

Tasman Regional Passenger Transport Plan

January 2012



1. Introduction

The Tasman Regional Transport Committee (TRTC) carried out public consultation in December 2011 on a Regional Passenger Transport Plan (RPTP) as required by the Public Transport Management Act 2008. After the public consultation the TRTC approved the RPTP to go forward for adoption by Tasman District Council.

2. Objective

The Public Transport Management Act (PTMA) 2008 states that a Council must state or describe the passenger transport services that they propose to provide in its region as a component of its Regional Land Transport Strategy.

The RPTP must specify any policies relating to passenger transport services in the region and the methods for implementing these services.

The PTMA also requires for a RPTP to describe how the Council intends to assist the 'transport disadvantaged'¹.

3. Current Services Available in the Tasman region

Tasman currently has various passenger transport services operating in the region.

- The Late Late Bus
- The commercial service which is operated by SBL Group Ltd between Richmond and Nelson which is privately run. The SBL Group Ltd also run additional services to the Tasman region including the Abel Tasman and Golden Bay
- The Total Mobility Scheme
- Community run transport services e.g. the Wrinklies bus in Golden Bay
- Charter Services e.g. Wadsworth coachlines

3.1 The Late Late Bus

The Late Late Bus service is subsidised and contracted by Nelson City Council and the New Zealand Transport Agency and is operated by the SBL Group Ltd. Tasman District Council makes a contribution to the cost of this contract. The service currently runs between Nelson and Richmond on Friday and Saturday nights. The service operates hourly from 10.00 pm and the last trip departs at 3.15 am (Appendix B). The purpose of the service is to provide a safer way of travel from late night entertainment in Nelson.

3.2 The Service between Richmond and Nelson

Currently, SBL Group Ltd operates a private day time bus service between Richmond and Nelson (including the Stoke Loop).

¹ Transport disadvantaged are defined by Ministry of Transport as "people who the Council has reasonable grounds to believe are the least able to get to basic community activities and services e.g. work, education and health care."

The service runs Monday to Friday on two routes – via Tahunanui and Waimea Road. At weekends, only the Tahunanui route operates.

The service caters for a wide range of users including commuters, school children, tourists and the transport disadvantaged. The service terminates in Richmond at the depot on McGlashen Avenue and utilises Council bus stops and shelters.

Appendix A gives details of the current service.

Nelson City Council's Regional Public Transport Plan proposes increasing the frequency of the service to approximately every twenty minutes during peak hours and every forty minutes at off-peak hours. The aim is to substantially increase the level of service for commuters between Richmond and Nelson and to reduce congestion during peak rush hour times. They plan to potentially subsidise this level of service if the contracted operators are unable to offer the service level provided. They aim to fund this through raising their parking fees from 50 cents per hour to \$1 per hour. Tasman District Council fully supports this proposal. Tasman District Council is considering including funding of this service in the Nelson-Tasman region in its Long Term Plan.

3.3 The Total Mobility Scheme

The Total Mobility Scheme operates throughout the Nelson-Tasman region (excluding the Lakes-Murchison Ward). It is funded by Nelson City Council, Tasman District Council and the New Zealand Transport Agency. The scheme is administered by Nelson City Council. The scheme provides a subsidised door-to-door passenger transport service to improve the mobility of people with impairments. This allows those who meet the eligibility criteria² to access passenger transport in a similar fashion to others in the community. Total Mobility is a national scheme and subsidises the cost of taxi trips for eligible users at a current rate of 50% (up to a maximum discount of \$10 per trip).

Tasman District Council intends to continue to provide financial assistance for taxis through the Total Mobility scheme, subject to continued funding from the New Zealand Transport Agency.

3.4 Community Run Transport Services

There are a number of community-provided transport services within the Tasman district. These services provide for a range of health, recreation and social needs. Current services include the Wrinklies Express in Golden Bay, St. John health shuttle and a number of shuttle services run by community groups and rest homes.

² An eligible person must have an impairment that prevents them from undertaking any one or more of the following five components of a journey unaccompanied on a bus in a safe and dignified manner; getting to the place from where the transport departs, getting onto the transport, riding securely, getting off transport, or getting to the destination. This criterion was set by the Ministry of Transport.

Community groups are able to apply to Tasman District Council for community grants on an annual basis.

3.5 SuperGold Card Scheme

This scheme allows card holders to travel free on scheduled off peak³ public transport services. New Zealanders aged 65 years or over and those under this age who receive New Zealand Superannuation or the Veterans Pension are eligible to hold a SuperGold card. The scheme is funded by central government and operated by agreement with Nelson City Council and the operator SBL Group Ltd. Tasman District Council supports the scheme.

3.6 Inter-regional and inter-community services

These include:

- Abel Tasman Coachlines. This service is operated by SBL Group Ltd. The bus service is aimed at tourists travelling to and from several Golden Bay destinations such as the Heaphy Track and the Abel Tasman National Park. The service runs from Nelson and stops at both Richmond and Motueka.
- Intercity Coachlines. This service departs daily from the Travel Centre in Nelson for both Marlborough and the West Coast, with connections to all parts of the South Island and to the North Island via the Interislander Line. The route to the West Coast travels through the Tasman District.

For more information on these services and the passenger transport service between Richmond and Nelson go to www.nelsoncoaches.co.nz

3.7 School bus services

The Ministry of Education currently contracts the school bus services throughout the Tasman and Nelson region. For further information go to the website <http://www.schoolsupport.co.nz/school-transport>.

4. Transport Disadvantaged

The Public Transport Management Act 2008 requires that the Regional Public Transport Plan describes how passenger transport services and financial assistance Council provides will assist the transport disadvantaged. 'Transport disadvantaged' is defined in the PTMA as meaning "people whom the council has reasonable grounds to believe are the least able to get to basic community activities and services (for example work, education, health care, welfare and food shopping)." Within the Tasman District the provision of passenger transport has to be considered in relation to the cost of the provision of services and the demand for such services. The three criteria that Tasman District Council uses to determine the transport disadvantaged (in the context of our local community) are lack of modal choice, affordability and disability.

³ Off peak services are defined as operating between the hours of 9 am and 3 pm and from 6.30 pm to the end of service on weekdays, and any time on weekends and public holidays

The following table gives information on the groups Council considers transport disadvantaged and how they propose to assist them through the RPTP.

Transport Disadvantaged factor	Groups affected	How Public Transport Services will assist
Lack of modal choice	Households with limited or no access to motor vehicles	<ul style="list-style-type: none"> • The Plan encourages the provision of viable public transport services where there is sufficient demand • Council promotes the carpooling website www.jayride.co.nz
Affordability	Tasman district ratepayers	<ul style="list-style-type: none"> • The Council has committed to the support of the Total Mobility scheme. • Working with NCC and supporting their RPTP with effect to fare reviews. • Through discretionary grants, community groups can apply for funding to subsidise their services • Council currently subsidises the Late Late Bus.
Disability	People with disabilities that affect their ability to drive, mobility and ability to access public transport	<ul style="list-style-type: none"> • Total Mobility services will continue to be funded by the two local authorities and the New Zealand Transport Agency. • Other community transport services will be promoted by the Council. • Encourage the provision of accessible buses

5. Policies and Objectives

5.1 Policy 1 – Passenger Transport Network

Objective: To adopt a phased approach to the implementation of improved passenger transport services network subject to the availability of funding and agreement on cross-boundary issues

- Work with Nelson City Council to develop an implementation plan to improve the service between Richmond and Nelson.
- Investigate other opportunities with commercial operators to improve passenger transport
- Identify opportunities for the provision of potential passenger transport at new developments.

5.2 Policy 2 – Vehicle Standards

Objective: to encourage passenger transport vehicles used in the Tasman region to be accessible for mobility impaired and cyclists, plus have effective emission controls in place.

- Encourage bus service providers in the Tasman region to use accessible buses.
- Investigate the feasibility of fitting cycle racks or cycle trailers to buses.
- Ensure (through NCC) all buses contracted to operate in the Tasman region should meet at least EURO 4 but preferable EURO 5 exhaust emissions standards.

5.3 Policy 3 – Passenger Infrastructure Standards

Objective: Bus stops which are accessible, safe and attractive.

- Manage the provision of bus stops on the basis that bus stops are provided at locations where there is an identifiable passenger demand and associated infrastructure.
- Ensure supporting pedestrian and cycle facilities such as footpaths, pedestrian crossing points/refuges and cycle parking are provided where appropriate to enable excellent walking and cycling access to and from bus stops.
- Investigate the provision of a bus interchange and park and ride facilities in Richmond and bus priority measures in adjacent areas.
- Ensure that the bus infrastructure is maintained.

5.4 Policy 4 – Fares

Objective: Fares which encourage the use of passenger services while taking account of operating costs.

- Work with NCC to set fares that encourage usage; take account of operative costs and rating effects; and,
- Fares will be reviewed annually by NCC.

5.5 Policy 5 – Ticketing

Objective: A simple but effective ticketing system.

- Ensure (through NCC) the system on both contracted and commercial routes is easy to understand and use, with a number of options available.

5.6 Policy 6 – Marketing and Transport Information

Objective: Public transport information that is easily available and encourages increased passenger transport use.

- Encourage increased passenger transport use through marketing activities including promotion and education.
- Provide comprehensive route and timetable information through a range of channels, including the council website.

6. Giving Effect to the Regional Land Transport Strategy (RLTS)

The purpose of this plan is to specify how Tasman District Council intends to give effect to the passenger transport service components of the Regional Land Transport Strategy.

The RLTS was adopted in mid-2010 prior to a change in priorities brought about by a new Government Policy Statement (GPS) on Land Transport Funding. As a result the proposals in this plan are not as extensive as those in the RLTS. However, this plan proposes improvements to the existing service in conjunction with Nelson City Council. The improvements are in line with the plans in the RLTS including delayed implementation of the service outlined in the RLTS should funding become available in the future.

Additionally, this plan proposes later introduction of wheelchair accessible vehicles and EURO exhaust emission standards.

6.1 Matters that must be taken into account in preparing a Regional Passenger Transport Plan

The PTMA requires Council to take into account a number of additional matters when preparing a regional passenger transport plan.

6.2 Objectives of the Land Transport Management Act 2003

The RPTP contributes to these objectives as described in the table below.

Objective	How the RPTP contributes
Assisting economic development	<ul style="list-style-type: none"> Provision of bus services to the City centre and to Richmond and Stoke Improvements to services along key commuter corridors to reduce congestion
Assisting safety and personal security	<ul style="list-style-type: none"> Provision of late night bus services
Improving access and mobility	<ul style="list-style-type: none"> Requiring contracted services to comply with the accessibility standards in <i>Requirements for Urban Buses in NZ</i> Provision of bus services to areas with known concentrations of transport disadvantaged Support for concession fares for the transport disadvantaged
Protecting and promoting public health	<ul style="list-style-type: none"> Requiring contracted services to comply with the emissions standards in <i>Requirements for Urban Buses in NZ</i> Investigating provision for transporting bicycles on buses to encourage greater use of active transport
Ensuring environmental sustainability	<ul style="list-style-type: none"> Continued support for bus services to provide an alternative to the private motor vehicle Improvement of services to make them more attractive to commuters Requiring contracted services to comply with the emissions standards in <i>Requirements for Urban Buses in NZ</i>

6.3 NZTA Guidelines for Preparing Regional Passenger Transport Plans

Council considered the guidelines when developing this discussion document.

6.4 New Zealand Energy Efficiency and Conservation Strategy (NZECS)

The proposals in this Plan contribute to the transport objective in the NZECS “*to reduce the overall energy use and greenhouse gas emissions from New Zealand’s transport system*” through encouraging public transport use and requiring higher emissions standards on passenger service vehicles over time.

6.5 Value for Money

This Plan proposes tendering the new service to ensure the market price for providing the services, and to foster a competitive market in conjunction with Nelson City Council.

6.6 Views of public transport operators

Passenger transport operators are being consulted as part of this first stage of consultation.

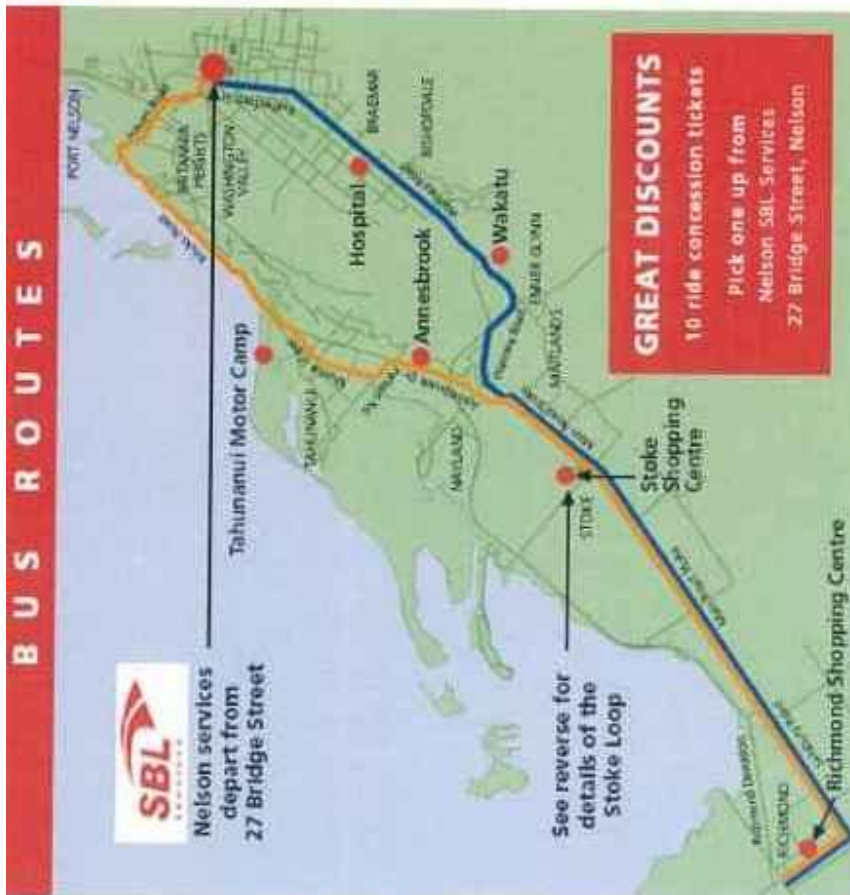
7. Significance Policy

The Draft Regional Passenger transport Plan is not a significant plan in terms of Tasman District Council’s Significance Policy, as it does not relate to a strategic asset or delivery of or levels of service of a significant activity. Nothing in this Plan is likely to be very controversial. The funding covered by the Plan is not significant.

8. Monitoring and review

This Plan must be kept current for not less than three years, and not more than 10 years. It must be reviewed (and updated if necessary) following release of a Government Policy Statement on Land Transport Funding, a Regional Land Transport Strategy, Regional Land Transport Programme, or Community Plan. Therefore the next review of this Plan will take place following the adoption of the Regional Land Transport Programme and Long Term Plan in 2012. The RPTP is linked to the Connecting NZ document as part of the National Land Transport Programme. A review requires Council to consider whether the existing Plan is relevant and whether a renewal or variation is required.

Appendix A



RICHMOND - STOKE - TAHUNA - NELSON										
Service	AM	AM	AM	AM	AM	AM	PM	PM	PM	
Depart Richmond	7:10	7:40	8:10	9:30	10:30	11:30	12:30	1:05	2:05	2:15
Stoke	7:20	7:50	8:25	9:40	10:40	11:40	12:40	1:15	2:15	2:25
Anniesbrook	7:25	7:55	8:30	9:45	10:45	11:45	12:45	1:20	2:20	2:30
Tahunanui	7:30	8:00	8:25	9:50	10:50	11:50	12:50	1:25	2:25	2:35
Arrive Nelson	7:38	8:08	8:43	9:58	10:58	11:58	12:58	1:33	2:33	2:43

RICHMOND - STOKE - WAKATU - NELSON									
Service	AM	AM	AM	AM	AM	AM	PM	PM	PM
Depart Richmond	7:10	7:40	8:10	9:30	10:30	12:30	2:05	2:15	4:20
Stoke	7:20	7:50	8:25	9:40	10:40	12:40	2:15	2:25	4:30
Wakatu	7:25	7:55	8:30	9:45	10:45	12:45	2:20	2:30	4:35
Hospital	7:30	8:00	8:35	9:50	10:50	12:50	2:25	2:35	4:40
Arrive Nelson	7:38	8:08	8:43	9:58	10:58	12:58	2:33	2:43	4:48

NELSON - TAHUNA - STOKE - RICHMOND									
Service	AM	AM	AM	AM	AM	AM	PM	PM	PM
Depart Nelson	7:40	8:15	9:00	10:00	11:00	12:00	1:00	2:30	2:50
Tahunanui	7:50	8:30	9:10	10:10	11:10	12:10	1:10	2:40	3:00
Anniesbrook	7:55	8:35	9:15	10:15	11:15	12:15	1:15	2:45	3:05
Stoke	8:00	8:40	9:20	10:20	11:20	12:20	1:20	2:50	3:10
Arrive Richmond	8:08	8:48	9:28	10:28	11:28	12:28	1:28	2:58	3:18


NELSON - WAKATU - STOKE - RICHMOND									
Service	AM	AM	AM	AM	AM	AM	PM	PM	PM
Depart Nelson	7:40	8:15	9:00	10:00	11:00	12:00	1:30	2:50	3:10
Hospital	7:45	8:25	9:05	10:05	11:05	12:05	1:35	2:55	3:15
Wakatu	7:50	8:30	9:10	10:10	11:10	12:10	1:40	3:00	3:20
Stoke	8:00	8:40	9:20	10:20	11:20	12:20	1:50	3:10	3:30
Arrive Richmond	8:08	8:48	9:28	10:28	11:28	12:28	1:38	2:58	3:18

SATURDAY/SUNDAY SERVICE


RICHMOND - STOKE - TAHUNA - NELSON									
Service	AM	AM	AM	AM	AM	AM	PM	PM	PM
Depart Richmond	9:15	10:45	12:45	2:15	2:45	3:05	4:30	4:40	5:05
Stoke	9:25	10:55	12:55	2:25	2:55	3:15	4:40	4:50	5:15
Anniesbrook	9:30	11:00	1:00	2:30	3:00	3:20	4:45	4:55	5:20
Tahunanui	9:40	11:10	1:10	2:40	3:10	3:30	4:55	5:05	5:30
Arrive Nelson	9:50	11:20	1:20	2:50	3:20	3:40	5:05	5:15	5:40

NELSON - TAHUNA - STOKE - RICHMOND									
Service	AM	AM	AM	AM	AM	AM	PM	PM	PM
Depart Nelson	10:00	10:30	11:00	12:00	1:30	3:00	4:30	4:40	5:05
Tahunanui	10:10	10:40	11:10	12:10	1:40	3:10	4:40	4:50	5:15
Anniesbrook	10:20	10:50	11:20	12:20	1:50	3:20	4:50	5:00	5:25
Stoke	10:25	10:55	11:25	12:25	1:55	3:25	4:55	5:05	5:30
Arrive Richmond	10:35	11:05	11:35	12:35	2:05	3:35	5:05	5:15	5:40

Appendix B



TIMETABLE AND ROUTE MAP



THE LATE:LATE BUS

Friday and Saturday nights

The Late Late Bus leaves Trafalgar Street outside Westpac Bank on the hour at 10pm with the first service departing at 3:15am and leaving McDonalds around 3:20am. (No midnight service)

10:00pm Depart Trafalgar Street - See City centre enlargement map for route

10:05pm Wakefield Quay

10:10pm Beach Road - outside KFC

10:12pm Tahuna Beach Holiday Park gate

10:15pm Opposite Suburban Club on Armstrong Drive

10:17pm Armstrongs Drive - opposite Black Cat Dairy

10:21pm Main Road Stoke - Tennis Courts

10:25pm Opposite Salisbury Road shops

10:28pm Central Queen Street

The Bus leaves Queen Street, Richmond on the half hour: 10:30pm, 11:30pm, 1:30am, 2:30am (no 12:30am service)

10:30pm Depart Richmond via Salisbury Road

10:32pm Main Road Stoke - Alliance Meats

10:34pm Shell Main Road Stoke

10:37pm Stoke Memorial Hall


10:42pm Wairoa Rd - intersection of Beaton Rd


10:46pm Wairoa Rd - intersection of Tulluka St

10:48pm Wairoa Rd - Night Owl Dairy


10:50pm Rutherford Street - McDonalds

10:52pm Trafalgar Street





Nelson City Council
Te Kaitiaki o Ōtūmatakā



Effective from December 2010

a night transport service, it's safe, it's simple!