

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

Date: Friday 10 February 2023
Time: 2.00 pm
Meeting Room: Council Chambers
Venue: Tasman District Council
189 Queen Street, Richmond
Zoom conference link: <https://us02web.zoom.us/j/84581367833?pwd=UG5QNVBQM0w0SIBvWVFhS1VxbitHdz09>
Meeting ID: 845 8136 7833
Meeting Passcode: 521241

Joint Nelson Tasman Regional Transport Committee

Komiti Te Kawenga Rohe o Tasman

AGENDA

MEMBERSHIP

Members	Deputy Mayor S Bryant (Tasman District Council) Cr B Dowler (Tasman District Council) Ms E Speight	Mayor N Smith (Nelson City Council) Deputy Mayor R O'Neill-Stevens (Nelson City Council)
Alternate Members	Cr C Butler (Tasman District Council) Cr J Ellis (Tasman District Council)	Cr M Courtney (Nelson City Council) Cr J Hodgson (Nelson City Council)

(Quorum 2 members)

Note: The reports contained within this agenda are for consideration and should not be construed as Council policy unless and until adopted.

Contact Telephone: 03 543 8578
Email: tara.fifiel@tasman.govt.nz
Website: www.tasman.govt.nz

AGENDA

1 OPENING, WELCOME, KARAKIA

2 APOLOGIES AND LEAVE OF ABSENCE

Recommendation

That apologies be accepted.

3 DECLARATIONS OF INTEREST

4 PUBLIC FORUM

Registration is required to speak at public forum. You can register [here](#)

5 CONFIRMATION OF MINUTES

That the minutes of the Joint Nelson Tasman Regional Transport Committee meeting held on Friday, 2 December 2022, be confirmed as a true and correct record of the meeting.

6 PRESENTATIONS

6.1 Waka Kotahi (NZTA) Update 4

7 REPORTS

7.1 Proposed Revisions to Committee Terms of Reference 21

7.2 Public Transport Update 33

8 CONFIDENTIAL SESSION

Nil

7 CLOSING KARAKIA

6 PRESENTATIONS

6.1 WAKA KOTAHI (NZTA) UPDATE

Report To: Joint Nelson Tasman Regional Transport Committee
Meeting Date: 10 February 2023
Report Author: Tara Fifield, Executive Assistant - Service and Strategy
Report Number: RTRTC23-02-1

PRESENTATION

Ms Emma Speight from Waka Kotahi (NZTA) will provide an update to the Committee.

Appendices

1. Waka Kotahi presentation 5

Regional Transport Committee

Presentation to combined Tasman /
Nelson Regional Transport
Committee

10 February 2023



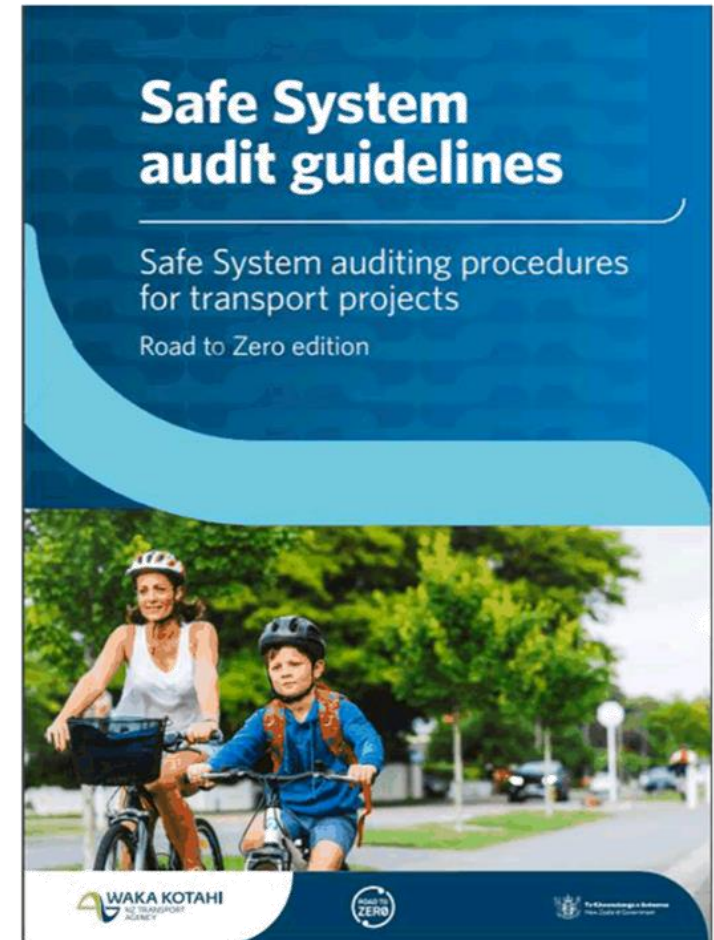
New Zealand Government

Safe System audit guidelines

New Safe System audits for transport projects in New Zealand guidance – replacing the existing road safety audit procedures for projects guideline released in May 2013.

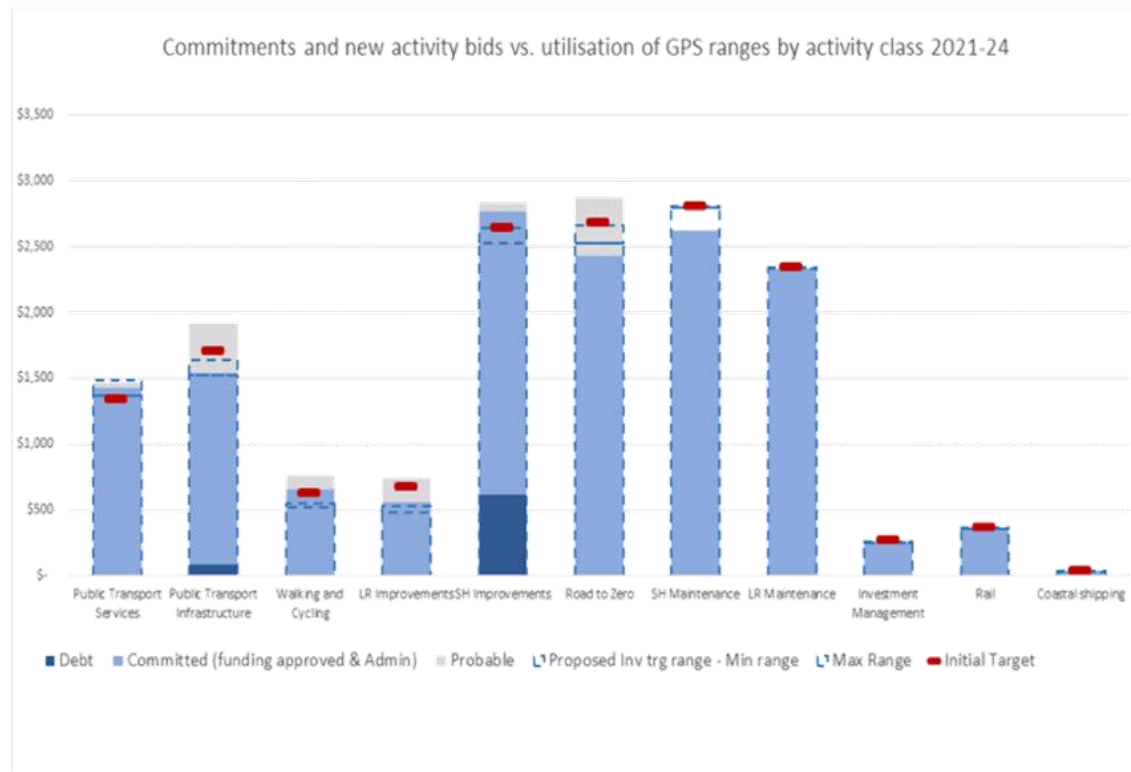
- Provides an improved approach to system level thinking.
- Recognises how the different components of our transport projects influence crash likelihood, risk and injury severity outcomes.
- Simplifies two different assessment/audit guidelines into a single Safe System audit
- Incorporates the Safe System assessment, driving better value for money and improved road safety outcomes.

Virtual training courses are available - Waka Kotahi will provide financial support to local government staff to attend <https://www.nzta.govt.nz/safety/partners/road-to-zero-resources/vision-zero-learning/>



NLTP activity classes

- Five activity class investment targets for the 2021-24 NLTP have been reviewed in line with forecast funding demand.
- There continues to be delays with the start of projects and/or delivering at a closer rate than forecast.
- The new targets reflect this and our lower than forecast revenue from the NLTF.
- We can fund the current programme – but unlikely to have funding available for any new projects this NLTP.
- Important project teams regularly review work programmes and project forecasts



Motorcycling safety events

Shiny Side Up is back on tour in 2023, with 10 motorcycle safety-focused events around the country - including Nelson.

- Aligned with the ACC Motorcycle Safety Strategy and Road to Zero.
- Focus is engaging with motorcycle riders around how to keep themselves safe and promoting Ride Forever coaching (an ACC-initiative).
- Talk Series event at Nelson Classic Car Museum on Thursday 16 February, from 6pm – 9pm.
- Please come along and/or help us promote the event.
- Visit www.shinysideup.co.nz for more information.

WAKA KOTAHI



SHINY
Talk Series
SIDE UP

Where Riders' Questions Get Answered

A series of presentations by the Shiny Side Up tech gurus and personalities. A must for all bikers and a great chance to meet fellow riders. Enjoy some light refreshments and hear from the experts.

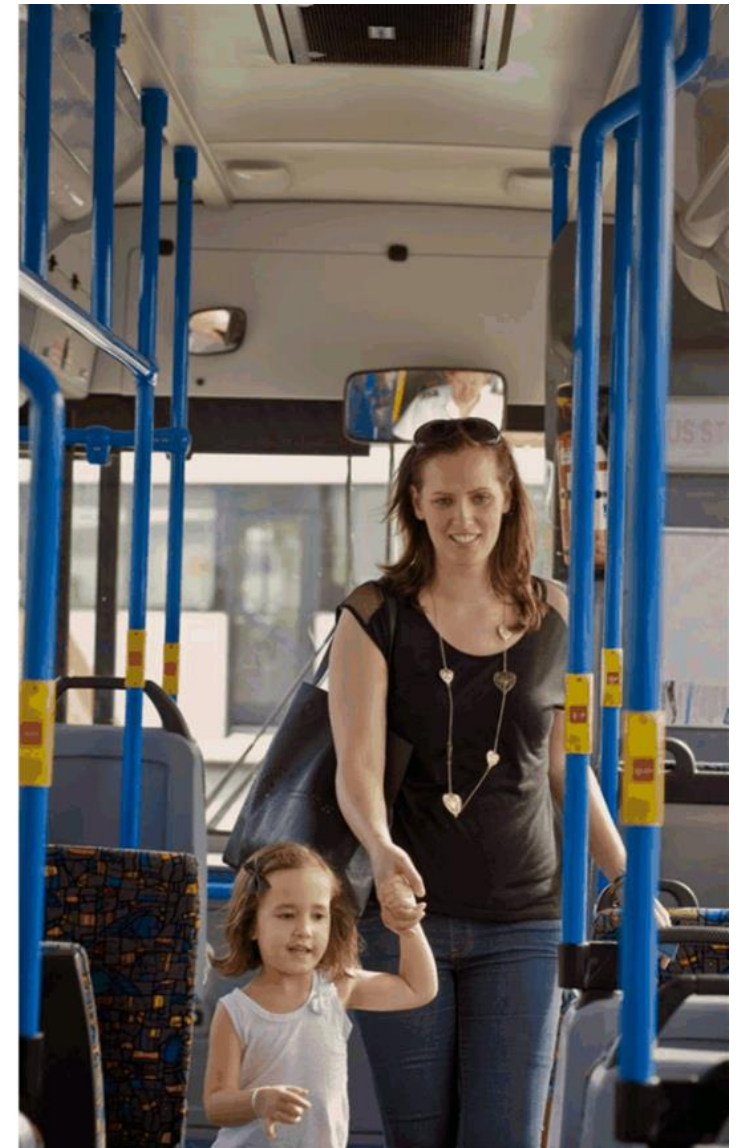
<p>Invercargill Fri 10 Feb Transport World 491 Tay Street 6:00pm - 9:00pm</p>	<p>Queenstown Tue 14 Feb Lake Hayes Pavilion 719 Lake Hayes-Arrow Junction Hwy 6:00pm - 9:00pm</p>
<p>Nelson Thu 16 Feb Nelson Classic Car Museum 95 Quarantine Road 6:00pm - 9:00pm</p>	<p>Napier Wed 22 Feb Napier War Memorial Centre 48 Marine Parade 6:00pm - 9:00pm</p>
<p>Gisborne Thu 23 Feb Lawson Field Theatre 7 Fitzherbert Street 6:00pm - 9:00pm</p>	<p>Whanganui Wed 01 Mar Whanganui War Memorial Centre Watt Street 6:00pm - 9:00pm</p>
<p>Rotorua Thu 02 Mar Millennium Hotel, Mokoia Room 1270 Hinemaru Street 6:00pm - 9:00pm</p>	<p>Auckland Sat 04 Mar Fickling Convention Centre 546 Mount Albert Road Breakfast 8:00am - 11:00am</p>

For more information visit www.shinysideup.co.nz

Logos: RIDE FOREVER, ACC, ROAD TO ZERO

National Ticketing Solution

- In October 2022, Waka Kotahi and our partners signed a contract with Cubic Transport systems to deliver a National Ticketing Solution for public transport across the country.
- When implemented customers will be able to pay for public transport using contactless debit or credit cards, digital payment methods like Apple Pay or Google Pay, or a pre-paid transit card.
- The payment system will be convenient, easy-to-use, and offer a consistent customer experience to make it more attractive for Kiwis to use public transport.
- Through improved access and increased patronage of public transport, roads will become less congested, safer and we will reduce our emissions.



Driver Licensing Improvement Programme (DLIP)

DLIP is a cross-agency initiative led by Waka Kotahi and established in mid-2022 to improve access, equity, safety and wellbeing across the driver licensing system.

The work includes:

- Identifying barriers to accessing or progressing through the driver licensing system
- Working with stakeholders to address issues and improve access
- Community-based trials to increase practical testing access and testing officer capacity
- Increasing numbers of test routes and expansion of mobile theory testing
- Recommendations and roadmap to Ministers in 2023



Nelson/Tasman Regional Update

February 2023



New Zealand Government

Nelson Regional Update

Activity	Commentary on near to short-term State Highway components
<p>Nelson Future Access – Detailed Business Case</p>	<ul style="list-style-type: none"> • Funding <ul style="list-style-type: none"> ○ For the Rocks Road project, funds in the NLTP cycling and walking activity class are currently committed, but activity classes get regularly reviewed and there remains an opportunity that initial design/consenting funding in this NLTP period could be forthcoming. ○ Waka Kotahi is preparing a funding application to investigate the engineering options of a sea-wall replacement. ○ These investigations put us in a better position to receive funding to progress the Rocks Road walking/cycling project. • Bisley Ave/Tāhunanui Drive southbound lane reinstatement <ul style="list-style-type: none"> ○ This reinstatement proposal is contained within the Nelson Future Access project. ○ Waka Kotahi is progressing work towards a preferred design. ○ In considering the options we are keeping the safety of all road users, including cyclists and pedestrians, front of mind. • Low Cost Low Risk projects <ul style="list-style-type: none"> ○ Planning is underway for the for installation of three pedestrian refuge facilities along Tahunanui Drive and Annesbrook Drive, and a raised safety platform across the entrance to Muritai St. ○ Targeted consultation will commence in the coming months with a view for installation after Easter.
<p>SH6 vegetation control</p>	<ul style="list-style-type: none"> • Preliminary investigations have commenced to determine more acceptable, sustainable and affordable hard and soft options to reduce ongoing maintenance costs. Once completed funding

Tasman Regional Update


Activity	Commentary on near to short-term State Highway components
<ul style="list-style-type: none"> Richmond Programme Business Case 	<ul style="list-style-type: none"> Waka Kotahi is reviewing the short-term recommendations of the PBC alongside planned maintenance works to look at what can be done along the SH6 corridor prior to any work on the Hope Bypass. The Hope Bypass designation is up for review in November 2023. Work has begun to prepare for this application which can be lodged in August 2023. Waka Kotahi is looking at recommendations of the PBC to go into the 2024-2027 SHIP (State Highway Improvement Proposal) Waka Kotahi is working with a core team on the Richmond Plan with a focus on residential intensification and spatial panning to ensure there are synergies with the PBC.
SH65 near Shenandoah Saddle	<ul style="list-style-type: none"> Our contractors provided traffic management support, with Intermittent short duration closures and Stop/Go controls while FENZ manage 50Ha fire – Sunday 21st Jan to Fri 27th Jan.
SH6 Waller St, Murchison	<ul style="list-style-type: none"> The resealing works completed late last year in Murchison has resulted in significant localised flushing. Our contractor has been managing the situation over the hot summer season and are continuing with investigations as to what has caused this failure. Once the cause has been

Regional speed and safety

Activity	Commentary on near to short-term State Highway components																																				
<p>Interim speed management Plan</p>	<ul style="list-style-type: none"> • Consultation on the interim speed management plan closed 12 December 2022. <table border="1" data-bbox="640 387 1323 746"> <thead> <tr> <th>State highway</th> <th>School</th> <th>Existing speed limit (km/h)</th> <th>Proposed new speed limit (km/h) *variable</th> </tr> </thead> <tbody> <tr> <td>6</td> <td>Hira School</td> <td>80</td> <td>80/30*</td> </tr> <tr> <td>6</td> <td>Richmond School</td> <td>50</td> <td>50/30*</td> </tr> <tr> <td>60</td> <td>Golden Bay High School</td> <td>50</td> <td>50/30*</td> </tr> <tr> <td>60</td> <td>Tākaka Primary School</td> <td>50</td> <td>50/30*</td> </tr> <tr> <td>63</td> <td>Lake Rotoiti School (St Arnaud)</td> <td>50</td> <td>50/30*</td> </tr> </tbody> </table> <table border="1" data-bbox="1350 387 2040 632"> <thead> <tr> <th>State highway</th> <th>Reference number (refer to map)</th> <th>Location</th> <th>Description</th> <th>Existing speed limit (km/h)</th> <th>Proposed new speed limit (km/h) *variable</th> </tr> </thead> <tbody> <tr> <td>6</td> <td>1</td> <td>Ellis Street intersection speed zone (ISZ)</td> <td>On SH6, approaching intersection with Ellis Street</td> <td>80</td> <td>80/60*</td> </tr> </tbody> </table> <ul style="list-style-type: none"> • We're considering feedback from this consultation alongside existing information to finalise the interim plan and will share an update in the coming months. 	State highway	School	Existing speed limit (km/h)	Proposed new speed limit (km/h) *variable	6	Hira School	80	80/30*	6	Richmond School	50	50/30*	60	Golden Bay High School	50	50/30*	60	Tākaka Primary School	50	50/30*	63	Lake Rotoiti School (St Arnaud)	50	50/30*	State highway	Reference number (refer to map)	Location	Description	Existing speed limit (km/h)	Proposed new speed limit (km/h) *variable	6	1	Ellis Street intersection speed zone (ISZ)	On SH6, approaching intersection with Ellis Street	80	80/60*
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<p>Ruby Bay bypass wide centre lines</p>	<ul style="list-style-type: none"> • 4km of wide centreline was installed late 2022 to reduce head-on crash risk. • The remaining 3km of Ruby Bay Bypass will be investigated for similar treatment first quarter 2023. • Conversion of the wide centreline to median wire rope barrier is also being considered for funding. 																																				



Tasman – Project Updates

Activity	Key date(s)	Commentary
<ul style="list-style-type: none"> SH60 Waitapu Bridge, Tākaka 	<ul style="list-style-type: none"> Work with MKM will be ongoing 	<ul style="list-style-type: none"> Waka Kotahi is continuing to progress a partnership agreement with Manawhenua ki Mohua regarding ongoing development and maintenance of the Waitapu Landscape Plan' Local reports suggest there have been minimal issues with Freedom Campers over the Xmas period.
<ul style="list-style-type: none"> SH60 High Street Motueka 		<ul style="list-style-type: none"> The works were completed before Xmas, with a final safety audit, and minor snagging outstanding. The new ramped pedestrian crossings are effective in supporting the safe speeds philosophy, while not causing too much vehicle inconvenience.



2022/23 Low Cost / Low Risk Infrastructure

Activity	Commentary
<ul style="list-style-type: none"> SH6 Whakatū Drive (Nelson) shared use path upgrade 	<ul style="list-style-type: none"> SH6 Whakatu Drive shared use path - Investigation and stakeholder and iwi liaison ongoing. Pricing of some works being undertaken to inform decision-making and scope finalisation
<ul style="list-style-type: none"> SH60 Rural Rural School Bus Stop Safety Investigation ongoing 	<ul style="list-style-type: none"> Scope of physical works being developed - focussed on bus signage upgrades and high-use bus stop improvements
<ul style="list-style-type: none"> Sections of shoulder widening SH60 between Parapara and Collingwood, 	<ul style="list-style-type: none"> Construction to be late summer/early autumn

Regional 2022/23 reseal road closures/works

Recent activity	
<ul style="list-style-type: none"> SH60 Tākaka Hill 	<ul style="list-style-type: none"> Up to 15min daytime delays expected while multiple chip sealing works are undertaken Tuesday 7th February to Tuesday 21st February. Overnight closures between Sunday 26th February to Friday 17th March for night-time asphaltting works over multiple sites, every Sunday evening through to Friday mornings with a short opening at 1am each night for queued traffic only.
<ul style="list-style-type: none"> SH60 Takaka 	<ul style="list-style-type: none"> Potential minor disruptions expected over a few days in March for resurfacing works on Commercial St.
<ul style="list-style-type: none"> SH6 Tahunanui and Gladstone Rd SH6 Rocks Rd 	<ul style="list-style-type: none"> Potential minor disruptions (single lane controls) expected from 12th February for two weeks for nightwork resurfacing works through Tahunanui. Similar works and minor disruptions expected for Gladstone Rd late March / early April. Expected Sunday full day-time closure in the 2nd quarter of the year for a tree removal and cliff scaling works. Communications planning is commencing shortly.
<ul style="list-style-type: none"> SH6 Newton Bridge, Upper Buller George 	<ul style="list-style-type: none"> Expect a 4 day full closure for this single lane bridge deck works, likely in March or April. Alternative route is a long diversion (1hr 15mins). Communications planning is underway and engagement will be commencing in the coming weeks.

Nelson Emergency Works

- Aug 22 weather event – SH6 Whangamoia / Rai

- SH6 was opened in just 11 days following the storm to help keep people moving, while more permanent fixes were being completed on the alternative SH63 route.
- The quickly planned seven week recovery works to mitigate the risk of a more prolonged unplanned closure was completed 18 December.
- The works included four significant retaining walls, two large overslips, a 350m realignment and 20 culvert replacements.



Tasman Emergency Works

- Feb 22 weather event
- Wed 29th July rockfall
- Aug 22 weather event

- SH65 Shenandoah drop out – Retaining wall completed, full completion expected in Feb
- SH6 Dellow Bluff underslip – Retaining wall pilling to be completed in early Feb under Stop/Go with some minor traffic delays. For the remainder of the construction, expected April, full two-lane access shall be available. (top photo)
- Dellow's Bluff rockfall – The works to rockbolt and install some netting is ongoing. Monitoring will follow to determine if further works are required later in the year. Full two lane access will be retained. (bottom photo)
- SH60 Birds Hill overslip – Two lane diversion created to minimise delays, geotech investigations are ongoing
- SH6 Birds Hill drop out - Works underway to fill and stabilise underslip. Works expected to be completed by the end of February.



Hei konā mai



New Zealand Government

7 REPORTS

7.1 PROPOSED REVISIONS TO COMMITTEE TERMS OF REFERENCE

Decision Required

Report To:	Joint Nelson Tasman Regional Transport Committee
Meeting Date:	10 February 2023
Report Author:	Dwayne Fletcher, Strategic Policy Manager
Report Number:	RTRTC23-02-2

1 Purpose of Report

- 1.1 This report proposes that the Joint Nelson Tasman Regional Transport Committee (the Committee) request amendments to its terms of reference and delegations, and to that of the Joint Council Committee.

2 Recommendation

That the Joint Nelson Tasman Regional Transport Committee:

1. receives the Proposed Revisions to Committee Terms of Reference report;
2. requests that Nelson City Council and Tasman District Council approves an updated Terms of Reference (Attachment 1) for the Joint Nelson Tasman Regional Transport Committee and as required, an updated Terms of Reference for the Joint Council Committee, to:
 - (a) include a non-voting Te Tau Ihu Iwi representative within the Joint Nelson Tasman Regional Transport Committee;
 - (b) have the Joint Nelson Tasman Regional Transport Committee make its recommendations to the Joint Council Committee, rather than to each Council separately, for the:
 - i. Joint Regional Transport Management Plan;
 - ii. Joint Regional Public Transport Plan; and
 - iii. Joint Speed Management Plan; and
 - (c) have the Joint Nelson Tasman Regional Transport Committee:
 - i. provide governance oversight of public transport planning and operations including the authority to make decisions and approve policies that support operations; and
 - ii. make recommendations for matters outside of its delegations for public transport to the Joint Council Committee, rather than to each Council separately, except for budget changes.

3 Summary

- 3.1 This report proposes that the Joint Nelson Tasman Regional Transport Committee (the Committee) request amendments to its terms of reference and delegations.
- 3.2 These requests are to:
- 3.2.1 include a non-voting Te Tau Ihu Iwi representative within the Committee;
 - 3.2.2 have the Committee make its recommendations to the Joint Council Committee rather than to each Council separately for the Joint Regional Transport Management Plan, Joint Regional Public Transport Plan, and Joint Speed Management Plan; and
 - 3.2.3 have the Joint Nelson Tasman Regional Transport Committee:
 - provide governance oversight of public transport planning and operations including operational policy decision making power; and
 - make recommendations for matters outside of its delegations for public transport to the Joint Council Committee, rather than to each Council separately, except where budget changes are required.
- 3.3 The last two changes will also require changes to the terms of reference for the Joint Council Committee.
- 3.4 Staff will propose these requests to the next Council meetings at Nelson and Tasman. This will include revised terms of reference for approval. A draft tracked changed Terms of Reference for the reflecting the above changes is included as Attachment 1.
- 3.5 At this stage, discussions with Marlborough District Council have indicated that they do not wish to join the joint committee.

4 Background

- 4.1 The requested changes are discussed below.
- 4.2 If supported by the Committee, staff will propose these requests to the next Council meetings at Nelson and Tasman.
- 4.3 If one of the Councils do not agree to one or more of the proposed changes, the current provisions relating to that matter will remain in force.

Iwi representation on the Committee

- 4.4 The Councils are moving to greater Iwi representation within its decision-making bodies. The Committee's current terms of reference limits membership in line with the Land Transport Act specifications for a Joint Committee. However, the Committee can have a non-voting Iwi member, and this is recommended by staff.

Joint Committee of the Nelson and Tasman Councils

- 4.5 At present, recommendations that the Committee makes will be considered separately by Nelson City and Tasman District Councils.
- 4.6 This may undermine the benefits and deliberate intent of coordinated, linked up transport strategic planning and decision making that is expected from having a joint Land Transport Committee. Managing the process is also inefficient and involves considerable administration and coordination between the two councils. Experience has shown that minor

changes sought by separate councils at the last hurdle often creates challenges to successfully concluding the process.

- 4.7 The Joint Future Development Strategy successfully used the Joint Committee of the Nelson and Tasman Councils as its final decision-making body. Staff propose a similar approach be followed for the plans to be developed by the Joint Land Transport Committee.
- 4.8 This would include the Joint Land Transport Plan, Joint Public Transport Plan, and Joint Speed Management Plan.
- 4.9 The Terms of Reference for the Joint Committee will also need to be changed to enable this.

Public Transport governance oversight

- 4.10 The Joint Regional Transport Committee is ideally placed to provide operational oversight of the Council’s joint public transport activities, including making decisions and policies that support operations.
- 4.11 Staff recommend limiting decision making authority to decision that can be made within approved budgets. As such, the delegation would not extend to such things as deciding on a permanent change of route, a permanent change to fares, or a permanent change to timetable.
- 4.12 Budget related decisions will still need or be referred to each Council that is affected for a final decision.

5 Options

5.1 The options are outlined in the following table.

	Option	Advantage	Disadvantage
1.	Seek proposed changes to the Committees’ Terms of Reference	<p>Will remove ambiguity in relation to key planning processes.</p> <p>Enables Iwi involvement in decision making and in a way that is consistent with other council committees.</p> <p>Provides joint governance oversight of public transport, being a pan-regional service</p>	The main downside of the changes proposed are that the councillors that are not in the committee may feel like they cannot meaningfully influence important transport planning and associated decisions. This risk must be mitigated by regular updates and/or joint workshops.
2.	Seek some but not all of the changes proposed to the committees’ Terms of Reference	The relevant advantages from option 1, where they still apply depending on the changes supported.	Generally, the same as option 1.
3.	Do not seek any of the proposed changes to the committees’ Terms of Reference	Each council will retain autonomy of decision making that affects its region.	<p>Retain the risk of disconnected decision making. Processes will be more time consuming to manage.</p> <p>Loss of valued Iwi input into strategic land transport decision making and lack of consistency.</p>

5.2 Option 1: *Seek proposed changes to the Committees' Terms of Reference is recommended.*

6 Strategy and Risks

- 6.1 The proposals in this report will more closely link strategic planning and decision making across the two councils and reduce the risk of inconsistent decision making and planning.
- 6.2 The key risks associated with these is that councilors not represented on the committee will be more removed from some of the information presented to, and decisions made or recommended by, the committee – particularly for public transport. The key mitigation proposed to address this is to ensure regular updates and workshops with other councillors and to retain final decision making with the Councils for matters that impact budgets.

7 Policy / Legal Requirements / Plan

- 7.1 The power of Council to establish committees (including the joint Council committee and Joint Land Transport) to undertake its functions is outlined in section 30, Schedule 7 of the Local Government Act 2002. Terms of reference are agreed for each committee that outline their areas of responsibility and delegations.
- 7.2 The current terms of reference for the Joint Council Committee and Joint Land Transport Committee will need to be changed to reflect the recommendations in this report.
- 7.3 Staff will seek approval of the recommendations in this report, and updated TOR, at the next full Council meetings at Nelson and Tasman.

8 Consideration of Financial or Budgetary Implications

- 8.1 There are no material financial impacts resulting from the decisions sought in this report. However, there will be a modest cost associated with an lwi advisory member.

9 Significance and Engagement

- 9.1 This report is focused on the Committee's responsibility and delegations are of low significant to our community. The plans that the Committee will develop are of medium to high significance and will need to involve wide public consultation later this year.

	Issue	Level of Significance	Explanation of Assessment
1.	Is there a high level of public interest, or is the decision likely to be controversial?	Low	Public interest in the changes to the TOR for the Joint Committee is likely to be very low. The focus of the proposed changes is mainly on efficient and linked up decision making.

	Issue	Level of Significance	Explanation of Assessment
2.	Are there impacts on the social, economic, environmental or cultural aspects of well-being of the community in the present or future?	No	Not from the decision, in of itself, to change the TOR of the Joint Committee.
3.	Is there a significant impact arising from duration of the effects from the decision?	No	It is a straightforward process to change the TOR in the future, if needed.
4.	Does this activity contribute or detract from one of the goals in the Tasman Climate Action Plan 2019 ?	Yes (contribute)	Providing efficient governance oversight of the public transport activity.
5.	Does the decision relate to a strategic asset? (refer Significance and Engagement Policy for list of strategic assets)	Yes (Tasman)	The roading network as a whole is considered a strategic asset. This report proposes changes to the way decision are ultimately made in relation to this, but does not directly affect the network.
6.	Does the decision create a substantial change in the level of service provided by Council?	No	No changes to LOS are proposed
7.	Does the proposal, activity or decision substantially affect debt, rates or Council finances in any one year or more of the LTP?	No	
8.	Does the decision involve the sale of a substantial proportion or controlling interest in a CCO or CCTO?	No	
9.	Does the proposal or decision involve entry into a private sector partnership or contract to carry out the deliver on any Council group of activities?	No	
10	Does the proposal or decision involve Council exiting from or entering into a group of activities?	No	
11	Does the proposal require inclusion of Māori in the decision making process (consistent with s81 of the LGA)?	No	However, one of the proposals is to appoint an Iwi representative to the Joint Committee to ensure Iwi are better heard in future joint Committee decisions.

10 Conclusion

- 10.1 The changes to the Joint Regional Transport Committee and Joint Council Committee responsibilities proposed in this report will help ensure connected strategic planning and decision making and more efficient decision making. It will also help ensure consistency in the way Iwi are represented in the two Councils' committees.

11 Next Steps / Timeline

- 11.1 Assuming the Joint Regional Transport Committee supports staff recommendations, staff will seek approval of updated terms of reference at the next full Council meetings at Nelson and Tasman.
- 11.2 Assuming the two Councils support the changes, staff will work with Te Tau Ihu Iwi to appoint an Iwi member for the triennium as soon as possible.

12 Attachments

1. Terms of Reference

27

Terms of Reference Joint Nelson Tasman Regional Transport Committee

Adopted by Nelson City Council ~~X date 10 November 2022~~ 2023
Adopted by Tasman District Council on ~~1X February 7 November 2022~~ 2023

DRAFT



Joint Nelson Tasman Regional Transport Committee

1.0 Overview

1.1 The Joint Nelson Tasman Regional Transport Committee ('the Committee') is a joint committee of the Nelson City and Tasman District Councils, established in accordance with section 105(9) Land Transport Management Act 2003 ('the Act') and Schedule 7 clauses 30(1)(b) and 30A Local Government Act 2002.

1.2 Following a triennial local election, a Regional Transport Committee must be established as soon as practicable. Section 105(9) allows for a Joint Regional Transport Committee to be established.

1.3 These Terms of Reference form the written agreement required of the partner Councils (Nelson City Council and Tasman District Council) to appoint a Joint Regional Transport Committee under section 105(9) of the Act.

1.4 Appointment of joint committees

A local authority may appoint a joint committee with another local authority or other public body if it has reached agreement with each local authority or public body.

The agreement must specify:

- the number of members each party may appoint; and
- how the Chairperson and deputy Chairperson are to be appointed; and
- the terms of reference of the committee; and
- what responsibilities, if any, are to be delegated to the committee by each party; and
- how the agreement may be varied.

The agreement may also specify any other matter relating to the appointment, operation, or responsibilities of the committee agreed by the parties. (cl. 30A (1) & (2), Schedule 7, LGA 2002).

2.0 Statutory Functions

2.1 Under section 106 Land Transport Management Act 2003, a Joint Regional Transport Committee must:

- 2.1.1 prepare the joint regional land transport plan in accordance with sections 14 and 16 of the Act; and
- 2.1.2 consult in accordance with sections 18 and 18A of the Act; and

- 2.1.3 lodge the joint regional land transport plan with the Joint Committee of Tasman District and Nelson City, representing the joint relevant regional councils, in accordance with section 18B of the Act.

2.2 Further, Regional Transport Committees have a responsibility to:

- 2.2.1 prepare any variation to a joint regional land transport plan for the approval of the Joint Committee of Tasman District and Nelson City, relevant councils
- 2.2.2 provide the relevant councils with any advice and assistance requested in relation to their transport responsibilities.
- 2.2.3 adopt a policy that determines significance in respect of—
 - 2.2.3.1 variations made to regional land transport plans under section 18D of the Act; and
 - 2.2.3.2 the activities that are included in the regional land transport plan under section 16 of the Act.
- 2.2.4 carry out any functions conferred on a regional transport committee under any other provision of the Act (including functions conferred by regulations made under section 109(1)(c)).

3.0 Powers and Limitations

- 3.1 The Joint Regional Transport Committee is responsible to adopt its own significance policy as outlined in Section 106(2) of the Act.
- 3.2 The Joint Regional Transport Committee is responsible for the preparation of the following, for adoption by the partner councils:
 - 3.2.1 a Joint Regional Land Transport Plan including undertaking all required consultation processes related to the preparation of this Plan and any variations
 - 3.2.2 a joint Regional Passenger Transport Plan, including undertaking all required consultation processes related to the preparation of this Plan
 - 3.2.3 a joint Speed Management Plan, including undertaking all required consultation processes related to the preparation of this Plan-
- 3.3 The Joint Regional Transport Committee may approve submissions to external bodies on policy documents likely to influence the content of the Joint Regional Land Transport Plan.
- 3.4 The Joint Regional Transport Committee is responsible for the operational oversight of the joint Nelson Tasman Public Transport Operations Contract and

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associated public transport activity, including the authority to make decisions and approve policies that support operations.

3.5 The Joint Regional Transport Committee may approve changes to public transport operations unless the change requires:

- a permanent change of route; or
- a permanent change to fares; or
- a permanent change to timetable.

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

3.6.1 partner councils; or

3.33.6.2 to the Joint Committee of Tasman District and Nelson City for the joint plans outlined in clause 3.2 and in relation to public transport decisions not covered by clause 3.4 or 3.7.

3.43.7 The Joint Regional Transport Committee has no financial responsibilities or budgets. If a change to public transport operations requires additional un-budgeted funding, the Joint Nelson Tasman Regional Transport Committee has the power to recommend budgets for approval by each Council that is affected.

4.0 Membership

4.1 The Committee will consist of the following representatives:

4.1.1 Two members of the Nelson City Council

4.1.2 Two members of the Tasman District Council

4.1.3 One representative from Waka Kotahi

4.1.34.1.4 One non-voting iwi representative

4.2 Each Council may nominate further two members to act as alternates in the event that an appointee is unable to attend a meeting. These alternates may attend meetings to ensure they remain across the work of Committee but do not have voting rights unless acting in their capacity as alternate.

4.3 The power to discharge any individual member and appoint another member in their place must be exercised by the local authority that made the appointment.

4.4 Representatives from iwi, partner organisations or relevant community groups may be invited to attend Committee meetings as key stakeholders when

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required.

4.5 Attendees may have speaking rights with the agreement of the Committee Chair. Attendees will not have voting rights.

5.0 Quorum and meeting procedures

5.1 The quorum is set at three members, of which the partner councils must have at least one representative in attendance.

5.2 Meetings will be held quarterly, most often on a Friday, with additional meetings called as required.

5.3 The Standing Orders of the Council providing administration to the Committee will be applied at each meeting – noting clause 6.8 below which takes precedence where it departs from the Standing Orders in use.

5.4 Agendas will be prepared in accordance with the Local Government Official Information and Meetings Act 1987, and the relevant Standing Orders.

6.0 Chair

6.1 Section 105(9B) requires that the agreement to establish a joint regional transport committee must specify the procedure for appointing the chair and deputy chair of the committee.

6.2 The Chairperson will alternate triennially between Nelson City and Tasman District Councils.

6.3 The appointment of a Chair will be made by resolution of the relevant Council.

6.3.1 In the 2022 triennium, the Chairperson will be a member representative of Tasman District Council.

6.4 The Deputy Chairperson will alternate triennially between Nelson City and Tasman District Councils.

6.5 The appointment of a Deputy Chair will be made by resolution of the relevant Council.

6.5.1 In the 2022 triennium, the Deputy Chairperson will be a member

representative of Nelson District Council.

6.6 In the absence of the Chairperson, the Deputy Chairperson will be the presiding member for meetings.

6.7 In the absence of both Chairperson and Deputy Chairperson, where quorum can still be met, the requirements of the Local Government Act 2002 for appointing a presiding member will be followed.

6.8 The Chairperson (or any other person presiding at the meeting):

6.8.1 has the deliberative vote; and

6.8.2 in the case of an equality of votes does not have a casting vote (and therefore the motion is not passed and the status quo is preserved).

7.0 Administration and Media

7.1 At the start of each triennium, the partner Councils will reach an agreement appointing one of the unitary authorities as the administering authority for formal meetings of the Committee. Meetings will be held at the administering Council's venue.

7.2 Administration will include ensuring appropriate records management for meetings of the Committee to meet the requirements of the Public Records Act.

7.3 Copies of minutes will be retained by each Council for record keeping purposes.

7.4 Other administrative duties will be undertaken as deemed appropriate.

7.5 Media contact and announcements will be made by the Committee Chair, unless another spokesperson for a matter is approved by the Committee.

7.6 These Terms of Reference may be varied by resolution of both Councils.

7.2 PUBLIC TRANSPORT UPDATE**Decision Required**

Report To:	Joint Nelson Tasman Regional Transport Committee
Meeting Date:	10 February 2023
Report Author:	Drew Bryant, Team Leader - Transport Activity Management
Report Number:	RTRTC23-02-3

1 Purpose of Report

- 1.1 To update the Joint Nelson and Tasman Regional Transport Committee (RTC) on public transport matters, including seeking the Committee's recommendation for the Nelson and Tasman Councils to approve a number of operational aspects for implementation of the new regional public transport service to commence on 1 July 2023.

2 Summary

- 2.1 The report provides a summary of the performance of the existing service to the end of the second quarter and some commentary on changes that affect the existing public transport contract.
- 2.2 The new service proposed in the Regional Public Transport Plan (RPTP) approved in June 2021 focuses on significant improvements in frequency and a reconfiguration of routes to improve geographic coverage. There will also be changes and improvements to the facilities, buses, fares, brand and information. The new contract commences 1 July 2023 and a number of operational workstreams are underway to prepare for this. These are summarised in Attachment 1, (1862260321-21171).
- 2.3 Under the Land Transport Management Act (LTMA) all regions that provide public transport services require an RPTP. Within the RPTP a fares policy is required. When the Nelson-Tasman RPTP was written Waka Kotahi were reviewing their Regional Fare Policy guidelines and these were available only in draft pending consultation. The RPTP signalled that proposed fare structures would align with national guidance.
- 2.4 Two other policies guiding operational matters, the Advertising Policy, and the Conditions of Carriage Policy are required and brought to this committee to recommend approval to both the Nelson and Tasman Councils. The Advertising Policy is appended to this report with the Conditions of Carriage Policy to come to a future committee meeting.

3 Recommendation

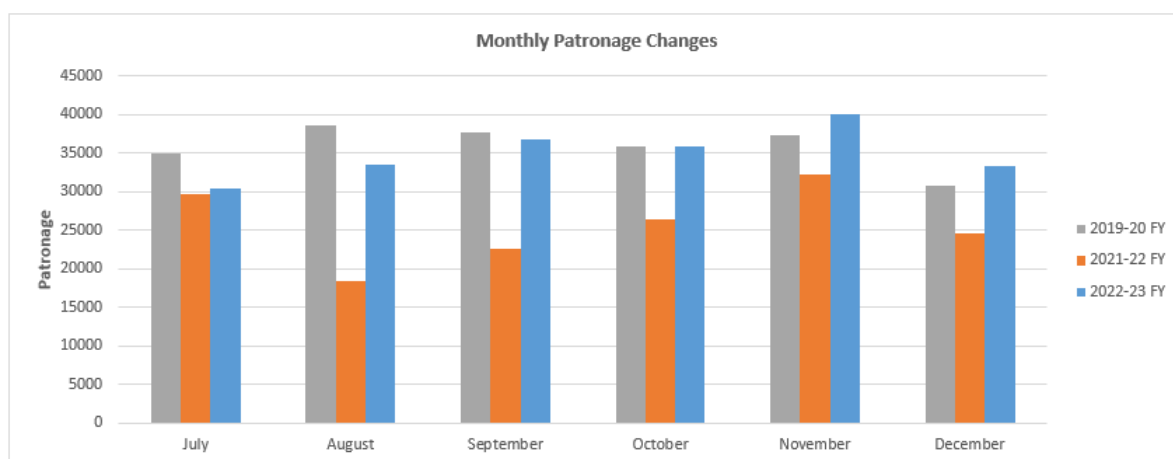
That the Joint Nelson Tasman Regional Transport Committee:

- 1. receives the Public Transport Update report; and**
- 2. recommends to the Nelson and Tasman Councils that they approve the Fares Policy, attached as Attachment 2;**
- 3. recommends to the Nelson and Tasman Councils that they approve the Advertising Policy, attached as Attachment 3;**
- 4. authorises the Joint Nelson Tasman Regional Transport Committee Chair to approve minor changes and corrections to the policies before they are submitted to Nelson and Tasman Councils; and**
- 5. notes the branding work will continue considering feedback from the Committee and pending engagement with iwi.**

4 Discussion

Patronage

- 4.1 It is encouraging to see that patronage has continued to increase. The half-price fare initiative has continued and may be responsible for this increase. The total patronage in Q2 (October-December 2022) was 109,137, which is 31% higher than in the same period in the 2021-22 financial year. This total patronage is similar to levels experienced in the same period in 2019-20 (pre-Covid). November alone had almost 40,000 patronages and the November/December patronage was considerably higher than previous years. The December drop is seasonal and reflects reduced services due to the Christmas holiday period.



- 4.2 Bus driver shortage and effect on services - the operator has been able to maintain full service schedules despite a resurgence in Covid and a nationwide shortage of trained drivers. A recruitment drive has been held and the operator is confident that staffing levels will be maintained and gratefully acknowledges the role an increased pay rate has had on this.

Community Connect

- 4.3 This programme aims to make public transport more affordable for Community Services cardholders (CSC) by providing a 50% concession on the adult fare charged for public transport services.
- 4.4 In mid-December 2022, the Ministry of Transport (MoT) announced an extension of half price fares to 31 March 2023, deferral of commencement of Community Connect and the permanent extension of half price fares to Total Mobility customers from 1 April 2023. This is to align with the phasing out of petrol excise and Road User Charges discounts.
- 4.5 This deferred introduction of Community Connect allows officers to better test system changes in the electronic ticketing system and is better timed for Council customer services staff who will be loading community connect concession on Bee Cards in advance of 1 April 2023.

New Service Implementation

4.6 Branding

- 4.6.1 The current bus service largely services Nelson City with some connections to Richmond and is branded as the Nbus. The new contract and services will provide a

more integrated and enhanced Nelson-Tasman public transport network reaching into the communities of Brightwater, Wakefield, Mapua and Motueka and the branding should reflect this. Work has been underway to develop a joint overall sustainable transport brand which will be tagged to a variety of projects including the bus service. Officers will table examples at the meeting.

- 4.6.2 A blue base colour for the new electric buses has been selected and the livery will be installed as buses arrive in the country prior to the contract start date. Branding work will extend to new timetables, web information and flags/signs at stops. This workstream has not affected progress on implementing the other key elements of the new services.

4.7 Bus delivery, fit out and electronic ticketing

- 4.7.1 The operator has ordered new electric buses which are scheduled to arrive in New Zealand at the end of April 2023. There is some risk that due to shipping constraints outside of Council control this deadline will not be met. However, because the incumbent operator won the new contract if new buses are not delivered in time the revised timetable and new routes can still commence using existing buses.
- 4.7.2 Electronic ticketing requires new bus routes and fares to be loaded into the back office of Bee Card. The work creating the new GTFS (Google) feed has commenced.
- 4.7.3 All new buses will require electronic ticketing equipment to be installed for tag on – tag off payment and data collection. This equipment was ordered last year (2022), but due to shipping constraints there is also a small risk of delayed delivery. Some existing machines will be transferred off old buses to new ones. A one week period of free travel is planned as part of the bus launch to cater for the transition phase and machine installation. If for any reason the new imported machines are not available for install, the period of free travel will be extended.

4.8 Interchanges

- 4.8.1 Bus interchange stops are planned at the following locations. All interchanges will have Real Time Information displays. Work is progressing on eventually installing Real Time Information displays at other bus shelters:
- interim bus interchange (Bridge Street) - layout changes will be required to cater for the new contract and will need to be made before the contract start date. This work includes the removal of a shed and pole, some surface works, installation of loading platforms, fit out of passenger lounge, and new signage. Discussions are being held with SBL regarding options to undertake work prior to July when Nelson City Council takes ownership of the land;
 - Nelson Hospital - the final placement and scale of this is linked to Te Whatu Ora hospital site redevelopment. The delay to the hospital redevelopment will result in minor improvements to existing facilities at the bus stops rather than a new install;
 - Stoke - the Nelson Richmond routes split at Songer Street in Stoke with one route travelling down Nayland Road, and the other remaining on Main Road Stoke. Consequently, an improved interchange stop on both sides of the road is planned just south of Songer Street;
 - Tahunanui - improved facilities are planned for Muritai Street which will act as an interchange between airport and Nelson-Richmond - Stoke services. Land easements

are required to increase the space available for the bus shelters and work is currently under way to secure these easements;

- Richmond - the current bus stop in Queen Street will be upgraded to be dual directional and will include Real Time Information.

4.9 Other bus stops

- 4.9.1 A number of new stops in Nelson will be established to service the new routes and formalise past Hail and Ride key locations. A report will be brought to the Nelson Hearings Panel to update the Parking Bylaw schedules which will formalise these as legal bus stops.
- 4.9.2 Many of the bus stops in Richmond have been established. Officers are establishing new stops on routes to Motueka and Wakefield. Some of these stops will get extra facilities such as shelters and secure bike storage from the Transport Choices funding packages.
- 4.9.3 Officers have been working with the Nelson Airport to establish a bus stop near the terminal. Officers and Nelson Airport staff are identifying the changes that need to be made for the new bus stop.

Policies

- 4.10 A number of operational policies require adoption in readiness for the new contract and will apply from 1 July 2023. Under the existing Terms of Reference (TOR) the joint RTC does not have delegation to approve these, so this report recommends the joint RTC make recommendation for approval by each parent Council. For future decisions of this nature a revised TOR providing the delegation is subject of a separate report to this Committee:
- 4.10.1 Fares Policy - a fares policy is required as part of the RPTP under the LTMA. The fares structures proposed as part of the new service align with national guidance and a draft of the policy is appended as Attachment 2 (1862260321-21259).
- 4.10.2 Advertising Policy - there have always been guidelines as to what can and cannot be advertised on Council contracted buses, but for the new public transport contract steps have been taken to tighten this guidance into a policy. This follows past concerns raised regarding content of some of the back of bus advertising on the existing service (sugary drinks/fast food etc). The draft policy attached is based on a policy developed by the Canterbury Regional Council and is widely accepted by councils and operators. Outside of the policy the contract document allows for sharing of advertising revenue between the operator and Council, and for Council to have the use of bus backs without charge for 10% of any financial year. The draft policy is appended as Attachment 3 (1862260321-2166). For the purposes of policy development, the Nbus brand as name of the service has been used as a placeholder.
- 4.10.3 Conditions of Carriage Policy - Council has not had a conditions of carriage policy in the past. It is good practice to have a policy which clearly outlines terms and conditions of carriage and removes uncertainty regarding rights of customers, Council, and the operator. This policy is still in development and will be brought to the 5 May Joint RTC meeting for consideration.

5 Options

5.1 Two decisions are required and are outlined below.

5.2 Decision 1 relates to the fares policy. Officers recommend option 1 to recommend full Council approve the policy.

Option 1: Recommend proposed Fares Policy	
Advantages	<ul style="list-style-type: none"> Existence of an approved policy is compliant with requirements of the LTMA
Risks and Disadvantages	<ul style="list-style-type: none"> Nil
Option 2: Do not recommend proposed Fares Policy	
Advantages	<ul style="list-style-type: none"> Nil
Risks and Disadvantages	<ul style="list-style-type: none"> Lack of an approved policy means Councils are not compliant with LTMA Delay of policy until May 2023 provides uncertainty for the operator and Council and development of any communications or promotion of services

5.3 Decision 2 relates to the advertising policy. Officers recommend option 1 to recommend full Council approve the policy.

Option 1: Recommend proposed Advertising Policy	
Advantages	<ul style="list-style-type: none"> Policy is widely accepted by operators Strengthens past guidance and allows Council more control of advertising material
Risks and Disadvantages	<ul style="list-style-type: none"> Nil
Option 2:	
Advantages	<ul style="list-style-type: none"> Nil
Risks and Disadvantages	<ul style="list-style-type: none"> Lack of policy provides opportunity for bus advertising that may be inconsistent with Councils' values Delay of policy until May 2023 provides uncertainty for the operator, Council, and potential advertisers.

<p>Important considerations for decision making</p>
<p>Fit with Purpose of Local Government</p> <p>Providing and giving effect to Regional Land Transport Plan and Regional Public Transport Plan is a requirement of the Land Transport Management Act 2003.</p>
<p>Consistency with Community Outcomes and Council Policy</p> <p>Councils have adopted a joint Regional Land Transport Plan and joint Regional Public Transport Plan as a requirement of the Land Transport Management Act 2003. The development and operation of a Public Transport service contributes to the community outcome “our infrastructure is efficient, cost effective and meets current and future needs”.</p>
<p>Risk</p> <p>The recommendation by the officers makes no substantive change to the RLTP or RPTP Plan.</p>
<p>Financial impact</p> <p>The improvements to the Public Transport services are already allowed for in both the NCC and TDC 23-27 budgets, including a new staff member jointly funded by both Councils to manage the new contract. Further budget increases will be required in future years as the network and services are developed, dependant on patronage.</p> <p>The proposed Fares Policy will provide a fiscal framework for the future financial requirements of the service.</p>
<p>Degree of significance and level of engagement</p> <p>These matters are of low significance because the recommendation by the officers makes no substantive change to the joint RT Plan or PT Plan which have previously been widely consulted on.</p>
<p>Climate Impact</p> <p>The new services will help achieve council and national ambitions to reduce transport emissions. The decisions in this report help support implication of those services.</p>
<p>Inclusion of Māori in the decision making process</p> <p>No engagement with Māori has been undertaken in preparing this report.</p>
<p>Delegations</p> <p>The Joint Nelson Tasman Regional Transport Committee (JNTRTP) has the following delegations to consider</p> <p><i>Areas of Responsibilities:</i></p> <ul style="list-style-type: none"> • <i>prepare the joint regional land transport plan in accordance with sections 14 and 16 of the Act; and</i>

- *consult in accordance with sections 18 and 18A of the Act; and*
- *lodge the joint regional land transport plan with the relevant regional councils in accordance with section 18B of the Act.*
- *prepare any variation to a joint regional land transport plan for the approval of the relevant councils*
- *provide the relevant councils with any advice and assistance requested in relation to their transport responsibilities.*
- *adopt a policy that determines significance in respect of—*
 - *variations made to regional land transport plans under section 18D of the Act; and*
 - *the activities that are included in the regional land transport plan under section 16 of the Act.*
- *carry out any functions conferred on a regional transport committee under any other provision of the Act (including functions conferred by regulations made under section 109(c)).*

Powers to Decide:

To adopt a significance policy as outlined in Section 106 of the Act.

The preparation of the following, for adoption by the partner councils:

- *a Joint Regional Land Transport Plan and any variations*
- *a joint Regional Passenger Transport Plan, including undertaking all required consultation processes related to the preparation of this Plan*
- *a joint Speed Management Plan, including undertaking all required consultation processes related to the preparation of this Plan*

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.

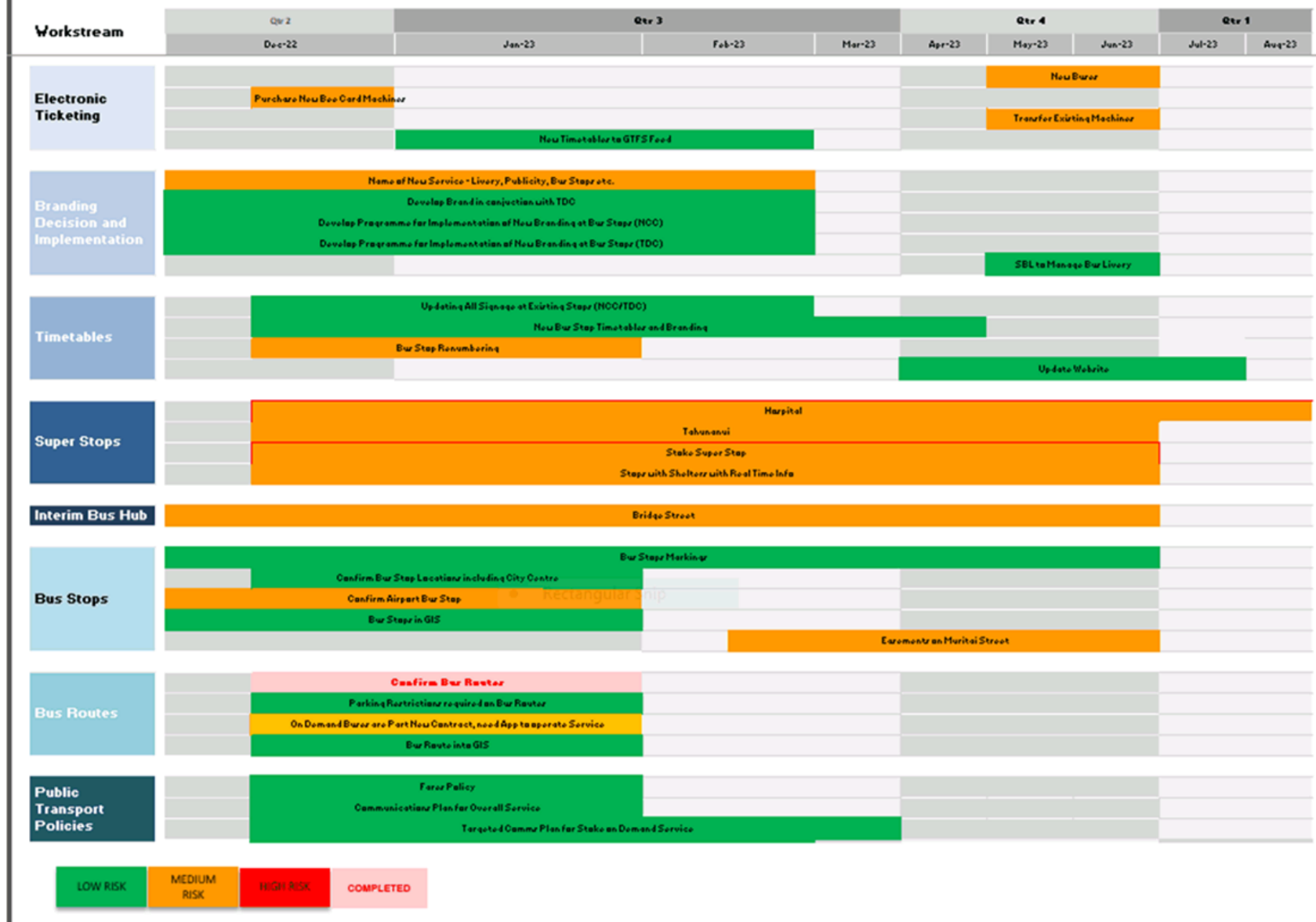
6 Conclusion

- 6.1 Work on implementation of the new contract continues at pace. A further update will come to the next Joint RTC Committee meeting on 5 May.

7 Attachments

1. Public Transport Contract Impementation road map 42
2. Public Transport Fares Policy 43
3. Advertising Guidelines for Selling Space on Public Transport 48

Attachment 1 : REGIONAL PUBLIC TRANSPORT DELIVERY ROADMAP



1862260321-21171

Attachment 2

NBus

Public Transport

FARES & PRICING POLICY

Owners	NCC: Business Unit Manager Transport and Solid Waste Tasman: Transportation Manager
Position administering	Public Transport Advisor
Date comes into effect	1 July 2023
Establishment date	1 March 2022
History	Version xx
Revision Date	1 July 2026

Approved: XXXI

Title

Date:

1. Fares policy objective:

A fare and pricing system that attracts and retains customers whilst delivering sound financial performance

2. Fare principles:

The following principles have been adopted and followed in the development of the public transport fares and pricing for the Nelson/Tasman:

- Balances cost recovery with the social and economic benefits and service quality
- Rewards frequent, regular use
- Supports the use of Bee Cards and its successor
- Is competitive with private car use costs
- Is equitable, recognising the transport disadvantaged, community services card holders, SuperGold card holders, students and children
- Is customer focussed, simple, clear and easy to understand
- Supports the Community Connect project
- Provides sustainable fiscal management of the public transport services by providing a balance between:
 - Transport system efficiency
 - Social equity and
 - Financial sustainability
- Recognises Waka Kotahi does not support free bus fares

3. Fare system:

- be easy to understand and use
- offer a range of fares to suit the variety of existing and potential users
- be integrated and transferable as appropriate across the network
- be simple to calculate, collect and administer
- be based on distance travelled, via a zone system

4. Fares policy review timelines:

Review and adjust fares annually to recognise cost inflations.

Review fares and charging structure every 3 years in line with the RPTP reviews, this will include public consultation with operator, customers and the community. Should one of the annual service reviews indicate the need to amend part of the service, this would be undertaken within the 3 year review period as appropriate.

5. Fares policy review principles

The cost of providing public transport is extremely volatile at present based on the main costs of fuel and wages. Councils' ability to control these and other costs is limited. Similarly, the availability of funding and resources is also limited by the Nelson Tasman Joint Regional Land Transport Plan (NTJLTP) and LTPs. However, the Councils are reluctant to reduce services or increase fares as costs increase. Nelson and Tasman Council must therefore maintain a focus on close management of costs and balance the benefits of providing the proposed services and network.

The main opportunity to reduce and more effectively align our costs with revenue and demand is to operate the services more efficiently. Operating efficiencies will be addressed primarily as part of annual overall service reviews, as well as through targeted service reviews and service performance reviews. Service reviews will identify routes with low demand and revenue to cost ratio and assess whether any changes are required. They will also consider the need to maintain the consistency of service levels, particularly frequency, hours of operation, and need for cash payments.

The councils will actively investigate sustainable funding arrangements that balance user contributions (fares) with public funding including other fare initiatives that will be reviewed in future such as:

- Employer/large organisation schemes. Potentially NMIT, Cawthron, Hospital
- Expansion/reduction of peak hour discounts
- Group based discount schemes
- Expansion of the Bee card 'loyalty' scheme
- Fare capping
- Further reduction of fares for school aged children during journey to/from school hours (WK will not support any targeted free fares during peak hours)

6. Zones and fares shown below commence on 1 July 2023 with the new bus contract.

There are three fare zones within the Public Transport area. Using the rate for an adult using a Bee card, a flat fare of \$2 will operate for any journey within any one zone. This will include the Stoke on Demand service, transfers from this service to other routes are permitted within an hour. An additional \$2 fare will be charged for crossing from any one zone to another.

Consequently examples of an adult using a Bee-card fare will be:

Origin/Destination	Nelson City Centre	Atawhai	The Brook	Tahunanui	Hospital	Stoke	Richmond	Brightwater	Wakefield	Mapua	Tasman	Motueka
Nelson City Centre		\$2	\$2	\$2	\$2	\$2	\$2	\$4	\$4	\$4	\$6	\$6
Atawhai	\$2		\$2	\$2	\$2	\$2	\$2	\$4	\$4	\$4	\$6	\$6
The Brook	\$2	\$2		\$2	\$2	\$2	\$2	\$4	\$4	\$4	\$6	\$6
Tahunanui	\$2	\$2	\$2		\$2	\$2	\$2	\$4	\$4	\$4	\$6	\$6
Hospital	\$2	\$2	\$2	\$2		\$2	\$2	\$4	\$4	\$4	\$6	\$6
Stoke	\$2	\$2	\$2	\$2	\$2		\$2	\$4	\$4	\$4	\$6	\$6
Richmond	\$2	\$2	\$2	\$2	\$2	\$2		\$4	\$4	\$4	\$6	\$6
Brightwater	\$4	\$4	\$4	\$4	\$4	\$4	\$4		\$2	\$4	\$6	\$6
Wakefield	\$4	\$4	\$4	\$4	\$4	\$4	\$4	\$2		\$4	\$6	\$6
Mapua	\$4	\$4	\$4	\$4	\$4	\$4	\$4	\$4	\$4		\$4	\$4
Tasman	\$6	\$6	\$6	\$6	\$6	\$6	\$6	\$6	\$6	\$4		\$2
Motueka	\$6	\$6	\$6	\$6	\$6	\$6	\$6	\$6	\$6	\$4	\$2	



Proposed Fares from July 1st 2023

	Cash		Bee Card		Community Connect
	Full fare	Concession	Full fare	Concession	Concession with Bee Card
Within a zone	\$3.00	\$2.00	\$2.00	\$1.00	\$0.50
Between two zones	\$6.00	\$3.00	\$4.00	\$2.00	\$1.00
Between three zones	\$9.02	\$4.00	\$6.00	\$3.00	\$1.50
Stoke on Demand	\$3.00	\$2.00	\$2.00	\$1.00	\$0.50
Late Late bus	\$5.00	\$5.00	\$5.00	\$5.00	\$2.50

Free transfer between services allowed within 1 hour.

Concession: Child, student (with ID or in uniform), SuperGold Card Holder, Community Services Card Holder

Full : All others

Child: 5-18 years, Under 5's travel free

Super Gold Card Concessions travel free with a Bee Card between 9.am and 3pm, after 6.30pm weekdays, all weekend services and on the Late Late Bus

Attachment 3

Attachment 3

NBus

Public Transport Advertising Guidelines

Owners	NCC: Business Unit Manager Transport and Solid Waste Tasman: Transportation Manager
Position administering	Public Transport Advisor
Date comes into effect	1 July 2023
Establishment date	1 March 2022
History	Version xx
Revision Date	1 July 2026

Approved: XXXI

Title

Date:

Ndocs 1862260321-2166

1 Purpose

The purpose of these guidelines is to set out high level principles and criteria governing the advertisements permitted to appear on Nelson City Councils and Tasman District Councils (Councils) Public Transport assets and infrastructure.

2 Objectives

We recognise that advertising is an influential method for companies and organisations to communicate with members of the public. Whilst maximising our ability to offset fares, the Advertising Guidelines ensure that advertising presented on the public transport network is compliant with Law, both Councils policies and aligns with both Councils values.

3 Background

The NBus brand provides a certain look and feel and framework for engagement with the community and maximising the value of our connected PT network.

The NBus Public Transport Advertising Guidelines will be applied by our chosen advertising partner to all advertising on the NBus public transport network. The Supplier and Councils will carry out audits to ensure the guidelines are being appropriately applied.

4 Criteria

Councils is committed to ensure that advertising on NBus available assets is consistent with the Councils' brand values, as well as adhering to all codes of practice by the Advertising Standards Authority and all applicable laws.

Priority will be given to advertising that is consistent with Councils' activities, for example events that are run by either Council. Preference will be given to advertising that promotes healthy living / lifestyles and resonates with the Councils' values.

Where te reo Māori is used, adverts will use appropriate [orthography](#)

Each Council retains the right to veto advertising in relation to these guidelines, and to allow non-legal issues to be taken into consideration, for example advertising that in some way could harm the Councils' reputation.

In considering alignment with Councils' and NBus brand values, the guidelines identify a number of themes which are not permitted to be advertised on NBus assets. This includes any advertising that:

- breaches the standards set by the Advertising Standards Authority and/or any applicable law
- The Councils' may feel harms our reputation and / or our Public Transport service
- breaches one of the Council's policies.

Examples of areas that will not be appropriate include, but are not limited to:

- advertising that could negatively impact on any conservation or social effort within the community;
- anything illegal, of a sexual nature or high-risk;
- the promotion of weaponry or violence;
- anything that marginalises particular groups;
- alcohol, drugs and tobacco products;
- the promotion of gambling activities or facilities;
- organisations associated with any breach of human and animal rights;
- sugar sweetened beverages will not be advertised;
- promotion or attack on any political party or person.

A decision as to whether an advertisement complies with the standards required by these guidelines is the responsibility of the Advertising Review Board. Where there is ambiguity from the advertiser as to whether or not an advert is acceptable under these guidelines it will be referred to them.

5 Breach of Guidelines

If a complaint is received that these Public Transport Advertising Guidelines have been breached, an investigation will be undertaken. This investigation will be led by the Advertising Review Board.

If it is found that these Public Transport Advertising Guidelines have been breached, the owner will collaborate with the relevant parties to ensure the advertising is removed with urgency and a review undertaken of the advertising sales process that permitted the advertisement.

6 On-Board advertising

The councils can support local projects, events or organisations by providing free media placement internally across our network.

The councils may consider allowing advertising of organisations that support the public transport service experience for users, eg wifi, Waka Kotahi initiatives.

Use of this space will be approved and administered by the Public Transport Advisor & each Council's Communications Team. There will be will a small charge for use of space, to cover associated costs including the costs of installation and removal of posters or uploading digit files, charged to the Advertiser.

Space content is subject to the criteria outlined in **Section 4** of these guidelines.

7 Advertising Review Board

This board is responsible for reviewing any advertising that is unclear if it complies with the criteria in section 4 and/or a potential breach of the guidelines.

Members of this board include:

- The Public Transport Advisor
- A member of the Nelson City Council Communications team
- A member of the Tasman District Council Communications team

8 Glossary

Term	Summary
Very harmful	Detrimental to the values of NCC or TDC which are outlined on our website Causing or capable of causing harm or injury
High risk	Something that highlights a harmful activity
Gambling activities	Any activity or practice in a game of chance for money or other stakes