



# Real Access for Regional Nelson

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# Overview

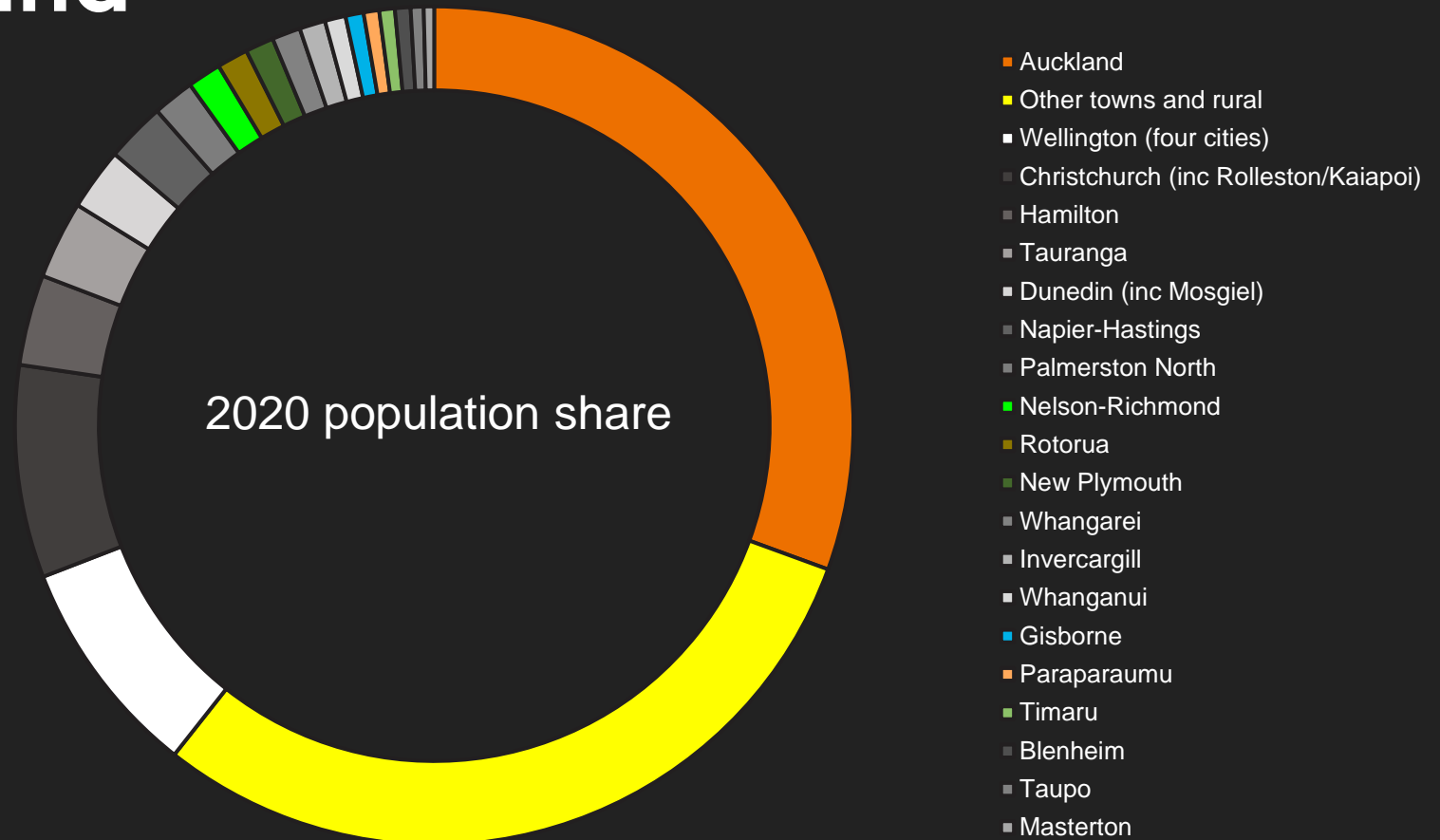
1. Access as a national issue
2. The Nelson-Tasman situation (through a PT lens)
3. The Nelson-Tasman PT response





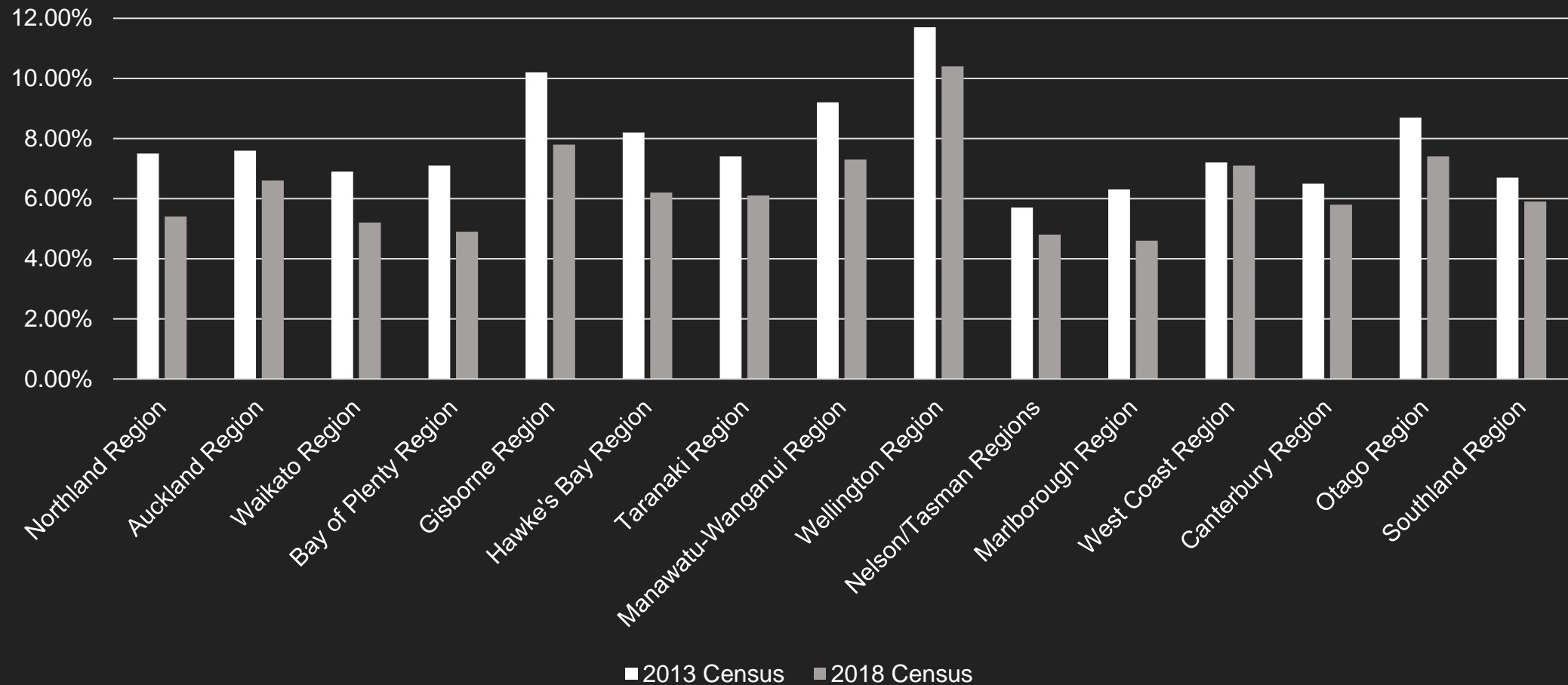
# The national issue

# As many people live outside the top 20 urban areas as live in Auckland



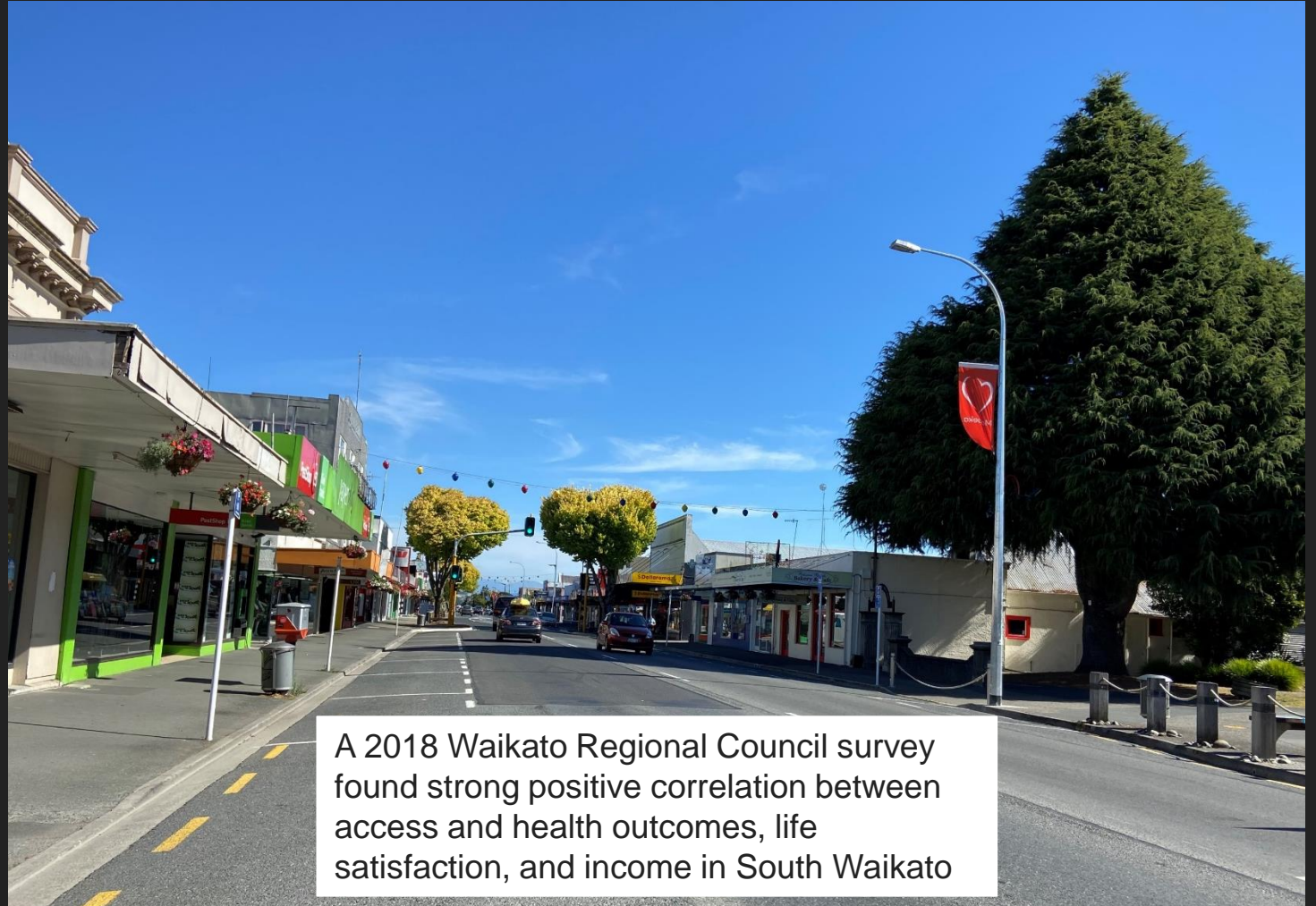


# Many households do not have a car



# Residents of regional areas have the same basic access needs as urban residents

- Employment
- Education
- Healthcare
- Retail services (especially food)
- Social services & interaction



A 2018 Waikato Regional Council survey found strong positive correlation between access and health outcomes, life satisfaction, and income in South Waikato

# Better access is supported by the GPS, but a change of focus may negatively affect wellbeing

- **GPS 2018** and **GPS 2021** have included strategic priorities of improving access to economic and social opportunities
- Initial **GPS 2024** signals include an access-related strategic priority but only aimed at supporting development in urban centres
- This change could direct investment away from basic access PT services outside the cities and negatively affect the wellbeing of many people
- Basic access PT is relatively cheap to provide





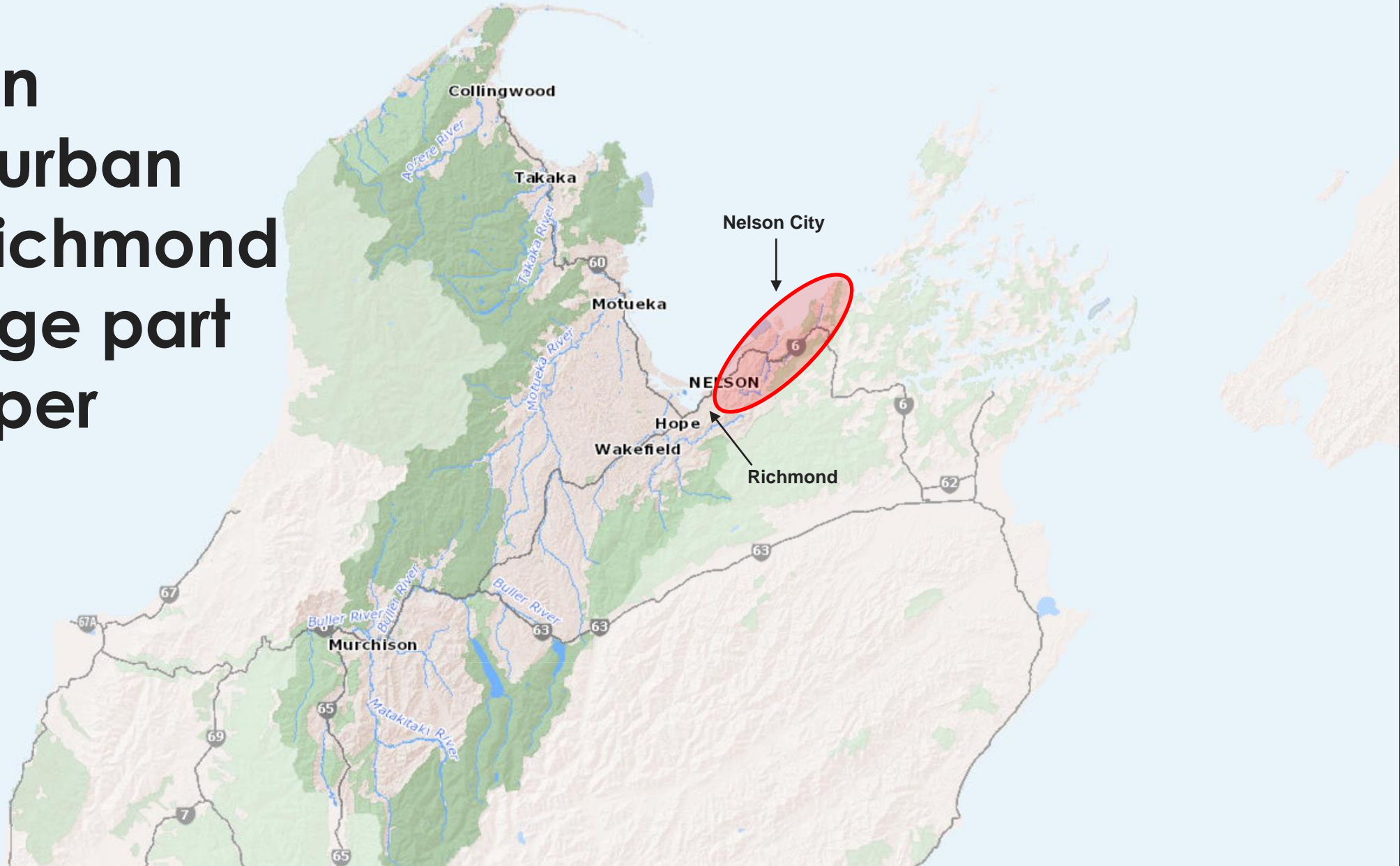
# The Nelson-Tasman situation



The region includes urban Nelson-Richmond and a large part of the upper south



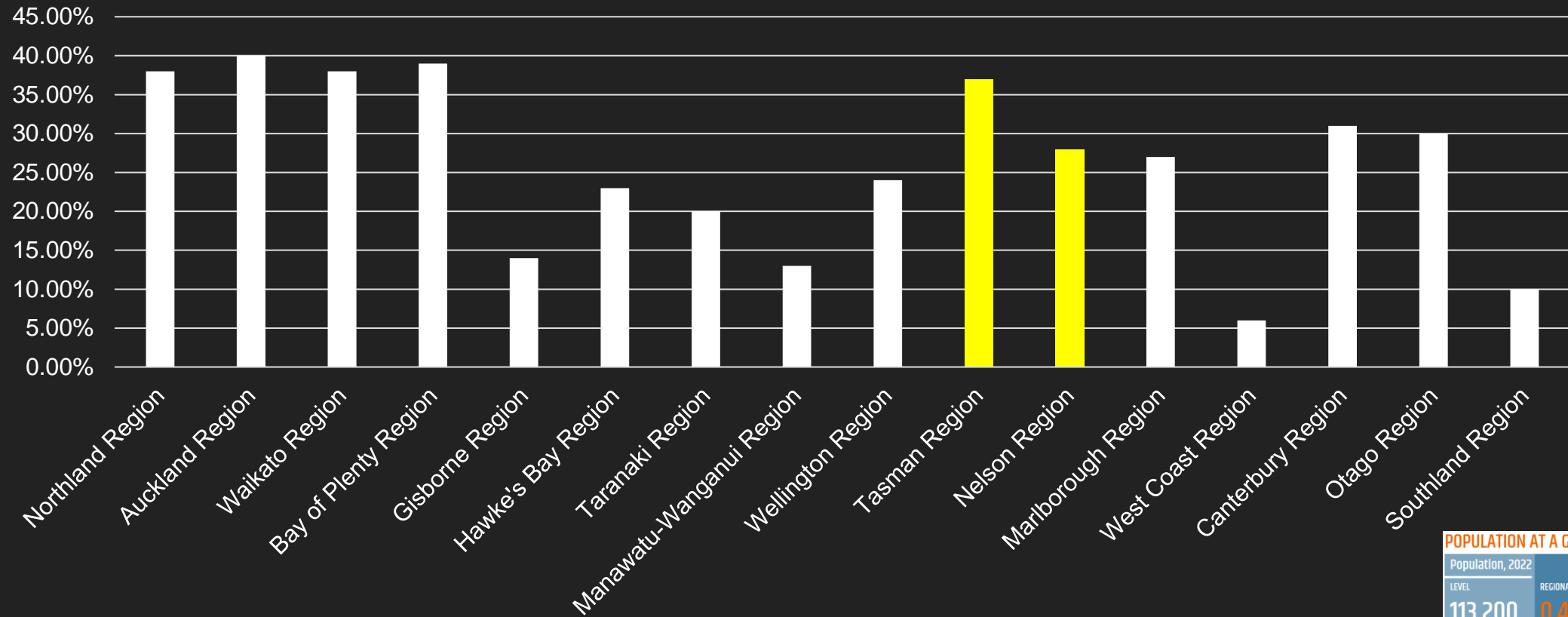
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# Population growth has been significant

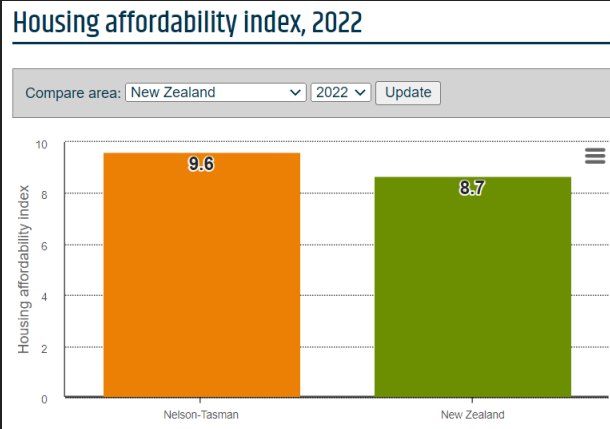
Population Change 2001-21 (Statistics NZ)



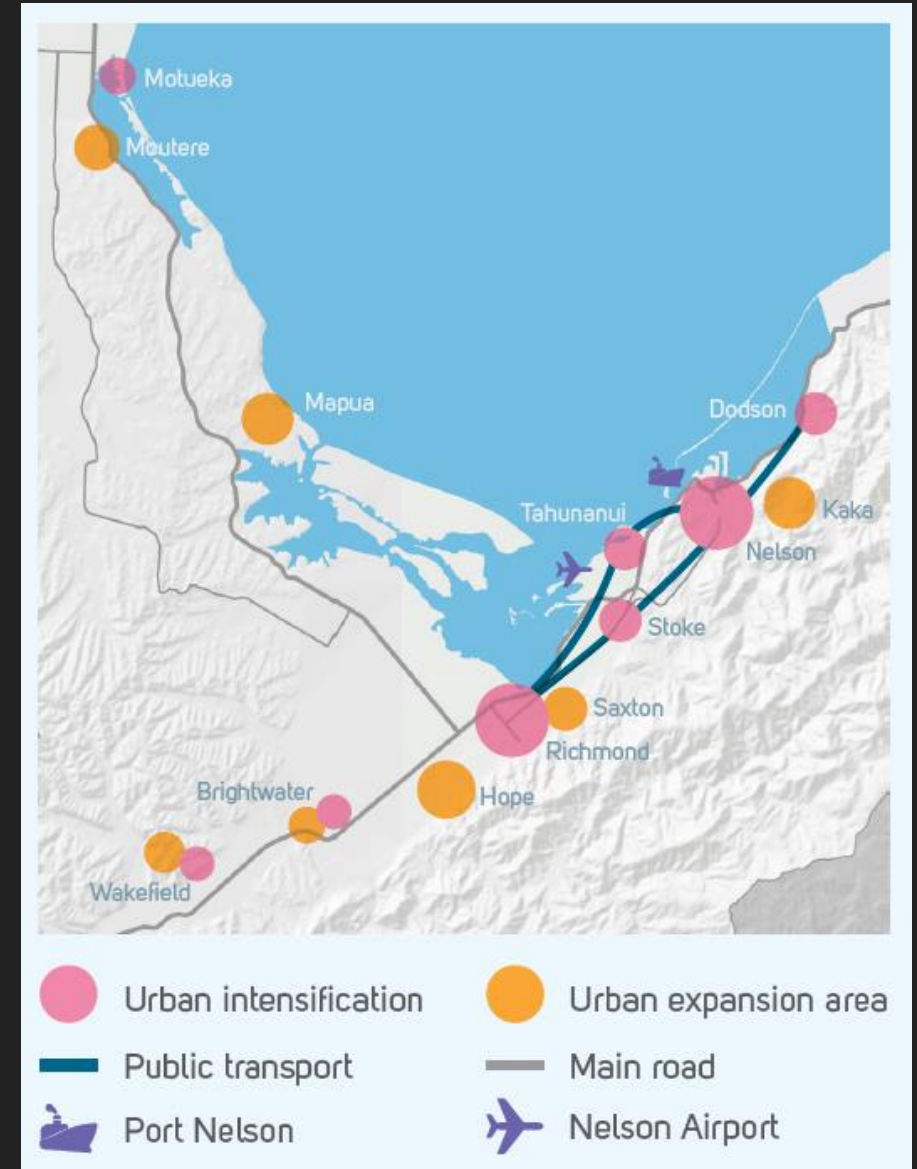
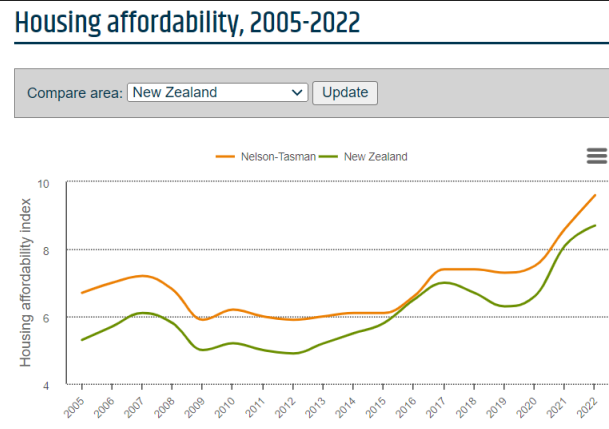
POPULATION AT A GLANCE		
Population, 2022		
LEVEL	REGIONAL GROWTH	NATIONAL GROWTH
113,200	0.4%	0.2%
Resident population	Nelson-Tasman	New Zealand

Source: Infometrics Regional Economic Profile

# Resulting in growth pressures in the Nelson-Richmond conurbation and beyond



Source: Infometrics Regional Economic Profile



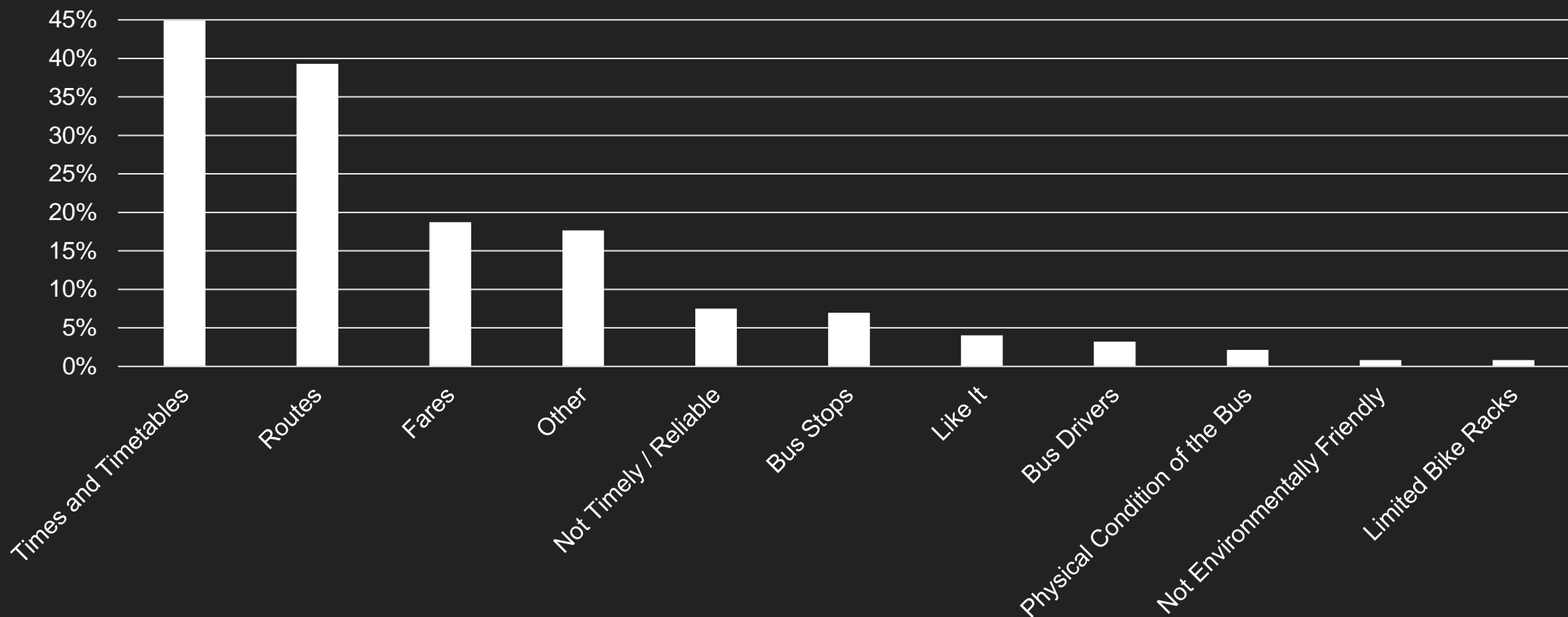
# The current PT network is limited

- Standard public transport is available only in Nelson-Richmond, but many routes currently:
  - Have poor service levels
  - Are one-way loops or sections of them operate that way
  - Require a connection to reach key many destinations
- Services in the wider region are limited to:
  - 3x a week community transport between Motueka and Richmond via the coast
  - 2x a week community transport between Wakefield and Richmond
  - An 'on-demand' car in Māpua (24 hours notice)
  - Ministry of Education school services
  - Tourist-focused commercial bus services





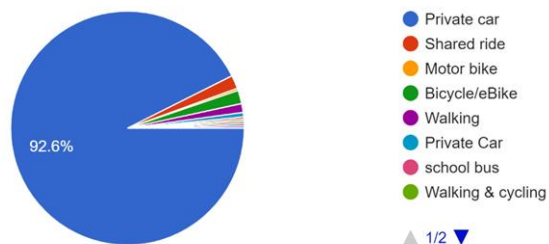
# Engagement for the 2020 PT network review found clear issues with routes and timetables



# Other surveys such as the 2019 Mapua community wellbeing survey reinforced a need for wider PT

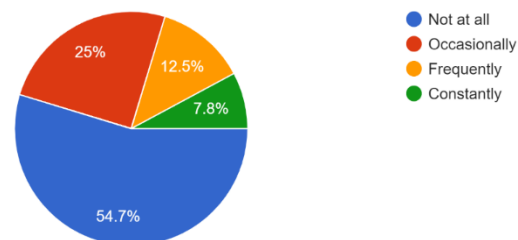
## Currently your main means of transport is:

325 responses



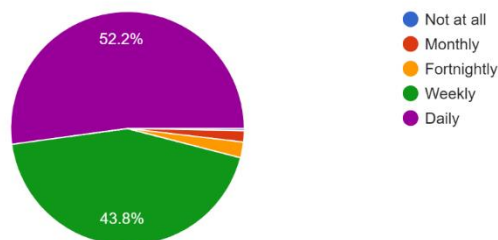
## To what extent is your choice of activities restricted by a lack of suitable public transport?

320 responses



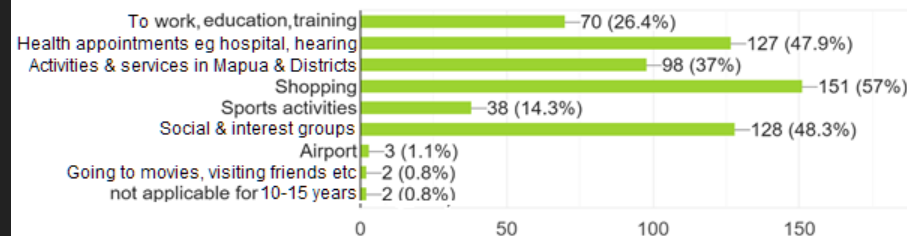
## How often do you travel away from home?

322 responses



## If regular public transport was available, what would you use it for? (mark as many as apply)

265 responses





# The Nelson-Tasman response



# Key upcoming changes to the PT network

- Simplified urban network with better, coverage, links, and connections, and a consistent 30-minute frequency, 7am–7pm, 7 days a week
- Regular bus services connecting Motueka and Wakefield to Richmond – and on to Nelson as an express service
- On-demand service serving the wider Stoke area
- Supporting community transport elsewhere
- Single urban fare zone with \$2 fares
- Digital displays and real-time info app
- Low emission buses
- Services will start August 2023



# Future changes

## Stage Two

- Bus stop improvement
- Additional weekend bus services on regional routes
- Park and ride facility in Richmond

## Stage Three

- Increased peak hour frequencies
- Review of urban development to target new PT opportunities





# Thank you!