

**Draft Regional Passenger Transport Plan**  
**Discussion Document/Draft**  
**October 2011**



## **Introduction**

Tasman District Council is preparing a Regional Passenger Transport Plan (RPTP) as required by the Public Transport Management Act 2008.

## **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'<sup>1</sup>.

## **Current Services Available in the Tasman region**

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

- The Late Late Bus which is subsidised
- The commercial service which is operated by SBL between Richmond and Nelson which is privately run.
- The Total Mobility Scheme which is subsidised
- The Wrinklies bus in Golden Bay

## **The Late Late Bus**

The Late Late Bus service is subsidised and contracted by Nelson City Council and the NZ Transport Agency and is operated by the SBL Group Ltd. Tasman District Council makes a contribution to the cost of this contract. The service runs between Nelson and Richmond on Friday and Saturday nights. The service operates hourly from 10 pm and the last trip departs at 3.15 am. The purpose of the service is to provide a safer way of travel from late night entertainment in Nelson.

## **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). 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.

<sup>1</sup> Transport disadvantaged are defined 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."

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 50c per hour to \$1 per hour. Tasman District Council fully supports this proposal. Tasman District Council aims to include funding of passenger transport in the Nelson/Tasman region in their Long Term Plan process.

### **The Total Mobility Scheme**

The Total Mobility Scheme operates throughout the Nelson/Tasman region. 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 criteria<sup>2</sup> 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).

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.

### **The Wrinklies Bus**

The Wrinklies Express or the Golden Bay Community Service Vehicle was established in 1999. It is a voluntary service that utilises community grants, donations and sponsorship to provide a door to door transportation service to the over 50's and those with a disability in the Golden Bay area. The scheme also relies on eligible passengers becoming paying members and giving a donation for the trips they make. The Wrinklies bus also makes regular trips into Nelson which costs users \$20 for a return trip. Tasman District Council contributes \$2000 per annum through a community grant and is keen to continue supporting the scheme.

### **SuperGold Card Scheme**

This scheme allows card holders to travel free on scheduled off peak<sup>3</sup> public transport services. New Zealanders aged 65 years or over and those under the this

<sup>2</sup> 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.

age who receive the 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.

### **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 public transport service between Richmond and Nelson go to [www.nelsoncoaches.co.nz](http://www.nelsoncoaches.co.nz)

### **School bus services**

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

### **Transport Disadvantaged**

The Public Transport Management Act 2008 requires that the Regional Public Transport Plan describes how public transport services and financial assistance Council provides will assist the transport disadvantaged. 'Transport disadvantaged' is defined 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 for public transport has to be considered in relation to the cost of the provision of services and the demand for such services. Council are able to determine who are transport disadvantaged by lack of modal choice, affordability and disability.

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

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

<b>Transport Disadvantaged factor</b>	<b>Groups affected</b>	<b>How Public Transport Services will assist</b>
Lack of modal choice	Households with limited access to motor vehicles	The Plan encourages the provision of viable public transport services where there is sufficient demand
Affordability	Tasman district ratepayers	The Council has committed to the provision of Total Mobility for the most severely impacted in the community and is encouraging viable services to be developed.
Disability	People with disabilities that affect their ability to drive, mobility and ability to access public transport	Total Mobility services will continue to be funded by the two local authorities and NZ Transport Agency. Grants will also continue with the Wrinklies Express. Other community buses will be promoted by Council.

## **Policies and Objectives**

### **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
- Review the Tasman Resource Management Plan (TRMP) for the provision of potential passenger transport at new subdivisions.

### **Policy 2 – Vehicle Standards**

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

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

### **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.
- 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.

### **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, account for the transport disadvantaged.
- Fares will be reviewed annually.

### **Policy 5 – Ticketing**

Objective: A simple but effective ticketing system.

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

### **Policy 6 – Marketing and Transport Information**

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

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

### **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 on Land Transport Funding (GPS). 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 that are in line with the plans in the RLTS, and 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.

### **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 public transport plan.

### **Objectives of the Land Transport Management Act 2003**

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

<b>Objective</b>	<b>How the RPTP contributes</b>
Assisting economic development	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	Provision of late night bus services
Improving access and mobility	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	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

Objective	How the RPTP contributes
Ensuring environmental sustainability	<p>Continued support for bus services to provide an alternative to the private motor vehicle</p> <p>Improvement of services to make them more attractive to commuters</p> <p>Requiring contracted services to comply with the emissions standards in <i>Requirements for Urban Buses in NZ</i></p>

### **NZTA Guidelines for Preparing Regional Public Transport Plans**

Council considered the guidelines when developing this discussion document.

### **New Zealand Energy Efficiency and Conservation Strategy**

The proposals in this Plan contribute to the transport objective in the NZEECS “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.

### **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.

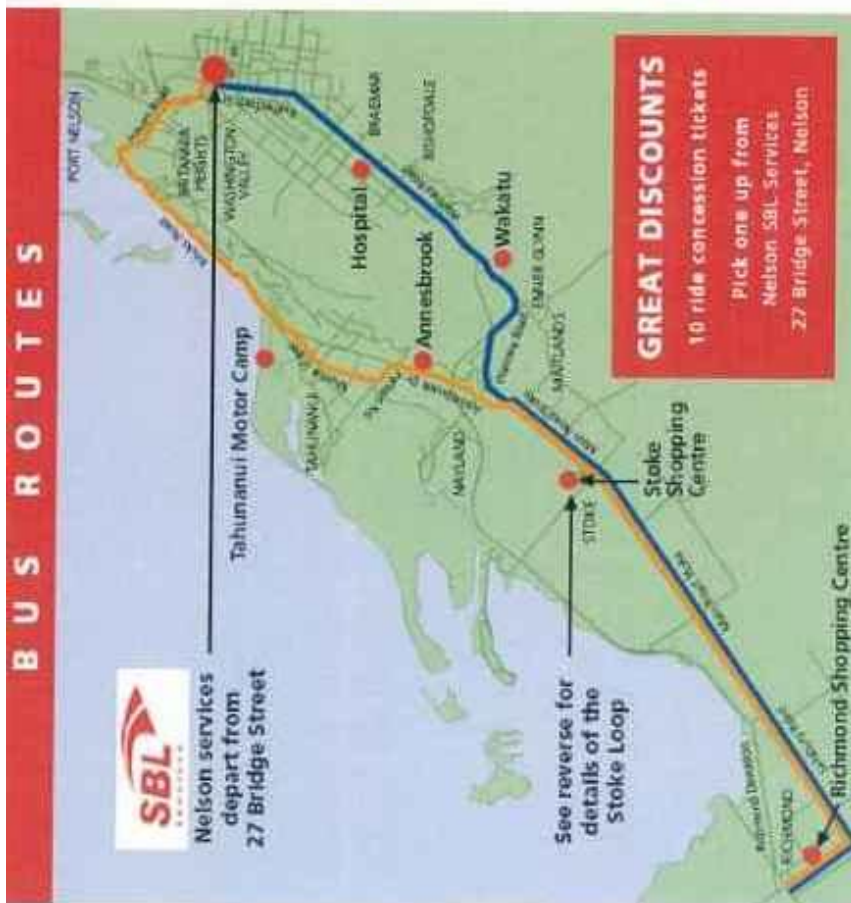
### **Views of public transport operators**

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

### **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. A review requires Council to consider whether the existing Plan is relevant and whether a renewal or variation is required.





**RICHMOND - STOKE - TAHUANA - NELSON**

Service	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	
Depart Richmond	7:10	7:40	8:10	8:30	10:30	11:30	12:30	1:05	2:05	2:35	3:15	4:20	5:10	5:45												
Stoke	7:20	7:50	8:25	8:40	10:40	11:40	12:40	1:15	2:15	2:25	3:25	4:30	5:20	5:55												
Annesbrook	7:25	7:55	8:30	8:45	10:45	11:45	12:45	1:20	2:20	2:30	3:30	4:35	5:25	6:00												
Tahumanui	7:30	8:00	8:35	8:50	10:50	11:50	12:50	1:25	2:25	2:35	3:35	4:40	5:30	6:05												
Arrive Nelson	7:38	8:08	8:43	8:58	10:58	11:58	12:58	1:33	2:33	2:43	3:43	4:48	5:38	6:13												

**RICHMOND - STOKE - WAKATU - NELSON**

Service	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	
Depart Richmond	7:10	7:40	8:10	8:30	10:30	11:30	12:30	1:05	2:05	2:15	3:15	4:20	5:10	5:45												
Stoke	7:20	7:50	8:25	8:40	10:40	11:40	12:40	1:15	2:15	2:25	3:25	4:30	5:20	5:55												
Wakatu	7:25	7:55	8:30	8:45	10:45	11:45	12:45	1:20	2:20	2:30	3:30	4:35	5:25	6:00												
Hospital	7:30	8:00	8:35	8:50	10:50	11:50	12:50	1:25	2:25	2:35	3:35	4:40	5:30	6:05												
Arrive Nelson	7:38	8:08	8:43	8:58	10:58	11:58	12:58	1:33	2:33	2:43	3:43	4:48	5:38	6:13												

**NELSON - TAHUANA - STOKE - RICHMOND**

Service	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM
Depart Nelson	7:40	8:15	9:00	10:00	11:00	12:00	1:00	2:30	2:50	3:50	4:20	5:10	5:45												
Tahumanui	7:50	8:30	9:10	10:10	11:10	12:10	1:10	2:40	3:00	4:00	4:30	5:20	5:55												
Annesbrook	7:55	8:35	9:15	10:15	11:15	12:15	1:15	2:45	3:05	4:05	4:35	5:25	6:00												
Stoke	8:00	8:40	9:20	10:20	11:20	12:20	1:20	2:50	3:10	4:10	4:40	5:30	6:05												
Arrive Richmond	8:08	8:48	9:28	10:28	11:28	12:28	1:28	2:58																	

**NELSON - WAKATU - STOKE - RICHMOND**

Service	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM
Depart Nelson	7:40	8:15	9:00	10:00	11:00	12:00	1:00	2:30	2:50	3:50	4:20	5:10	5:45												
Hospital	7:45	8:25	9:05	10:05	11:05	12:05	1:05	2:35	2:55	3:55	4:25	5:15	5:50												
Wakatu	7:50	8:30	9:10	10:10	11:10	12:10	1:10	2:40	3:00	4:00	4:30	5:20	5:55												
Stoke	8:00	8:40	9:20	10:20	11:20	12:20	1:20	2:50	3:10	4:10	4:40	5:30	6:05												
Arrive Richmond	8:08	8:48	9:28	10:28	11:28	12:28	1:28	2:58																	

**SATURDAY/SUNDAY SERVICE**

**RICHMOND - STOKE - TAHUANA - NELSON**

Service	AM	AM	PM	PM	PM	PM	PM	PM	PM
Depart Richmond	9:15	10:45	12:45	2:15	3:45				
Stoke	9:25	10:55	12:55	2:25	3:55				
Annesbrook	9:30	11:00	1:00	2:30	4:00				
Tahumanui	9:40	11:10	1:10	2:40	4:10				
Arrive Nelson	9:50	11:20	1:20	2:50	4:20				

**NELSON - TAHUANA - STOKE - RICHMOND**

Service	AM	PM	PM	PM	PM	PM
Depart Nelson	10:00	12:00	1:30	3:00	4:30	
Tahumanui	10:10	12:10	1:40	3:10	4:40	
Annesbrook	10:20	12:20	1:50	3:20	4:50	
Stoke	10:25	12:25	1:55	3:25	4:55	
Arrive Richmond	10:35	12:35	2:05	3:35	5:05	

# 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 last service departing at 3:15am and leaving McDonald's 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 Armstrong Drive - opposite Black Cat Dairy
- 10:21pm Main Road Stoke - Tennis Courts
- 10:26pm 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 lid - intersection of Beilboon St
- 10:46pm Wairoa lid - intersection of Tahuna St
- 10:48pm Wairoa lid - Night Owl Dairy
- 10:50pm Sutherland Street - McDonald's
- 10:52pm Trafalgar Street

**Nelson City Council**  
Te Kaitiaki o Ōtago  
15 Kaitiaki Street, Nelson

Effective from December 2010

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