

Draft Regional Passenger Transport Plan
Discussion Document/Draft
November 2011

As a young person I want to encourage the TDC in collaboration with the NCC to be ambitious in their Draft Regional Passenger Public Transport plans thinking not only for today's requirements but also projected growth in commuter numbers, in particular to Richmond's South and West.

Having already made a submission for the NCC consultation I would like to reiterate several of my comments while elaborating on some particulars that I believe need to be seriously addressed due to the currently inadequate public transport services currently provided in the Richmond-Nelson commuter corridor.

I believe the current bus services provided by SBL are inadequate for the size and population of both Richmond and Nelson catering for only a minority of the 'transport disadvantaged'. I feel this challenge has not been addressed adequately in your current DRPT plan and needs to be seriously attended to. This is due to a number of factors including; an ageing population, the driving age being raised and population growth. Firstly with an ageing population Richmond will have a great fraction of the population potentially unable to drive to health deterioration in later life. This will put greater impetus on the council to provide adequate public transport services that are conveniently located. Secondly, with the recent raising of the learner drivers licence to 16yrs of age youth will again be disadvantaged and limited in their mobility with an increasing reliability of their parents and a public transport that is woefully inadequate. Lastly, population growth in the Tasman region will continue to provide greater numbers of commuters and those who are 'transport disadvantaged'.

Having raised these growing challenges I feel it is appropriate to talk about why the current public transport services are inadequate in Richmond. Firstly, the catchment area. At the moment the bus routes travel along Salisbury Road and down Queen St through the town centre. This restricts the number of potential users through the obstacle of accessibility. According to "The Urban Bus Toolkit" provided by the World Bank Group *'In an urban area, a walk of 500 meters or less to or from the nearest bus stop is normally regarded as desirable: a distance greater than this is regarded as inconvenient'*.¹ It applied to Richmond this would mean the existing public transport serves only a small fraction of Richmond's population. This could easily be addressed by extending the current route past the existing terminus in town centre down Gladstone Road to Three Brothers Corner before returning either by Wensley Road or Gladstone Road. Additionally other routes should also be investigated into their viability including services to Wakefield and along Hill Street. My second reason about why the existing

¹ The Urban Bus Toolkit,
<http://www.ppiaf.org/ppiaf/sites/ppiaf.org/files/documents/toolkits/UrbanBusToolkit/assets/1/1c/1c3.html>
1st Dec, 2011

services are inadequate is due to Bus Frequency. This has been largely addressed by the current NCC RPTP which the TDC recognises however it does not rectify the issue of services after 5.30pm or during the weekend when services either stop or are significantly reduced to an inconvenient timetable.

Finally, fares and funding provide the last significant hurdle to having a great public transport system on the Nelson-Richmond transport corridor. Currently, I feel the fare of \$8 per person for a return trip from Richmond to Nelson is excessive in comparison to other regions throughout New Zealand. From Richmond (a population of roughly 12,000 passing through the suburbs of Stoke and either Wakatu or Tahunanui) to the Nelson CBD is only a distance of approximately 12km costing \$4.00 one-way. Meanwhile, Temuka (a population of only 4000 without any significant townships along the route) to the Timaru CBD **also** costs \$4.00 one-way yet is 50% further at a travelling distance of nearly 19km! How can this be?

At a price of \$8.00 for a return trip from Richmond to Nelson, this is nearly more than the price of a movie ticket for a student at \$12.00 making it difficult to justify watching the movie in the first place!

So finally, I feel that the TDC should pick up their game and make a fair commitment towards paying for the Public Transport services as their residents including myself will benefit equally, if not more, than NCC residents. So you may ask, where could this funding come from? As mentioned in you're the Draft RPTP the 'TDC is considering funding of this service in the Nelson/Tasman region in its Long Term Plan (LTP) process'. Seeing as the TDC in recent years has already withdrawn funding for public transport in the LTP on a number of occasions I think it is imperative that the wording here is change from 'considering' to 'committing'. In addition, to ensure that this burden is not placed on rural communities it could be funded through a targeted rate to those living in Richmond. Finally, increasing the catchment area, frequency of buses and affordability of fares will go a long in encouraging greater use of public transport. You may also wish to consider discouraging use of cars in Richmond's town centre by reducing parking durations, not providing any provision for extra carparks in growth plans, or finally introducing parking fees (a bit difficult when that is Richmond's shopping drawcard and the Richmond Mall controls so much of the carparking).

I hope you find my submission helpful and relevant, and consider acting on the numerous points raised in this document.

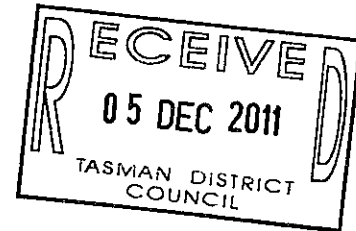
Thank you,
Ben Nistor

1 December 2011

1363

www.nelsoncitycouncil.co.nz

Sarah Downs
Transportation Planning Officer
Tasman District Council
Private Bag 4
Richmond 7050



Dear Sarah,

NELSON CITY COUNCIL SUBMISSION ON DRAFT TASMAN REGIONAL PASSENGER TRANSPORT PLAN

Nelson City Council would like to thank Tasman District Council for the opportunity to submit on the draft Tasman Regional Passenger Transport Plan.

Overall, Council supports TDC's intention to support the implementation of improved public transport services.

Council also submits the following feedback on the policies within the draft Plan:

- Policy 1 – Council supports this policy. We also request that TDC include as an action point "investigate opportunities for and implement feeder routes to connect with the services between Richmond and Nelson".
- Policy 2 – Council supports this policy, although in regard to point 3 we note that the vehicles that have been contracted by NCC for services between Nelson and Richmond will meet Euro 4 not Euro 5 standards. We fully support TDC requiring Euro 5 in any future contracts in Tasman.
- Policy 3 – Council supports this policy, in particular "ensure supporting pedestrian and cycle facilities... including cycle parking are provided..." and request TDC install secure covered parking in Richmond near the bus terminal as soon as possible (preferably in time for the commencement of the new service).

Council also strongly supports the establishment of park and ride facilities and requests funding be allocated to implement this as soon as possible.

Similarly, Council strongly supports the construction of a high quality bus terminal and interchange facility in Sundial Square and requests funding be allocated to implement this as soon as possible.

- Policy 4 – Council supports the policy on fares. In relation to fares, Council suggests that TDC consider charging parking fees in Richmond to reduce the

14

subsidy for private vehicle travel and encourage use of public transport. This would be a significant action TDC could take to support the improved public transport service to Richmond at little to no cost.

- Policy 5 – Council supports this policy, but would like to clarify that NCC only has influence on the newly contracted service that terminates in Richmond. If TDC wish to specify ticketing systems on commercial services then controls on commercial services should be included in this Plan.
- Policy 6 – Council supports this policy. Council requests that under this policy TDC contribute to the cost of promotion of the new services and ongoing promotion of public transport in the Richmond area.

Finally, Council requests that TDC reconsider their decision not to fund the improved public transport services to Richmond. The improved services will provide a bus every 15 minutes between 7am and 9am and 3pm and 6pm on weekdays. This is a substantial improvement for Richmond residents, and Council considers it is appropriate for TDC to contribute towards the cost of this service for their ratepayers.

We would like to speak to this submission.

Yours sincerely


Cr. Gail Collingwood
Chair Infrastructure Committee
Nelson City Council

QSO



DRAFT REGIONAL PASSENGER TRANSPORT STRATEGY

Submission Form

1364

Your name: Alison Heslop

Your contact details:

Address 95 Hill St Richmond

Phone: 03 5445067 Email: alieslop@orcon.net.nz

Are you writing this submission as an individual or on behalf of an organisation?

If an organisation, please name the organisation _____

National Council of Women - Tasman local issues group

Your comments (please continue over the page if you require more space)

attached.

All written submissions will be made available to the Tasman Regional Transport Committee and the public.

Would you like to speak to your submission at a Regional Transport Committee meeting on 16 December 2011? YES NO

Please send your submission to:
Draft Regional Passenger Transport Strategy
Tasman District Council
Private Bag 4, Richmond 7050

Or drop it into Council at 189 Queen Street or your local library or service centre or email your submission to: info@tasman.govt.nz

We need to receive your submission by 10.0 am, Monday 5 December 2011.

National Council of Women, Nelson Branch.

Tasman Local Issues Group

Draft Regional Passenger Transport Plan Discussion Document - November 2011

Our group wishes to make the following comments.

3.1 We support the continuation of the Late Late Bus as a safe travel option between Nelson and Richmond.

3.2 We support increased frequency of buses between Nelson and Richmond which should encourage more patrons and reduce cars on the Richmond to Nelson roads.

3.3 We hope that the Total Mobility Scheme funding will continue from the Council as it of great help to some members of the community and hope to see funding for this allocated in the Long Term Plan.

Comment. The Tasman District Council is to be congratulated for its support of more cycleways which not only increase recreational cycling but provide safer routes for school children and those wishing to bike to work.

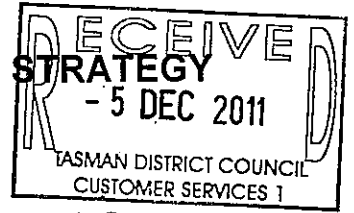
The new cycleway from Three Brother's Corner to join the existing routes to Nelson at the underpass at Raewards is excellent.

Alison Heslop
Convener NCW Tasman Local Issues Group



✓ 1365

DRAFT REGIONAL PASSENGER TRANSPORT STRATEGY



Submission Form

Your name: Richard Gordon Currie

Your contact details:

Address 230 B Hill Street Richmond

Phone: (03) 544-5655 Email: caroleandgordon@xtel

Are you writing this submission as an individual or on behalf of an organisation?

If an organisation, please name the organisation Nelson

Grey Power Association

Your comments (please continue over the page if you require more space)

wheelchairs yes, cycles no, emission standard
yes, Bus stops, council provide, Bus stop access
within reason, Fares - not to be subsidised
by rate payers, why NCL.

All written submissions will be made available to the Tasman Regional Transport Committee and the public.

Would you like to speak to your submission at a Regional Transport Committee meeting on 16 December 2011? YES NO

Please send your submission to:
Draft Regional Passenger Transport Strategy
Tasman District Council
Private Bag 4, Richmond 7050

Or drop it into Council at 189 Queen Street or your local library or service centre or email your submission to: info@tasman.govt.nz

We need to receive your submission by 10.0 am, Monday 5 December 2011.

1. Thank you for the opportunity to comment on the parts of this draft Regional Transport Plan that are relevant to the Group's interest in the development of local cycleways and walkways.
 - With the recent opening of the Rabbit Island – Mapua section of the Great Tastes Trail we expect an increase in demand for public transport to and from Mapua by cyclists and walkers. Demand will further increase next year when the Nelson-Mapua section is completed.
 - Current bus services are inadequately publicised; for example the link from the council website to Abel Tasman Travel is not up to date and does not currently list all services.
 - Buses currently stop in Mapua only to set down and pick up passengers who have booked. We believe there is a case for companies to make a regular stop, thus encouraging the use of bus transport rather than cars for people who plan to walk or cycle in the Mapua district.
 - At present the buses can only carry one or two bikes (and some cannot carry any). If buses could be encouraged to use cycle trailers on at least some services, this would further encourage the use of buses by cyclists.
 - Part of the new Trail involves a ferry for walkers and cyclists between Mapua and Rabbit Island (the "Flat Bottom Fairy"). The timetable for this should also be on the Council website Transport Section, enabling better planning by users.

2. We would like Council to attend to the following:

2.1 Policy 1 Passenger Transport Network

- When investigating opportunities with commercial operators to improve passenger transport look beyond the current focus on the Richmond-Nelson services.
- Make the following addition to the policy (changes marked in italics); "Identify opportunities for the provision of *present and* potential passenger transport at new subdivisions *and Mapua-Ruby Bay*"

2.2 Policy 2 Vehicle Standards

- We support the policy of investigating the feasibility of fitting cycle racks or trailers to buses, but urge that this is done in liaison with the bus operators.

2.3 Policy 3 Passenger Infrastructure Standards

- Consider liaising with bus companies to stop at Mapua regularly; thus **creating** an identifiable demand, rather than taking a reactive approach.
- Consider designating a bus stop in Mapua for buses travelling north. Currently northbound buses stop outside The Tap, or, if there is no place to park at the time, in the middle of Aranui road.

2.4 Policy 6 Marketing and Transport Information

- Encourage increased passenger transport use through marketing, promotion and education *via the council website, council newsletters and local newspapers*

Draft Tasman Regional Passenger Transport Plan

Submission

1367

4 December 2011

I believe that the District needs to implement and support a comprehensive Public Transport system. The District's lack of such a system is shameful.

I am extremely concerned at the statement in the plan that 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". I also note with surprise the comment that "Nothing in this Plan is likely to be very controversial".

Environmental sustainability should be at the forefront of everything the Council does. Putting environmental issues first not only ensures that we have a healthy living environment in Tasman for current and future generations but also addresses the fact of climate change as any responsible Council should be doing.

Given that the single most contributing factor to individuals' carbon footprint is travel, the TDC's stance on public transport is irresponsible in the extreme.

Residential development is being allowed to sprawl across the region into previously non-residential areas which have no local commercial services. This is significantly contributing to increased commuting and use of private vehicles for transport.

"Suburban living forces us out of our families and out of our communities, away from our jobs and into our cars. It also forces cars, carrying suburbanites to work, into our cities. We leave the cities to get away from traffic and air pollution [*and to have more green-space around us*], so we move to the suburbs, then climb into our cars and drive into the cities and *cause* the traffic and air pollution [*and the lack of green space*] we meant to get away from in the first place".¹

Even where new subdivisions in the Richmond area are given the go-ahead, there seems to be no awareness of the need to provide some proximate (within 5-10 mins walking or biking) commercial services (such as a dairy for that milk or bread which the family has run out of). It appears accepted and even condoned that people will and should simply use their cars for every little thing.

1

From the book "No Impact Man, Saving the Planet One Family at a Time" by Colin Beavan, the [] brackets are my addition.

We need to build villages we can walk and cycle in, and connected them with good, comfortable convenient public transportation, thus reducing the need for cars. Public transport must be a priority for Tasman.

I am appalled that in this modern age, someone living in Hope or Wakefield (or anywhere in between) has NO access to public transport! Cycleways are wonderful and I applaud the work that is being done in the District in this respect, but there are not many people who will use cycleways to cycle from Wakefield to Nelson and back for work.

Council will argue that there is no funding for implementing public transport but funding has to be found. If planet earth had recognized enforceable rights as it should, for example, the right not to be polluted, the Council would not shirk its responsibilities. Council would have to take a responsible and active stance to address the massive pollution caused by their ratepayers everyday when they drive their cars and the reliance on fossil fuel/oil, that is its consequence.

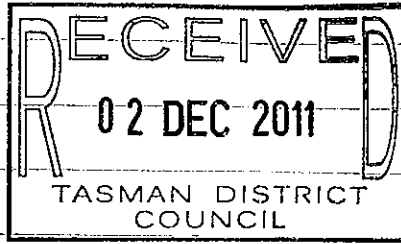
As the cost of petrol continues to increase the public will be more ready to invest in public transport systems and to pay for such services. Surely the Council can be a little creative and look at public private partnerships or other ways of supporting private enterprise so that these services can get off the ground.

Public readiness to invest will be all the more marked for those who do live in "commuter" areas and who may see the values of their properties significantly decrease if commuter costs (i.e. petrol prices) continue to increase and commuting becomes prohibitive.

Come on Council. Do something progressive that will benefit all of us and future generations, make our region even more appealing. You will be surprised how much support, (including financial support) there is out there for public transport.

Emma Marshall
27 Arrow Street
Wakefield

1368



7 Conifer Court.
Waiamea Village
Richmond.

24.11.2011

5440733

Re Suggestion for extra routes for
the busses to run from Richmond
to Nelson and return.

Dear Sir / Madam,

The bus from
Richmond leaves from the terminus
in Mc Glashan Ave and runs up
Queen St, Salisbury Rd etc, but
what about the people living
between Queen St and Batup Rd.
Especially as there are elderly
people living in Waiamea Village
and it takes them \pm 30 min to
walk into Richmond.

My suggestion
is that the bus goes along
Gladstone Rd and stops around
the area of the drive way into

Waimoa Village and picks
people up there continues on
round the round-a-bout and
back to Richmond then into
Nelson.

There can be other stops
along the route.

On the way home people
can be dropped off again where
they were picked up saving them
having to cross the main busy
road.

Yours faithfully
Pam Butler

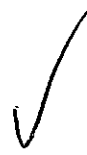
Mrs. P. BUTLER.



1 December 2011

Sarah Downs
Tasman DC
Private Bag 4
Richmond
Nelson

1369



Dear Sarah

NZTA response to Draft Tasman Regional Passenger Transport Plan

Thank you for sending us your draft Tasman Regional Passenger Transport Plan on 3 November 2011. We appreciate being involved in the development of this Plan since our conversation at the recent RTC meeting which had this Plan's discussion document on its agenda.

The PTMA requires adopted RPTPs to be in place by 1 January 2012. We appreciate you are working toward this date and will assist where we can to meet this.

The NZTA plans and invests in public transport under guidance from the Government Policy Statement (GPS) and NZTA's Investment and Revenue Strategy (IRS). The three key priorities outlined in the GPS include economic growth and productivity, value for money, and road safety. NZTA gives effect to the GPS through the IRS, which focuses on:

- strategic fit, how proposals fit with the government's desired outcomes,
- effectiveness, particularly peak congestion relief in major urban areas, and optimising networks (including farebox recovery rates), and
- economic efficiency - primarily the BCR for changes or new proposals, or performance indicator trends over time for public transport services (as measured by standard indicators, e.g. total government investment/passenger km, and compared to similar regions).

For Tasman this policy framework means that the focus will be placed on optimising existing services within existing budgets to provide network efficiency gains and maximise value for money. Our work to demonstrate value for money includes implementing two policies that we would like to make you aware of: Farebox recovery rate (and related indicators such as patronage trends) and a new Public Transport Operating Model (PTOM). These may be useful for you as a key stakeholder of and potential submitter to Nelson City Council's RPTP.

Farebox recovery is a method of benchmarking that measures the percentage cost of services paid by users - and can be seen as a proxy for user support for public transport. NZTA aims for a farebox recovery rate of 50% across the country. Within that national aim, flexibility is essential and different operating environments will be acknowledged. For example, peak services in major urban areas should have farebox recovery rates well in excess of 50%, while services in smaller centres may struggle to reach 50%.

The public transport system in Tasman is very closely linked, and can be seen as a part of Nelson's system. When NZTA reports on public transport indicators we report on the combined Nelson and

Tasman area principally because of the small number of services and recognising the major service connects Nelson to Richmond.

For the Nelson/Tasman area both the farebox recovery rate and patronage trends are encouraging. The farebox recovery rate has ranged between 30 and 50% over the past decade and currently sits just below 40%. There has also been an increasing and encouraging trend in this indicator over the past 3 years. Patronage has grown significantly since 2009/10. This follows the increase in service investment that has occurred in 2008/09 and 09/10.

For future monitoring we would suggest a simple calculation, or cursory review of trends and expectations of farebox levels.

A new Public Transport Operating Model (PTOM) is being designed by the government in collaboration with NZTA, councils and the bus and coach association. This approach is intended to grow the commerciality of public transport (i.e. not rely on any government subsidy), create incentives for services to become fully commercial, give confidence that services are well priced and ensure there is access to the market for competitors. Once adopted by government, it will be implemented through legal and administrative changes by MOT and NZTA. Legislative change is not expected until late next year. The legislation is expected to require public transport contracts to cover a particular route for the full time table at 24 hours 7 days a week. Much of the administrative aspects of PTOM will be designed and implemented by NZTA over the next few months. While the administrative aspects have been designed with the large urban centres in mind, it will have some useful tools that smaller regions might like to consider such as tender and contract guidance. PTOM has planning and procurement implications and should be considered next time Tasman is going to tender for a service.

We updated the requirements for urban buses in September 2011. Please note this is a requirement applicable to the large urban areas of Auckland, Hamilton, Tauranga, Wellington, Christchurch and Dunedin, so does not include for the Tasman or Nelson areas.

We understand that Nelson administers public transport and total mobility for both Nelson and Tasman, and also that the two areas do share some Council services. As a result we suggest that perhaps for future iterations that a combined RPTP be considered.

My team and I look forward to following the development of this plan and are happy to discuss any matters raised in this feedback. If you need to discuss any matters above please contact Peter Hookham on 04 894 5249 or Peter.Hookham@nzta.govt.nz.

Yours sincerely



Lyndon Hammond
Regional Manager - Planning and Investment Central



NELSON GREY POWER ASSOCIATION INC.

PO BOX 2190

STOKE

NELSON 7041

Phone 547 2457

Fax 547 2157

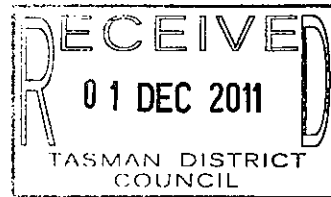
nelsongreypower@xtra.co.nz

www.greypowernelson.org.nz

1370 ✓

28 November 2011

Draft Regional Passenger Transport Strategy
Tasman District Council
Private Bag 4
Richmond 7080



To Whom It May Concern

This submission is on behalf of Nelson Grey Power.

After reading your Regional Passenger Transport Plan, November 2011, it is not clear how much support financially Tasman District Council is providing.

3.2 The Service between Richmond and Nelson when a 20 minute service during peak hours is introduced is suggested by Nelson City Council.

Considering, but not planning to fund such an idea is a vague statement and is not very encouraging to Nelson City Council who have already started finding funds as you mentioned.

3.2 The Service caters for a wide range of users including commuters.

To encourage commuters, a parking area for vehicles and a storage room for bicycles should be provided at the Bus Terminal in Richmond.

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

Commuters working along Waimea Road such as at the Hospital or Motels etc. are not taken into consideration at the weekend nor are visitors to the hospital. Reduced service along this route should be made available and included in the strategy.

6.2 Your suggestion to investigate provision for transporting bicycles on buses is an extra cost and is totally un-related to the wish to provide a better bus service between Richmond and Nelson and to reduce the number of cars on the road at peak hour therefore the investigation is a waste of time for any further discussion.

Nelson Grey Power would like to encourage improvements on the Richmond/Nelson bus service thereby reducing the number of private cars using the road to travel to work in Nelson.

Closer cooperation between the administrators Nelson City Council and Tasman District Council is also recommended to achieve a positive outcome.

Yours sincerely

Addo Mulders Snr.
Transport Spokesperson



New Zealand Automobile Association
P O Box 164
NELSON

✓ 1371

29 November 2011

Sarah Downs
Transportation Planning Officer
Tasman District Council
Private Bag 4
RICHMOND 7050



Dear Sarah

SUBMISSION: DRAFT REGIONAL PASSENGER TRANSPORT STRATEGY

The New Zealand Automobile Association is an Incorporated Society with over 32000 members in the Nelson and Tasman areas.

We pay close attention to matters that affect road users especially the private motorists and we stress that the private motor vehicle is an essential mode of transport in order to meet the demands of everyday modern living. The need for mobility in transport is essential.

We also acknowledge the need for a complementary public transport system that meets the needs of residents, commuters and visitors within the Nelson and Tasman areas. Such a system should provide security of travel, be affordable and operate on a seamless basis across Council boundaries.

We are generally supportive of the draft plan and comment on the following specific points:

1. Combined Council Support: In order to achieve a successful service especially between Richmond and Nelson we are of the view that full and equal support and involvement of both Councils is necessary. In line with this and to be consistent with Nelson City Council which increased CBD parking fees to fund a service, Council could consider implementing a car parking charge in the Richmond CBD at some future time when it became apparent that significant commuters are travelling from Nelson to Richmond daily.

2. Marketing/Promotion: Operation of a successful service will require continuous effective promotion to Tasman residents. We trust this can be done on a regular basis so that it is always foremost in people's minds.

3. Bus Interchange: We recognise that in Richmond there is little in the way of collector services and so we support the investigation of a bus interchange and park and ride facilities. Secure bike and locker storage could also be incorporated. These facilities could be provided as a Council or private initiative or be provided by a commercial bus operator. We would like to see Council commit to a reasonably early timeline on such an investigation as this could become an important factor ensuring growth of the service.



In summary AA supports the plan and encourages Council to do all in its power to provide an efficient, demand driven public transport service for the benefit of Tasman residents (and others) and one that, through its success, can be assured of substantial on-going growth into the future.

We do not intend to speak to our submission.

A handwritten signature in black ink, appearing to read 'Allan Kneale', with a long, sweeping flourish extending to the right.

Allan Kneale
Nelson District Deputy Chairman
NZ Automobile Association

Robyn Scherer

From: Robyn Laing on behalf of Reception Richmond
Sent: Tuesday, 22 November 2011 8:41 a.m.
To: Robyn Scherer
Subject: FW: Website Submission - Regional Passenger Transport Plan



Hi, A submission for you.

Cheers

1372

Robyn Laing
Customer Services

Tasman District Council
189 Queen Street, Richmond
Phone: +64 3543 8400
Fax: +64 3543 9524
Email: info@tasman.govt.nz

From: webmaster@tasman.govt.nz [mailto:webmaster@tasman.govt.nz]
Sent: Monday, 21 November 2011 7:24 p.m.
To: Reception Richmond
Subject: Website Submission - Regional Passenger Transport Plan

Website Submission - Regional Passenger Transport Plan

Title *

Ms

First Name

Frances

Last Name *

Bassett

Address *

314 Aniseed Valley Rd, R.D. 1, Richmond

Suburb

Hope

Town *

Richmond

Postcode *

7081

EditableLiteralField605

Daytime Phone Number

03 5445782

Mobile Phone Number

Email Address *

ranuibp4@xtra.co.nz

EditableLiteralField609

Organisation

Position

Would you like to present your submission in person at a hearing?

No

If yes, what if your preferred hearing location?

Richmond

EditableLiteralField616

Your comments *

I live in Aniseed Valley and have been frustrated by the service between Richmond and Nelson hospital (I cant get to Richmond on public transport, and would be happy to go to the main road to catch a bus from Wakefield). I have a solution with car pooling but first investigated and tried out the buses. I found the return buses from Nelson past the hospital poorly timed, and was reliant on getting rides between Richmond and home, which was not easy to establish.

1. As an Occupational Therapist I am aware that bus services do not cater for the disabled. I recommend a review of the requirements of disabled people in public transport and to look at the effective solutions in other areas.
2. I endorse the placement of bike racks and baby buggy racks on buses, as well as the provision of lockable bike racks at key bus stops. This also involves the willing assistance from the driver to help a mother with little children to put the buggy on the back of the bus.
3. A bus service between Wakefield, Brightwater and Richmond would be helpful for commuters, families, shoppers, both during the week and in the weekends (perhaps one bus in the morning, coming back at lunch time).
4. A shuttle service between Nelson and Richmond for peak commuter times.
5. The above two services could be combined with a 'park and ride' parking area in Richmond e.g. in the A&P show grounds area. This system has been working well in Britain for at least twelve years in all cities. At key times the buses run every 15 minutes, are convenient and well used.
6. Purchasing bus tickets in Richmond requires going to the SBL base, which requires walking some distance from the bus route. Tickets should be available from dairies. This also applies to Stoke. People who travel between, say, Stoke and Nelson hospital have to travel out of their way at another time to purchase tickets. Tickets could also be purchased on the bus.
7. Many of the suggestions above have been motivated by reducing the cars on the road (reducing emissions and petrol consumption) and making the conversion to public transport practical, easy and appealing to a wider group of potential users.

Frances Bassett



1373

Memorandum

TO: Gary Clark ✓

FROM: Community Services Manager

DATE: 17th November 2011

FILE REF: R871

SUBJECT: **DRAFT REGIONAL PASSENGER TRANSPORT PLAN –
DISCUSSION DOCUMENT**

The Golden Bay Community Board discussed the Draft Regional Passenger Transport Plan at its November meeting, and resolved as follows:

Moved Cr Bouillir/Gamby
GB11/11/08

THAT the Golden Bay Community Board writes to Engineering Services saying the Board is generally in agreement with the Draft Regional Passenger Transport Plan Discussion Document, and strongly supports the Wrinklies Express and the school bus service.

CARRIED

The Board would like to thank you for the opportunity to comment on the document.

pp Lloyd Kennedy

1374

315 Old School Road
RD2 Nelson 7072

Regional Passenger Transport Plan
Tasman District Council
Private Bag 4
Richmond 7050

21 November 2011

Dear Sir/Madam

Re: Submission on Regional Passenger Transport Plan

Given that the New Zealand Transport Agency (NZTA) has essentially withdrawn funding for passenger transport in the Tasman area, the scope for Council-assisted funding for public passenger transport is severely constrained. Hence, the proposals in the Regional Passenger Transport Plan (RPTP) are unfortunately not as extensive as those in the Regional Land Transport Strategy (RLTS) which was adopted in mid-2010. The focus is very much on bus services.

While the Government Policy Statement (GPS) only covers land transport hence constraining the RLTS, it doesn't preclude Tasman District including water-based transport within its Regional Passenger Transport Plan particularly if it is of significance. (The RLTS does make mention of pleasure craft services (p93)). The overarching New Zealand Transport Strategy 2008 'covers all aspects of the transport sector – moving people and freight by air, sea and land. .. It provides a framework for the activities of transport Crown entities and guidance for local authorities. It also sets the context for the development of Government Policy Statements on Land Transport Funding' (p14 of NZ Transport Strategy 2008).

Since the RLTS was adopted in 2010, there have been a number of developments that should be taken into consideration in finalizing Tasman's RPTP 2012-2015.

Firstly, there has been a considerable push to promote cycling, particularly the construction and promotion of the 'Great Taste Trail' (GTT) that is being largely seen as a very positive development by local communities and a substantial tourist/amenity asset for the District. Significant sections of the trail will be completed by 2012 and hopefully, it should be almost complete by 2015 i.e. within the timeframe of this RPTP. With 30-40,000 people coming to the Otago Rail Trail annually, many more could be expected for the Tasman trail given the better year round weather. There will be many commercial hospitality, transport and outdoors opportunities resulting from the GTT, encouraging people to explore and enjoy what the area has to offer and spend money in the local economy. Cycle-friendly infrastructure and transport can only add to promoting Tasman as a cycling area and destination as well as generate significant income for a wide range of Tasman businesses.

Secondly, from 2010, there is a new catamaran ferry service being operated between Nelson & Kaiteriteri by Abel Tasman Sea Shuttles over the summer months with coaches in the winter months (Nelson departure 8am, Kaiteriteri departure 4.30pm). The ferry provides a great form of local and tourist passenger transport crossing the bay; reducing traffic on the coast road and making the trip an enjoyable journey as well as being a relatively cheap and quick alternative to the road trip.

Encouraging the ferry operators to carry cycles will extend the Tasman area travel options for cyclists (and their spending impact) as well as enable locals to easily connect with where they want to go in Nelson/Kaiteriteri. The ferry could potentially play a significant summer role in the transport network e.g. providing one way travel options for people cycling on part of the GTT. Already there is a small ferry operating from Rabbit Island to carry people/cyclists across to Mapua as part of the GTT.

If Tasman wants to have an 'affordable, integrated, safe, responsive and sustainable transport system' (*NZ Government's current vision for transport*), then its passenger transport strategy and plan should take account of ferries and their terminals/quays. Passenger ferry terminals provide a great opportunity for promoting public transport or hire vehicles (consider the range of services adjacent to Wellington & Picton ferry terminals). A recent front page article in the Nelson Mail (Nov 18th) focused on the freight & passenger ferry crossings to North Island. If the ferry terminal at Picton were to be shifted to Clifford Bay, a decision which apparently might be taken in the next RPTP period, Nelson-Tasman needs to be in a position to consider encouraging more efficient commercial passenger ferry services between Nelson & Wellington and capitalizing on promoting public transport linkages or hire vehicles at the Nelson terminal.

Thus, in terms of the draft Regional Passenger Transport Plan document, I would suggest the following additions/amendments to address the comments raised above:

Policy 1 – Passenger Transport Network

- Promote intermodal passenger transport including the use of passenger ferry services;

Policy 2 – Vehicle Standards

- Promote the safe carriage of cycles by public transport operators especially where associated with District cycle trails;

Policy 3 – Passenger Infrastructure Standards

Objective: Public transport stops which are accessible, safe and attractive

- 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 and ferry terminals;

Given the rural nature of Tasman District, the objective of the Land Transport Management Act 2003 of ensuring environmental sustainability could be considered of higher priority than protecting and promoting public health e.g. RPTP continued support for bus services to provide an alternative to the private motor vehicle should be of higher priority than requiring contracted services to comply with the 'emissions standards in requirements for urban buses in NZ' (p6). If meeting urban emission standards forces local, predominantly rural operators to reduce their bus fleets, it won't help meet Tasman's public transport needs. Utilising school buses more efficiently might help more, which is an activity in the RLTS.

In conclusion, whilst this submission pertains to the draft Regional Passenger Transport Plan currently out for consultation, it raises a fundamental issue in relation to Tasman District having an integrated transport plan. The coastline and location of Nelson-Tasman at the top of the South Island with commercial passenger and freight traffic along the coastline and across to North Island necessitates that any comprehensive, integrated travel/transport plan for the area must include consideration of sea transport. The focus of the GPS and associated funding is only on land transport and the statutory obligation of the regional transport strategy is accordingly restricted to land transport. However, if Tasman District is to have an integrated travel/transport plan, then it would be in the best interests of the District's residents and businesses if local sea transport services are considered both for passengers and freight, particularly from Nelson. While no funding should be required in the short term in relation to sea transport, it is important to capitalize on intermodal transport linkages with sea services where they increase the overall efficiency and sustainability of the local transport network. It is suggested that due consideration be given to this in the drafting of the forthcoming Regional Land Transport Programme so that the District has a comprehensive transport planning document for its own use and not simply a document which caters for the land transport requirements of NZTA and its funding.

Since I am the member for Environment and Sustainability on the Tasman Regional Transport Committee, I am happy to speak to this submission if requested by other members on 16th December.

Yours faithfully

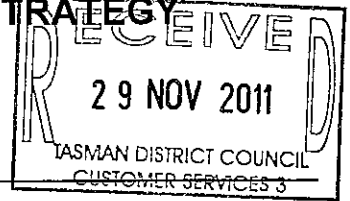

Jo Leyland



DRAFT REGIONAL PASSENGER TRANSPORT STRATEGY

Submission Form

1375



Your name: DAVID BURT

Your contact details:

Address 3 WILLIAM STREET, RICHMOND 7020

Phone: 544 0277 Email: NONE

Are you writing this submission as an individual or on behalf of an organisation?

If an organisation, please name the organisation _____

Your comments (please continue over the page if you require more space)

PLEASE SEE ATTACHED ONE PAGE SUBMISSION.

All written submissions will be made available to the Tasman Regional Transport Committee and the public.

Would you like to speak to your submission at a Regional Transport Committee meeting on 16 December 2011? YES NO

Please send your submission to:
Draft Regional Passenger Transport Strategy
Tasman District Council
Private Bag 4, Richmond 7050

Or drop it into Council at 189 Queen Street or your local library or service centre or email your submission to: info@tasman.govt.nz

We need to receive your submission by 10.0 am, Monday 5 December 2011.

SUBMISSION FROM : David Burt, 3 William St Richmond ph/fax 5440277 . 28 Nov 2011

My comments and proposals regarding the various paragraphs of the draft are:-

3.2 Richmond – Nelson service frequency :-

NCC proposal to increase from 60 plus minutes at present to 20 – 40 mins would be a good incentive to encourage more users . Some years ago when bus patronage in Christchurch was declining, a move to increase frequency on main routes to 15 mins created a big increase in passenger numbers because of convenience, little waiting and significantly reduced round-trip & interchange journey times.

5.2 Policy 2. Vehicle standards :-

Buses should be low – floor, no inside step access, even if they are not wheelchair accessible, to make them more customer friendly and less of a challenge to all ages and abilities.

5.3 Policy 3. Infrastructure standards :-

Manage the provision and maintenance of bus stops.....

Provide and maintain clean shelters at the most – used stops.

Stops and shelters to be adjacent as far as practicable. At Waimea College they are well apart and this needs correcting.

Bus stops should be marked by the standard red sign on a pole or lamp-post as well as on the road surface. On Salisbury road at G. Miller & sons there is no sign.

Bus stop signs or shelters should have timetables on display in weather & vandal protected panels. See the list below of the stops in the T.D.C. area that I believe need such timetable displays. Timetables to be maintained and up-dated when changes are made. Sticky taped timetables on shelter windows are a stop-gap measure and not good enough.

5.6 Policy 6- Information :-

My comments on timetables at bus stops above under 5.3 are a vital part of this – "Point-of-Sale" information is the most important of all.

T.D.C. area stops that require reliable timetable displays are:-

Nelson – bound:-

1. Queen St at Noel Leemings- on the pole.
2. Queen St Mall by Fuji Photos- on the pole.
3. Salisbury Rd by Super Liquor- in the shelter.
4. Salisbury Rd by "The Centre" church- in the shelter.
5. Salisbury Rd opposite Waimea College- lamp-post or shelter (move them together)
6. Salisbury Rd opposite No. 100 - on the lamp-post.
7. Salisbury Rd opposite Holdaway Grove – in the shelter.

Richmond – bound:-

8. Salisbury Rd at G.Miller & sons- on a pole when installed, or a lamp-post ?

I believe that responsibility for this work should be shared , to the mutual satisfaction of both NCC and TDC. Bus stops and shelters by each , as part of their streetscape works. Timetable display and maintenance by NCC for the whole Richmond-Nelson route in conjunction with the bus operator because most of the route is in their area. TDC would simply fund their share to NCC to simplify provision and care of this service.

David Burt
28-11-11.



✓
Nelson Marlborough
District Health Board

1376.

Submission to the Draft Tasman Regional Passenger Transport Plan

22 November 2011

For more information please contact:
Richard Butler
NMDHB
Email: richard.butler@nmdhb.govt.nz
Phone: 5393932

We wish to verbally present this submission.

BACKGROUND

This submission to the Draft Tasman Regional Passenger Transport Plan has been prepared on behalf of the Nelson Marlborough District Health Board (NMDHB). NMDHB is committed to preventing or mitigating the impact of adverse lifestyles and creating a population focus to improve and promote the overall health of Nelson and Marlborough communities and to address health inequalities.

INTRODUCTION

Accessibility is a significant issue for Tasman residents. While most Tasman households have a car; cost, age, income and illness are major barriers to private car use. Statistics New Zealand's recently released population projections show that all of Tasman District's projected population increase to 2031 will be in people aged over 65. The 6,400 people aged over 65 in 2006 is projected to increase to 15,200. To cater for this increasing population many of whom will be on low incomes and or have a physical disability Tasman needs a comprehensive public transport system. In addition to the proposed Richmond to Nelson service, consideration needs to be given to the next steps of developing a network such as providing public transport services to the wider Tasman District including Motueka.

The price of oil has increased significantly in the last ten years and is projected to continue to increase as demand increases and production plateaus. This will result in an increase in demand for public transport across the community. Modal shift from private car use to public transport should be encouraged as it will result in environmental and health benefits including increasing physical activity (walking to and from bus stops) and increasing opportunities for social contact and connectedness.

SPECIFIC COMMENTS

5.1 Policy 1 – Passenger Transport Network

Tasman District Council (TDC) is strongly encouraged to commit funding to the Richmond to Nelson service and work in partnership with Nelson City Council to ensure that the service is successful and best meets the needs of the community. This service will benefit both Tasman and Nelson residents. The intention to expand passenger transport to new subdivisions is supported.

5.2 Policy 2 – Vehicle Standards

TDC needs to be proactive in setting vehicle standards to ensure that they cater for a range of users including people in wheelchairs, people with limited mobility, mothers with young children and people travelling with cycles.

5.3 Policy 3 – Passenger infrastructure Standards

This objective is supported. Every public transport journey starts and ends with a walk or cycle. Providing excellent walking and cycling linkages to bus stops is critical. Similarly, providing park and ride facilities and an interchange in Central Richmond will significantly enhance the services.

Submission on the Draft Regional Passenger Transport Plan 28/11/2011

Organisation: Accessibility for All Forum

Accessibility for All (A4A) is a community led regional forum advocating for accessibility for everyone. Our objectives include considering the whole accessible journey whilst also ensuring public facilities and activities are inclusive for all members of the community.

A4A would like to thank Tasman District Council (TDC) for its on-going commitment to accessibility through the administration of the A4A forum.

A4A Forum members would like to speak to this submission. The contact person for A4A is Richard Butler (richard.butler@nmhs.govt.nz / phone 539 3932).

General Comments

While the TDC contribution to the Total Mobility Scheme is thoroughly appreciated, the subsidy has not been increased for a number of years. Current rates are of great benefit for very short trips, i.e. within Nelson or within Richmond. It is still a financial burden for those who are unable to access the limited bus service or those who must access the health services of our only public hospital, considering that the bus service is infrequent and it may be impossible to cross the busy road to enable a two way bus journey.

A4A is concerned that TDC is planning to support in principle only the initiatives Nelson City Council is taking to provide public transport services. These services will benefit Tasman residents as much as Nelson residents. TDC needs to divert funding from its roading budget to fund the Richmond to Nelson public transport service.

Transport to and from areas within Tasman District beyond Richmond (eg Wakefield, Mapua, Golden Bay) is restrictive, The bus stops used by these transport services are on Gladstone Rd, some distance from the CBD. A solution would be that a small diversion be made through Richmond, utilising existing bus stops. At present it is easier to travel between Golden Bay, Mapua etc and Nelson rather than those areas and Richmond.

Consideration needs to be given to the timing of meetings and events held by TDC to coincide with bus timetables. For example, event and meeting start times should be scheduled for AFTER a bus arrives, not a few minutes before or at the same time making bus passenger attendees inevitably late.

Specific Comments

5.1 Policy 1 – Passenger Transport Network

A4A supports plans to increase the frequency of bus services and to extend the service to more areas.

5.2 Policy 2 – Vehicle Standards

Wheelchair accessible buses benefit not only wheelchair users, but also many other members of the public experiencing limited mobility as well as parents travelling with small children and prams.

It is not sufficient for TDC to "encourage" bus services in Tasman to use wheelchair accessible buses. Commercial providers are not going to introduce these vehicles if there is no incentive to do so. TDC needs to require operators to upgrade or modify their vehicles to become wheelchair accessible and should seek subsidies from central government. to support them to achieve this.

5.3 Policy 3 – Passenger infrastructure Standards

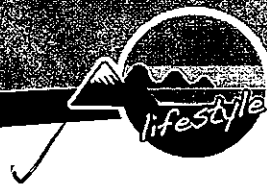
The Objective stating that: "Bus stops which are accessible, safe and attractive." is supported by A4A. Particular thought must be given to pedestrian access to bus stops, ensuring that there are pedestrian links to bus stops servicing both directions of the route. As buses travel along major routes, it is often difficult to access bus stops on both sides of the road.

5.5 Policy 5- Ticketing

Wellington Regional Council has introduced an electronic system to replace Total Mobility vouchers. The new system will be easier for both the users and providers of the scheme. A4A proposes that TDC investigate introducing a similar scheme.

5.6 Policy 6 – Marketing and Transport Information

A4A expects that the planned comprehensive information regarding route and timetabling be accessible to blind and vision impaired people, by ensuring that the TDC website is screen reader compatible and complies with the required standards and that information be supplied on a telephone information service.



DRAFT REGIONAL PASSENGER TRANSPORT STRATEGY

1378!

Submission Form

Your name: Krista Hobday

Your contact details:

Address _____

Phone: _____ Email: _____

Are you writing this submission as an individual or on behalf of an organisation?

If an organisation, please name the organisation _____

Your comments (please continue over the page if you require more space)

Page 5 - Section 5.3 - need to mention something
about seats, shelters and heating timetables at the
bus stops

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