



Notice of the Ordinary meeting of

Regional Transport Committee

Te Kōmiti Waka-ā-Rohe

Date:	Tuesday 28 September 2021
Time:	1.30p.m.
Location:	Council Chamber Civic House 110 Trafalgar Street, Nelson

Agenda

Rārangi take

Chairperson

Cr Brian McGurk

Deputy Chairperson

Cr Judene Edgar

Members

Her Worship the Mayor Rachel Reese

Cr Rohan O'Neill-Stevens

Waka Kotahi Representative Ms Emma Speight

Quorum: 3

**Pat Dougherty
Chief Executive**

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. For enquiries call (03) 5460436.

Regional Transport Committee

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.

Karakia and Mihi Timatanga

1. Apologies

Nil

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. Public Forum

5. Confirmation of Minutes

5.1 29 June 2021 **5 - 8**

Document number M18765

Recommendation

That the Regional Transport Committee

- 1. Confirms the minutes of the meeting of the Regional Transport Committee, held on 29 June 2021, as a true and correct record.***

6. Chairperson's Report

7. 2020/21 Annual Monitoring Report on the Regional Transport Plan 2015-21 **9 - 37**

Document number R26087

Recommendation

That the Regional Transport Committee

- 1. Receives the report 2020/21 Annual Monitoring Report on the Regional Transport Plan 2015-21 (R26087) and its attachment (A2720457).***

8. Waka Kotahi Update

38 - 59

Document number R26181

Recommendation

That the Regional Transport Committee

- 1. Receives the report Waka Kotahi Update (R26181) and its attachment (A2748059).***

9. Public Transport Update

60 - 63

Document number R26022

Recommendation

That the Regional Transport Committee

- 1. Receives the report Public Transport Update (R26022); and***
- 2. Notes the conditions for carriage of Pets on Public Transport as listed under section 4.8 of report R26022 for the purposes of a trial period; and***
- 3. Notes payment of the Living Wage to Bus drivers will require consideration of additional funding in Year 2 of the Long Term Plan 2021-31; and***
- 4. Notes that a Memorandum of Understanding between Nelson City and Tasman District Councils regarding joint future public transport management is under development and will be brought to a future Regional Transport Committee meeting before the new contract is in place.***

Karakia Whakamutunga



**Minutes of a meeting of the
Regional Transport Committee
*Te Kōmiti Waka-ā-Rohe***

**Held in the Council Chamber, Civic House, 110 Trafalgar Street,
Nelson on Tuesday 29 June 2021, commencing at 1.30p.m.**

Present: Councillor B McGurk (Chairperson), Her Worship the Mayor R Reese, Councillors J Edgar, R O'Neill-Stevens and Waka Kotahi Representative Ms E Speight

In Attendance: Chief Executive (P Dougherty), Group Manager Infrastructure (A Louverdis), Governance Adviser (J Brandt) and Governance Support (P Boutle)

Apologies : Nil

The meeting was adjourned from 1.31p.m. to reconvene after the conclusion of the Council meeting. The meeting reconvened at 3.04p.m.

1. Apologies

There were no apologies.

2. Confirmation of Order of Business

There was no change to the order of business.

3. Interests

There were no updates to the Interests Register, and no interests with items on the agenda were declared.

4. Public Forum

There was no public forum.

5. Confirmation of Minutes

5.1 16 February 2021

Document number M15416, agenda pages 6 - 10 refer.

Resolved RTC/2021/006

That the Regional Transport Committee

- 1. Confirms the minutes of the meeting of the Regional Transport Committee, held on 16 February 2021, as a true and correct record.***

O'Neill-Stevens/Edgar

Carried

5.2 21 April 2021

Document number M16576, agenda pages 11 - 18 refer.

Resolved RTC/2021/007

That the Regional Transport Committee

- 1. Confirms the minutes of the meeting of the Regional Transport Committee, held on 21 April 2021, as a true and correct record.***

O'Neill-Stevens/Edgar

Carried

6. Chairperson's Report

Document number R25981

There was no Chairperson's report.

7. Proposed Setting of Speed Limits Rule 2021 - Submission

Document number R25931, agenda pages 19 - 47 refer.

Manager Roading and Solid Waste, Marg Parfitt, supported by Senior Transport Adviser, Bill Rice, presented the report.

Resolved RTC/2021/008

That the Regional Transport Committee

- 1. Receives the report Proposed Setting of Speed Limits Rule 2021 - Submission (R25931) and its attachments (A2681890 and A2683867) and;***

2. ***Approves retrospectively the submission on the Setting of Speed Limits Rule 2021 to Waka Kotahi New Zealand Transport Agency (A2681890 and A2683867 of Report R25931).***

Edgar/Her Worship the Mayor

Carried

8. Nelson Tasman 2021-31 Regional Public Transport Plan

Document number R25893, agenda pages 48 - 147 refer.

Manager Roading and Solid Waste, Marg Parfitt, supported by Team Leader Transport Activity Management, Sue McAuley, presented the report. Ms Parfitt highlighted changes made to the final draft plan and answered questions about wording used in relation to timetable changes and budgets for year 3.

An additional clause was added to provide a process for approval of minor editorial amendments.

Resolved RTC/2021/009

That the Regional Transport Committee

1. ***Receives the report Nelson Tasman 2021-31 Regional Public Transport Plan and its attachments (A2679766 and A2679732); and***
2. ***Delegates authority to approve minor editorial amendments to the Nelson Regional Public Transport Plan 2021-2031 to the Chair and Deputy Chair of the Regional Transport Committee.***

McGurk/Edgar

Carried

Recommendation to Council RTC/2021/010

That the Council

1. ***Approves the Nelson Regional Public Transport Plan 2021-2031 (A2679732 of Report R25893) for submission to Waka Kotahi prior to 2 July 2021.***

McGurk/Edgar

Carried

9. Waka Kotahi Update

Document number R22668, agenda pages 148 - 162 refer.

Waka Kotahi representative, Emma Speight, spoke to the presentation contained in the agenda. She answered questions about SH6 Richmond Deviation mediation barrier and the Richmond Transport Programme Business Case, traffic flow, and Management Data standards.

Attendance: Her Worship the Mayor Reese left the meeting from 3.39p.m. until 3.45p.m.

Waka Kotahi Principal Transport Planner, Rhys Palmer gave a Powerpoint presentation (A2702771) on the engagement undertaken for the Nelson Future Access project.

Mr Palmer noted that the numbers in the presentation were provisional and that an engagement report would be made available on the Waka Kotahi website in late July.

Mr Palmer answered questions about support for controlled signals at the Parkers Rd/Tahunanui Drive/Annesbrook Drive intersection, the East/West cycle route preferences, parking around the hospital, and future planned engagement with the public.

Resolved RTC/2021/011

That the Regional Transport Committee

1. Receives the report Waka Kotahi Update (R22668) and its attachment (A2686516).

McGurk/O'Neill-Stevens

Carried

Attachments

- 1 A2702771 - Waka Kotahi Community Engagement Presentation
29Jun2021

There being no further business the meeting ended at 4.01p.m.

Confirmed as a correct record of proceedings:

_____ Chairperson _____ Date

Regional Transport Committee



28 September 2021

REPORT R26087

2020/21 Annual Monitoring Report on the Regional Transport Plan 2015-21

1. Purpose of Report

- 1.1 To receive the 2020/21 Annual Monitoring Report on the Regional Land Transport Plan 2015-2021.

2. Recommendation

That the Regional Transport Committee

- 1. **Receives the report 2020/21 Annual Monitoring Report on the Regional Transport Plan 2015-21 (R26087) and its attachment (A2720457).***

3. Background

- 3.1 Section 16(3)(f) of the Land Transport Management Act 2003 requires measures to monitor the performance of the activities identified in the Regional Land Transport Plan (RLTP).
- 3.2 The RLTP details both the Regional and Nelson monitoring indicators and targets and these are required to be reported annually. Some changes to the Regional monitoring indicators occurred in the Mid-Term RLTP review, including the introduction of vehicle occupancy, walking, and cycling counts, and bus patronage.

4. Discussion

The 2020-21 Annual report is appended as Attachment 1.

Author: Margaret Parfitt, Manager - Transport and Solid Waste

Attachments

Attachment 1: A2720457 2020-2021 RLTP monitoring report [↓](#)



13 September 2021

2020/21 Annual Monitoring Report on the Regional Land Transport Plan 2015-2021 – Mid Term Review


1. Introduction

Section 16(3)(f) of the Land Transport Management Act 2003 requires measures to monitor the performance of the activities identified in the Regional Land Transport Plan. Appendix 3 of the 2015 Regional Land Transport Plan – Mid Term Review details the Regional and Nelson monitoring indicators and targets and states that the monitoring will be reported annually.







This report has been compiled to monitor the specific measurable targets and indicators as detailed in appendix 3 of the 2015 Regional Land Transport Plan – Mid Term Review. The monitoring is presented in two parts. The first part detailing the Regional or Top of the South objectives are summarised in section 2, with the Nelson objectives summarised in section 3.

This is the final report in this series and new monitoring objectives and targets will be enacted from the 2021 Regional Land Transport Plan for 2021/22.

2. Regional (Top of the South) Monitoring




Regional Objectives	Indicator	Target	20/21 Performance
1) A sustainable transport system that is integrated with well planned development, enabling the efficient and reliable movement of people and goods to, from and throughout the region	Travel Time variability and travel time between SH6/60 Intersection and Port Nelson during the Peak Hour	Downward trend from 2015 baseline for travel time and travel time variability	<p>Achieved target. The travel time variability was better than in 2015, across most quarters. (refer graphs 2.1.1 & 2.1.2 for further detail)</p> 

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Regional Objectives	Indicator	Target	20/21 Performance	
2) Supporting economic growth through providing better access across the Top of the South's key journey routes.	Travel time variability between Picton and the Marlborough Kaikoura border between 8am and 5pm	Downward trend from 2015 baseline for travel time and travel time variability	On Track. Travel Time variability between Picton and the Marlborough Kaikoura boundary in 2020-21 matched the 2014-15 baseline (refer graph 2.2.1 and 2.2.2 for further detail).	
	Vehicle Occupancy on urban arterial routes: SH6 Rocks Road – Nelson Waimea Road – Nelson Salisbury Road – Tasman SH6 Gladstone Road – Tasman	Increasing trend of multiple occupancy	SH6 Rocks Road and Waimea Road, Nelson - Target not met. The average occupancy of vehicles has not increased in 2019/20. (Refer graph 3.4.1) Salisbury Road and SH6 Gladstone Road – Tasman Not counted.	 
	HPMV routes	Increasing HPMV route availability over time	Achieved. All State highways in the Top of the South are pre-approved for HPMV ¹ .	
3) Communities have access to a resilient transport system.	The number of hours that sections of the key journey routes are closed due to unplanned disruptions	Downward trend from 2015 baseline	Target not met. There was an increase in hours the road was closed due to unplanned events in 2020/21. (refer section 2.3 for details)	
4) Communities have access to a safe transport system.	Fatal and Serious Crashes	Reduction in the average annual number of fatal and serious crashes in the 6 year period	Target not met. There were 11 fatal and 31 serious crashes on the Top of the South state highway network, and 2 fatal and 37 serious crashes on the local road networks (Nelson,	

¹ A2233976

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Regional Objectives	Indicator	Target	20/21 Performance	
		2015-21 compared with the previous 6 year average 2009-14	Tasman and Marlborough combined) in 2020. The average annual number of crashes between 2015 and 2020 is 81 which is more than the previous 6 year average of 69 fatal and serious crashes for 2009-14 (refer section 2.4 for details)	
5) Communities have access to a range of travel choices to meet their social, economic, health and cultural needs	Trips undertaken by walking, cycling and public transport. Screen line counts for walking and cycling at: <ul style="list-style-type: none"> Nelson at SH6 Rocks Road, Bishopdale Hill & Railway Reserve Richmond at Salisbury Road 	Increasing trend in number of trips by walking, cycling and public transport	<p>Nelson at SH6 Rocks Road, Bishopdale Hill & Railway Reserve: Target not met. The number of trips by walking and cycling as measured at the 5 monitoring sites has not increased. (refer graph 2.5.1)</p> <p>Richmond at Salisbury Road: Target not met. The number of trips by cycling decreased in 2020/21, but the count was impacted by the Salisbury Road / Champion Road intersection upgrade.</p>	 
	Total annual Bus Patronage for Nbus service in Nelson and Richmond and the Bayleys Bus in Blenheim	Increasing trend in number of trips by walking, cycling and public transport	Not Achieved. There was a decrease in public transport patronage in Nelson and Richmond from 2018-19 to 2020-21. A decrease in public transport patronage has been felt nationally and is an ongoing effect of the Covid pandemic. (refer graph 3.3.1)	

2.1 Regional Monitoring - Travel Time Variability Data

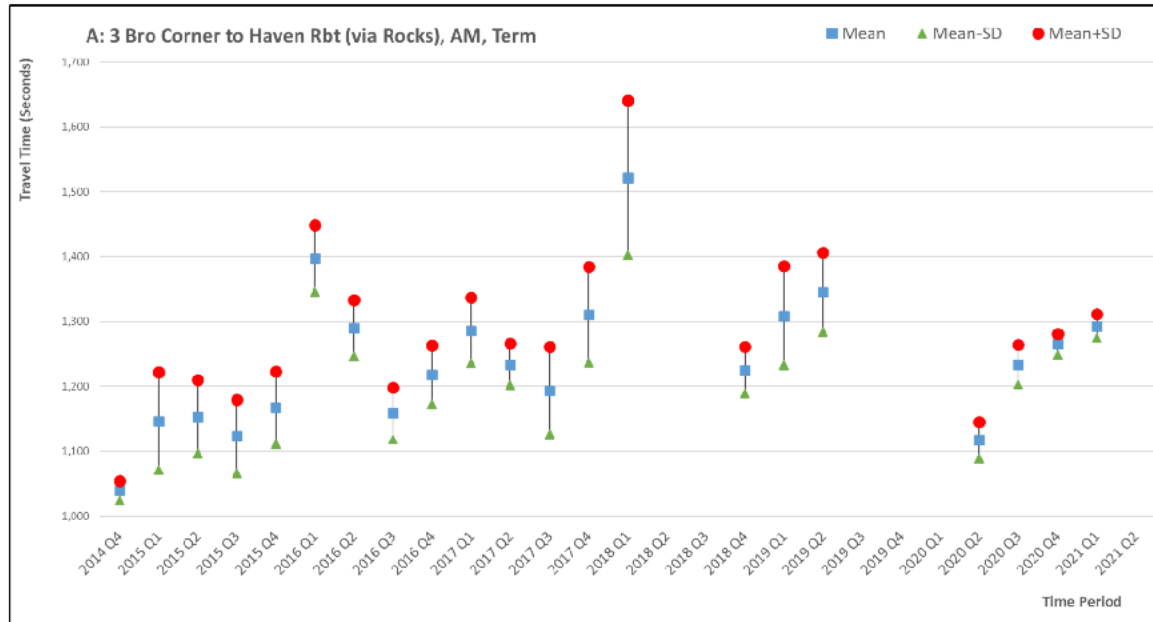
The following graphs presents the travel time variability. This is a measure of the ability for customers to be able to predict the time a journey will take.

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Attachment 1

The graphs present data in the peak direction for the key journey route between SH6/60 intersection (3 Brothers Corner) and Port Nelson during school term time only.

The standard deviation has been presented in order to compare travel time variability against the 2015 quarterly baseline. One standard deviation either side of the mean is approximately 68 percent of the total.

Supply of the travel time data has been intermittent during 2018, 2019 and 2020. Recognising ongoing monitoring of this measure is important officers are working with TDC and Waka Kotahi to improve data collection using Bluetooth or Tom Tom collection sources.



Graph 2.1.1 - Travel Time variability between SH6/60 Intersection (3 Brothers Corner) and Port Nelson (Haven Road Roundabout) via Rocks Road during the AM peak hour during school term time.

The variation of travel times over the peak hour for 68% of vehicles (one standard deviation either side of the mean) is tabled below for the 3 Brothers Corner to the Haven Road Roundabout in the am peak direction:

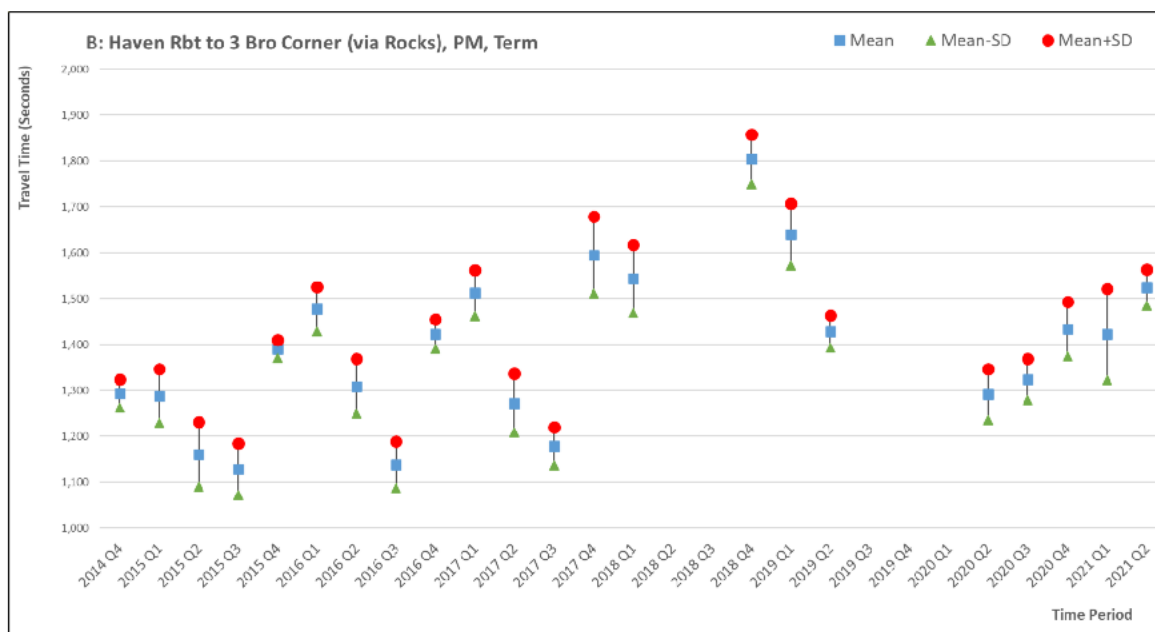
Table 2.1.1 SH6/60 Intersection (3 Bro Corner) to Port Nelson (Haven Road Roundabout) via Rocks Road, AM , Term		
Period	Variation of Travel Time (seconds)	Change from 2015 (seconds)
Q3 2020 July – Sept	36.4	-77
Q4 2020 Oct- Dec	32.2	-79

There was no data for the April – June period of 2021 due to a technical failure of Bluetooth recording equipment.

There was a decrease in travel time variability across all measured quarters compared to 2015.

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Q 1 2021 Jan- March	61.1	-89.5
Q2 2021 April –June	No data	N/A



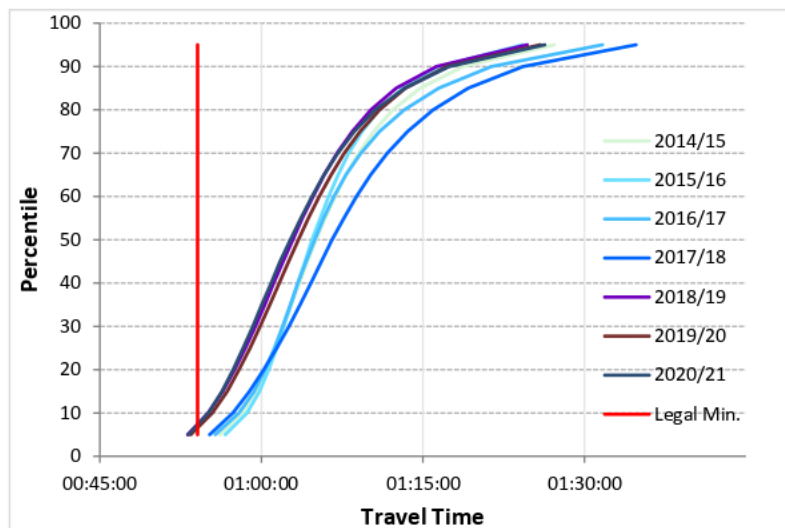
Graph 2.1.2 - Travel Time variability between Port Nelson (Haven Road Roundabout) and SH6/60 Intersection (3 Brothers Corner) via Rocks Road during the PM peak hour excluding school holidays

The variation of travel times over the peak hour for 68% of vehicles (one standard deviation either side of the mean) is tabled below for Haven Road to 3 Brothers Corner in the pm peak direction:

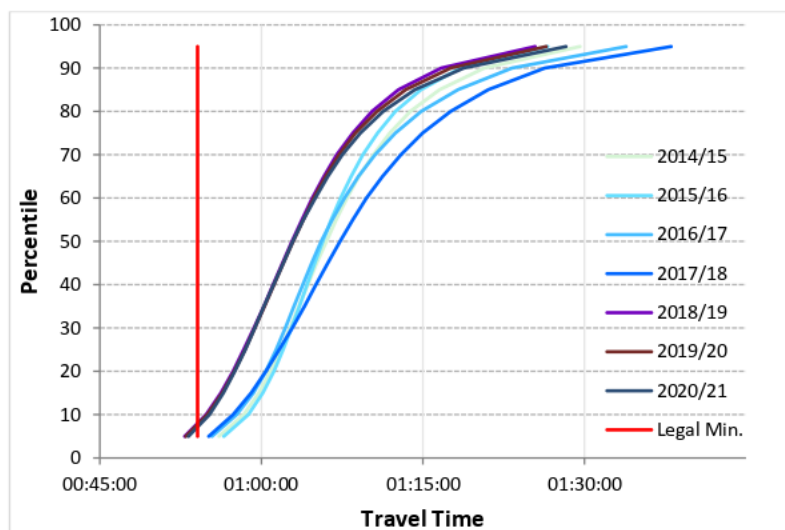
Table 2.1.2 Port Nelson (Haven Road Roundabout) to SH6/60 Intersection (3 Bro Corner) via Rocks Road , PM , Term		
Period	Variation of Travel Time (seconds)	Change from 2015 (seconds)
Q3 2020 July – Sept	89.6	-23.5
Q4 2020 Oct- Dec	118.6	79.9
Q 1 2021 Jan- March	199.4	64.6
Q2 2021 April –June	80	61.3

There was a decrease in travel time variability for the period July – Sept (Q3) of 2020 and April – June (Q1) 2021 compared to Q3 2015 and Q2 2015. Travel time variability however increased in October and Dec (Q4) 2020 and Jan- March (Q1) 2021 compared to Q4 2015 and Q1 2015.

2.2 Regional Monitoring - Graphical Travel Time Variability Between Picton and Marlborough Kaikoura border



Graph 2.2.1 – Percentile Travel Times southbound between Picton and the Marlborough Kaikoura border.



Graph 2.2.2 – Percentile Travel Times northbound between the Marlborough Kaikoura border and Picton.

Graph 2.2.1 and 2.2.2 above shows that the trip variability in 2020/21.

The Kaikoura earthquake occurred in November 2016, and SH1 was closed for 13 months before reopening in December 2017 while major repair work was still underway. This is the second complete year of monitoring since reopening.

2.3 Regional Monitoring - Unplanned Disruptions (Road Closures)

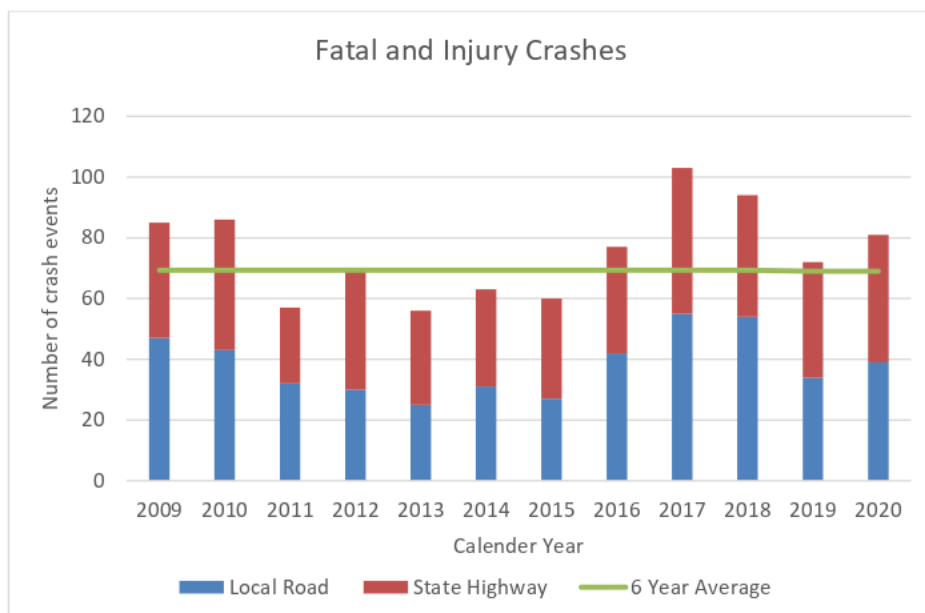
State Highway	14/15	15/16	16/17	17/18	18/19	19/20	20/21	Trend since 2014/15
SH1	0	7	138	9	19	No records	No Records	
SH6 – Marlborough	7	35	86	21	54.5	No records	No records	
SH6 - Nelson	7	35	86	21	54.5	35.5	27	Increase of 20 hours
SH6 - Tasman	7	35	86	21	54.5	286.5	25	Increase of 18 hours
SH60	4	21	28	182	40	34.5	22	Increase of 18 hours
SH63	0	6	15	21	16.5	0	0	Matches 2015 results
SH65	0	0	6	25	0.5	4	17	Increase of 17 hours
Total	12	69	272	259	130.5	356.5	91	There is a net increase in hours the state highway is closed since 2014/15.

Table 2.3.1 – Unplanned Disruptions to State Highway (road closures)².

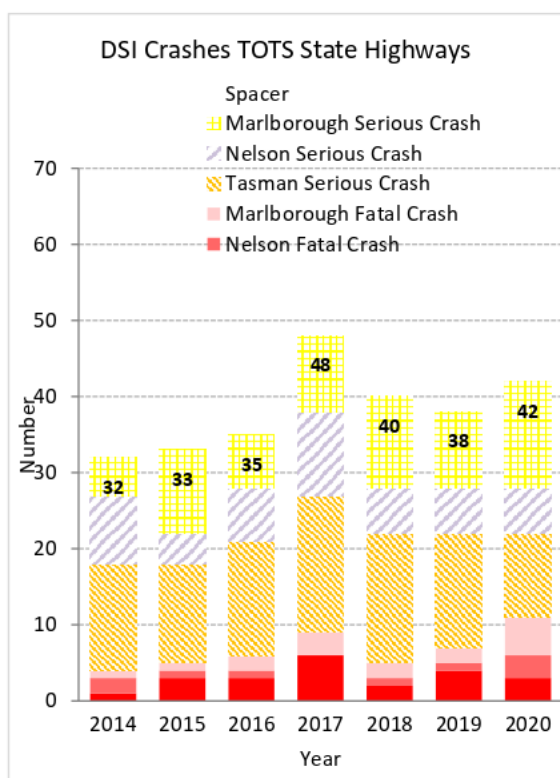
There was an increase in number of hours the state highway was closed in 2020-21 when compared to 2014/15 . State highway 6 and state highway 60 were particularly affected. There are multiple reasons for the closures: slips, fire, crashes, snow, fallen trees, police events. Changes to the Code of Practice for temporary Traffic management also came into effect in 2020/21. These changes maybe influencing the decision to use a road closure as the most appropriate traffic control management procedure for unplanned events.

² A2233113, A2453145, A2728212

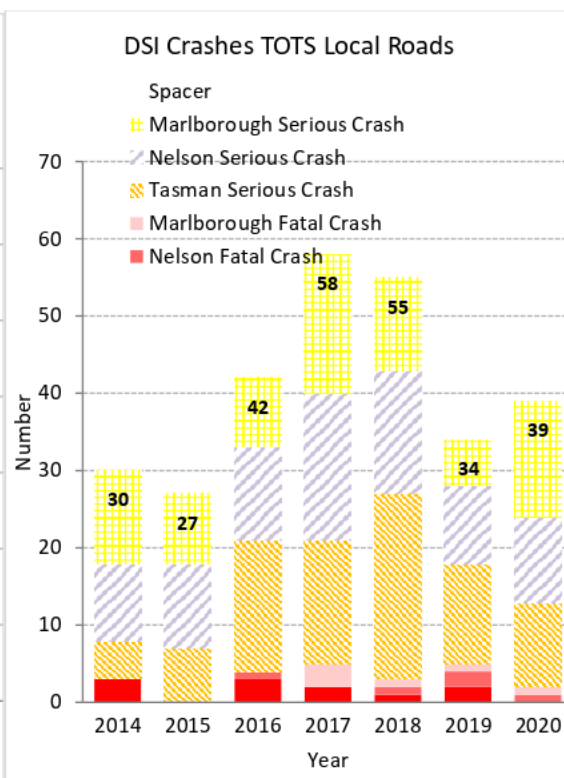
2.4 Regional Monitoring - Fatal and Serious Crashes



Graph 2.4.1 Top of the South Fatal and Serious Crash Trend against the 2009-14 6 year average

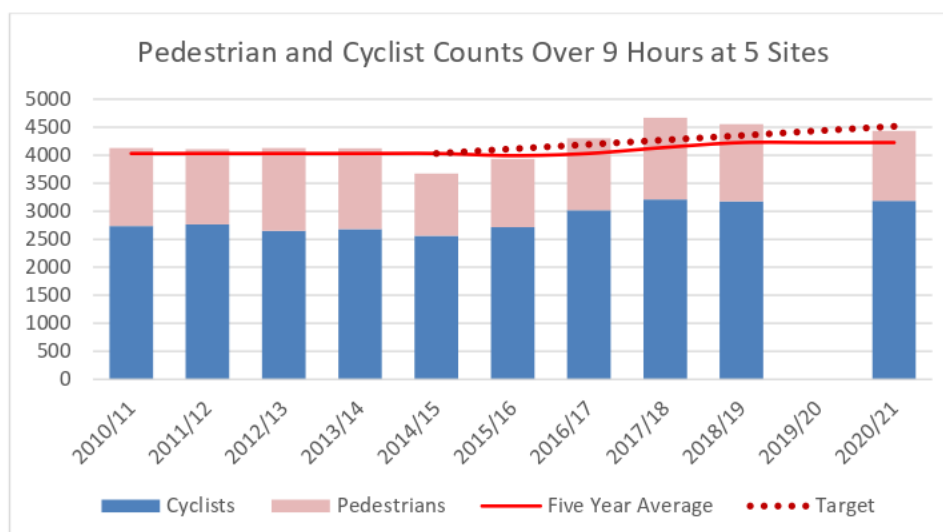


Graph 2.4.1 Fatal and Serious Crashes on State highways



Graph 2.4.2 Fatal and Serious Crashes on Local Road networks

2.5 Regional Monitoring – Walking and Cycling and Public Transport



Graph 2.5.1 8 hour Pedestrian and Cycle Screen Line Counts

The pedestrian and cycle counts were not done in March 2020 due to the Covid19 shut down period, so the 2019/20 counts have been excluded. The 2020/21 counts have therefore been compared to the 2018/19 results. There was a 3% decrease in overall walking and cycling numbers from 2018/19 to 2020/21.

3. Nelson Monitoring

Nelson Objectives	Indicator	Target	20/21 Performance
<p>1) A sustainable transport system that is integrated with well planned development, enabling the efficient and reliable movement of people and goods to, from and throughout the region</p> <p>2) Supporting economic growth through providing better access across the Top of the South's key journey routes</p>	<p>Travel Time variability and travel time between</p> <ul style="list-style-type: none"> - SH 6 Annesbrook and QEII Drive via SH6 - Annesbrook and Rutherford Street via Waimea Road <p>During the peak hour</p>	<p>Downward trend from 2015 baseline</p>	<p>Travel time variability –On Track – Travel time variability on Waimea Road and Rocks Road between Annesbrook Roundabout and Haven Road or Rutherford Street were comparable to 2015 with some increases and some decreases.</p> <p>(refer graphs 3.1.1, 3.1.2, 3.1.3, 3.1.4, 3.1.5, and 3.1.6 for further detail)</p>

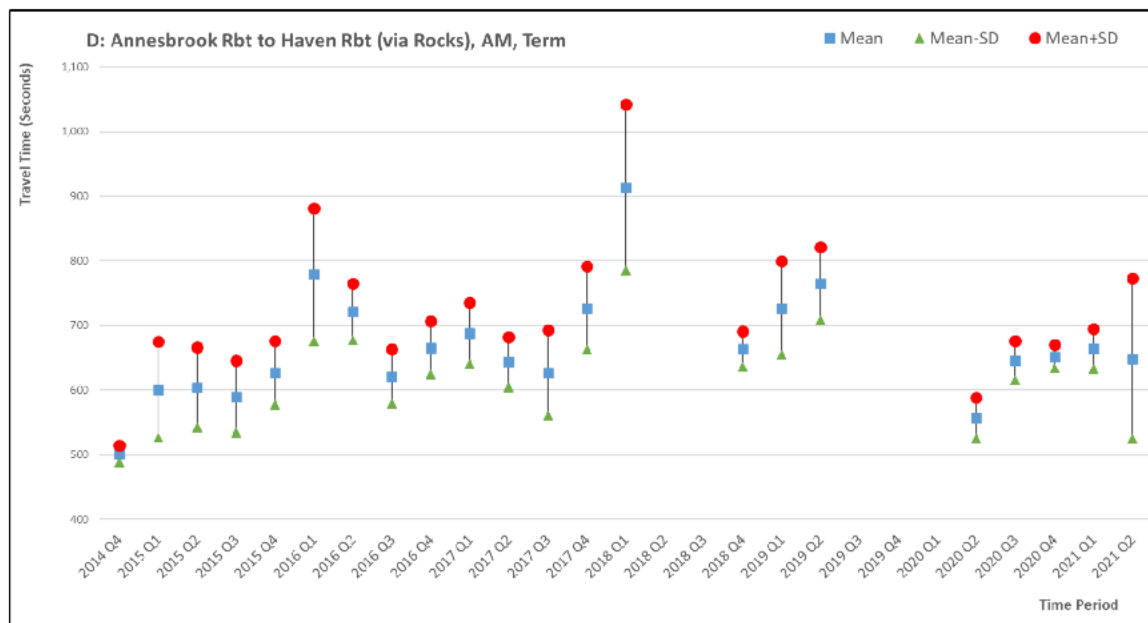
Nelson Monitoring - Travel Time Variability Data

The following graphs presents the travel time variability. This is a measure of the ability for customers to be able to predict the time a journey will take.

The graphs and data present data in the peak direction for the key journey route of Rocks Road between Annesbrook roundabout and Haven Road roundabout, and Waimea Road between Annesbrook and Selwyn Place during school term time only.

The standard deviation has been presented in order to compare travel time variability against the 2015 quarterly baseline. One standard deviation either side of the mean is approximately 68 percent of the total.

As stated earlier in this report supply of the travel time data has been intermittent during 2018, 2019 and 2020 and officers are working to secure alternative sources of data.



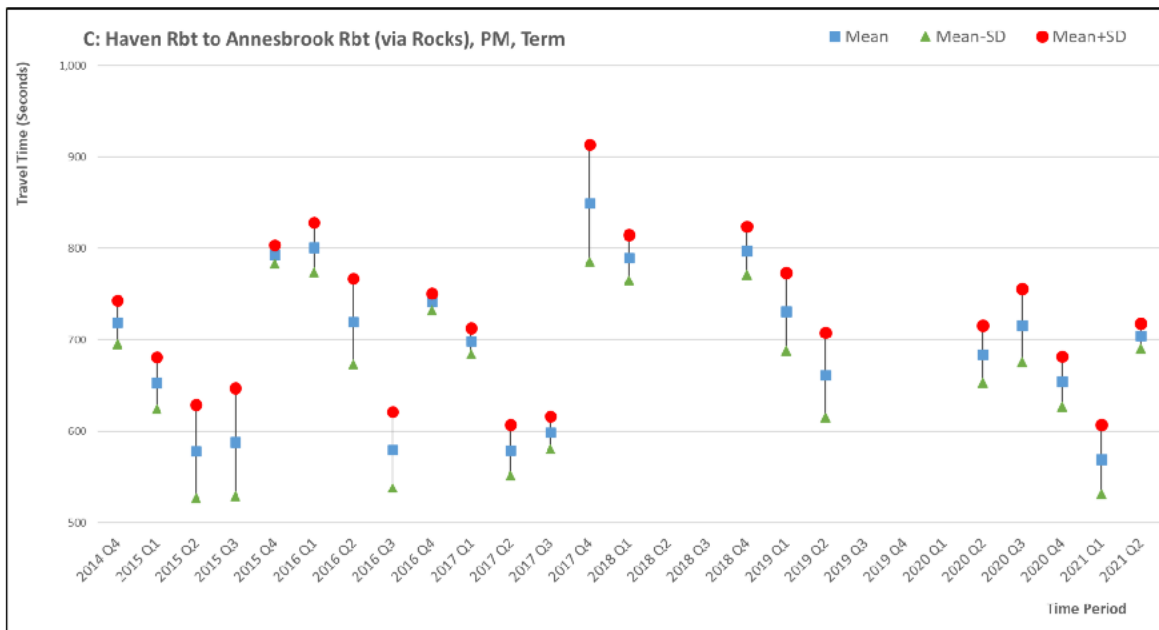
Graph 3.1.1 - Travel Time variability between Annesbrook Roundabout and Haven Road Roundabout via Rocks Road during the AM peak hour excluding school holidays

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Attachment 1

The variation of travel times over the peak hour for 68% of vehicles (one standard deviation either side of the mean) is tabled below for Annesbrook to Selwyn Place via Waimea Road in the am peak direction:

Table 3.1.1 Annesbrook Roundabout and Haven Road Roundabout via Rocks Road, AM, Term		
Period	Variation of Travel Time (seconds)	Change from 2015 (seconds)
Q3 2020 July – Sept	61.2	-50.4
Q4 20120 Oct- Dec	36.8	-61.8
Q 1 2021 Jan- March	62.4	-86.5
Q2 2021 April –June	248.6	124.5

There was a decrease in travel time variability for July – Dec (Q3 & Q4) 2020 and Jan –March (Q1) 2021 compared to 2015. Significant increase in the period April – June (Q2) 2021 was likely due to road works on Rocks Road during this time.



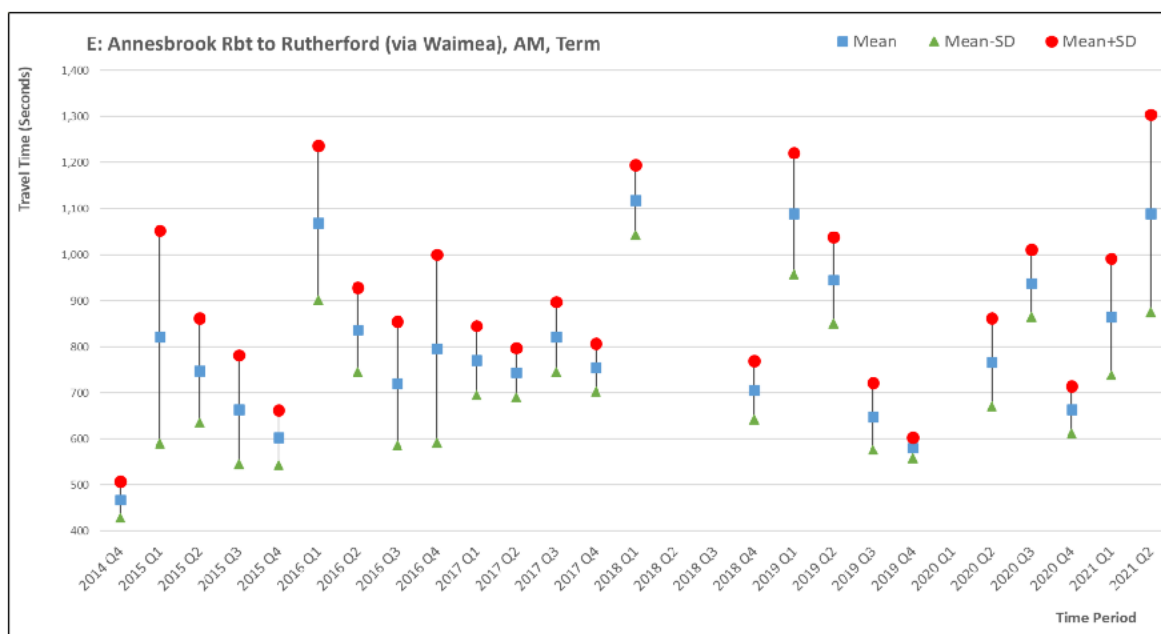
Graph 3.1.2 - Travel Time variability between Haven Road Roundabout and Annesbrook Roundabout via Rocks Road during the PM peak hour excluding school holidays

The variation of travel times over the peak hour for 68% of vehicles (one standard deviation either side of the mean) is tabled below for Annesbrook to Selwyn Place via Waimea Road in the am peak direction:

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Table 3.1.2 Haven Road Roundabout and Annesbrook Roundabout via Rocks Road, PM , Term		
Period	Variation of Travel Time (seconds)	Change from 2015 (seconds)
Q3 2020 July – Sept	80.4	-37.5
Q4 20120 Oct- Dec	54.6	34
Q 1 2021 Jan- March	76.2	19.1
Q2 2021 April –June	27.4	-74.7

There was a decrease in travel time variability for the July – Sept period (Q3) 2020 and the April- June period (Q2) 2021 compared to the same periods in 2015. Variability increased for the October – March quarters.



Graph 3.1.3 - Travel Time variability between Annesbrook Roundabout and Selwyn Place via Waimea Road during the AM peak hour excluding school holidays

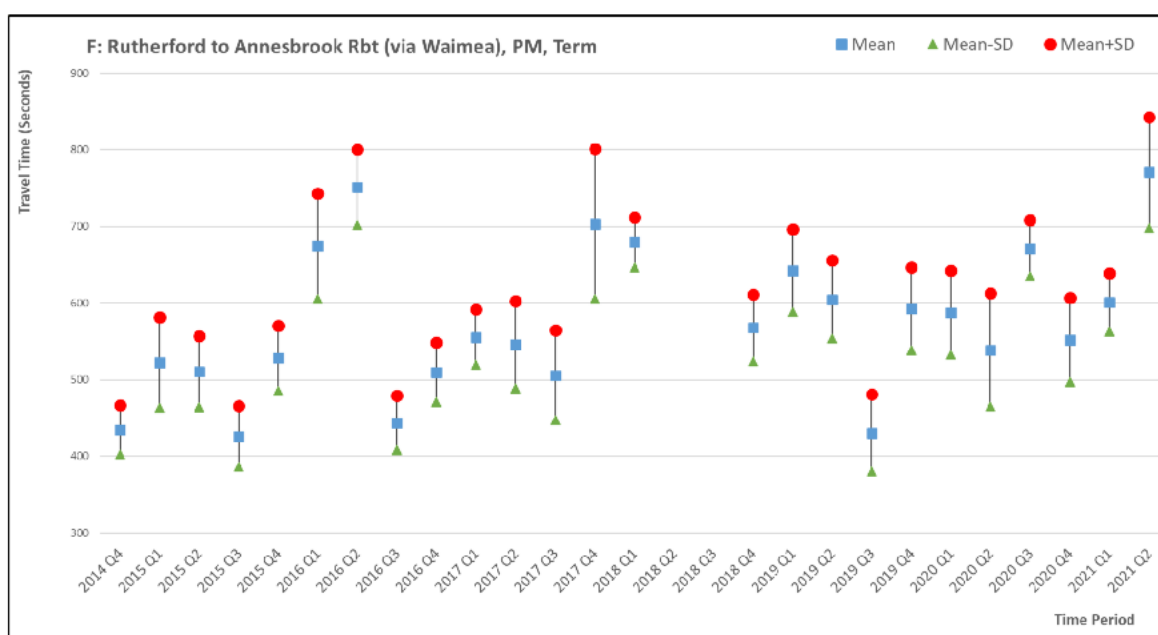
The variation of travel times over the peak hour for 68% of vehicles (one standard deviation either side of the mean) is tabled below for Annesbrook to Selwyn Place via Waimea Road in the am peak direction:

Table 3.1.3 Annesbrook Rbt to Selwyn Place (via Waimea) , AM , Term

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Period	Variation of Travel Time (seconds)	Change from 2015 (seconds)
Q3 2020 July – Sept	146.4	-91.5
Q4 2020 Oct- Dec	102.8	-16.5
Q 1 2021 Jan- March	253.6	-207.9
Q2 2021 April –June	429.5	202.6

There was a decrease in travel time variability for the periods between July and December 2020 and Jan- March 2021 compared to 2015. Significant increase in the April – June 2021 period was likely due to road works on Rocks Road during this time.



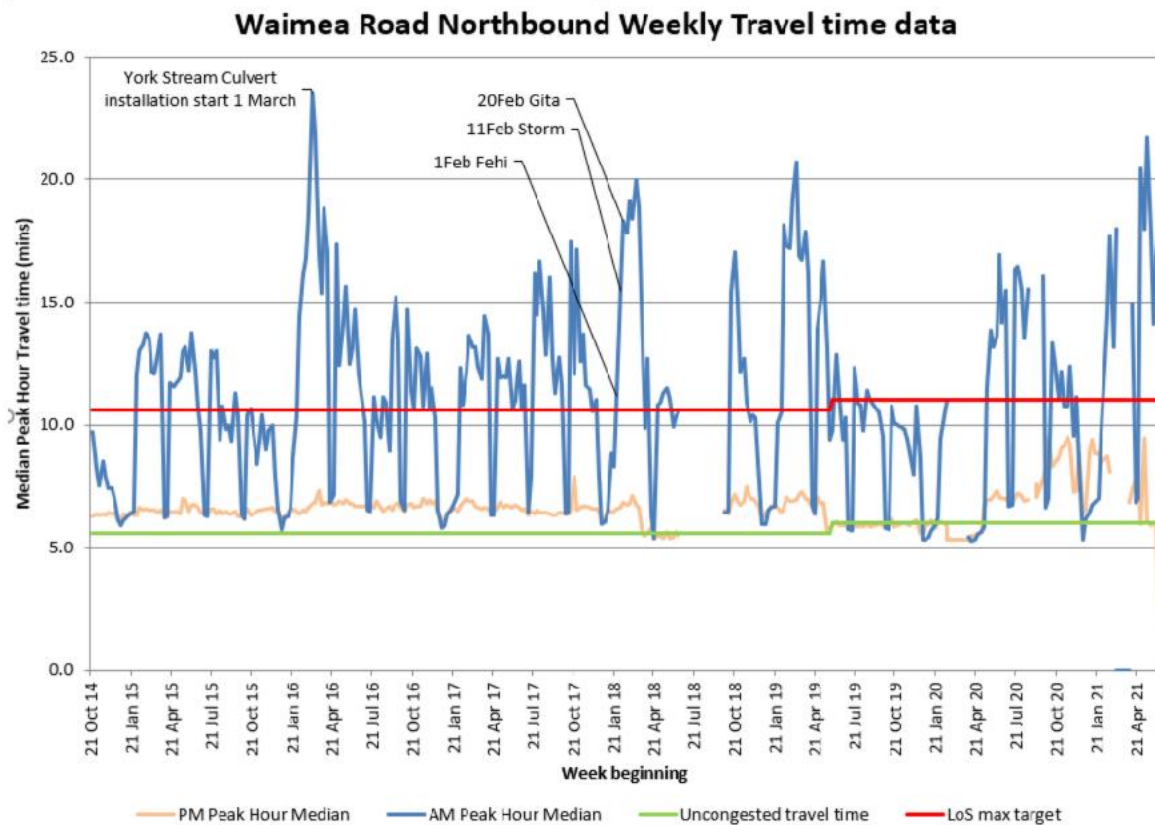
Graph 3.1.4 - Travel Time variability between Selwyn Place and Annesbrook Roundabout via Waimea Road during the PM peak hour excluding school holidays

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Attachment 1

The variation of travel times over the peak hour for 68% of vehicles (one standard deviation either side of the mean) is tabled below for Rutherford Street to Annesbrook via Waimea Road in the pm peak direction:

Table 3.1.4 Rutherford to Annesbrook Roundabout (via Waimea) , PM , Term		
Period	Variation of Travel Time (seconds)	Change from 2015 (seconds)
Q3 2020 July – Sept	73.4	-6.2
Q4 2020 Oct- Dec	109.4	23.8
Q 1 2021 Jan- March	75.6	-42.9
Q2 2021 April –June	144.2	50.6

There was a decrease in travel time variability for the July – September (Q3) 2020 and the jan – March (Q1) 2021 compared to the same time period quarters in 2015. Variability increased between Oct- Dec 2020 and April – June 2021 compared to the same time period quarters (Q4 and Q2) in 2015.

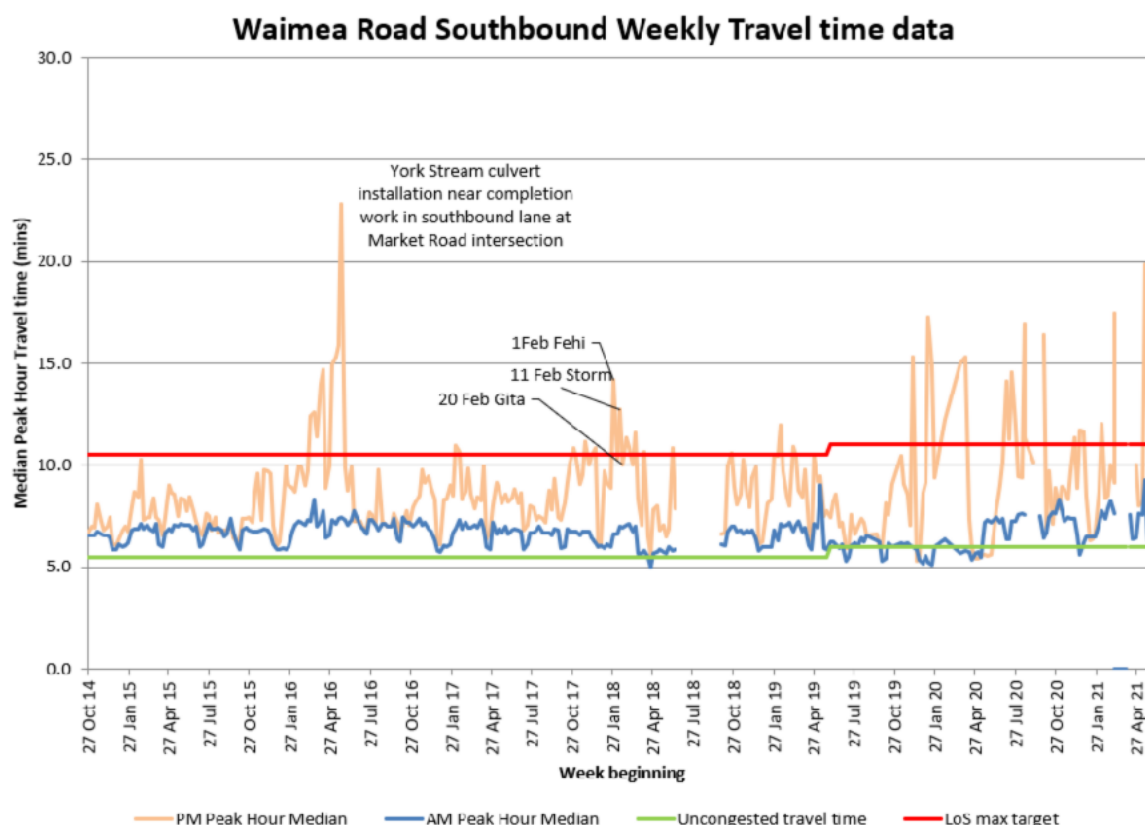


Graph 3.1.5 - Travel Time northbound between Annesbrook Roundabout and Selwyn Place via Waimea Road, am and pm peak

The uncongested time to travel Waimea Road is 6 minutes. The target is to keep travel time below 11 minutes in peak times. This has gone up from 5.6 minutes and 10.5 minutes respectively since the speed limit reduction at Bishopdale from 70km/h to 50km/h. This slight increase was anticipated when the speed limit was reduced.

There were 28 out of 52 weeks between July 2020 and June 2021 when the am peak exceeded the maximum target in the north bound direction. This exceeds the 16 weeks for the same time period in 2015.

There were 0 out of 52 weeks since July 2020 when the pm peak exceeded the maximum target in the north bound direction. This has not changed since 2015.



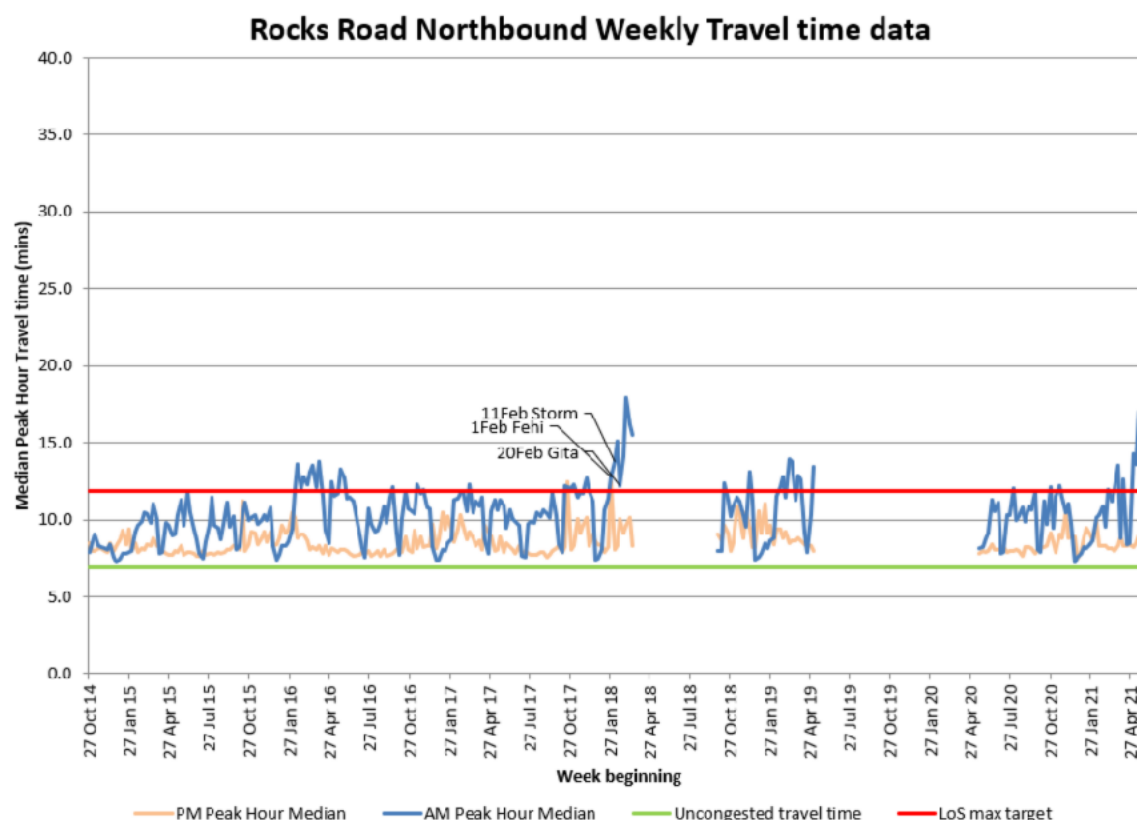
Graph 3.1.4 - Travel Time southbound between Selwyn Place and Annesbrook Roundabout via Waimea Road, am and pm peak

The uncongested time to travel Waimea Road is 6 minutes. The target is to keep travel time below 11 minutes in peak times. This has gone up from 5.6 minutes and 10.5 minutes respectively since the speed limit reduction at Bishopdale from 70km/h to 50km/h. This slight increase was anticipated when the speed limit was reduced.

There were 19 out of 52 weeks between July 2020 and June 2021 when the pm peak exceeded the maximum target in the south bound direction.

There were 0 weeks in the same period in 2015 when the travel time exceeded the target.

There were 0 out of 52 weeks since July 2020 when the am peak exceeded the maximum target in the southbound bound direction. This has not changed since 2015.



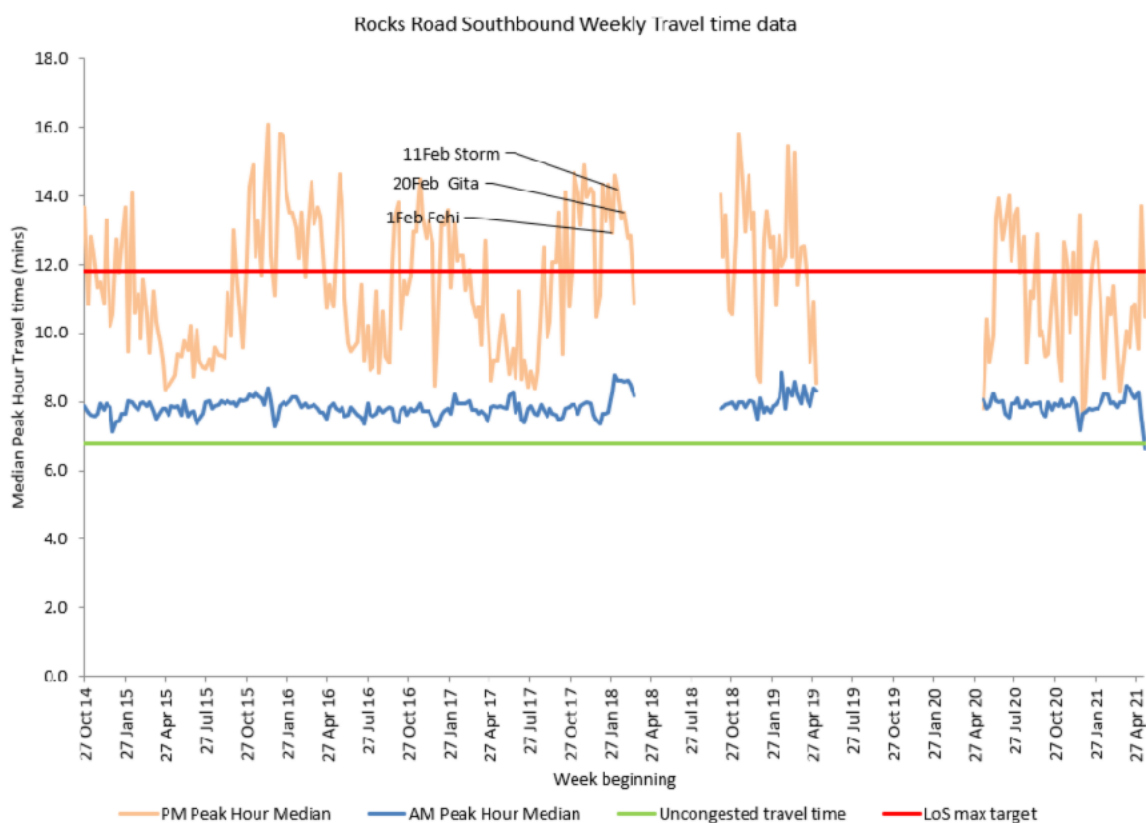
Graph 3.1.5 - Travel Time northbound between Annesbrook Roundabout and Haven Road Roundabout via Rocks Road, am and pm peak

The uncongested time to travel Rocks Road is 6.9 minutes. The target is to keep travel time below 11.9 minutes in peak times.

There were 10 out of 52 weeks between July 2020 and June 2021 when the am peak exceeded the maximum target in the north bound direction. There were 0 weeks in the same period in 2015 when travel times exceeded the target.

There were 0 out of 52 weeks since July 2021 when the pm peak exceeded the maximum target in the northbound bound direction. This has not changed since 2015.

Item 7: 2020/21 Annual Monitoring Report on the Regional Transport Plan 2015-21:
Attachment 1








Graph 3.1.6 - Travel Time southbound between Haven Road Roundabout and Annesbrook Roundabout via Rocks Road, am and pm peak

The uncongested time to travel Rocks Road is 6.9 minutes. The target is to keep travel time below 11.9 minutes in peak times.

There were 15 out of 52 weeks between July 2020 and June 2021 when the pm peak exceeded the maximum target in the southbound direction. There were 8 weeks in the same period of 2015 when the travel time exceeded the target.

There were 0 out of 52 weeks since July 2021 when the am peak exceeded the maximum target in the northbound bound direction. This has not changed since 2015.

Item 7: 2020/21 Annual Monitoring Report on the Regional Transport Plan 2015-21:
Attachment 1




Nelson Objectives	Indicator	Target	20/21 Performance	
<p>1) A sustainable transport system that is integrated with well planned development, enabling the efficient and reliable movement of people and goods to, from and throughout the region</p> <p>2) Supporting economic growth through providing better access across the Top of the South's key journey routes</p>	HPMV Routes	Increasing HPMV route availability over time	On Track. The length of network available to HPMV was increased in 2020-21. 17.06km is pre-approved for HPMV vehicles ³ .	
	Arterial road alternative route volume during the peak hours: Bisley Avenue Princes Drive Tosswill Road	Downward trend from 2015 baseline	Target not met. The peak hour traffic volumes on Bisley Ave, Princes Drive and Tosswill Road in 2020 are more than the traffic volumes in 2015 but are less than the traffic volumes in 2016 and 2017. (Refer graph 3.2a and 3.2b)	
	Smooth Travel Exposure (STE)	The average quality of ride on the sealed local road network, measured by smooth travel exposure is greater than 87% on the local road network and 97% on the State Highways.	Target not met. The average quality of ride on the sealed local road network measured by smooth travel exposure is 85% in 2020/21 ⁴ .	
3) Communities have access to a resilient transport system.	Reduction in the number of hours that sections of SH6 (Rai to Richmond) and Waimea Road (Annesbrook to Rutherford Street) were closed due to unplanned disruptions	Downward trend from 2015 baseline	<p>State Highway 6 - Target not met. There was 27 hours of closure State Highway 6 in 2020/21. There were no unplanned closures in 2014/15⁵.</p> <p>Waimea Road – Target not met because there were two unplanned closures in 2020/21 and no closures in 2014/15.⁶</p>	 

³ HPMV pre-approved routes A2236386





⁴ STE Ramm report 12July2020 A2703923

⁵ State highway closures A2728212
Road closures A1813122

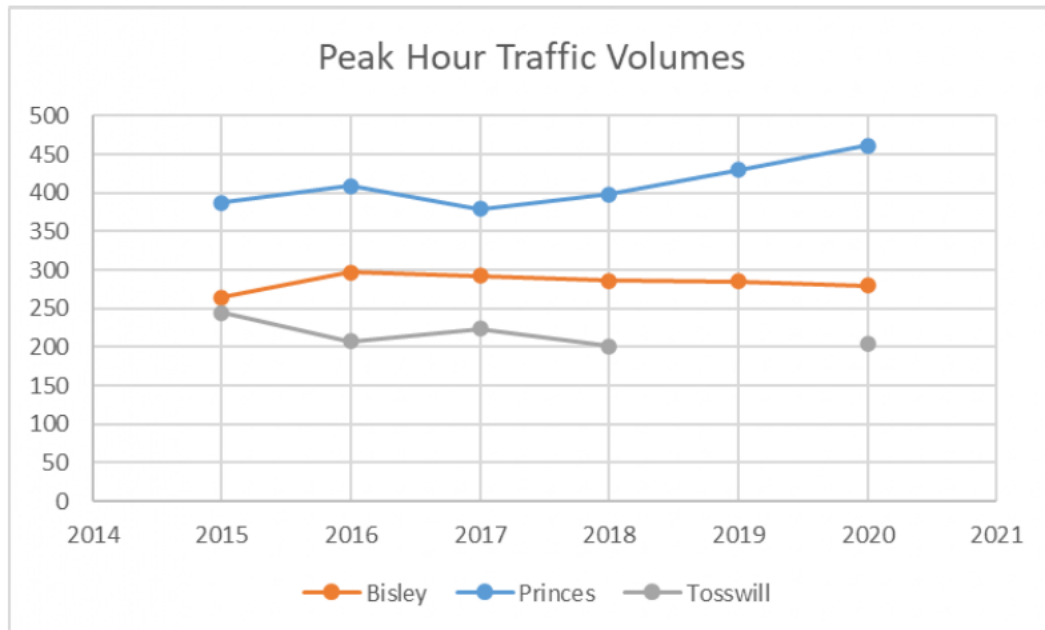
Item 7: 2020/21 Annual Monitoring Report on the Regional Transport Plan 2015-21:
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4) Communities have access to a safe transport system	Fatal and Serious Crashes	<p>Reduction in the average annual number of fatal and serious injury crashes in the 6 year period 2015-2021 compared with the previous 6 year average 2009-2014.</p> <p>Reduction in the average annual number of fatal and serious injury crashes involving cyclists in the 6 year period 2015-2021 compared with the previous 6 year average 2009-2014.</p> <p>Reduction in the average annual number of fatal and serious injury crashes involving pedestrians in the 6 year period 2015-2021 compared with the previous 6 year average 2009-2014.</p>	<p>Target not met. There were 21 fatal and serious injury crashes in 2020 on state highway and local roads in Nelson. The average annual number of crashes between 2015 and 2020 is 22 which is more than the previous 6 year average of 21.</p> <p>Achieved. There were 28 police reported crashes involving cyclists in 2020 on state highway and local roads. The average annual number of crashes between 2015 and 2020 is 27.5 which is the same as the previous 6 year average of 27.5.</p> <p>Target not met. There were 14 police reported crashes involving pedestrians in 2020. The average annual number of crashes between 2015 and 2020 is 16 which is more than the previous 6 year average of 14.</p> <p>(refer graphs 3.2.1, 3.2.2, and 3.2.3 for further detail)</p>	  
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Item 7: 2020/21 Annual Monitoring Report on the Regional Transport Plan 2015-21:
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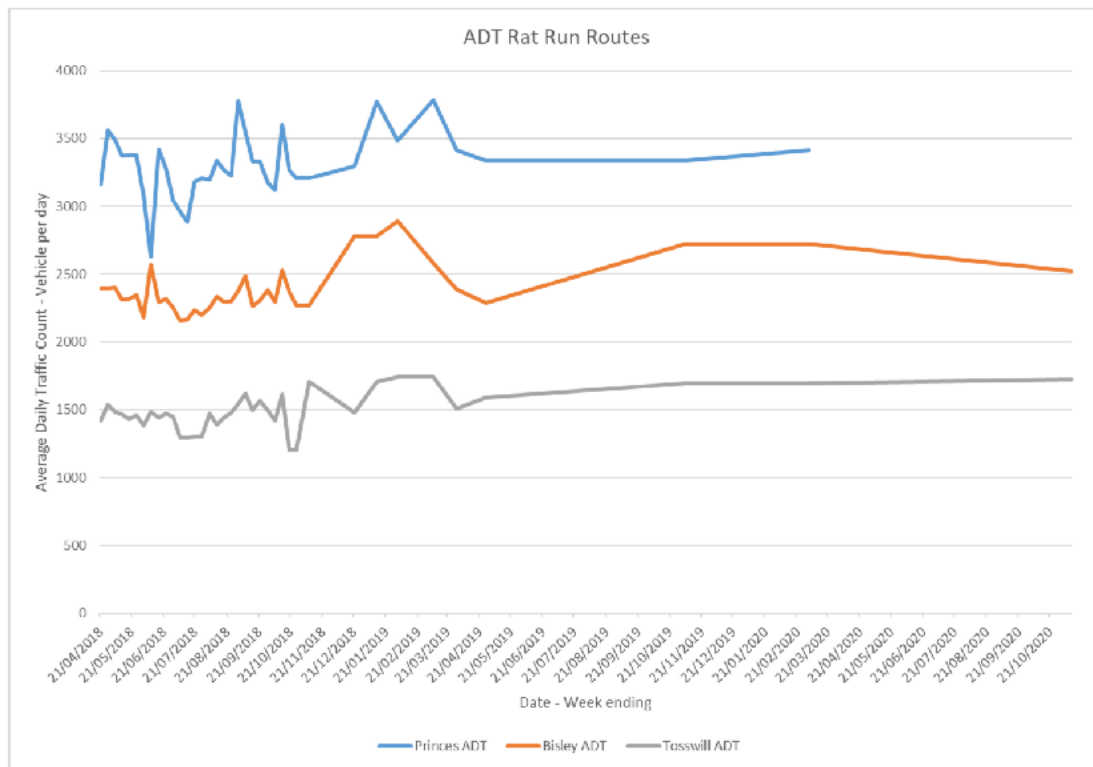
5) Communities have access to a range of travel choices to meet their social, economic, health and cultural needs	Number of people walking or cycling on the Railway Reserve, Bishopdale shared path Atawhai shared path and Rocks Road.	2% annual increase in the number of trips by walking, cycling at both peak times and during the day.	Target not met. Nelson Screen Line Count for measured at the 5 monitoring sites has decreased. (refer graph 2.5.1)	
	Total NBus Patronage.	4% annual increase in the number of trips by NBus at peak times and through the day.	Target not met. There was an 11% decrease in public transport patronage from 2019-20 to 2020-21. This decrease has been felt nationally and is recognised as the ongoing effect of the covid19 pandemic. (refer graph 3.3.2)	
N6) The transport system supports national strategies for energy efficiency and climate change, and protects natural systems and community values	Vehicle Occupancy on urban arterial routes - SH6 Rocks Road - Waimea Road	Increasing trend	Target not met 21% of vehicles had more than 1 occupant. There has been a decreasing trend since 2015. (Refer graph 3.4.1)	
	Energy efficiency	Reducing trend in local road vehicles kilometres travelled per capita from 2013 levels.	Target met. VKT per capita is 3,955km/person in 2020/21 where it was 3,669 in 2019/20, and 4,039 in 2012/13. ⁷ (Refer graph 3.4.2)	

3.1 Nelson Monitoring – Arterial road alternative routes



Graph 3.2a Peak Hour Traffic Volumes on arterial road alternative routes.

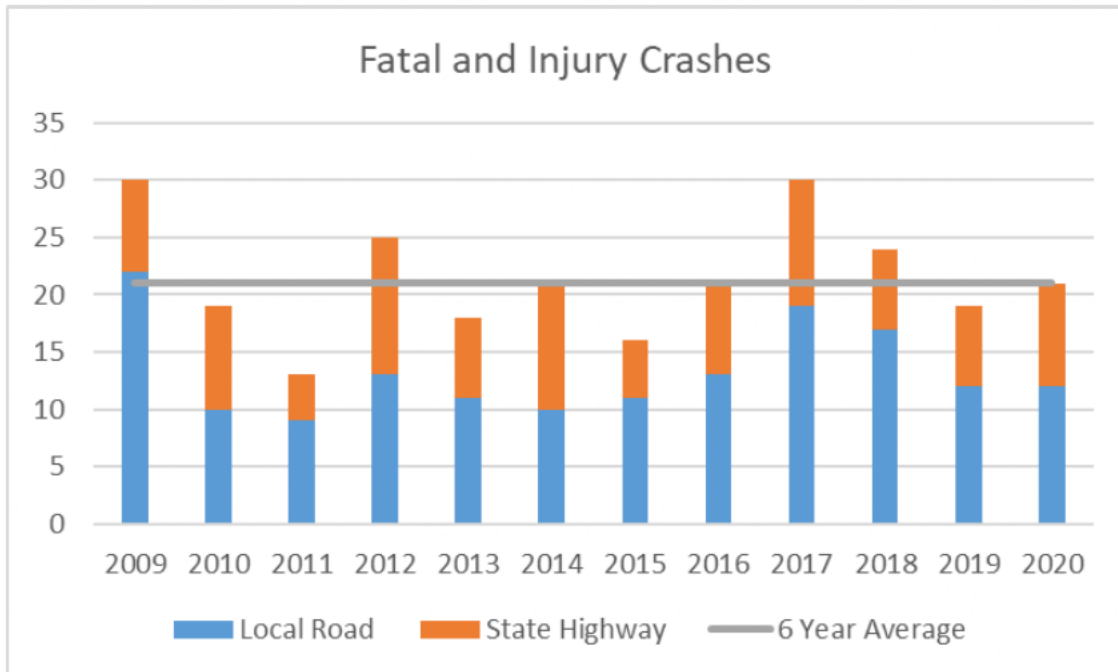
Monthly traffic counts on the rat run routes were discontinued in April 2019 but annual counts remain in place. Rule of thumb peak hour traffic has not been assumed because this would not measure "rat run" traffic avoiding the arterial routes at congested time, hence the 2019 peak hour result for Tosswill Road is missing. Graph 3.2a shows that the peak hour traffic volume on Tosswill Road has trended below 2015 volumes, but the volumes on Bisley Ave and Princes Drive have increased. Higher increase in the peak hour traffic on Princes Drive, compared to Bisley Ave or Tosswill Road could be reflective of increased residential traffic from subdivision and construction traffic off the southern end of Princes Drive.



Graph 3.2b Average Daily Traffic on arterial road alternative routes

In general the traffic volumes on the three monitored rat run routes is increasing but have not met the same highs experienced in 2018 and 2019.

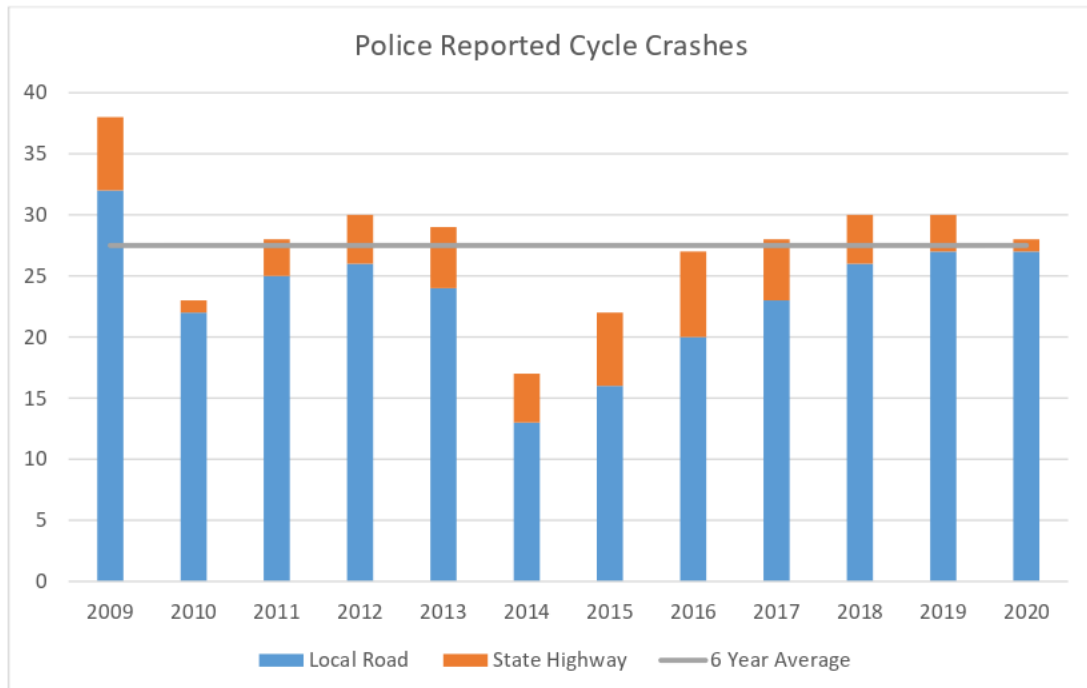
3.2 Nelson Monitoring - Road Safety Objective – Detail



Graph 3.2.1 – Nelson Fatal and Injury Crashes⁸

Graph 3.2.1 above plots the number of fatal and serious crashes in the Nelson land transport network (state highway and local roads) over time. The graph shows that the 2009-2014 six year average annual rate of 21 crashes. The 2015-2020 six year average annual rate is 22.

There was a total of 12 fatal and serious crashes on the local network and 9 crashes on the state highway in Nelson in the 2020 calendar year.

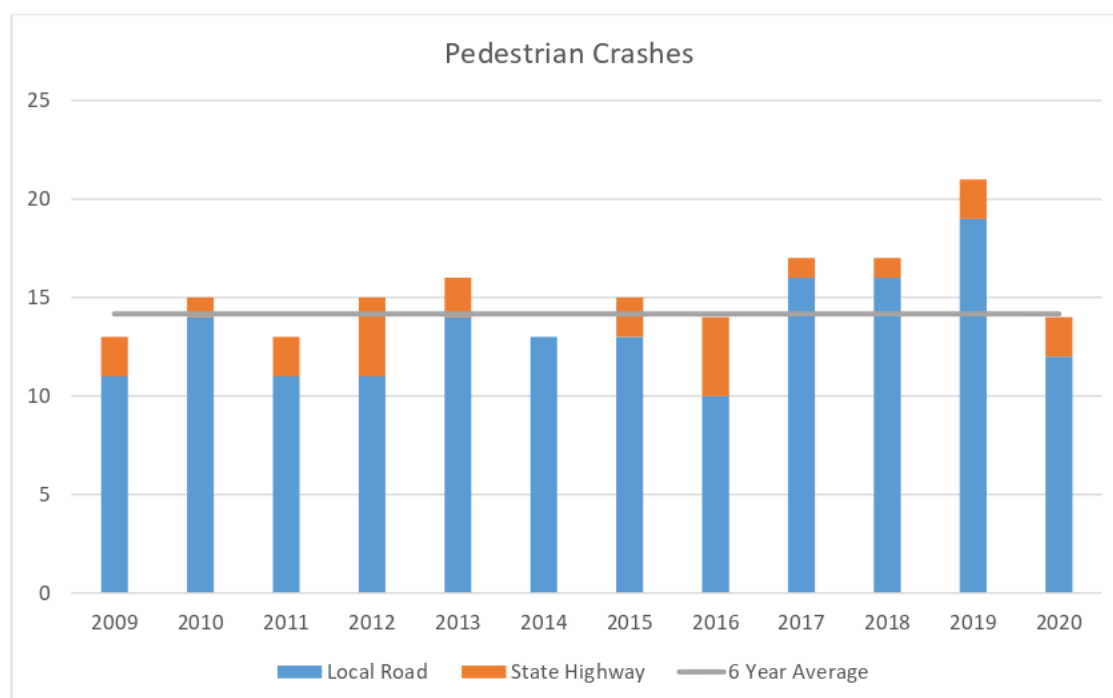


⁸ A1655330 RLTP Monitoring - Crash

Graph 3.2.2 – Police Reported Cycle Crashes⁹

Graph 3.2.2 above plots the number of Police reported cycle crashes in the Nelson transport network over time. The graph shows that the 2009-2014 six year average annual rate of 27.5 crashes. The 2015-2020 six year average annual rate is also 27.5 crashes.

There were 27 Police reported cycle crashes on the local network and 1 crash on the state highway in 2020.



Graph 3.2.3 – Pedestrian Crashes¹⁰

Graph 3.2.3 above plots the number of pedestrian crashes in the Nelson transport network over time. The graph shows that the 2009-2014 six year average annual rate of 14 crashes. The 2015-2020 six year average annual rate is 16 crashes per year.

There were 12 crashes on the local network and 2 crashes on the state highway network involving a pedestrian in Nelson in 2020. The 2020 result includes one fatal crash on the local network.

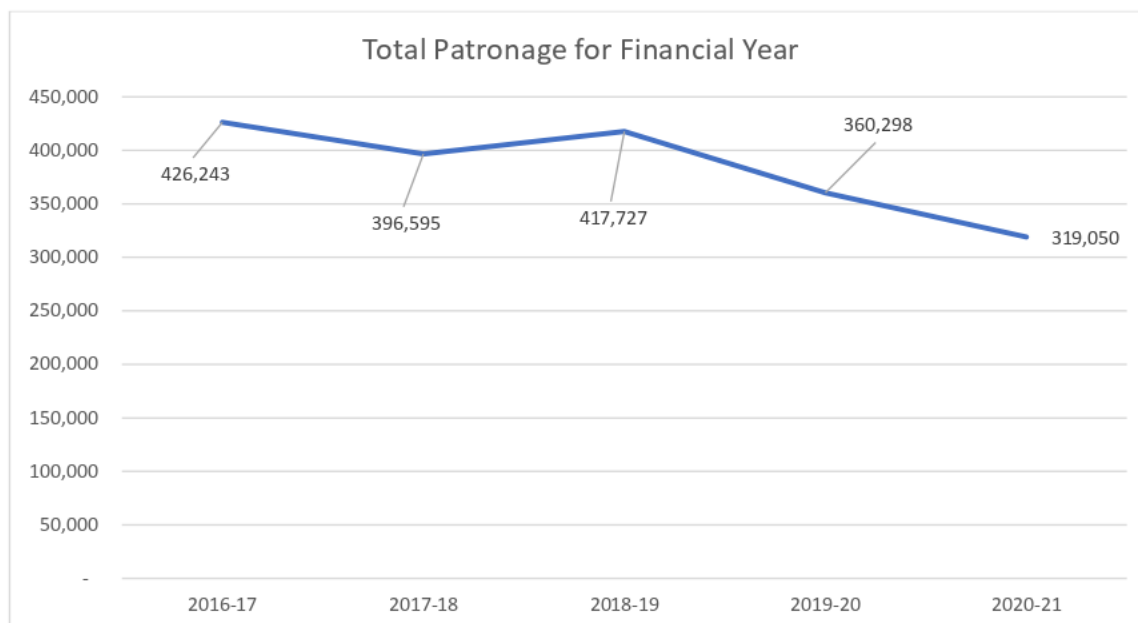
The 2020 result includes 2 crashes on Council owned carparks. Excluding these would not affect the six year average of 2 more crashes (14% increase) involving pedestrians over the previous six year period.

⁹ A1655330 RLTP Monitoring – Crash

¹⁰ A1655330 RLTP Monitoring – Crash

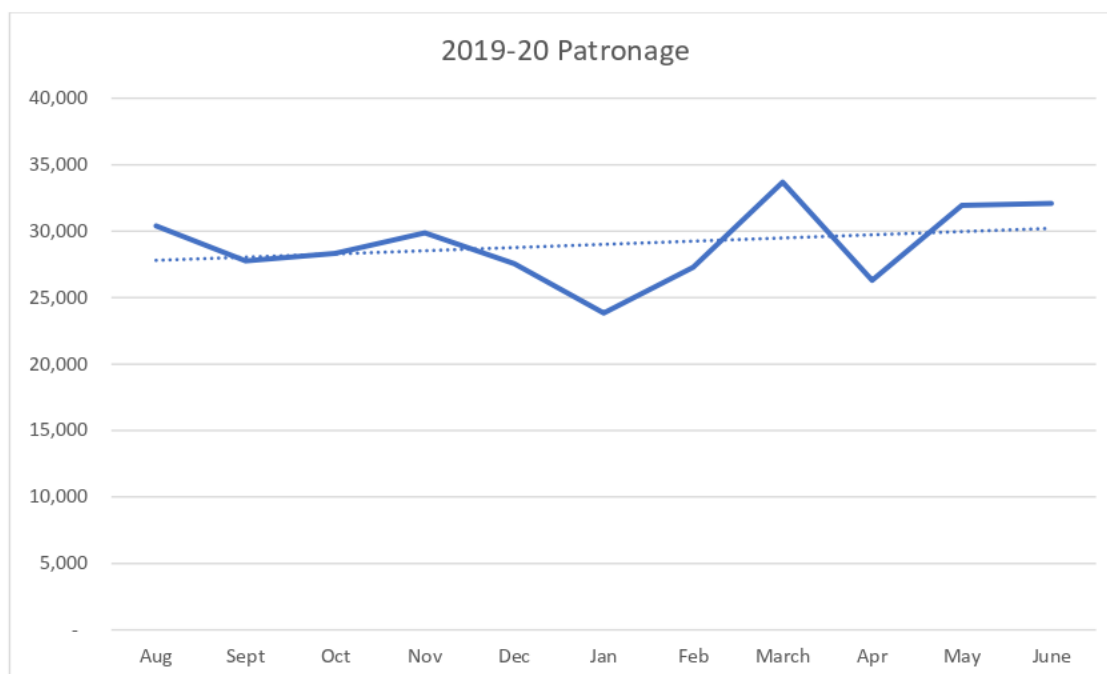
¹¹ A2720773 interim workings A883923 Monthly NBus Data (Usage tab), BI for 2020-21 data

3.3 Nelson Monitoring - Travel Choice Objective - Detail



Graph 3.3.1 – Public Transport Patronage¹¹

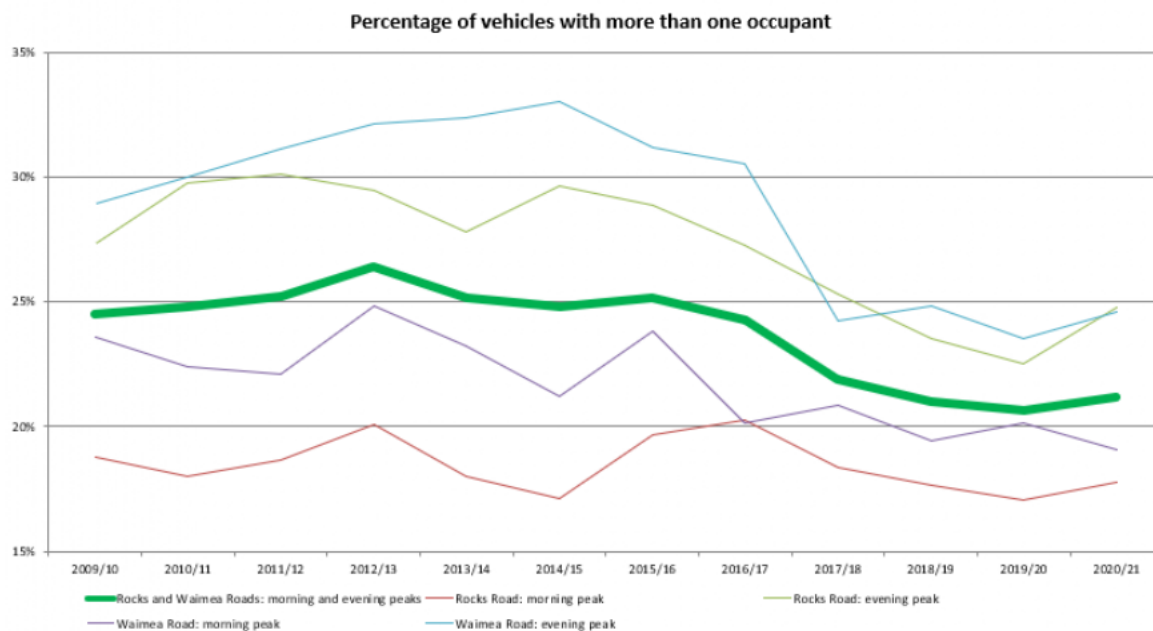
Bus patronage was severely affected by Covid restrictions in 2019-20 and 2020-21 as shown in Graph 3.3.1. However there has been a 5% increase in patronage since electronic ticketing was introduced in August 2021 as shown in Graph 3.3.2.



Graph 3.3.2 – Public Transport Patronage

¹¹ A2720773 interim workings A883923 Monthly NBus Data (Useage tab), BI for 2020-21 data
2020_21 rltip performance
monitoring report (a2720457))

3.4 Nelson Monitoring - Energy Efficiency Objectives

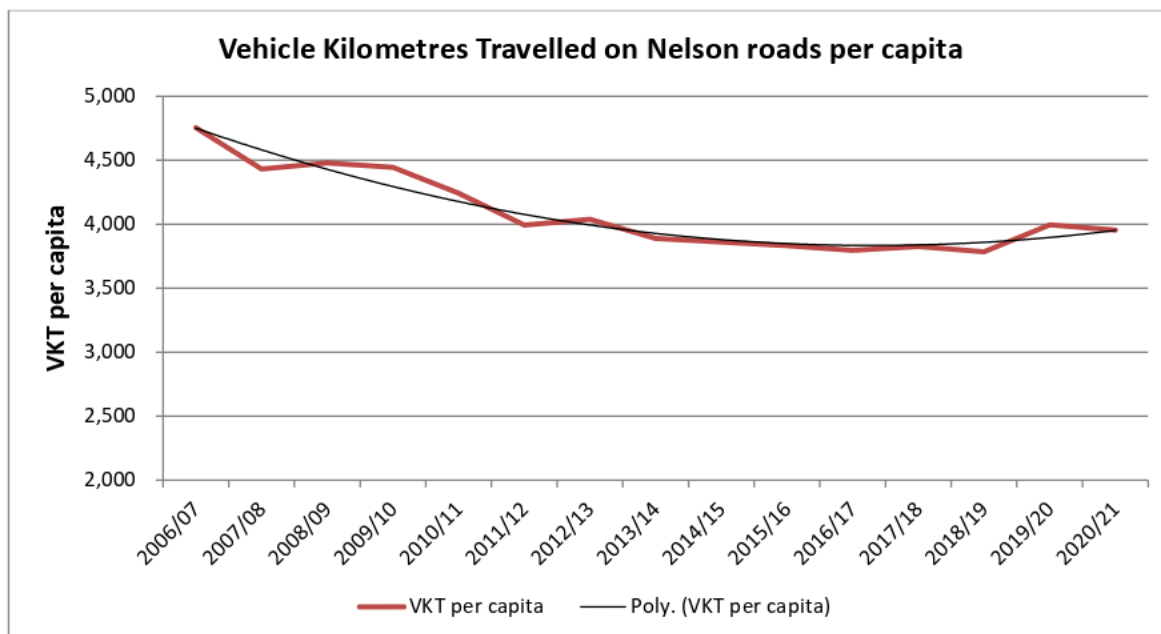


Graph 3.4.1 – Percentage of Vehicles with more than One Occupant¹²

The average occupancy during the peak period is shown by the bold green line in the graph 3.4.1 above. The average percentage of vehicles across all routes with more than 1 occupant was 21.2%, (21.6% in 2019/20) therefore 79.8% (79.4% in 2019/20) of all vehicles had only 1 occupant. The average percentage of vehicles with more than one occupant in 2014/15 was 25%. These results may be affected by the Covid19 pandemic restrictions in 2020.

The measure simply reflects observations of vehicle occupancy and is not linked to any registered carpooling or ride share scheme.

¹³ A1657148 Vehicle Kilometres Travelled



Graph 3.4.2 – Vehicle Kilometres Travelled on Nelson Local Roads per Capita¹³

The total local road network vehicle kilometres travelled (VKT) increased to 216 million VKT between 2019/20 and 2020/21, previously this was static at 199 million VKT between 2017/18 and 2018/19. The increase reflects traffic growth on the overall local road network.

The annual monitoring of the arterial traffic volumes shows a decrease in traffic volumes in 2020 as shown in figure 3.4.3 below. This maybe ongoing effects of the Covid shutdowns. There is also a gap in the data because there were no traffic counts on Waimea Road from January to October 2020 due to the Clarence Drive intersection construction.

The vehicle kilometres per capita is 3,955km in 2020/21 assuming the population increase from 53,600 to 54,700. The vehicle kilometres per capita was 4,039km in 2012/13, so the 2020/21 result is a reduction in vehicle kilometres per person.

There was a correction to the traffic estimation reporting in 2019/20 (refer 2019/20 report). There may also need to be a review of how population is managed to understand how Richmond population and traffic growth are influencing this reporting.

¹³ A1657148 Vehicle Kilometres Travelled

Item 7: 2020/21 Annual Monitoring Report on the Regional Transport Plan 2015-21:
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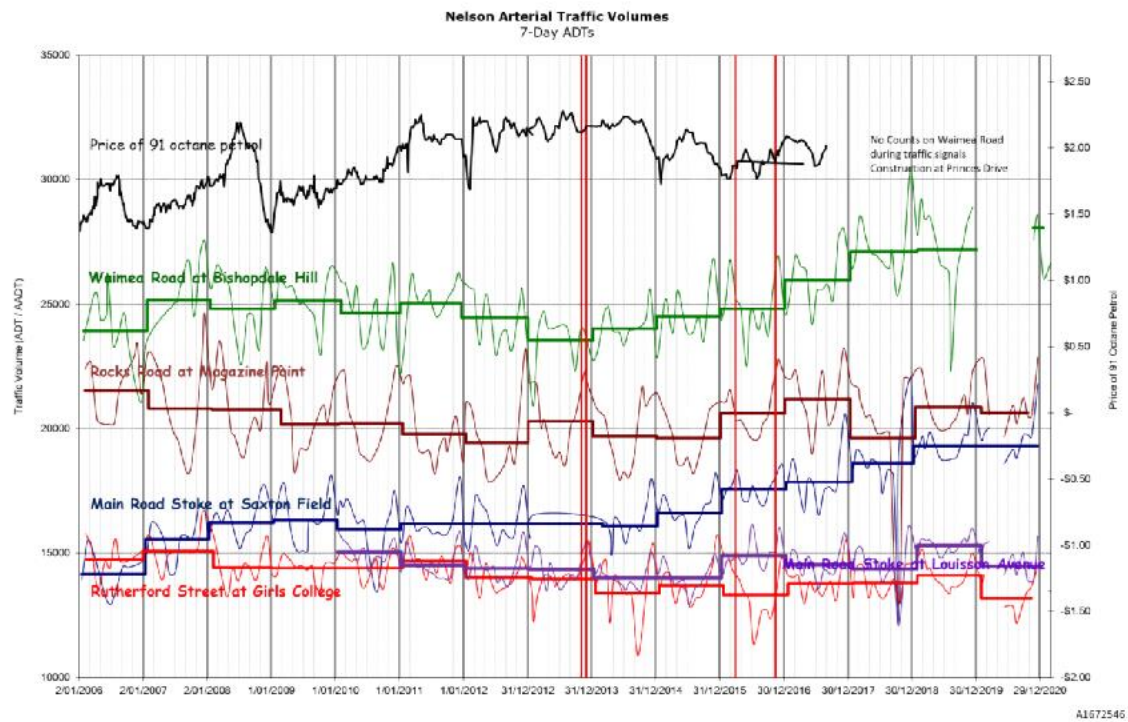


Figure 4.3.3 Arterial Traffic Volumes

Waka Kotahi Update

1. Purpose of Report

- 1.1 To provide the Committee with the Waka Kotahi regular update.

2. Recommendation

That the Regional Transport Committee

- 1. Receives the report Waka Kotahi Update (R26181) and its attachment (A2748059).***

3. Background

- 3.1 This report provides an update from Waka Kotahi on a variety of issues (refer to Attachment 1).
- 3.2 Waka Kotahi representatives will be in attendance at the meeting to answer any questions and to provide any update further to their report.

Author: Margaret Parfitt, Manager - Transport and Solid Waste

Attachments

Attachment 1: A2748059 Waka Kotahi Update to Sept 2021 Nelson RTC [↓](#)

Regional Transport Committee

Nelson
28 September 2021

A2748059



New Zealand Government

National Land Transport Programme

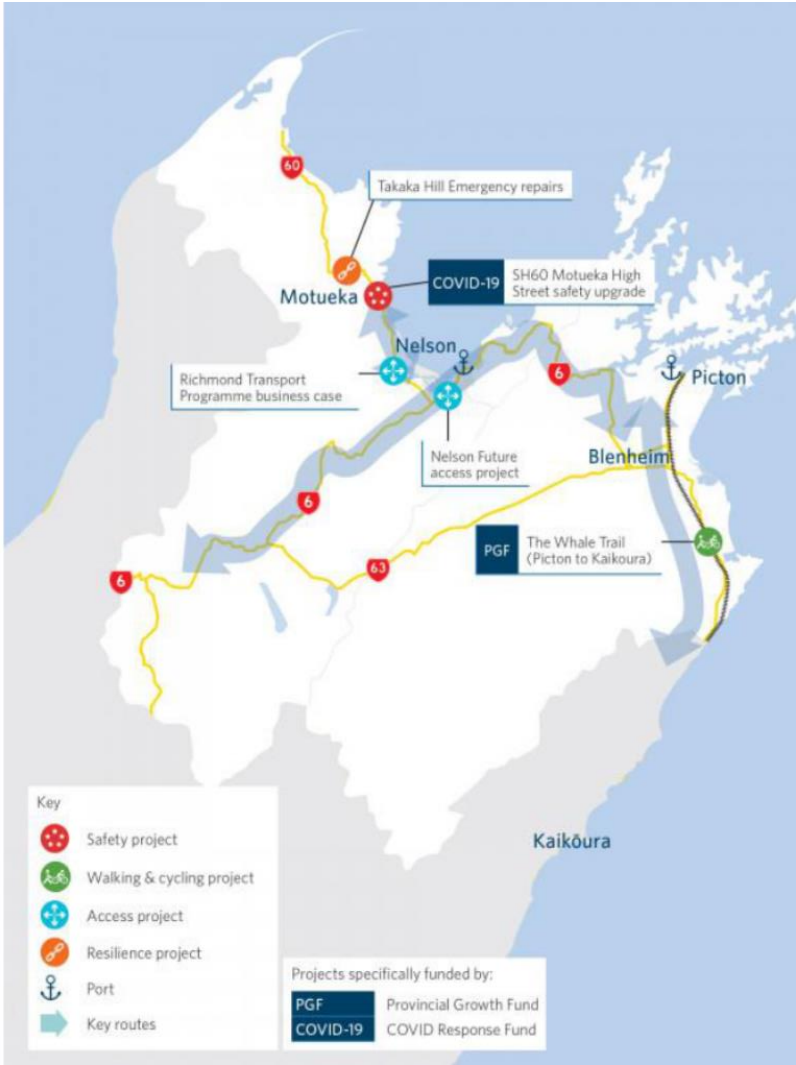
- Record \$24.3 billion investment in the land transport system in line with the Government Policy Statement 2021 (GPS).
- Investment increased 44% compared to 2018–21.
- The National Land Transport Fund and our co-investment partners will contribute \$20.4 billion:
 - \$15.6 billion from the NLTF (estimated), including \$2 billion of financing
 - \$4.8 billion of local share
 - \$800 million of Crown funding to help fund the Rail Network Investment Programme, and
 - \$2.5 billion Crown funding managed alongside the NLTP for the New Zealand Upgrade Programme and the Provincial Growth Fund.



Top of the South

Investment Highlights for 2021-2024

- Completion of the Richmond Transport Programme Business Case, in response to the traffic growth through and around Richmond
- Completion of the Detailed Business Case for the Nelson Future Access Project
- Completion of SH60 Tākaka Hill repair damage from Cyclone Gita
- Safety improvements and speed review on SH1 Inland Alternative Route, Maruia to Renwick
- Speed review on SH1 Blenheim to Seddon
- Continued progress on the Whale Trail, a 160km off-road cycle trail connecting Picton and Kaikōura. This is funded through the Provincial Growth Fund



Top of the South in a nutshell

2021-24 investment overview

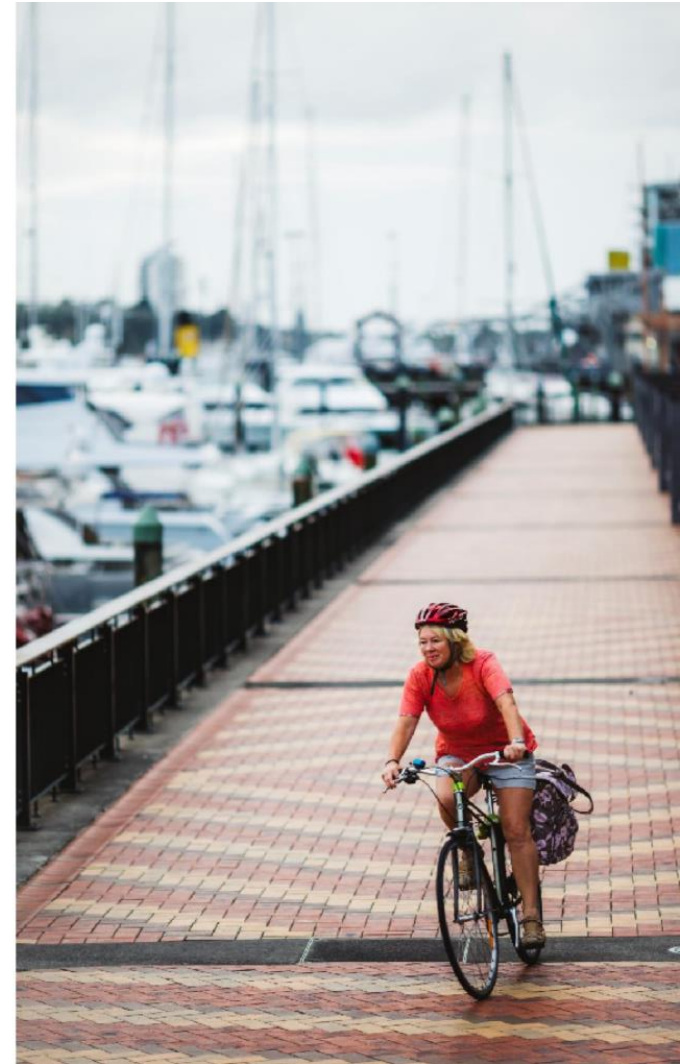
- \$289 million forecast total investment in the region's land transport system:
 - \$212 million for maintenance and operations
 - \$13 million towards public transport
 - \$10 million towards walking and cycling
 - \$22 million towards Road to Zero initiatives
- 84% of the Tasman Regional Land Transport Plan has been funded.
- 89% of the Marlborough Regional Land Transport Plan has been funded.
- 81% of the Nelson Regional Land Transport Plan has been funded.



Addressing the issues that matter

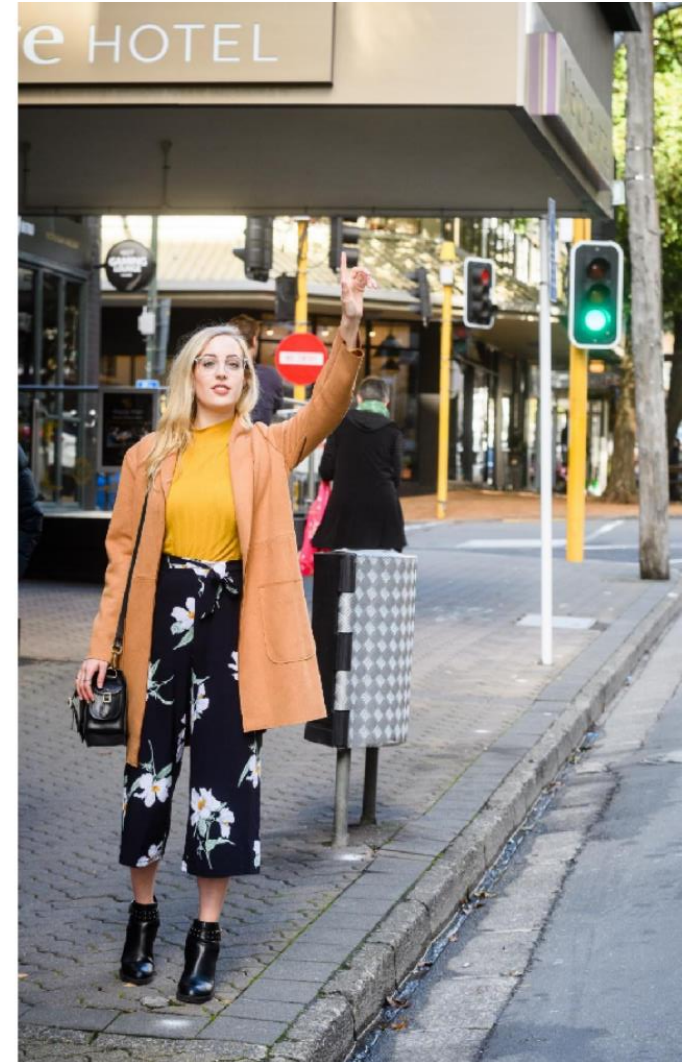
GPS strategic priorities

- We are investing in a balanced portfolio of across New Zealand in line with strategic priorities set by the Government.
- We have worked closely with our local government partners who developed high quality regional transport plans with their communities for this NLTP.
- We have addressed issues that matter to the users and funders of the transport network, such as:
 - maintenance
 - sustainability
 - safety, and
 - efficient access.



Funding overview

- \$6.9 billion, a third of the investment, will go towards:
 - maintaining,
 - renewing and
 - building greater resilience into our existing network.
- More than 28% of the investment will go towards public transport and walking and cycling:
 - \$4.9 billion for public transport services and infrastructure, and
 - \$924 million for cycling and walking.
- \$3.9 billion will be invested in state highway and local road improvements.
- \$2.9 billion will be invested in safety initiatives.



Additional funding

Crown financing of up to \$2 billion as a debt facility

- Investing in maintaining local roads and state highways at existing levels of service.
- Investing in more walking and cycling projects.
- Investing in climate change resilience and adaption.
- Improving public transport services and fund new infrastructure, particularly in Auckland and Wellington.
- Supporting growth in Porirua, Hutt Valley and Tauranga
- Supporting KiwiRail's purchase of new ferries with improved port access in Picton and Wellington.
- Develop an investment pipeline for climate change adaptation, resilience improvements and state highways.



Key activity class detail

Local roads and state highways

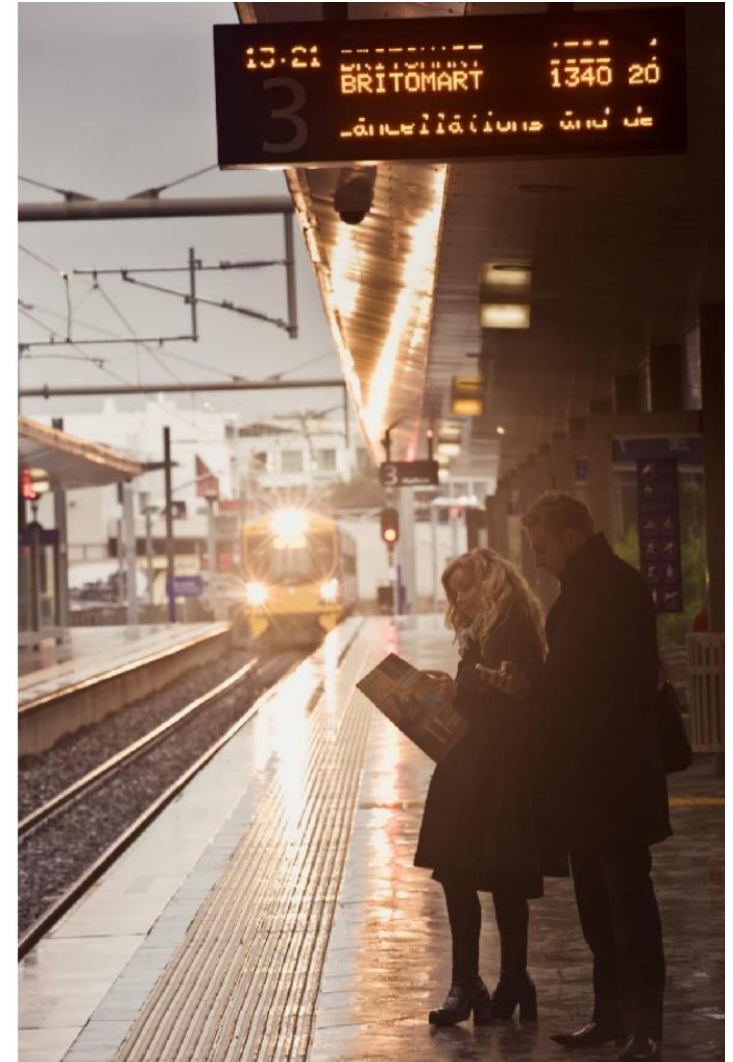
- Maintenance:
 - \$4.2 billion investment in local roads,
 - and \$2.8 billion investment state highway network.
- More than \$3.9 billion invested in local road and state highway improvements:
 - \$1.25 billion in local roads.
- In 2021-24, we'll complete major freight improvements:
 - Te Ahu a Turanga, and
 - Puhoi to Warkworth motorway extension.



Key activity class detail

Public Transport Services and Infrastructure

- \$4.9 billion across New Zealand on public transport
 - \$2.6 billion on maintaining public transport services – improving safety and reducing travel times.
 - \$2.3 billion on key public transport infrastructure.
 - Support for the National Ticketing Programme to deliver an integrated ticketing network nationwide.



Item 8: Waka Kotahi Update: Attachment 1

Key activity class detail

Walking and cycling

- \$924 million is being invested nationwide, which includes:
 - Auckland's Urban Cycleways Programme
 - Let's Get Wellington Moving
 - Urban Form and Transport Initiative projects in Tauranga, and
 - Christchurch's Major Cycleways.
- Walking, cycling and micro mobility, such as electric scooters, numbers are growing nationwide:
 - numbers of cyclists are up 15% in Wellington compared to 2020.



Key activity class detail

Road to Zero

- A new activity class dedicated to a 40% reduction in road deaths and serious injuries by 2030.
- \$2.9 billion investment, which includes:
 - safety infrastructure
 - speed management,
 - road policing,
 - road safety promotion, and
 - system management

WAKA KOTAHI



Item 8: Waka Kotahi Update: Attachment 1

Key activity class detail

Rail network and coastal shipping

- \$1.3 billion to support New Zealand's rail network to move more people and freight:
 - new investment to progress rapid transit projects in Auckland and Wellington
 - \$505 million for transitional rail projects started under the previous NLTP.
- Coastal shipping is a new activity class, a \$30 million investment will focus on building a more:
 - resilient
 - sustainable, and
 - competitive domestic coastal shipping sector.



Conclusion

Wrapping up investment for 2021-24

- New Zealand's economy relies on having access to a:
 - safe
 - reliable, and
 - resilient transport network that is transitioning to be sustainable.
- We have put together a plan that focuses on:
 - safety
 - Usability, and
 - resilience of our land transport network for future generations.
- This programme of work is vital for the success of New Zealand.



Road to Zero

Annual Monitoring Report 2020

- Highlights over the past year include:
 - 16% decrease in rate of deaths and serious injuries in 2020 compared to 2018
 - Introduction of the Land Transport (Drug Driving) Amendment Bill
 - Public consultation on the Accessible Streets package of rule changes
 - The Land Transport Amendment Act 2020, which enables the Setting of Speed Limits Rule
 - Launch of the Safe Vehicles programme
 - Delivering national road safety advertising programmes and training



Road to Zero

Public awareness campaign

- We are developing a major public awareness campaign to start a new type of conversation about road safety,
- We're aiming to:
 - disrupt complacent attitudes, and
 - acceptance about people dying and being seriously injured on our roads.
- The campaign will be the first time Road to Zero will be introduced at scale to the general public.
- Scheduled to go live in January 2022, we will share more information as we continue developing the campaign.



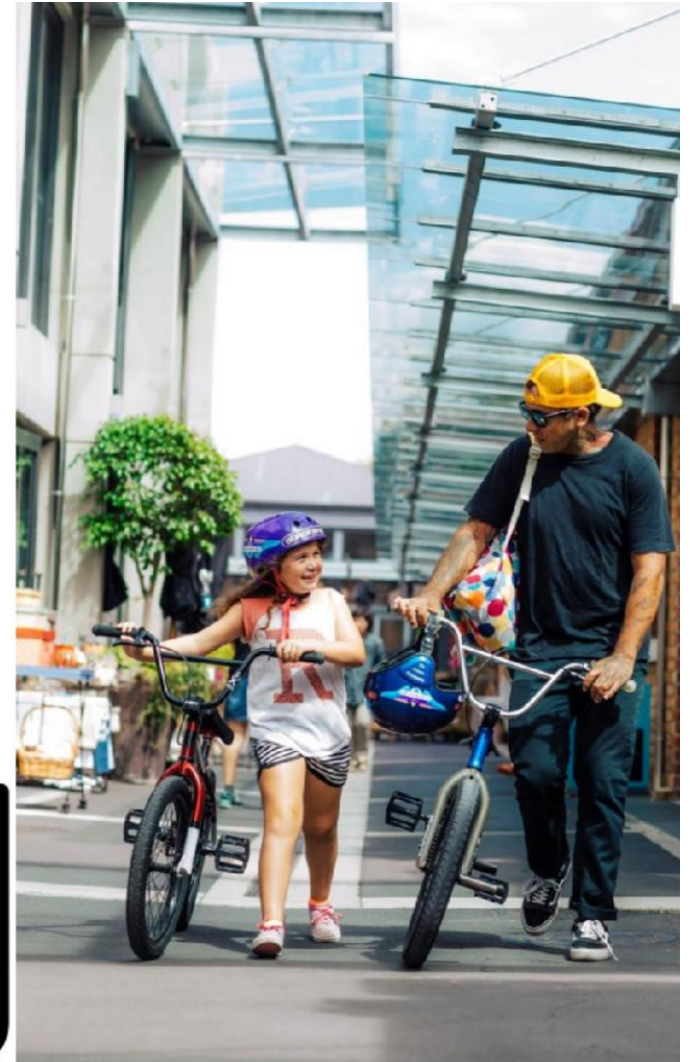
Item 8: Waka Kotahi Update: Attachment 1

Delivering Broader Outcomes

Partnering with Māori and Pasifika businesses

- Our Broader Outcomes strategy looks beyond the immediate outputs of projects and considers:
 - additional outcomes, and
 - positive impacts that can be achieved for communities.
- We are working with Amotai suppliers in the following areas:
 - the New Zealand Upgrade Programme
 - iwi consultancy
 - traffic control
 - publishing, and
 - marketing and media.

WAKA KOTAHI

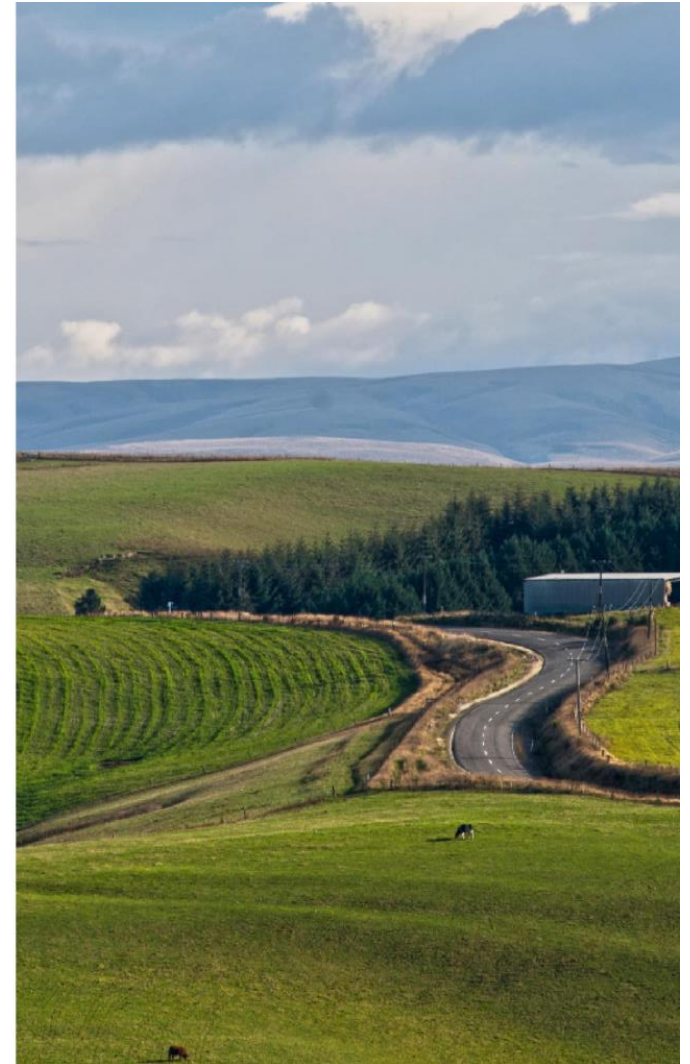


Item 8: Waka Kotahi Update: Attachment 1

Te Hiringa o te Taiao

Our resource efficiency strategy

- We want to:
 - lower our energy usage and emissions
 - increase our use of recycled materials
 - cut the amount of waste we produce, and
 - reduce the use of virgin materials.
- Te Hiringa o Te Taiao includes:
 - actions and milestones for the short to medium term to deliver on objectives, and
 - developing and implementing a policy to embed resource efficiency in all our construction and maintenance activities.

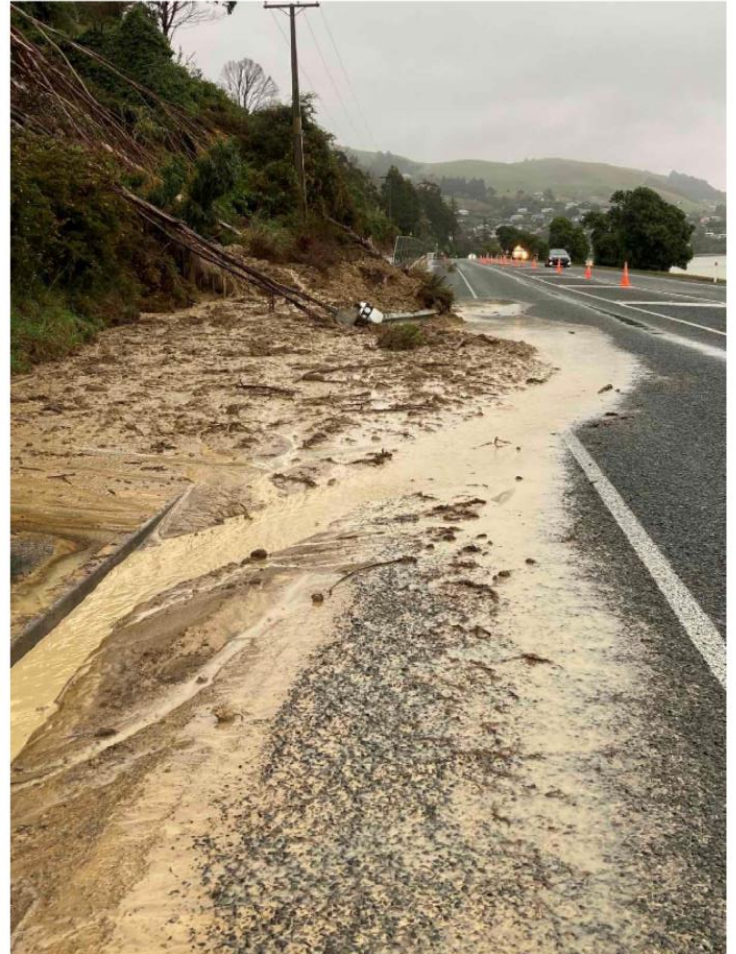


Nelson Updates

September 2021



Rocks Rd repairs in progress 20th July



Atawhai slip 27th August

Nelson Future Access Project - Summary

- Summary of second phase of community engagement (May to June 2021) published on 25 August.
- There were many themes, but some key ones include: support for walking and cycling safety and connectivity; support for improved bus services; support for Parkers Road intersection upgrade; support for lower speeds; support for Rocks Road shared path; concern from Tahunanui about impact of proposed measures on their community.
- Next steps : Continue to refine the Preferred Proposal with information gathered from both the community and technical reviews.
- Seek endorsement of the business cases Recommended Proposal from both Council and the Waka Kotahi Board through the last quarter of 2021.
- The Richmond Programme Business Case (mentioned on page 9 of this document) aligns well with the Nelson Future Access project. Both the Richmond PBC and the Nelson Future Access project look at improving existing roads and focus on making it easier for people to walk, cycle or take public transport.
- The Richmond PBC considers the transport network from within central Richmond and also extends out along the Waimea Plains from Wairoa River to the south, Waimea River to the north and Champion Road to the east.
- We have recently received feedback from Nelson and Tasman residents on the emerging staged programme for the Richmond PBC. We are now reviewing the feedback and we will publish a summary of the feedback in the coming months. We are intending to complete the PBC within the fourth quarter of 2021.

Nelson Regional Update

Activity	2021 – 25 NLTP	Key date(s)	Progress	Council(s) impacted	Commentary
Nelson / Tasman State highway maintenance, operations and renewals	\$53.5M	Ongoing	Green	Nelson CC Tasman DC	<ul style="list-style-type: none"> Ongoing maintenance and operations Planning for next years reseals, including:- <ul style="list-style-type: none"> Haven Rd & Rocks Rd (after NCC undertake SW improvements) Whakatu Drive remedial shape correction
Richmond PBC	tba			Nelson CC Tasman DC	<ul style="list-style-type: none"> Over 330 people attended the community events, approximately 1400 people visited our online feedback site and left 657 comments and 95 people completed the online survey. We have also received approximately 40 posted survey submissions and approx. 55 people emailed submissions. We are now reviewing the feedback and we will publish a summary of the feedback in the coming months. Intending to complete the PBC within the fourth quarter of 2021.



Regional Transport Committee



28 September 2021

REPORT R26022

Public Transport Update

1. Purpose of Report

- 1.1 To update the Regional Transport Committee (RTC) on several issues regarding Public Transport.

2. Recommendation

That the Regional Transport Committee

- 1. Receives the report Public Transport Update (R26022); and***
- 2. Notes the conditions for carriage of Pets on Public Transport as listed under section 4.8 of report R26022 for the purposes of a trial period; and***
- 3. Notes payment of the Living Wage to Bus drivers will require consideration of additional funding in Year 2 of the Long Term Plan 2021-31; and***
- 4. Notes that a Memorandum of Understanding between Nelson City and Tasman District Councils regarding joint future public transport management is under development and will be brought to a future Regional Transport Committee meeting before the new contract is in place.***

3. Background

- 3.1 Feedback from the public consultation of the Regional Public Transport Plan (RPTP) was considered in the deliberations report that came to the RTC on 29 June 2021. The RPTP was adopted by Council on 1 July 2021 and submitted to Waka Kotahi on 2 July 2021. Response letters to all submitters were sent out in August 2021.

Item 9: Public Transport Update

- 3.2 Several actions are signalled in the RPTP and this report provides the RTC with an update on those matters and recommendations to enable progression of those actions.

4. Discussion

Funding

- 4.1 The National Land Transport Fund (NLTF) has been announced in two parts. In early August 2021, Waka Kotahi advised of funding support for the existing public transport services. The funding allocation provided included a nominal amount to cover any fare revenue shortfalls or extra costs due to COVID-19. Since the August announcement, recent COVID-19 Alert Level 4 and 3 shutdowns have significantly affected public transport patronage and the required cleaning regime.
- 4.2 Waka Kotahi has advised that any additional costs, and fare revenue shortfall will be subsidised at the normal Funding Assistance Rate (FAR) (51%). This differs significantly from the last time New Zealand was at Alert levels 4 and 3 when the shortfall was 100% met by Waka Kotahi.
- 4.3 In early September 2021, Waka Kotahi announced public transport improvement funding was approved in part. Nelson City Council's (NCC) funding request was met for improvements as outlined in the RPTP from year 3, but part of Tasman District Council's (TDC) was initially declined in error. Officers have been in discussion with TDC and Waka Kotahi to discuss this and it is likely additional to TDC funding will be approved.

Travelling with Pets

- 4.4 In past years through the service request system, and most recently through the submission to the draft RPTP, requests have been made to allow the carriage of some pets on public transport.
- 4.5 Officers have held discussions with the current operator and have researched other Public Transport Authorities (PTAs) position on this.
- 4.6 Many PTAs, including Environment Canterbury, Northland, and Auckland Transport (AT) currently only allow disability assist dogs and disability assist dogs in training on buses under the supervision of their owner/caregiver. Other pets are not allowed. AT does allow pet travel on trains. In discussion with other PTA officers around the country, it is apparent that some are contemplating relaxing the pet travel ban.
- 4.7 Some PTAs, including Greater Wellington Regional Council (GW) and Hawkes Bay, allow pets to be carried in buses under certain conditions. Dunedin and Queenstown will be allowing pets to be carried on buses from September this year. The current Nbus operator has signalled that it is agreeable to a trial allowing the carriage of pets in a manner aligned with the GW practice.

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- 4.8 Officers have replicated the GW conditions as it could apply to the Nelson-Tasman Nbus service for a trial period. The proposed conditions are listed below.

A person may travel on our Nbus vehicles with their certified disability assist dog in accordance with the Dog Control Act 1996.

Living Wage

- 4.9 In May 2021, Waka Kotahi wrote to all PTAs indicating Government has an expectation that bus drivers on services contracted by PTAs should be paid a minimum base rate that is at least equivalent to the Living Wage as determined by Living Wage Aotearoa. Waka Kotahi indicated it would be providing additional funding to help meet any consequential new costs. This funding would be at the standard FAR of 51%.
- 4.10 NCC included a provisional sum of \$38,000 in the Long Term Plan (LTP) to enable this payment to be made once negotiations with the operator were settled and a \$14,000 contribution from TDC was anticipated.
- 4.11 Negotiation with the public transport contractor has progressed and it has agreed to increasing drivers' wages. Through the process of negotiation, some additional costs have been identified that were not included in the initial figure included in either the RPTP or the LTP. The initial provisional sum was based on drivers operating hours only and excluded the effect of applying the living wage rate to annual leave, sick leave, and kiwi saver contributions.
- 4.12 The operator has agreed to cover additional cost incurred for hours required to keep drivers trained and appropriately licensed, (first aid/ medical testing/ cycle awareness driver training etc).
- 4.13 The figure included in the LTP was an annual figure and will be sufficient to meet the 2021-22 costs if the change is made from 1 January 2022, but will require revision for future years. A further increase of approximately \$22,000 will be required from NCC which will attract a 51% FAR. An equitable additional \$8,000 from TDC will be required.
- 4.14 In May 2021, Waka Kotahi indicated that more detailed guidance on its position on future indexation adjustments would be provided in due course, but, to date, no advice has been received. Because of that uncertainty it is officers' intention to, at this stage, pay the operator a separate payment to enable the living wage to be paid from 1 January 2022 rather than alter the contract price that will be subject to indexation.
- 4.15 The Living Wage requirement will be included in the new contract.

Total Mobility

- 4.16 The Total Mobility subsidy increase came into effect on 1 July 2021, which raised the maximum subsidy from \$10 to \$15 per trip. All Total

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Mobility contracts with agencies and operators were updated to reflect this.

Improvement programme – new contract

- 4.17 The RPTP proposes a more regionally integrated service with increased funding coming from TDC to support bus services from the wider Tasman area, and to support increased bus frequency on Routes 1 and 2 between Nelson and Richmond. The new public transport contract will be procured and managed by NCC.
- 4.18 To that end, officers are developing a Memorandum of Understanding between the two Councils that will cover arrangements for operational contract management including contract variations (and the subsequent impact on costs), promotion, patronage reporting and planning any future growth of the service. This will be brought to a future RTC meeting.
- 4.19 A number of workstreams are being progressed in preparation for the procurement of the new contract. This includes development of the Public Transport Procurement Policy as required by Waka Kotahi, the detailed work on timetable scheduling, and routes, the latter of which will include some further community engagement. Funding for a permanent position to assist with this public transport work has been approved through the RLPT activity and recruitment is planned to commence in the coming weeks.

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Attachments

Nil