

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

Date: **Tuesday 20 February 2024**
Time: **9:30am**
Meeting Room: **Tasman Council Chamber**
Venue: **189 Queen Street, Richmond**
Zoom conference link: <https://us02web.zoom.us/j/83810545724?pwd=S1VyRkNUM2Q0c1p6b3lnaUxtcHlvdz09>
Meeting ID: 838 1054 5724
Meeting Passcode: 335488

Joint Nelson Tasman Regional Transport Committee

Komiti Te Kawenga Rohe o Nelson Tasman

AGENDA

MEMBERSHIP

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

(Quorum 3 members)

Contact Telephone: 03 543 8524
Email: councildemocracy@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 PUBLIC FORUM

Nil

4 DECLARATIONS OF INTEREST

5 LATE ITEMS

6 CONFIRMATION OF [MINUTES](#)

That the minutes of the Joint Nelson Tasman Regional Transport Committee meeting held on Monday, 11 December 2023, be confirmed as a true and correct record of the meeting.

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8 CONFIDENTIAL SESSION

Nil

9 CLOSING KARAKIA

7 REPORTS

7.1 PUBLIC TRANSPORT UPDATE

Report To:	Joint Nelson Tasman Regional Transport Committee
Meeting Date:	20 February 2024
Report Author:	Margaret Parfitt, Manager – Transport and Solid Waste, Nelson City Council
Report Authorisers:	Alec Louverdis, Group Manager, Infrastructure, Nelson City Council
Report Number:	RNTRTC24-02-1

1. Purpose of Report

- 1.1 To update the Joint Nelson Tasman Regional Transport Committee (JNTRTC) on public transport services including patronage reporting. The report also outlines recently announced changes to the Community Connect Subsidy and outlines a proposed trial change to the conditions of carriage with regard to pets and potential concession to Total Mobility cardholders.

2. Recommendation

That the Joint Nelson Tasman Regional Transport Committee

- 1. receives the Public Transport Update report RNTRTC24-02-1; and**
- 2. supports the twelve (12) week trial of dogs on buses under the proposed terms and conditions in Attachment 1 to the agenda report; and**
- 3. supports the extension, as a trial, of the Stoke On Demand service to include the northern end of Nayland Road and the Junction retail outlet; and**
- 4. approves the introduction of an accessibility concession for Total Mobility cardholders.**

3. Background and Discussion

Patronage update

- 3.1 Patronage levels on eBus services are steady across all routes. Some decline in patronage due to the Christmas holiday period with schools closing during December and people taking leave from work before and after Christmas was expected. There was no service on Christmas day and a reduced service on other statutory holidays. The total patronage for December was 71,800 boardings.
- 3.2 January patronage shows a rise and the return to school has seen buses travelling at capacity at peak times. The last week in January is not a typical week and patronage may settle. Total patronage for January was 72,544 boardings. The popularity of the services with visitors may be reflected in the airport being the sixth most popular stop for boardings during January, up from eighth in December and twelfth in both October and November.

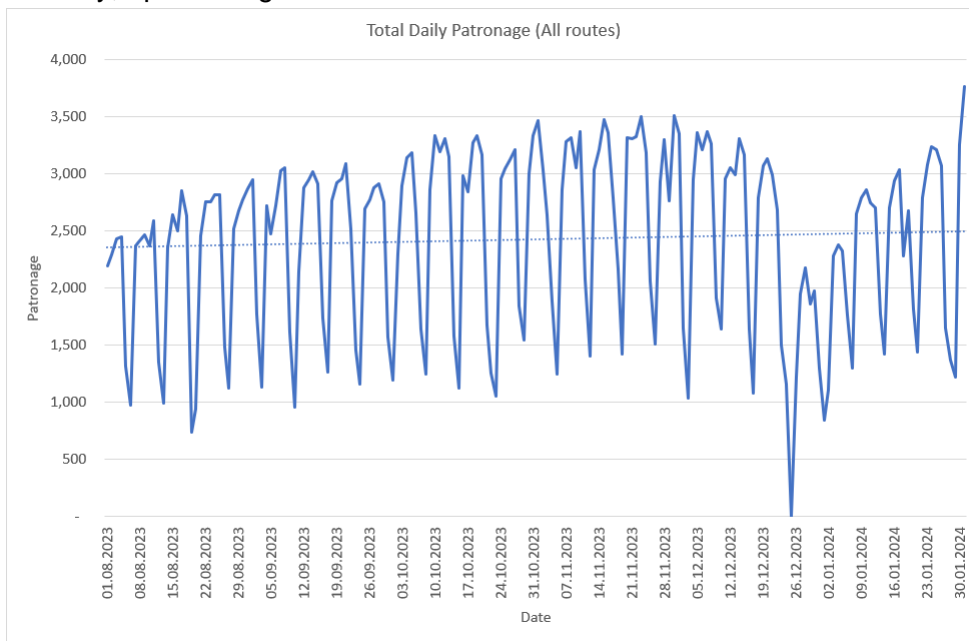


Figure 3.1 Monthly Patronage

Revenue Update

- 3.3 The graph below shows ticket revenue vs budget. This indicates actual ticket revenue is tracking below what was anticipated. This is at least in part due to the new service starting in August rather than July. The graph shows that despite the slow delayed ticket revenue continues to grow and the gap between the projected cumulative ticket income and actual cumulative ticket income gradually decreasing each month.

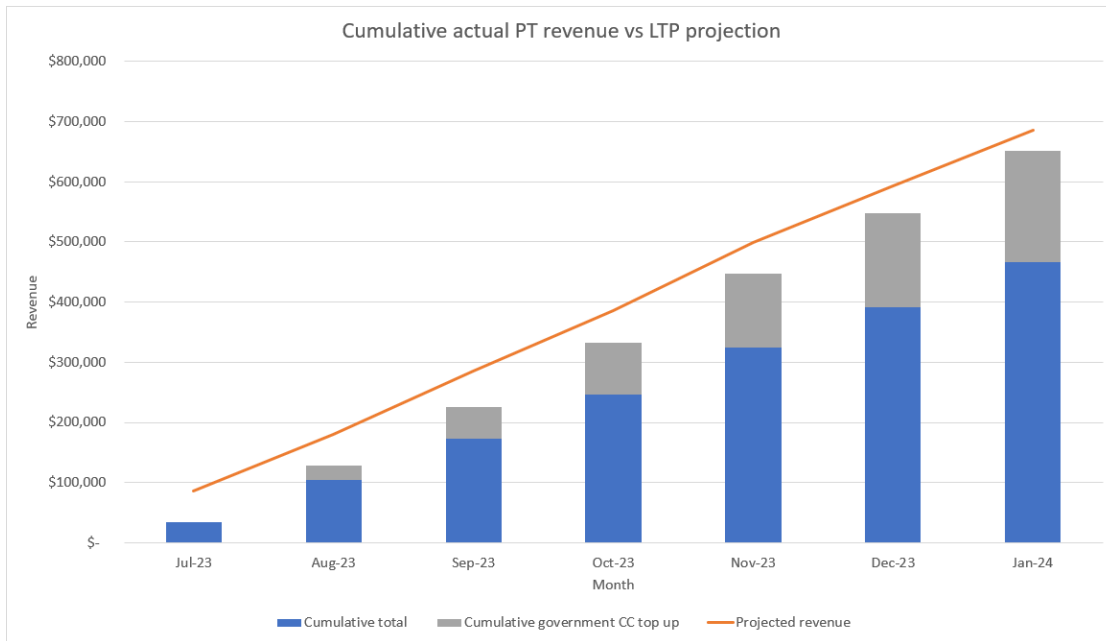


Figure 3.2 Actual ticket revenue v projected ticket revenue

Community Connect

3.4 In December 2023, the Minister of Transport, the Hon Simeon Brown, announced changes to the programmes funded through the Climate Emergency Response Fund (CERF). This included changes to the funding arrangements for the Community Connect Concessions Scheme. The Government will continue with Crown funding support for half price public transport concessions for Community Services cardholders and half price concessions for Total Mobility services (75% discount). However, Crown funding for free fares for 5-12 year olds and half price fares for 13-24 year olds on public transport will end on 30 April 2024. The table below shows the changes with regard to Bee Card fares. In summary costs previously met by the subsidy will be passed back to the user e.g. the 5-18 year olds will pay \$1 with a Bee Card. As this is a reversion to the original fares policy, there is no need to update the policy at this stage.

Table 3.4: Bee Card Fares from 1 May 2024

Zones								Full Fare (Bee Card)
	<5	5-12 year		13-18 year old		18-25 years		
		Under community connect	Without community connect	Under community connect	Without community connect	Under Community Connect	Without community connect (unless CSC card holder student ID or in school uniform)	
1	0	0	\$1.00	\$1.00	\$1.00	\$1.00	\$2.00	\$2.00
2	0	0	\$2.00	\$2.00	\$2.00	\$2.00	\$4.00	\$4.00
3	0	0	\$3.00	\$3.00	\$3.00	\$3.00	\$6.00	\$6.00

Free transfer between services allowed within 1 hour.

3.5 This could reduce patronage (and therefore income) but the extent of that is as yet unknown. There is no further guidance around the other public transport initiatives within the CERF programme at this stage, therefore any further funding for these initiatives will remain on hold until we receive direction from the new Government.

Stoke On Demand

- 3.6 Some concern has been raised regarding the low uptake of the Stoke On Demand bus service and resulting low patronage levels. Officers have carried out a survey which will be fully reported on as part of the annual review but some early indications of why uptake has been low include:
- 3.6.1 poor comprehension of how the service works including online booking. This includes low awareness that bookings can be made by telephone;
 - 3.6.2 the area covered by the service – requests for it to extend to the airport and the Mitre 10/Junction site; and
 - 3.6.3 some confusion about “virtual” stops.
- 3.7 Officers have prepared an improved communications plan, including “how to” video clips.
- 3.8 Recently officers met with developers at the Mitre 10/Junction site who have indicated a desire to see future public transport routes travel into the shopping hub which is on private road. It is proposed that as a first step the Stoke On Demand service extends into the area and utilises the existing bus stop at the Museum of Classic Cars who have indicated support for this.
- 3.9 If this extension to the service is trialled from 1 April it will provide four months data to inform the review of the entire service in August. The contract cost is based on in-service km at 50km in service/day. Currently the service averages around 10 in service km/day so there is scope to increase km without adding cost.

Route and Facilities Updates

- 3.10 Some minor adjustments to routes are ongoing. On 12 February the revised route 3 commenced with the service travelling up Toi Toi Street as far as the Abraham Heights roundabout. Timetables and bus stops have been appropriately amended.
- 3.11 Installation of 13 new bus shelters on the Nelson network has commenced utilising Transport Choices funding.

Conditions of Carriage

- 3.12 At the 27 October 2023 JNTRTC meeting officers were requested to review the current conditions of carriage pertaining to animals (specifically dogs) on the eBus.
- 3.13 Officers have investigated practice elsewhere in the country and have found practices range from a complete ban (with the exception of certified assistance dogs), allowing small dogs in approved containers (the Nelson/Tasman current position), through to allowing large, muzzled dogs at certain times.
- 3.14 Following an eight week trial in September 2023 Auckland Transport moved from allowing only small, contained dogs on buses to allowing larger dogs under certain conditions as outlined in Attachment 1
- 3.15 Officers propose running a similar 12 week trial here. After assessing feedback from users, operators and other interest groups, officers will bring a report back to a future RTC meeting reporting on findings and potentially including a change to the Conditions of Carriage regarding pets on buses. The trial will run from 1 March to 1 June so seasonal variations in usage patterns are covered. Officers recommend the trial includes the same rules as have been adopted in Auckland.

Total Mobility Concession on Public Transport

- 3.16 Officers were requested to report on the feasibility of creating an accessibility concession on the eBus for Total Mobility cardholders.
- 3.17 Further investigation suggests a model similar to that used by the Bay of Plenty Regional Council is one that Nelson/Tasman could base concession on using Total Mobility (or Ridewise) assessment to determine criteria. The Bay of Plenty are also part of the regional consortium who use Bee cards.
- 3.18 The Bay of Plenty carry out additional assessments to determine eligibility but in the Nelson Tasman case evidence of eligibility will be provided by the Total Mobility card (Ridewise card) which has a photo identification of members.
- 3.19 The travel would be 100% free, seven days a week on all contracted eBus services. The accessibility concession would be loaded onto the Total Mobility members' registered Bee Card in the form of a red sticker and the passenger will need to tag on and off the bus.
- 3.20 The Bee Card must be loaded with the accessibility concession and the card must be produced for tagging on/off to gain free travel. There will be some internal start up staff costs associated with this administration.
- 3.21 Under an Accessibility +1 concession, a member who is unable to travel independently may also receive free transport for their companion. Their concession will include +1 companion travel. The Accessibility +1 concession is a sticker that is added to the registered Bee Card of the Total Mobility member (the companion will not need their own Bee Card to travel)
- 3.22 Officers note this concession is relatively easy to implement and will provide more travel options to members of our community. Our eBus fleet can kneel on request and the driver can lay out a ramp so it's easy to get on or off the bus. Wheelchair users have priority seating in the wheelchair bays on all buses. It is noted that our buses are not able to accommodate mobility scooters.
- 3.23 Officers propose commencing this accessibility concession from 1 May 2024. This allows time for a minor change to the fares policy to be drafted and approved, communications prepared, and concessions loaded onto Bee Cards.
- 3.24 The Bay of Plenty Regional Council report the scheme has been extremely well received by the community. Survey of the 2000 clients reports feedback citing the extra freedom the accessibility concession provides. Usage patterns suggest clients often use a bus to get to where they want to go but will use Total Mobility to get home. Overall however Bay of Plenty do not report a reduction on Total Mobility transactions.

4.0 Important considerations for decision making
<p>4.1 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>4.2 Consistency with Community Outcomes and Council Policy/Legal requirements</p> <p>Supporting trial changes to conditions of carriage allowing dogs, extending the Stoke On Demand service, and a concession for Total mobility card holders are matters that support the public transport service. 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</p>

<p>service contributes to the community outcome “our infrastructure is efficient, cost effective and meets current and future needs”.</p>
<p>4.3 Risks</p> <p>Support for the trials outlined make no substantive change to the RLTP or RPTP.</p>
<p>4.4 Financial impact</p> <p>There are minor administration costs to introducing the Total Mobility cardholders, but these can be accommodated within existing budget.</p>
<p>4.5 Degree of significance and level of engagement</p> <p>These matters are of low significance as supporting the trials makes no substantive change to the joint RLTP or PTP which have previously been widely consulted on.</p>
<p>4.6 Climate Impact</p> <p>Support for growing public transport use will contribute to reducing transport emissions.</p>
<p>4.7 Inclusion of Māori in the decision making process</p> <p>No engagement with Māori has been undertaken in preparing this report</p>
<p>4.8 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> • <i>consult in accordance with sections 18 and 18A of the Act; and</i> • <i>lodge the joint regional land transport plan with the relevant regional councils in accordance with section 18B of the Act.</i> • <i>prepare any variation to a joint regional land transport plan for the approval of the relevant councils</i> • <i>provide the relevant councils with any advice and assistance requested in relation to their transport responsibilities.</i> • <i>adopt a policy that determines significance in respect of—</i> <ul style="list-style-type: none"> ○ <i>variations made to regional land transport plans under section 18D of the Act; and</i> ○ <i>the activities that are included in the regional land transport plan under section 16 of the Act.</i> • <i>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)).</i> <p><i>Powers to Decide:</i></p> <p><i>The Joint Regional Transport Committee is responsible for the operational oversight of the joint Nelson Tasman Public Transport Operations Contract and associated public</i></p>

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

5. Attachments

1. [↓](#) Terms and Conditions for domestic pets on bus services

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NDOCS 1862260321-65969

Attachment 1.

Terms and Conditions for domestic pets on bus services:

- You can travel with your pet on weekdays between the hours of 9:00am and 3:00pm, after 6:30pm, and all-day on weekends and public holidays.
- All pet dogs must be wearing a cage type muzzle and lead or be travelling in an approved pet carrier.
- Pet carriers must be small enough to fit under a seat, or on the passenger's lap.
- You are responsible for your pet's mess and must ensure that any pet mess is cleaned up before exiting the bus, train and/or platform.
- Your pet gets free travel on buses and trains.
- You may be unable to board the bus or train with your pet if the bus is too crowded.
- You may be refused entry or asked to leave the bus or train if your pet is likely to or is causing a safety risk or nuisance to other passengers. If this happens, you won't be entitled to a refund.
- Children younger than 16 years old cannot travel with pets alone unless travelling with an adult.
- You may be asked to move if a disability assist dog boards to avoid it being distracted by other pets. Learn more about [taking disability assist dogs on public transport](#).
- Only one pet per customer is permitted.
- Pets are not permitted on seats.
- Pets are not permitted on school buses.

NDOCS 1862260321-65969



Suitable approved domestic pet carriers (must fit on passenger's lap or under seat)



Unapproved domestic pet carriers



Approved muzzle



Unapproved muzzle

6.1 WAKA KOTAHI UPDATE

Report To: Joint Nelson Tasman Regional Transport Committee
Meeting Date: 20 February 2024
Report Author: Elaine Stephenson, Team Leader - Democracy Services
Report Authorisers:
Report Number: RNTRTC24-02-2

1. Presentation / Whakatakotoranga

Ms Emma Speight, Waka Kotahi Director Regional Relationships, Greater Wellington and Top of the South, will provide an update.

2. Attachments / Tuhinga tāpiri

1. [↓](#) Waka Kotahi Update Presentation

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Regional Transport Committee

Presentation to combined Tasman /
Nelson Regional Transport
Committee

20 February 2024



New Zealand Government

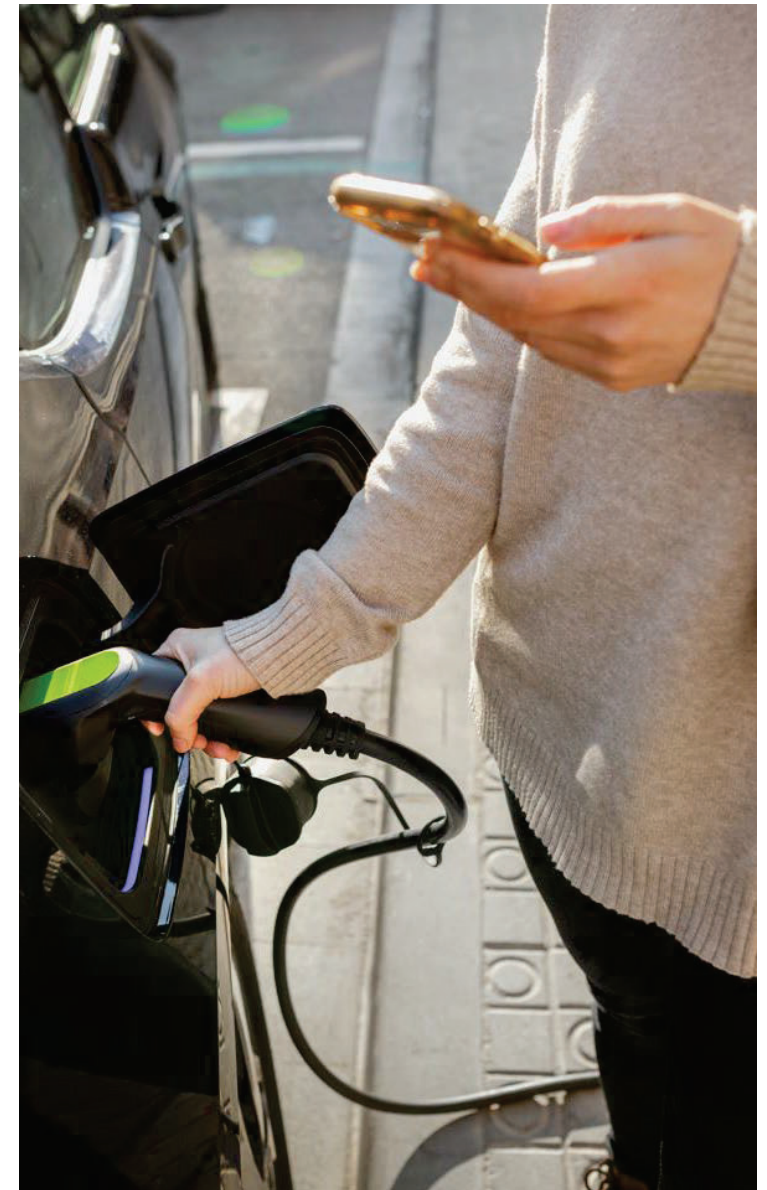
2024-27 NLTP development update

- The government has the development of the GPS as part of its 100-day plan.
- The Ministry of Transport is supporting the Minister in development of the 2024 Government Policy Statement (GPS).
- Once the GPS has been approved and released, we'll revise the draft Investment Prioritisation Method (IPM) and State Highway Investment Proposal (SHIP) as needed to align with the GPS.
- In the meantime, keep developing your RLTPs.
- We'll share updates as soon as we can.



EVs subject to RUC from 1 April

- Electric vehicles (EVs) including plug-in hybrid vehicles (PHEVs) will be subject to road user charges (RUC) from 1 April 2024.
- The RUC rate for light EVs will be \$76 per 1000km and for PHEVs it will be \$53 per 1000km (recognising that they also pay tax in the price of their petrol).
- EV owners will have until 31 May to buy their licence without risk of penalty.
- NZTA is contacting EV owners in January to give them a heads-up about the change. We'll contact them again in March with information about how they can buy their RUC licence and when they need to do it.



State highway speed management activity

- The Minister of Transport announced changes to the Setting of Speed Limits Rule in December 2023, and confirmed that work is underway to develop a new Rule.
- We are working through what this means for state highway speed management activity.
- We will continue to set speed limits to maintain the state highway network. For example, where there is a specific operational need, such as for infrastructure projects, temporary speed limits expiring or new roads opening.



Hei konā mai



New Zealand Government