

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

Date: Friday 2 December 2022
Time: 1.30 pm
Meeting Room: Tasman Council Chamber
Venue: 189 Queen Street, Richmond
Zoom conference link: <https://us02web.zoom.us/j/87289743773?pwd=S2Z3OWlvd21BeUJRSUdSWVliWWQ0QT09>
Meeting ID: 872 8974 3773
Meeting Passcode: 093350

Joint Nelson Tasman Regional Transport Committee

AGENDA

MEMBERSHIP

Members

Deputy Mayor S Bryant
(Tasman District Council)
Cr B Dowler
(Tasman District Council)
Ms E Speight

Mayor N Smith
(Nelson City Council)
Deputy Mayor R O'Neill-Stevens
(Nelson City Council)

Alternate Members

Cr C Butler
(Tasman District Council)
Cr J Ellis
(Tasman District Council)

Cr M Courtney
(Nelson City Council)
Cr J Hodgson
(Nelson City Council)

(Quorum 2 members)

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AGENDA

1 OPENING, WELCOME, KARAKIA

2 APOLOGIES AND LEAVE OF ABSENCE

Recommendation

That apologies be accepted.

3 DECLARATIONS OF INTEREST

4 PUBLIC FORUM

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

5 PRESENTATIONS

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7 CONFIDENTIAL SESSION

Nil

8 CLOSING KARAKIA

6 PRESENTATIONS

6.1 WAKA KOTAHI (NZTA) UPDATE

Report To: Joint Nelson Tasman Regional Transport Committee
Meeting Date: 2 December 2022
Report Author: Tara Fifield, Executive Assistant - Service and Strategy
Report Number: RTRTC22-12-1

PRESENTATION

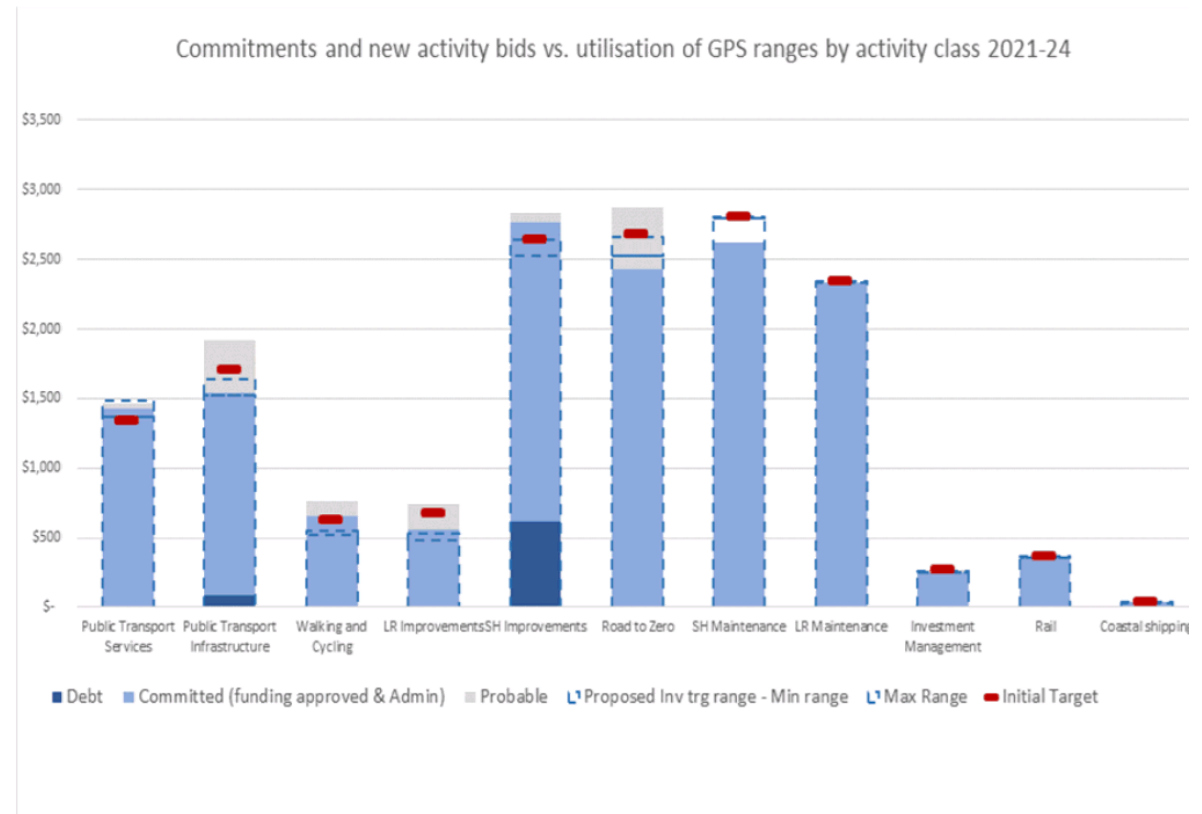
Ms Emma Speight from Waka Kotahi (NZTA) will provide an update to the Committee.

Appendices

1. Waka Kotahi update - December 2022 5

NLTP activity classes

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



Coastal Shipping Investment

- Government has committed \$30 million of funding for co-investment in new and enhanced coastal shipping services through the 2021-24 NLTP
- The four suppliers selected for co-investment in their proposals are:
 - Coastal Bulk Shipping Ltd
 - Move International Ltd
 - Swire Shipping NZ Ltd
 - Aotearoa Shipping Alliance
- The suppliers are now implementing their projects



Driver Licensing Improvement Programme (DLIP)

DLIP is a new cross-agency initiative to improve access to driver licensing

It includes:

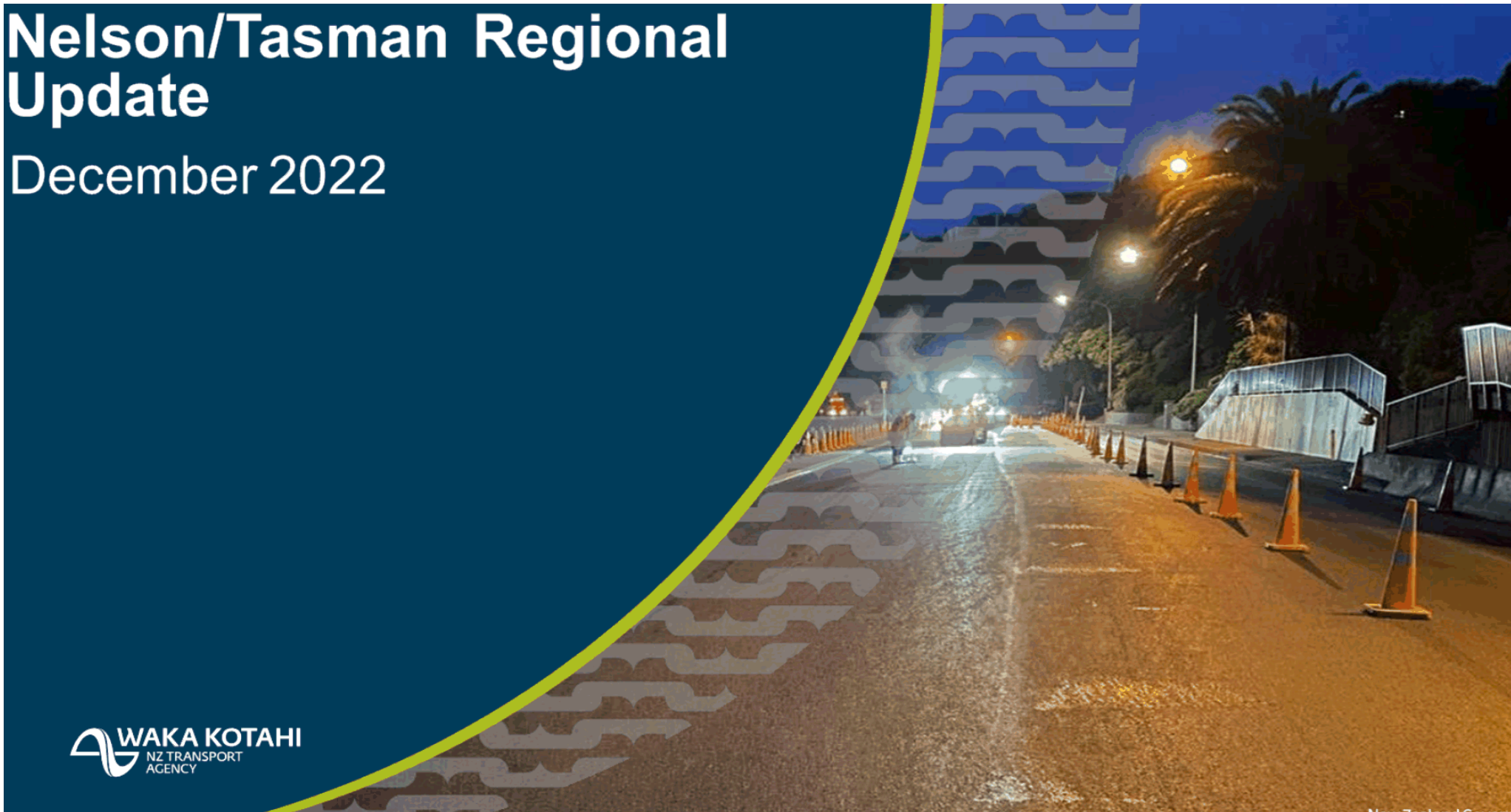
- Mapping all elements of Graduated Driver Licensing System and identifying issues and opportunities.
- Workshops with stakeholders to address issues and improve access.
- Community-based trials to increase practical testing access and capacity.

Draft options and roadmap to Ministers end 2022, final decisions in 2023.



Nelson/Tasman Regional Update

December 2022



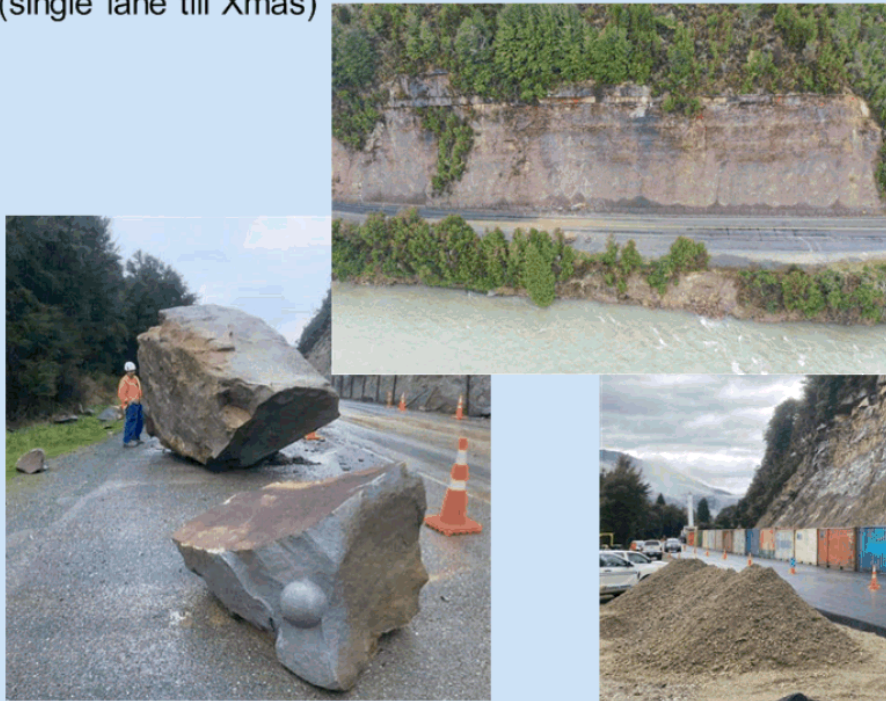
Tasman – Project Updates

Activity	Key date(s)	Commentary
SH60 Waitapu Bridge, Tākaka	<ul style="list-style-type: none"> 21 Sept: Manawhenua ki Mohua (MKM) - with Waka Kotahi - held the last hui / community feedback / question session. Work with MKM will be ongoing 	<ul style="list-style-type: none"> Engagement report and Waitapu Landscape Plan finalised. This is an important project for iwi relationships and will require ongoing communication between Waka Kotahi, MKM and other parties – the maintenance plan is yet to be finalised. Planting / restoration works onsite will be via MKM funding streams and 'in kind' contributions with very little financial input from Waka Kotahi (as landowner)
SH60 High Street Motueka	<ul style="list-style-type: none"> Early December 	<ul style="list-style-type: none"> Construction at the roundabout commenced late September, with expected completion in early December. Works are substantially complete with sealing of the last ramps and grinding of the central cobbles completed week commencing 21 November. Reinstatement of assets (including handrails and line markings) are underway. There has been engagement with Councillors at TDC in response to managing business impacts, these have been addressed and there are no ongoing issues. The re-seal work at Tudor/High Street has gone well and is nearing completion.

Tasman Emergency Works

- Feb 22 weather event
- Wed 29th July rockfall

SH6 Dellow's Bluff rockfall
(single lane till Xmas)



SH65 Shenandoah (single lane till Xmas)



SH6 Dellow's Bluff drop out
(single lane till Xmas)



SH60 Birds Hill
(50km/hr TSL,
traffic
mgmt controls
ongoing)



Nelson Regional Update

Activity	Commentary on near to short-term State Highway components
<p>Nelson Future Access – Detailed Business Case</p>	<ul style="list-style-type: none"> • Funding <ul style="list-style-type: none"> ○ For the Rocks Road project, funds in the NLTP cycling and walking activity class are currently committed, but activity classes get regularly reviewed and there remains an opportunity that initial design/consenting funding in this NLTP period could be forthcoming. • Bisley Ave/Tāhunanui Drive southbound lane reinstatement <ul style="list-style-type: none"> ○ This reinstatement proposal is contained within the Nelson Future Access project. Waka Kotahi has not yet determined a preferred design to take to engagement with businesses and the community that are directly impacted by the proposed changes. ○ In considering the options we are keeping the safety of all road users, including cyclists and pedestrians, front of mind. • Low Cost Low Risk projects <ul style="list-style-type: none"> ○ Investigation, stakeholder and iwi liaison ongoing. Pricing of some works being undertaken to inform decision-making and scope finalisation
<p>SH6 vegetation control</p>	<ul style="list-style-type: none"> • Preliminary investigations have commenced to determine more acceptable, sustainable and affordable hard and soft options to reduce ongoing maintenance costs. Once completed, funding will be sought to implement any recommendations.

2022/23 Low Cost / Low Risk Infrastructure

Activity	Commentary
SH6 Whakatū Drive shared use path upgrade	<ul style="list-style-type: none"> SH6 Whakatu Drive shared use path (Nelson) - Investigation and stakeholder and iwi liaison ongoing. Pricing of some works being undertaken to inform decision-making and scope finalisation
SH6 Muritai St pedestrian crossing improvements	<ul style="list-style-type: none"> Pending targeted community engagement Design and construct
SH6 Pedestrian refuges <ul style="list-style-type: none"> Tāhunanui Drive Annesbrook Drive 	<ul style="list-style-type: none"> Pending targeted community engagement Design completed. Targeted local comms to be carried out. Installation expected to be completed by Christmas

Regional 2022/23 reseal road closures

Recent activity	
<ul style="list-style-type: none"> • SH60 Tākaka Hill 	<ul style="list-style-type: none"> • Overnight closures occurred over 3 weeks in October 2022 • Teams from the NOC, the Nelson Asphalt team, and sub-contractors including Nelson Earthworks and Solly's completed 20,492m² of asphaltic concrete reseals, slip remediation from the August event, repair of drainage systems and pavement reinstatement at the reactivated Drummonds slip, 3 guardrail sites completed, 1.5km of concrete lined drainage channel created, 465m² of pavement stabilisation repairs alongside routine pavement repairs and maintenance, despite snow and rain delays • Overnight closures 1-2 weeks end of January/early Feb 2023 to complete the asphalt reseals. • Minor short-term closures for chip seal (approx. 4hrs, no alternate) are being planned over 4 days late Jan/early Feb 2023.
<ul style="list-style-type: none"> • SH60 Ruby Bay bypass 	<ul style="list-style-type: none"> • One direction detours (onto local roads) occurred over 5 days in October 2022 • 3 reseal crews (from Marlborough, Canterbury and the West Coast) delivered 12km of reseals (154,833m² of chipseal) over 20 separate sites over a total length of 24.4km.
<ul style="list-style-type: none"> • SH6 Whakatu Drive & seal tie-ins on SH6 deviation 	<ul style="list-style-type: none"> • Full closure completed 3.5hrs earlier than planned over weekend 5/6 Nov (compared to 10 years ago reseal where works took 4 weeks to complete with extensive traffic delays). Over the weekend over 93,000m² of chipseal layed, 176,000 ltr of bitumen sprayed, 1,900 tonnes of chip layed by 40 staff, 20 traffic mgmt staff, 10 trucks, 2 sprayers, 6 tankers and 6 rollers. • Lessons learnt review underway into methodology and operation

Whakatu Drive Closure

- A full closure of Whakatu Drive on the weekend of 5-6 Nov to achieve 6km of resealing.
- A weekend's work to complete 3-4 weeks of sealing using traditional stop/go traffic management.
- Over the weekend (and particularly on Saturday):
 - Significant delays experienced across the network and impact on the community.
 - Compounded by minor crashes on the detour route.
 - Local network overwhelmed for several hours.
 - Significant feedback received by customers and stakeholders.



Lessons Learned

Whakatu Drive



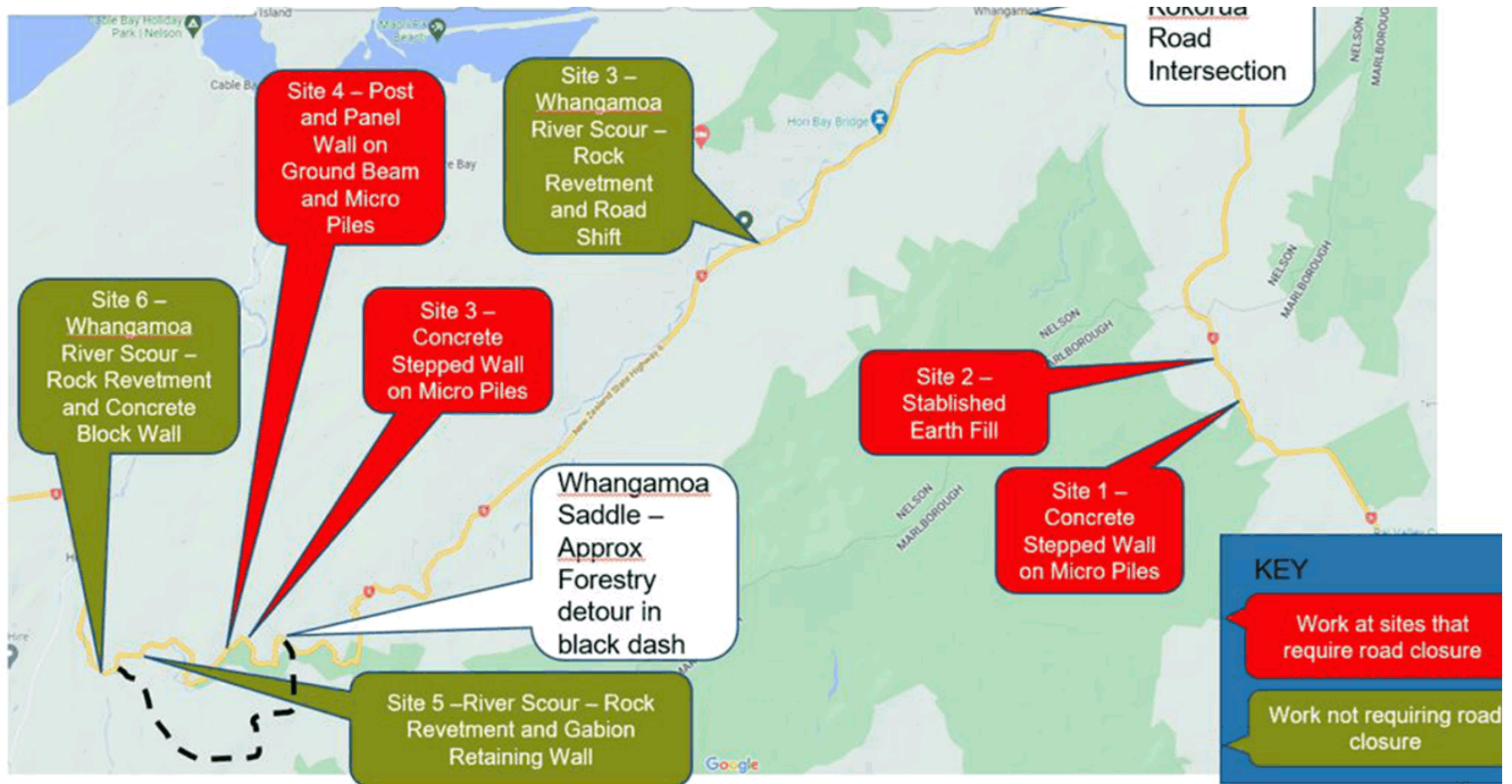
- Waka Kotahi acknowledges this work had a significant impact on the Nelson and Tasman community.
- Methodology used was tested - unable to do one side then the other due to removal of the wire-rope barrier and the direct conflict traffic would have with the detoured traffic.
- Safety of the workers needs to be balanced with the risk to the road user and communities affected.
- Early planning and communications were undertaken, but it was acknowledged that a closure of this size needs wider consultation and the feedback considered.

Lessons Learned (Continued)

Whakatu Drive

- Additional Waka Kotahi Communication and Stakeholder is support needed for major closures.
- Travel choice options need to be at the centre of the communications of high impact closures in urban-Nelson.
- A traffic impact assessment needs to be undertaken and consulted with partners before the decision to proceed with the work on high volume roads.
- Coordination of works with council partners critical (Saxton Road impacts)
- Real time response to high impact closures needs to be part of planning, key reps from all agencies and contingency plans developed. This includes communication across all parties before and during the closure if needed.
- Further traffic management interventions to be considered, roundabout controls/police support when gridlocked.







Site 1

Concrete stepped wall on micropiles

- Getting the first concrete pour on Site One has been the key focus for the crew with the first pour being the largest and most complex.
- The wall is being constructed in a series of blocks each building on the previous block created by pouring concrete into form work (temporary mould).
- Each of the five vertical concrete lifts are approximately one metre in height and in total contain over 15 tonnes of reinforcing steel and 200m³ of concrete.

Site 2

Mechanically stabilized earth (MSE) wall

- Additional excavation and drainage at Site Two have been completed.
- The crew have placed three of nine layers of the reinforced fill (Mechanically Stabilised Earth wall).
- Substantial drainage improvements are also going in for this site, of which two of the four double catchpits and some rock lined channel has been completed.



Site 3

Concrete stepped wall on micropiles



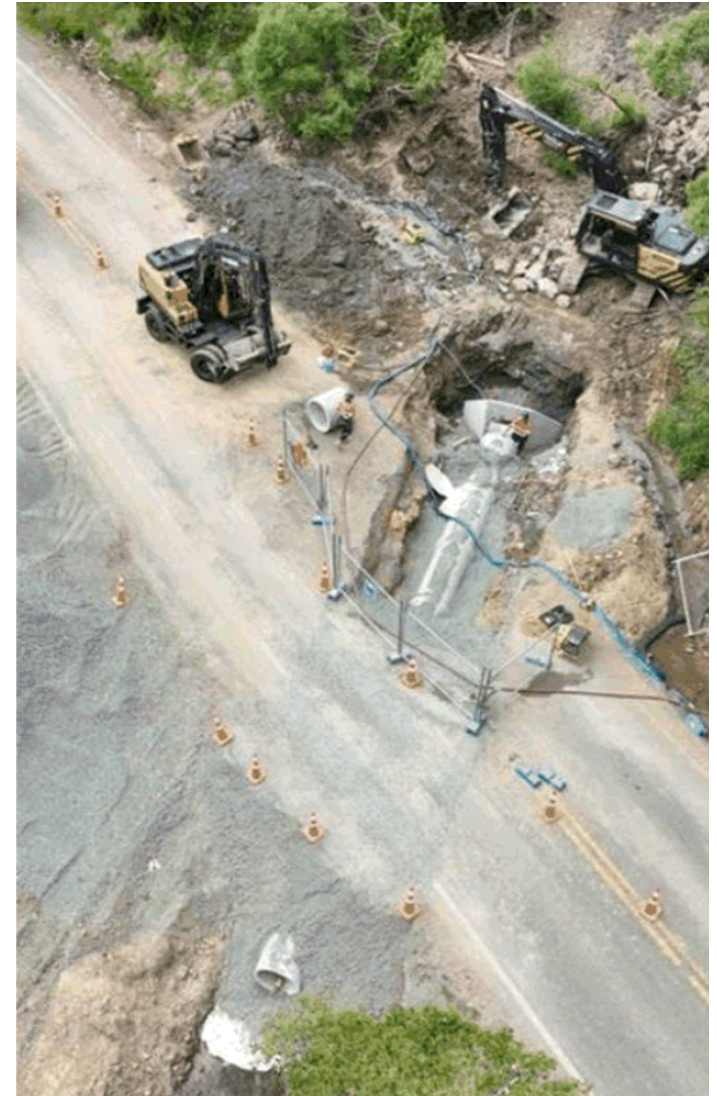
- Site Three is tracking along well and is a similar block form to Site One.
- The crew have poured the first and second block (or lift) and are now starting the backfilling and getting ready to start construction of the third and final lift.
- Once the final lift is complete, construction of the road pavement and asphalt seal can occur, alongside replacement of the guardrail.



Drainage works

20 culverts to be replaced

- The drainage crew have nearly completed the installation of the 1350mm diameter concrete culvert and have started on the inlet structure which consists of a large concrete wingwall, and railway iron driven into the stream bed to stop debris blocking the inlet.
- **Graham Stream Culvert Replacement**
Due to problematic flooding near Graham Stream, the crew renewed two culverts (under road pipes) last week and a further two are underway.
- There are two separate drainage crews completing this work at the same time.



Hei konā mai



7 REPORTS

7.1 TRANSPORT PLANNING UPDATE

Information Only - No Decision Required

Report To:	Joint Nelson Tasman Regional Transport Committee
Meeting Date:	2 December 2022
Report Author:	Dwayne Fletcher, Strategic Policy Manager (Tasman District Council) and Drew Bryant, Team Leader Transport Activity Management (Nelson City Council)
Report Number:	RTRTC22-12-2

1 Purpose of Report

- 1.1 To update the Joint Nelson and Tasman Regional Transport Committee (RTC) on transport planning matters from Nelson City Council (NCC) and Tasman District Council (TDC).

2 Recommendation

That the Joint Nelson Tasman Regional Transport Committee receives the Transport Planning Update RTRTC22-12-2 report.

3 Nelson City Council - Summary

- 3.1 Nelson Transport Planning Officers have recently completed several significant planning initiatives that will determine a programme of transport projects. These projects will be considered as part of the upcoming 2024 Long Term Plan Process.
- 3.2 Nelson City Council (NCC) received Streets for People funding from Waka Kotahi to undertake the Railway Reserve to Waimea Road active travel link project. Officers have initiated this project, but much of the design and implementation will happen in 2023. The project attracts a 90% Financial Assistance Rate (FAR) and is expanded on below.
- 3.3 The Speed Management Plan is already underway with officers connecting with various groups within the community. It is anticipated that the proposed speeds will align with recently approved national and local transport planning documents and guidelines.
- 3.4 NCC officers are working through a Programme Business Case (PBC) to improve several roundabouts around the city centre. The PBC will determine the correct intervention but also allow Council to apply for funding from Waka Kotahi to undertake this work.

4 Nelson City Council - Background

- 4.1 Transport Planning Officers have recently completed several significant projects that shape the direction that transport will take over the next 30 years. This includes the planning and tendering of new public transport services. The details of this work are addressed in a separate report.
- 4.2 NCC adopted the E tū Whakatū – Nelson’s Active Travel Strategy (Strategy) in September this year. The Strategy identifies the need and the location for a network of separated walking and cycling routes throughout the city. The Strategy also determines safe connections are needed to link the network between key origins and destinations. This will be accomplished by creating slow-speed areas where cycling and vehicles can mix.
- 4.3 NCC adopted the Parking Strategy in August this year, which provides a framework around prioritisation of parking supply and better use of road space.
- 4.4 These documents lay the foundation for a future transport work programme that will be considered in the next Long Term Plan.

5 Nelson City Council - Discussion

Streets for People

- 5.1 Council has been awarded \$1.26M from Waka Kotahi to undertake a Streets for People project in the Nelson South area as indicated in red on the map below.



- 5.2 Council is one of 15 territorial authorities that Waka Kotahi is partnering with. This project follows and progresses work that was undertaken in the 'Innovating Streets' project on Tipahi and Kawai Streets. These two projects enable cycle connections between the Railway Reserve and Waimea Road and link key walking and cycling corridors with schools and the hospital.
- 5.3 Officers have started the monitoring plan through traffic counting and undertaking a street elevation using the UK developed Living Streets criteria. Meetings have been held with Health NZ representatives to determine how the planned hospital improvements will impact this project. So far, the details of the hospital upgrade are uncertain, but officers have developed relationships with the project managers to work together on both projects.
- 5.4 Community members are being sought to participate in a working group as part of the development and assessment of the project. It is intended that further community engagement will take place in early 2023 and that the initial changes to the road will happen in September 2023. Funding rules require the project to be completed by July 2024.

Speed Management Plan

- 5.5 The new Setting of Speed Limits Rule came into force on 19 May 2022. The new rule allows road speeds to be set at any time once a Speed Management Plan is approved. The first Speed Management Plan (SMP) is to be approved by July 2024 to align with the Regional Land Transport Plan (RLTP). The Rule allows councils to create an interim SMP before July 2024.
- 5.6 Waka Kotahi has recently released the draft State Highway SMP for public feedback. The changes to roads in Nelson and Tasman in the State Highway SMP are around schools. Officers are not recommending a submission from NCC on this. All councils will have another opportunity to provide input on the updated State Highway Speed Management Plan before July 2024.
- 5.7 Nelson has started drafting the Nelson SMP, but it is in the early stages. Officers have had early conversations with the School Principals Association and Te Tauihu iwi.
- 5.8 Speeds on Nelson urban streets will be broadly in line with those proposed in the E tū Whakatū – Active Transport Strategy and Waka Kotahi's safe and appropriate speeds mapping. This approach anticipates 30km/h on residential and urban centre streets with speeds higher than 30km/h on key urban connectors such as Main Road Stoke and Waimea Road.

Roundabouts

- 5.9 Officers have started on a Programme Business Case (PBC) to determine the right intervention at several key roundabout intersections around the city centre. The roundabouts are on routes into the city centre but currently only cater for motorised vehicles. Many of the roundabouts have poor crash histories for people walking and cycling including several deaths and serious injury crashes. The programme of roundabout changes will improve the intersections for all users.
- 5.10 The business case process is used to help Council make informed decisions about the type of interventions that should be used, but also allows NCC to seek Waka Kotahi funding as part of the 2024-2027 National Land Transport Plan.

6 Tasman District Council - Summary

- 6.1 After delivering on an ambitious transport planning and policy programme earlier in 2022, transport planning at Tasman District Council has largely stalled since September due to staff vacancies. Below is a summary of mainly recent transport operations.

Roading Operations

- 6.2 Roothing maintenance, operations and renewal works have been in full swing this month, trying to catch up on time lost during the excessively wet months of July, August and September. With programmes being concentrated due to the poor weather conditions, motorists across the District have noticed a significant increase in roading works and traffic management required to carry out the work safely.
- 6.3 Contractors have been focusing on completing the storm damage repair work following the August heavy rain event in Golden Bay. All roads have now been opened following repairs. The clean-up work in the Golden Bay area involved the removal of 5,546 m³ of slip material. It required running excavators for 460 hours and 1250 hours of trucks to cart the slip material to approved dump sites.

Public Transport

- 6.4 During the next 12 months, new bus shelters and bus stops will be constructed as we prepare to expand our public transport services. We are also extending regular bus services to Wakefield and Motueka. The new routes will be running by the middle of 2023 as planned. The change means we will require a bus stop on both sides of Queen Street at the Council offices.

Walking and Cycling

- 6.5 The 'Bikers Brunch' event was held at Saxton Field on Sunday 9 October 2022. We had an excellent turnout of over 400 people in attendance. This was a multi-agency event with partner agencies working together to promote motorcycle safety.
- 6.6 The project delivery team has completed the Motupipi Shared Cycle Path Bridge, named the Christine Pullar Bridge. The bridge provides a separate crossing point for pedestrians and cyclists using the popular shared path between Pohara and Takaka. The bridge was delivered \$74,000 under budget.
- 6.7 The Streets for People project has begun consulting and co-designing pilot projects with a working group. Pilot projects for this programme will be on Salisbury and Aranui roads.

- 6.8 The Eastern Hills Creek Cycleway is nearly complete and is expected to open in December 2022.

7 Attachments

Nil

7.1 PUBLIC TRANSPORT UPDATE

Information Only - No Decision Required

Report To:	Joint Nelson Tasman Regional Transport Committee
Meeting Date:	2 December 2022
Report Author:	Drew Bryant, Team Leader Transport Activity Management (Nelson City Council)
Report Number:	RTRTC22-12-3

1 Purpose

- 1.1 To update the Joint Nelson Tasman Regional Transport Committee (RTC) on public transport matters.

2 Draft Resolution

That the Joint Nelson Tasman Regional Transport Committee receives the Public Transport Update Report RTRTC22-12-3

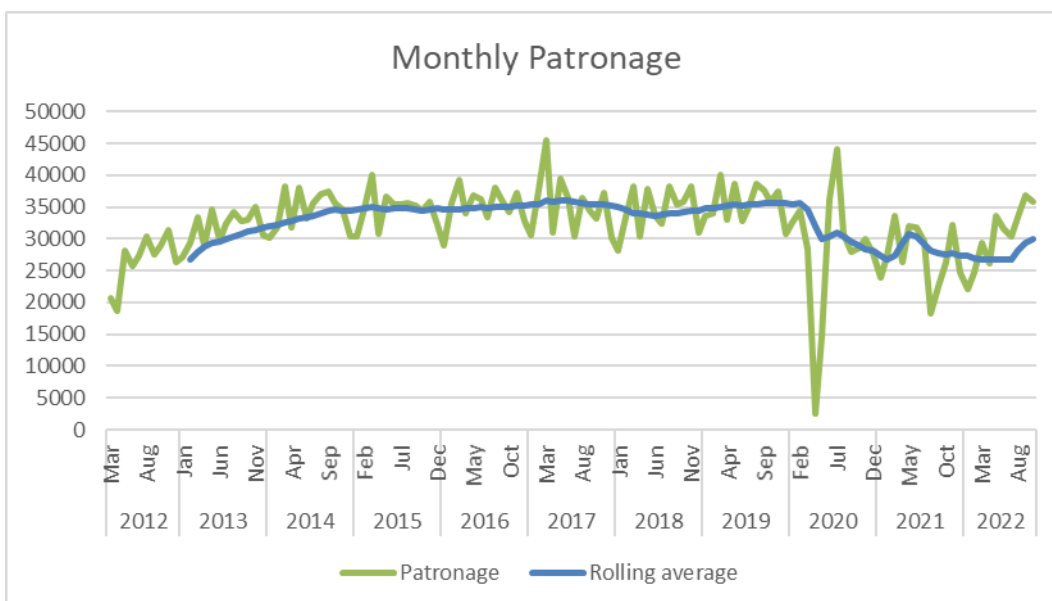
3 Summary

- 3.1 NBUS public transport service patronage has been lower than pre-Covid-19 levels but has fared better than most other regions in New Zealand. In recent months, patronage numbers have lifted to pre-Covid-19 levels. It is not known whether this lift in patronage is due to favourable public transport conditions or part of a longer-term trend when (or if) conditions return to normal.
- 3.2 Unlike most other centres NBUS services have been able to provide continued operation throughout the past two years of Covid-19 disruption. However, in recent weeks the tight labour market and other factors resulted in insufficient drivers to maintain full services and some overflow bus services have been unable to run. Council officers have worked quickly with SBL and Waka Kotahi to provide an increase in driver wages to help resolve this issue.
- 3.3 Preparations for the new bus services starting on 1 July next year continue. This includes finalising routes and establishing new and improved bus stops and facilities.
- 3.4 The new bus services will have a new brand which is part of a broader communication initiative to show how the bus services are part of a wider plan to change transport to provide safer and climate-friendly alternatives.

4 Discussion

Patronage

- 4.1 Bus patronage on the NBUS services between 2014 and 2019 was stagnant despite the general population growth and some minor improvements in services.
- 4.2 Patronage between 2020 and 2022 has been lower due to Covid-19 lockdowns and mask-wearing requirements. Despite the reduction in patronage, NBUS fared better than most other regionals around New Zealand. This is in large part due to the continuity of service and fare reductions.
- 4.3 Over the past month, patronage has returned to the same levels seen before Covid-19. It is not known if this will continue when 50% fare reductions are lifted in February next year.



Drivers' wages

- 4.4 The cost of living and the tight labour market has an impact on the NBUS services. As of 7 November 2022, the overflow buses between Richmond and Nelson have been cancelled due to labour shortages.
- 4.5 SBL have had difficulty supplying enough bus drivers for the following reasons:
- Covid-19 and other illness has meant that SBL is taking a precautionary approach to rostering;
 - other industries like freight are currently offering significantly greater pay rates than public transport;
 - other regions around New Zealand have significantly increased their pay rates which is attracting local drivers.
- 4.6 Throughout Covid-19, SBL has been able to maintain all bus routes without any drop-in service. Nelson was one of the only locations in New Zealand to maintain services. Other bus services have had significant disruption to many of their services due to bus driver shortages.
- 4.7 SBL have covered driver shortages by utilising the skills and expertise of company management, but they have indicated that they cannot continue doing this in a long term.
- 4.8 Council officers have been working with SBL to review driver pay rates and have made an agreement to increase driver pay rates to \$28/hr. This is in line with other increases in pay rates that have been seen around the country.
- 4.9 The urgency of the situation resulted in SBL meeting 100% of the cost of the pay rise from 25 October to 1 December when Council subsidy becomes available.
- 4.10 Waka Kotahi has confirmed that there is additional funding available from the Climate Emergency Response Fund (CERF) to match Council's local share. Local share for the current financial year from both councils has been found within existing budgets from 1 December, but additional funding may be needed in the Annual Plan for the next financial year. It is anticipated that the funding will be considered as part of the Annual Plan processes.

New Routes

- 4.11 Tasman staff have made changes to route 5 within Motueka based compared to the Regional Public Transport Plan (RPTP) based on feedback from the Motueka Community Board. This change was approved by Tasman Full Council and included in the new public transport contract documents.
- 4.12 There is a risk that there may need to be more changes to Route 5 due to the slip on Stafford Drive at the Ruby Bay cliffs. The current operating assumption is that the road will re-open before 1 July 2023, but should that not be the case, consideration will be given to how Route 5 will need to change.
- 4.13 Route 4 (The Brook to the airport) travels a route along Moana Avenue that was also affected by the August rainfall event. Moana Avenue is currently open to one-way traffic and work is being undertaken to protect the road from rock falls. Nelson officers current assumption is that the road will be reinstated to allow two-way traffic by 1 July 2023.
- 4.14 The new public transport services contract made some assumptions regarding routes around Nelson City centre due to not having a confirmed location and timeline for the new bus interchange. NCC at the September 2022 meeting confirmed that the new bus

interchange will be at Miller’s Acre. Nelson officers are adjusting some of the routes to suit the interim bus hub at the current SBL site on Bridge Street for 1 July 2023.

- 4.15 Some of the routes in the Regional Passenger Transport Plan (RPTP) were based on future road connections being created. There may be changes in the future as more connections become available.

Bus Stops

- 4.16 Routes 1 and 2 (Richmond – Nelson) already have formal marked bus stops in place. There are some new stops needed for Route 1 along Hill Street, Champion Road, Songer Street and Nayland Road. Many stops within Richmond have already been created, or will shortly be completed.
- 4.17 Routes 3 and 4 (The Brook – Airport and Atawhai – Hospital) were previously hail and ride routes. Atawhai Drive already has some formal marked stops, but most of the routes need new stops to be considered, and this work is underway.
- 4.18 Routes 5 and 6 (Motueka – Nelson and Wakefield – Nelson) have some existing formal bus stop locations that are used by school buses and will be utilised. All other marked bus stop locations will be created over the next six months.
- 4.19 Bus stops at bus interchanges will be modified over the next six months to allow passengers to wait and exchange buses. A list of the planned changes to each interchange is shown in the table below.

Location	Planned changes
Richmond	The current location on Queen Street will be modified to have a bi-directional stop. The changes will include a pedestrian crossing and traffic calming.
Stoke	Location south of the intersection of Main Road Stoke and Songer Street with new stops and pedestrian crossing.
Tahunanui	New bus shelters on Muritai Street near the intersection with Tahunanui Drive.
Hospital	No planned changes to the bus stop until there is some confirmation of the hospital improvements. Planned signalled intersection at Waimea/Franklyn to assist passengers crossing Waimea Road.
City Centre	Modifications to the SBL site on Bridge Street to provide angled bus stops and a waiting room.

- 4.20 After the new services start, all the interchanges will be improved over the next five years and officers will include projects in the 2024-2034 Long Term Plan to undertake this work.

Branding and Communications

- 4.21 Nelson and Tasman communications teams are working on a new name and branding for the new bus services. The name and branding for the bus services will be part of a larger identity initiative across Nelson and Tasman to highlight projects and programmes that are contributing to transport safety and climate goals.
- 4.22 Staff will provide a full update on this work at the next Regional Transport Meeting.

Attachments

Nil