf, Muritai and cross the main road to be picked up.</p> <p>I was told I had until 8am Monday to submit this, so sincerely hope I am able to address Council to further elaborate.</p> <p>Sue Sara President Grey Power Nelson</p>
NCC - Infrastructure Services	Have you sent a copy of this submission to Tasman District Council?	No	Forwarded to TDC 29Mar2021

Submission Summary

Draft Regional Public Transport Plan 2021-2031 - Submission #27085

Kate Malcolm
Chair, Nelson Tasman Community Transport Trust Board

Speaker? True

Department	Subject	Opinion	Summary
NCC - Infrastructure Services	What feedback do you have on the overall RPTP 2021-2031?		Please see attached.
NCC - Infrastructure Services	Have you sent a copy of this submission to Tasman District Council?	No	Received from TDC 01Apr2021

From Nelson Tasman Community Transport Trust Board

Kate Malcolm (Nelson), chair
 Ian Viapree(Wakefield),
 Elena Meredith (Mapua),
 Cliff Laird (Martin Conway Drive off Stringer Road) treasurer
 Mamie Puha (Motueka).

To Tasman District Council**Submission on Regional Public Transport Plan 2021-31****Extension of Scope**

We support the extended scope of a subsidised bus service to include the Waimea valley as far as Wakefield and the coastal corridor as far as Motueka. We agree with the proposed routes for these services between Wakefield and Richmond and between Motueka and Richmond, with two possible additions from Motueka, see below. We understand that people who work in Richmond would be well suited by the routes from Wakefield and Motueka. We also believe that people who have no alternative, eg NMIT students, would be served, though not well-served, by the routes proposed through to Nelson.

Richmond – Nelson Route

We do not agree that adding on these new routes to the arterial routes between Richmond and Nelson would be the best way to encourage mode shift and get people to use the bus who currently drive to work in Nelson. Full-sized buses driving virtually empty from Nelson to Wakefield and Motueka, on the return will have the capacity to pick up all the bus commuters on the route and arrive full in Nelson in the morning – one hour and 15 minutes later, from Wakefield, one hour and 45 mins later from Motueka. There will be multiple bus stops and traffic lights en route in addition to congestion. Is this going to tempt commuters from the outlying townships to leave their cars at home? The indirect route and the many stops are not appealing for people in a hurry. Nor are empty buses travelling long distances effective as climate change mitigation.

Trying to achieve benefits of scale for the Wakefield and Motueka services (by weaving them into the suburban routes) compromises the benefit of utility/usefulness for those from the outer areas.

We request smaller buses (approximately 20 seats) overnighing in Wakefield and Motueka, driven by qualified residents of these towns, stopping at your proposed stops until Richmond (Gladstone Road), but then taking the direct route - Whakatu Drive – with no further stops until Nelson Junction, Hospital, Collingwood St (NMIT) and Bridge Street. This is the express service that was petitioned for in 2018. Both the Wakefield and the Motueka buses should go through Three Brothers Corner and so be able to stop on Gladstone Road. This route would take off at least 15 minutes from the travel time that you envisage.

There's no logic in having Wakefield commuters travel to Nelson via Rocks Road while Motueka commuters go via Bishopdale; there is some logic in having both groups go via Bishopdale and end up closer to NMIT, as students are a prime rationale for both routes. The hospital is also a significant employer, and several schools and colleges are along this route, whose staff want to get there about 8 am, and leave about 5 pm.

Smaller buses from Wakefield and Motueka would allow for additional routes and times as the patronage grows. For example from Motueka an inland highway route catering for Lower and Upper Moutere could be added as well as a direct route across Mamaku Drive. Departure times could be varied so that commuters in these communities have more choice. Car commuters would then have little excuse to avoid trying the bus.

These smaller buses could be electric with further benefits for the climate.

Our proposal gives not only commuters from the townships a quicker bus ride into town but also commuters from Richmond to Nelson who don't want the delays of stopping and starting through Stoke. This is much more likely to tempt Richmond commuters, especially those living in the west and south of the town centre, to leave their car at home.

The concept of express buses through Stoke stopping only at "super stops" is only going to annoy passengers who are accustomed to getting on or off at their nearest stop. Express buses along Whakatu Drive will take some Richmond passengers and enable the routes through Stoke to cater for all people along the way. The two different systems will complement each other and be easy to understand.

Timetable

A one-and-a-quarter hour trip arriving in Nelson at 8 am means a start time in Wakefield of 6.45 am while Motueka commuters would need to be on the bus by 6.15 am. Departing Nelson at 5.30 pm means arriving at Wakefield at 6.45 pm and in Motueka at 7.15 pm. How many Motueka commuters want to be away from 6.15 am till 7.15 pm, a thirteen hour day? A Wakefield – Richmond commuter would be well suited by your proposed route but the timetable would get him or her to work too soon and home from work too late. Likewise with the Motueka – Richmond commuter. We feel the smaller buses travelling the more direct route will be able to make the long journeys quicker and therefore be much more acceptable.

However, we would also like to see day-time services at stage one, ie in 2023, again to give part-time workers and shoppers more choice. This could well be an extension of your Routes 1 and 2, to Wakefield and to Motueka and back, twice, although we'd prefer to see smaller buses connecting with the main arterial routes, as we doubt in either direction the large buses would be anywhere near full. Ratepayers hate seeing virtually empty buses as it seems a waste of their money.

Bus Priority Lanes

We'd also like to see a bus priority lane added to Whakatu Drive on the seaward side, so these buses could be free of the congestion in the morning rush hour, and will be seen to be quicker than cars. This lane would turn into the roundabout at Nelson Junction for a stop. Buses would then join the regular traffic up to the Beatson Road roundabout, and then branch off up Beatson Road, designated as a bus priority route, and on into Waimea Road which may also eventually have a clearway as far as the hospital. This would shave significant minutes off the travel time. Coming home, they are bound to use the same mode they travelled in on, so no extra lanes are needed. As soon as the Beatson Road priority lane is in place the new express bus services should start, preferably much earlier than 2023 and ideally this year.

It's been reported to us by a Wakefield commuter arriving at work in Waimea Road at about 8 am that traffic flows reasonably smoothly all the way along SH6 at that hour but gets jammed up from Annesbrook roundabout and over the Bishopdale hill. If only the Beatson Road judder bars could be

flattened off on the uphill side and express buses could take this short cut, with a priority exit onto Waimea Road at the top, these buses could be both seen and experienced as a faster way at this hour. We shouldn't have to wait two years for this to happen.

Park and Ride

Secure Park and Ride facilities for bikes as well as cars should be provided at each of the townships or similar hubs like schools; these should be in place before the service starts or soon after. The Gladstone Road bus stop is particularly important, being the last stop before Nelson. The Jubilee Park car park which is little used during the week should be made secure with security cameras and a lock-up cage for bikes – electric bikes being particularly prone to theft. Bike racks should be provided on the bus as well.

First Impressions Count

Starting new services is your prime opportunity to make the bus experience for new passengers an enjoyable one. If passengers from the outlying settlements are made to feel the service is tailored exactly for them and takes a route that they would take if they were driving, but minus the hassles of finding a park in Nelson and negotiating the traffic, uptake will be good. To change the route when the first one has failed loses the opportunity to make a good first impression. The current car commuters are firmly fixed in their habit; the challenge to get them to change this habit is a daunting one that we believe hasn't been adequately addressed in your plan. At least one of the priority lanes should be in place before the new services start so it's obvious to all that this is the new and preferred way to commute. The limitations on parking in Nelson have already laid the ground work for a general swing away from driving alone to work.

Within the urban area there's already a core of committed bus passengers who we hope will continue their patronage along the new routes, even though the arterial routes will be slower. However from further afield all potential passengers already have a different arrangement to get to work or study. That arrangement has to be challenged, so more effort, as we've described above, will be needed to woo them onto the bus. It must be obvious to all that the bus option is better than driving alone. What you propose does not meet this criterion.

Because starting something new, ie the services from Motueka and Wakefield, is different from improving an existing arrangement, ie the Richmond/Nelson services, we submit that the new rural services could and should start as soon as practicable, if necessary as a separate contract prior to the existing contract expiring in 2023. We consider the need to be urgent and there's no logical reason to delay the rural services while the urban service runs its course. We understand the government also regards mitigation of climate change an urgent priority, and it's likely that people living some distance from their workplace also want to limit their personal carbon footprint. Bussing to and from work or study or any other destination, if it's no slower than driving, would give them that opportunity.

Community Transport

We would appreciate financial support to maintain existing community bus services that we have created, these being Wakefield Community Bus and Motueka Community Bus/Coastal Corridor (in the pipeline). We accept that this will not be continued once you have started regular day-time services from Wakefield and Motueka.

Submission Summary

Draft Regional Public Transport Plan 2021-2031 - Submission #27090

Mr Brent Maru

Chair Motueka Community Board

C/- Motueka Service Centre
Motueka 7120

Speaker? True

Department	Subject	Opinion	Summary
NCC - Infrastructure Services	What feedback do you have on the overall RPTP 2021-2031?		Please see attached.
NCC - Infrastructure Services	Have you sent a copy of this submission to Tasman District Council?	No	Received from TDC 01Apr2021

Submission Summary

Draft Regional Public Transport Plan - Submission #26862

Mr Brent Maru

Chair Motueka Community Board

c/- Motueka Service Centre
Motueka 7120

Speaker? True

Department	Subject	Opinion	Summary
TDC - Engineering	Have you sent a copy of this submission to Nelson City Council?	No	
TDC - Engineering	What feedback do you have on the overall Regional Public Transport Plan?		<p>The Board recognise that the only benefit to the Motueka Community in years 1-2 is a \$10,000 contribution to support a community transport service. We believe that the General Rate contribution towards the regional project would be at an estimated cost of \$10 per rateable property. The Board could fund this through an increase to Special Project rate of \$3-4 per rateable property within the Motueka Ward and so question the value to our Motueka Ward residents under the current proposal.</p> <p>The Board questions the investment in branding in 2021 at such an early phase of the proposed project over investment in wider service delivery. The Board are concerned that in 2023 the proposed service to Motueka is limited to one return trip per day, however does see potential benefit from a Richmond based Park and public transport system from Richmond through to Nelson to potentially allow commuters to drive to Richmond and then utilise a public transport system within the urban catchments.</p> <p>In 2026 the proposal is for four return trips from Motueka per day, however no provision for any weekend services until 2029.</p> <p>Whilst we strongly advocate for the need for public transport and considers it a priority, the Motueka Community Board believe that the rural</p>

			<p>settlements have been neglected in terms of the immediate need for connectivity across our district within the current proposal. It is heartening to see some progress from both the community sector and commercial sector in providing some public transport services as until recently Motueka was without any local or regional transport services. It is obvious that the benefits for the period 2021-2026 are negligible for the Motueka Community and disappointing that no immediate plans have been proposed to link Tasman's 2nd largest settlement to the Richmond / Nelson settlements, especially as transport to NMIT for our young people is a challenge and barrier to ongoing education. As such the Board strongly advocates that a targeted rate on the areas of benefit are applied until at least a minimum of 3 return trips per day would need to be offered to provide any benefit to Motueka.</p>
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Submission Summary

Draft Regional Public Transport Plan 2021-2031 - Submission #27166

Kate Malcolm

Nelson 7010
Speaker? False

Department	Subject	Opinion	Summary
NCC - Infrastructure Services	What feedback do you have on the overall RPTP 2021-2031?		Please see attached.
NCC - Infrastructure Services	Have you sent a copy of this submission to Tasman District Council?	No	Received from TDC 01Apr2021.

Submission on Regional Public Transport Plan 2023 -2031

I'm a regular user of the Nbus service, route 1; my preferred mode of travel between Nelson and Richmond is to bike one way according to the wind direction and bus the other way. Currently Route 1 serves me well enough though more frequent buses would give me more choice and the weekend timetable matching the weekday one would help in planning my trips.

Personally I'd be disadvantaged by the proposed addition of Hill St onto Route 1, with the extra time it would take. The reduction in fares would make no difference to me as I generally travel using my gold card in off-peak hours.

As a campaigner for sustainable travel, I'm not convinced that by grafting rural bus services onto urban routes, you have made the most of the travel opportunities available to road users in this district. Primarily you have not given any bus passenger the opportunity to bypass Stoke, an opportunity that a great many private car drivers take advantage of every day. You plan to make a long trip even longer, with no concomitant advantages to the long-haul passenger, except possibly cheapness. This in my opinion will be enough to doom the rural services to failure, an expensive and public failure that we as a society can ill-afford.

It seems obvious to me that commuter buses from Wakefield and Motueka should all travel via Whakatu Drive to Nelson, with appropriate stops in their catchment areas in Tasman district but no more until Nelson Junction, Hospital, and NMIT before the terminus in Bridge Street. To make this route more appealing a bus priority lane in-bound should be added to Whakatu Drive; Beatson Road also should be an in-bound bus priority route. Such an express service connecting the outlying towns with Nelson would serve commuters best. Day-time passengers, generally shoppers, may be served best by small buses connecting with the arterial routes, rather than by express buses all the way, as there's less time-pressure for those people. With the Wakefield Community Bus we have found that virtually no passengers proceed past Richmond although the schedule allows them to travel to Nelson and back via Nbus.

Please note that out-bound bus priority lanes are not needed as the passenger has already chosen bus travel to come in.

Our currently well-patronised arterial routes have proved that direct routes have more appeal than meandering ones. The loop routes that have failed show that passengers don't appreciate a tiki tour around the district to get where they want to go. I only hope the small diversions you plan via Hill St and Nayland Road are not too far off-course for the majority of passengers and will attract more passengers than they repel. But to risk the rural patronage, where currently car journeys are longer and more damaging to the climate, is foolish because more is at stake. We need to get this right first time, as any failed service sets us further back than where we started by "proving" that buses in Tasman don't work. Currently that hasn't been proved either way.

I would like to see a requirement in the contract with the bus company that the monthly average for each route in both directions shows at least 50% occupancy; and a limit on the total carbon emissions allowable for the whole service. This would require the company's budget to allow for effective advertising and to tailor the size of the bus to the number of passengers.

Disincentives to private car travel are needed at the same time as the bus service is rolled out. Limited/expensive parking in Nelson and Richmond is important and I believe also that congestion charging should be trialled here as soon as the government has enabled this.

Kate Malcolm, Nelson

Submission Summary

Draft Regional Public Transport Plan 2021-2031 - Submission #27167

Tim David

Ruby Bay
Mapua 7005

Speaker? False

Department	Subject	Opinion	Summary
NCC - Infrastructure Services	What feedback do you have on the overall RPTP 2021-2031?		Please see attached.
NCC - Infrastructure Services	Have you sent a copy of this submission to Tasman District Council?	No	Received from TDC 01Apr2021

Submission Summary

Draft Regional Public Transport Plan - Submission #26726

Mr Tim David

N/A Self

Ruby Bay
Mapua 7005

Speaker? False

Department	Subject	Opinion	Summary
TDC - Engineering	Have you sent a copy of this submission to Nelson City Council?	No	
TDC - Engineering	What feedback do you have on the overall Regional Public Transport Plan?		Given the age distribution in the population in the Mapua Ruby Bay Area which is skewed toward the upper quartile it would seem important to provide public transport for those who either do not have their own transport or wish to utilise a more eco-friendly system. This lack of public transport in the above area has been made clear by the generation of a number of "private" schemes providing transport to and from the main shopping centres of Motueka and Richmond. Having lived in both London and in Christchurch here in NZ I have considerable experience in using public transport. Particularly London where they have made considerable efforts to provide a viable system that is efficient yet financially available to all parts of the community. (I don't wish to compare London with Mapua !)

Submission Summary

Draft Regional Public Transport Plan 2021-2031 - Submission #27168

Vicky Stocker

Mapua
Mapua 7005

Speaker? False

Department	Subject	Opinion	Summary
NCC - Infrastructure Services	What feedback do you have on the overall RPTP 2021-2031?		Please see attached.
NCC - Infrastructure Services	Have you sent a copy of this submission to Tasman District Council?	No	Received from TDC 01Apr2021

Submission Summary

Draft Regional Public Transport Plan - Submission #26830

Mrs Vicky Stocker

Mapua Nelson
Nelson 7005

Speaker? False

Department	Subject	Opinion	Summary
TDC - Engineering	Have you sent a copy of this submission to Nelson City Council?	No	
TDC - Engineering	What feedback do you have on the overall Regional Public Transport Plan?		<p>I like the overall direction of the transport plan but am concerned that too much time has been allowed between each stage. It seems as if the first stage will be the commuting service, Motueka to Richmond. If there is limited uptake of that service and the decision is made to discontinue the service, the opportunity to test the next stage, middle of day services, will be lost. It could well be that the "shopping" service will be easier to fill, or at least have significant patronage.</p> <p>Public transport is vital for the Mapua district, as shown by the 2019 survey so the current proposals are great, but a faster roll out would be even better.</p>

Submission Summary

Draft Regional Public Transport Plan 2021-2031 - Submission #27170

Dr Yuki Fukuda
Director Zero Carbon Nelson Tasman

Richmond 7020

Speaker? False

Department	Subject	Opinion	Summary
NCC - Infrastructure Services	What feedback do you have on the overall RPTP 2021-2031?		Please see attached.
NCC - Infrastructure Services	Have you sent a copy of this submission to Tasman District Council?	No	Received from TDC 01Apr2021

Submission Summary

Draft Regional Public Transport Plan - Submission #26845

Dr Yuki Fukuda

Director Zero Carbon Nelson Tasman

Richmond 7020

Speaker? False

Department	Subject	Opinion	Summary
TDC - Engineering	Have you sent a copy of this submission to Nelson City Council?	No	
TDC - Engineering	What feedback do you have on the overall Regional Public Transport Plan?		<p>It is great to see that TDC and NCC are planning for a much better connected network for public transport. Making the fare cheaper would encourage more people, but this would be further encouraged if car park fares increase significantly in Nelson CBD, to discourage solo-drivers.</p> <p>Because we are in climate emergency, I would like to see the Park and Ride from Richmond option to roll out much quicker (within the next two years) to reduce regional transport emissions. To encourage more people from biking, is there any way buses could carry more bikes if necessary?</p> <p>We would like to see more public campaigns to educate people how bad car emissions and pollution are (like the tobacco campaigns), so more people will catch buses. if you have little public campaigns, the success rate will be quite limited because most people would continue to drive their cars. overall, a great package, but please roll out these strategies asap, rather than waiting for several years.</p>

Submission Summary

Draft Regional Public Transport Plan 2021-2031 - Submission #27171

Laura Richards

Atawhai
Nelson 7010

Speaker? False

Department	Subject	Opinion	Summary
NCC - Infrastructure Services	What feedback do you have on the overall RPTP 2021-2031?		Please see attached.
NCC - Infrastructure Services	Have you sent a copy of this submission to Tasman District Council?	No	Received from TDC 01Apr2021

Submission Summary

Draft Regional Public Transport Plan - Submission #26856

Laura Richards

Atawhai
Nelson 7010

Speaker? False

Department	Subject	Opinion	Summary
TDC - Engineering	Have you sent a copy of this submission to Nelson City Council?	No	
TDC - Engineering	What feedback do you have on the overall Regional Public Transport Plan?		<p>Low emission buses are a very high priority, as are bus stop shelters to encourage people to commute in all weather conditions.</p> <p>I totally support urgent Park and Ride facilities in Richmond (somewhere in Lower Queen Street before all the land is developed for residential subdivision would be ideal) and improved bus timetable/services to reduce private car commuter traffic. Why is this being held off until 2026?</p> <p>Another urgent service is an Airport Bus service to Nelson and Richmond.</p> <p>I am a BeeCard bus user in Nelson and also regularly cycle commute to town from home. Improving public transport timetables and providing safe cycleways is the healthiest option for getting around our region... healthier for our environment and healthier for our bodies.</p>

Submission Summary

Draft Regional Public Transport Plan 2021-2031 - Submission #27172

Ms Esmae Emerson

Hope
Richmond 7081

Speaker? False

Department	Subject	Opinion	Summary
NCC - Infrastructure Services	What feedback do you have on the overall RPTP 2021-2031?		Please see attached.
NCC - Infrastructure Services	Have you sent a copy of this submission to Tasman District Council?	No	Received from TDC 01Apr2021

Submission Summary

Draft Regional Public Transport Plan - Submission #26859

Ms Esmae Emerson

Hope
Richmond 7081

Speaker? False

Department	Subject	Opinion	Summary
TDC - Engineering	Have you sent a copy of this submission to Nelson City Council?	No	
TDC - Engineering	What feedback do you have on the overall Regional Public Transport Plan?		<p>I believe that more could be done to make the bus service more attractive NOW, without major infrastructure costs.</p> <p>Large parts of the current routes 1 and 2 between Richmond and Nelson, in particular Main Rd Stoke and Waimea Rd, are used for car parking. These road lengths could be made into clearways during peak travel times to allow priority for buses, and/or express buses, enabling shorter travel times. This would enhance the convenience of bus travel.</p> <p>Trip travel times could be shortened now, particularly outside peak hours: often buses have to wait at time points, and this wait time could be eliminated; there is no reason to schedule the same journey length for every run on every day.</p>

Submission Summary

Draft Regional Public Transport Plan 2021-2031 - Submission #27173

Mrs Rachel Mason

Service Co-ordinator Mapua Willing Wheels

Mapua Community Hall Aranui Road
Mapua 7005

Speaker? False

Department	Subject	Opinion	Summary
NCC - Infrastructure Services	What feedback do you have on the overall RPTP 2021-2031?		Please see attached.
NCC - Infrastructure Services	Have you sent a copy of this submission to Tasman District Council?	No	Received from TDC 01Apr2021

Submission Summary

Draft Regional Public Transport Plan - Submission #26864

Mrs Rachel Mason

Service Co-ordinator Mapua Willing Wheels

Mapua Community Hall, Aranui Road
Mapua 7005

Speaker? False

Department	Subject	Opinion	Summary
TDC - Engineering	Have you sent a copy of this submission to Nelson City Council?	No	
TDC - Engineering	What feedback do you have on the overall Regional Public Transport Plan?		I'm not sure why there are step changes in 2023, 2026 and 2029 for Motueka and Wakefield. Bus services are desperately needed now so if a new bus route is to be put in why just do morning and evening, then 3 years later add extra daily runs, and 3 years later a weekend service? This is not what residents have asked for in the surveys done last year. Just do it all in 1 go, more benefit to the community, less fuss all around? It feels like this may be a deliberate ploy to ensure the usage is poor in the 1st 3 years.... The map of proposed routes shows that anyone wishing to get to the airport from the Richmond direction means they have to travel pass the airport to Tahunanui, swap buses, then travel back the way they've just come, at more expense, to get to the airport - this is nuts. Why can't any bus that goes past the end of Quarantine Rd head down towards the airport? The airport is not a walkable distance from Quarantine Road for all people, especially with bags. Thank you for your consideration.

Submission Summary

Draft Regional Public Transport Plan 2021-2031 - Submission #27174

Mrs Sheila Wilson

Motueka 7120

Speaker? False

Department	Subject	Opinion	Summary
NCC - Infrastructure Services	What feedback do you have on the overall RPTP 2021-2031?		Please see attached.
NCC - Infrastructure Services	Have you sent a copy of this submission to Tasman District Council?	No	Received from TDC 01Apr2021

Submission Summary

Draft Regional Public Transport Plan - Submission #26938

Mrs Shelia Wilson

Motueka 7120

Speaker? False

Department	Subject	Opinion	Summary
TDC - Engineering	Have you sent a copy of this submission to Nelson City Council?	No	
TDC - Engineering	What feedback do you have on the overall Regional Public Transport Plan?		It would be wonderful to have a reasonably regular bus service to Richmond, Nelson hospital ,and Nelson from and to Motueka.Keeping this at a reasonable cost would be very important and good promotion of the pending service would be vital.Enviromentally this is what we must strive for. The main roads around Tasman are so congested it has to help by taking more cars off the road.

Submission Summary

Draft Regional Public Transport Plan 2021-2031 - Submission #27175

Mrs Shelley Williams

Mapua 7005

Speaker? False

Department	Subject	Opinion	Summary
NCC - Infrastructure Services	What feedback do you have on the overall RPTP 2021-2031?		Please see attached.
NCC - Infrastructure Services	Have you sent a copy of this submission to Tasman District Council?	No	Received from TDC 01Apr2021

Submission Summary

Draft Regional Public Transport Plan - Submission #26939

Mrs Shelley Williams

Mapua 7005

Speaker? False

Department	Subject	Opinion	Summary
TDC - Engineering	Have you sent a copy of this submission to Nelson City Council?	No	
TDC - Engineering	What feedback do you have on the overall Regional Public Transport Plan?		My feedback is with regard to the Nelson-Tasman Regional Public Transport Plan 2021 - specifically urban bus route extension to Mapua>Tasman>Motueka. 100% support this. Would like it rolled out sooner than 2023. We need it now. There currently is no service, and feedback I have in my roll as a Customer Services Officer at the Motueka TDC office, as well as personally as a resident of Mapua, is that there is a huge demand for a regular service for this area from the burgeoning population. Small private shuttle/taxi type business owners are offering their services, they are not always cost effective for the demographic that is requesting public transport.

Submission Summary

Draft Regional Public Transport Plan 2021-2031 - Submission #27177

Jace Hobbs

Nelson 7011

Speaker? False

Department	Subject	Opinion	Summary
NCC - Infrastructure Services	What feedback do you have on the overall RPTP 2021-2031?		Please see attached.
NCC - Infrastructure Services	Have you sent a copy of this submission to Tasman District Council?	No	Received from TDC 01Apr2021

Submission Summary

Draft Regional Public Transport Plan - Submission #26802

jace hobbs

Nelson 7071

Speaker? False

Department	Subject	Opinion	Summary
TDC - Engineering	Have you sent a copy of this submission to Nelson City Council?	No	
TDC - Engineering	What feedback do you have on the overall Regional Public Transport Plan?		<p>Regional Land Transport Submission</p> <p>I strongly support your aims to:</p> <p>Reduce transport's share of carbon emissions. I suggest increasing your target from 30% less emissions by 2030 to 50% less by 2030. This is a Climate Emergency; it is important to make speedy reductions in the earlier phase of our transition to net zero by 2050.</p> <p>Reduce reliance on motor vehicles. I suggest a goal of halving the number of cars on the road or halving the vehicle km. travelled by 2030.</p> <p>Promote the mode shift from cars to active and public transport. This is enormously important. It's a substantial cultural change. We will need to fund skilful communications and incentivisation schemes to effect this absolutely necessary shift.</p> <p>I urge you to:</p> <p>Encourage further investigation of shipping and rail to replace as much as possible of the road component of freight in the region.</p> <p>Facilitate electrification of remaining road transport, for example, by ensuring a good network of recharging stations.</p> <p>Facilitate the implementation of an online system, South Island-wide if not national, for ride-sharing between towns.</p> <p>Recognise and support hitch-hiking as a mode of transport, and establish recognized areas on the</p>

			<p>edges of towns (accessible by public transport) for people to hitch and for drivers to offer rides.</p> <p>Facilitate the establishment of good bus services between towns, with fares that will attract users. Initially fares will have to be quite low, to attract users who have cars to use the bus instead. Currently high fares are a disincentive.</p> <p>To counter the argument that this is a drain on public funds, consider the hidden cost-savings of a substantial mode shift taking a large proportion of single-occupancy cars off the road:</p> <p>Lower greenhouse gas emissions (which will ultimately be very costly to the national economy). Much lower still when the buses are electrified.</p> <p>Eventual reduction of waste disposal costs of cars at the end of their life cycle.</p> <p>Lower road maintenance costs</p> <p>Substantial savings with lower need for new and improved roads. The Nelson Southern Link, for example, would not be needed.</p> <p>Lower fatalities and injuries from road accidents.</p>
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Submission Summary

Draft Regional Public Transport Plan 2021-2031 - Submission #27178

Ms Sharon Carey

Richmond 7020

Speaker? False

Department	Subject	Opinion	Summary
NCC - Infrastructure Services	What feedback do you have on the overall RPTP 2021-2031?		Please see attached.
NCC - Infrastructure Services	Have you sent a copy of this submission to Tasman District Council?	No	Received from TDC 01Apr2021

Submission Summary

Draft Regional Public Transport Plan - Submission #26671

Ms Miss sharon Carey

Richmond 7020

Speaker? False

Department	Subject	Opinion	Summary
TDC - Engineering	Have you sent a copy of this submission to Nelson City Council?	No	
TDC - Engineering	What feedback do you have on the overall Regional Public Transport Plan?		I'm pleased to see road speeds are starting to come down. I travel a lot between Motueka, Richmond and Nelson hospital. There's more work to do on this, e.g. Lots of crashes on the Richmond Deviation. Can't this area be slowed to 80km? No need to be 100km with so much traffic and queues. Perhaps put sign just before the Stoke turn off where the traffic can build on a blind corner from Nelson through to Richmond. Also people still speed on highway 60 especially near Appleby school turn off and it's hard to right turn onto the main road especially now Motueka traffic is busier. There's also a dangerous right turn onto highway 60 from Landsdowne road. I suppose with new Appleby Fields development the roads are being looked at. Perhaps time for some traffic lights in area or even a roundabout at Mcshane and highway 60 intersection?? We need a helpful sign on the S bend on way to Motueka with the suggested speed for that bend like you often see on sharp bends in NZ. It's a nasty unexpected bend and if you're from out of town it can catch you out. Lots of tourists use that road as well as commuters. It's certainly better now it's 80 through there. It seems crazy there are cars turning off and on a 100km highway 60 with no slip roads for safety. That road just feels so dangerous and it's getting busier. Also tourists use it a lot and aren't

			<p>aware if the bends and tricky turns. The road needs to match other 100km roads in NZ. It's like a country lane that found itself becoming a highway and wasn't prepared for the job. A good bus service from Motueka is overdue. Final spot is Motueka bridge. Another bend that can catch you out especially as the sign coming out of Motueka changes up to 80km and one may be speeding up then hit with sharp corner onto narrow bridge. Keep it at 50 until on Riwaka side. I'm writing this on a phone so not the best grammar. Hope the comments make sense and fit with your ideas for road safety. I don't like seeing broken patients in ICU from avoidable local crashes. Thanks</p>
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Submission Summary

Draft Regional Public Transport Plan 2021-2031 - Submission #27179

Mr Ian Viapree

Wakefield 7025

Speaker? False

Department	Subject	Opinion	Summary
NCC - Infrastructure Services	What feedback do you have on the overall RPTP 2021-2031?		Please see attached.
NCC - Infrastructure Services	Have you sent a copy of this submission to Tasman District Council?	No	Received from TDC 01Apr2021

Submission Summary

Draft Regional Public Transport Plan - Submission #26875

Mr Ian Viapree

Wakefield 7025

Speaker? False

Department	Subject	Opinion	Summary
TDC - Engineering	Have you sent a copy of this submission to Nelson City Council?	No	
TDC - Engineering	What feedback do you have on the overall Regional Public Transport Plan?		<p>This submission includes some additional points complementing the submission made by the Nelson Tasman Community Transport Trust. Note that I also contributed to this submission. Just to emphasise the point made in the NTCTT submission, the provision of bike racks should be considered essential for the Wakefield – Richmond and Motueka - Richmond routes. Coupled with an additional mid-day trip, also recommended in the NTCTT submission, this would open up many more options for commuters, half-day trippers and recreational cyclists. For example:</p> <ul style="list-style-type: none"> • It would allow more flexibility for commuters who can take their bikes on the bus and cycle on to their workplace which may then be in cycling range. Alternatively, commuters or recreational cyclists may catch the bus one way and cycle back. There has been some take-up on this with the Wakefield Community Bus, although more needs to be done to promote this concept. • Shoppers could take their bikes with luggage panniers on the bus. This would allow them to move around easily around Richmond and beyond before taking the bus back to Wakefield or en route to Motueka. Surprisingly large quantities of goods can be carried in two panniers. I think few people regard the bike as a utilitarian mode of

			<p>transport to be used in this way, although it has considerable potential when coupled with a suitable bus service.</p> <ul style="list-style-type: none">• Recreational cyclists could link with both Wakefield – Richmond and Motueka – Richmond buses, provided there was also a mid-day service, which would increase hugely the scope of cycling options, and attract more users. <p>I believe cycling/public transport combinations are currently under-used, but there is great potential for more take-up with the right advertising, promotion, bus connections and rack facilities. Furthermore, I think this needs to be introduced at phase one of the plan in 2023 (or preferably earlier?), to establish the concept in the public mind.</p> <p>TEXT ALSO INCLUDED IN ATTACHMENT 26875</p>
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Submission Summary

Draft Regional Public Transport Plan 2021-2031 - Submission #27181

Olivia Hyatt

Richmond 7020

Speaker? False

Department	Subject	Opinion	Summary
NCC - Infrastructure Services	What feedback do you have on the overall RPTP 2021-2031?		Please see attached.
NCC - Infrastructure Services	Have you sent a copy of this submission to Tasman District Council?	No	Received from TDC 01Apr2021

I support and commend the goals and direction of this public transport plan. The collaboration and coordination between council's is very encouraging. My main feeling is this is long overdue and get on with it! I do have the following recommendations.

Timescale and Flexibility

I would like to see the stages of the plan brought forward and a greater focus on flexibility on when improvements can be started. This decade is going to see significant changes, especially for transport with a focus on cutting emissions quickly, improving accessibility and health outcomes. This plan does mention this in part, though elaboration is needed on how much rapid change is needed this decade to meet our Paris Agreement and Zero Carbon Act goals, that are both lacking in what is needed to play our part in limiting the worse outcomes from climate change. I recommend putting more flexibility on the implementation of the stages and stating now. There are a number of projects that could be started this year, such as installing parking infrastructure for bikes at bus stops.

Culture Change Campaign

There needs to be a clear consistent campaign to help the culture change and appeal of using buses. This needs to go beyond the traditional marketing, branding and website. I suggest a coordinated campaign to promote active transport, car sharing and buses. Use local ambassadors from diverse communities and life stages, including well known locals. Tell stories of a range of people's transport changes. Partner with community groups, schools and businesses. Have competitions (like the bike month in February), with attractive prizes, like month free bus fares. These campaigns need to highlight all the co-benefits and the 'why we need modal shift'. The co-benefits are significant, especially when combined with other mode shifts. This aspect of the plan is critical and needs to be well resourced for each year of the plan,

Servicing Saxton Field

Currently there is a need to better service Saxton field. The traffic generated from after school and weekend sports is significant as times and dangerous for children walking and biking, especially in the Saxton car parks. I realise there are a number of challenges, in increasing service to the fields. I would like to see this be a potential focus sooner, than in the longer term, with links to active transport and promoting car sharing. There could be scope in the first phase to dedicate some services from Nelson to Saxton and back.

Bike and Scooter Parks

There needs to be adequate space and park facilities for bikes and scooters at all bus stops. Space could be allocated from one or two adjacent carparks and/or integrated into the bus stops.

Fares

Accessibility to young people (under 18yrs) should be prioritised and this should be reflected in the fare price. Two thirds of the adult fare is too high and prohibitive, especially to travelling in family groups. We need to normalise and make buses attractive and increasing accessibility for young people will help culture change and patronage over the longer term. Perhaps there could be family fares. Free rides to kids sports for those under 18yrs. I understand that this could go against the simplification of the fares overall, yet there seems

to be a lack of consideration of family groups. This is especially cost prohibitive to families without cars and/or on low incomes.

Disincentives to private car transport

There is little discussion here about prioritising space for public transport on our roads. Travel times are an important component of lack of patronage and this needs to be addressed as soon as possible. Buses and active transport modes need priority over private vehicles in most circumstances. All planning on our road networks needs to have this as a focus.

Ngā mihi,
Olivia Hyatt

Submission Summary

Draft Regional Public Transport Plan 2021-2031 - Submission #27182

Mr Paul McIntosh
Executive Member MDCA

Ruby Bay
Mapua 7005

Speaker? False

Department	Subject	Opinion	Summary
NCC - Infrastructure Services	What feedback do you have on the overall RPTP 2021-2031?		Please see attached.
NCC - Infrastructure Services	Have you sent a copy of this submission to Tasman District Council?	No	Received from TDC 01Apr2021

Submission Summary

Draft Regional Public Transport Plan - Submission #26887

Mr Paul McIntosh
Executive Member MDCA

Ruby Bay
Mapua 7005

Speaker? False

Department	Subject	Opinion	Summary
TDC - Engineering	Have you sent a copy of this submission to Nelson City Council?	No	
TDC - Engineering	What feedback do you have on the overall Regional Public Transport Plan?		<p>Draft Tasman Regional Public Transport Plan – Submission</p> <p>I broadly support the objectives and timelines for the draft RPTP.</p> <p>I would propose these additions to the scope of the following specific bus route:</p> <ul style="list-style-type: none"> • Route 1M - Motueka to Richmond <ul style="list-style-type: none"> o Add additional stops on this route to include: <ul style="list-style-type: none"> - Ridgeview Road (to cater for growing Redwoods Valley subdivision) - Mapua Town Hall and/or Mapua School on Aranui Drive - Ruby Bay at Ruby Bay Kitchen or Pinehill Road intersection with Stafford Drive - Tasman General Store at Aporo Road - Baldwin Road / Kina Beach Road intersection. <p>Best Regards, Paul McIntosh MDCA Executive</p>

Submission Summary

Draft Regional Public Transport Plan 2021-2031 - Submission #27183

Mrs Wendy Byrne

Mapua 7005

Speaker? False

Department	Subject	Opinion	Summary
NCC - Infrastructure Services	What feedback do you have on the overall RPTP 2021-2031?		Please see attached.
NCC - Infrastructure Services	Have you sent a copy of this submission to Tasman District Council?	No	Received from TDC 01Apr2021

Submission Summary

Draft Regional Public Transport Plan - Submission #26908

Mrs wendy byrne

Mapua 7005

Speaker? False

Department	Subject	Opinion	Summary
TDC - Engineering	Have you sent a copy of this submission to Nelson City Council?	No	
TDC - Engineering	What feedback do you have on the overall Regional Public Transport Plan?		I think a consistent weekly bus service is required for the region especially Motueka, via Mapua and the Moutere to Nelson and return. departing early 7am and returning at 6.30 to cover a working day.