

MARLBOROUGH DISTRICT COUNCIL
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**MARLBOROUGH
DISTRICT COUNCIL**

3 April 2026

Record No: 2666643
File Ref: D050-001-A03
Ask For: Nicole Chauval

Notice of Committee Meeting – Thursday, 9 April 2026

A meeting of the Infrastructure & Community Facilities Committee will be held in the Council Chambers, 15 Seymour Street, Blenheim on **Thursday, 9 April 2026 commencing at 10.45 am.**

BUSINESS

As per Agenda attached.

JOHN BOSWELL
CHIEF EXECUTIVE



**Meeting of the
INFRASTRUCTURE & COMMUNITY FACILITIES COMMITTEE
to be held in the Council Chambers, District Administration Building, Seymour Street,
on THURSDAY, 9 APRIL 2026 commencing at 10.45 am.**

Committee

Clr B G Dawson (Chairperson)
Clr S R W Adams
Clr J D N Croad
Clr D A Dalliessi
Clr C M W Dawson
Clr T P Sowman
Clr B D Stace
Mayor N P Taylor
Ms D McConnell (Iwi representative)

Departmental Head

Messrs D Heiford (Group Manager Infrastructure & Services) and
J Lyall (Group Manager Property & Community Facilities)

Staff

N Chauval (Committee Secretary)

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Public Excluded

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1. Apologies

No apologies received.

2. Declaration of Interests

Members are reminded of the need to be vigilant to stand aside from decision making when a conflict arises between their role as a member and any private or other external interest they might have.

3. Adoption of the Regional Public Transport Plan

(Cllr Adams) (Report prepared by Charlotte Campbell-Lamerton)

R800-003-003-11

Purpose of Report

1. To adopt the Regional Public Transport Plan (RPTP).

Executive Summary

2. This is a requirement that Marlborough District Council (Council) must adopt an Regional Public Transport Plan (RPTP) if it intends to operate Public Transport and any other form of small passenger service (Total Mobility). There have been some small changes made to the previous plan that include annual price increases to the Bus Fares.
3. An initial presentation of the RPTP was made to Council before consultation took place last year.
4. A workshop was presented to the Council in February of this year.
5. The draft RTPT was approved by the Regional Transport Committee on 19 March 2026 with recommendation that Council adopt the RTPT.

RECOMMENDATION

That Council receives and adopts the Regional Public Transport Plan.

Background/Context

6. The RPTP is a strategic document that sets the objectives and policies for public transport. It contains the details of the network and the development plan for the next 10 years. It also enables Council to seek co.funding for these services from NZTA.

Assessment/Analysis

7. This RPTP will enable Council to include public transport as part of their next funding bid from the Regional Land Transport Fund (RLTF).

Next steps

8. To adopt the RPTP and publish on MDC's website.

Attachment

Attachment 3.1 - Regional Public Transport Plan

Page [4]

Author	Charlotte Campbell-Lamerton, Multi Modal Advisor to MDC
Authoriser	Damian Ford, Principal Network Manager, Transport Services

Summary of decision-making considerations

Fit with Council policies and strategies

	<i>Contributes</i>	<i>Detracts</i>	<i>Not applicable</i>
LTP / Annual Plan	☐	☐	X
Financial Strategy	X	☐	☐
Infrastructure Strategy	☐	☐	X
Social well-being	X	☐	☐
Economic development	X	☐	☐
Environment & RMA Plans	X	☐	☐
Arts & Culture	☐	☐	X
3 Waters	☐	☐	X
Land transport	X	☐	☐
Parks and reserves	☐	☐	X

Nature of the decision to be made

The options do not involve a significant decision in relation to land or a body of water.

Financial considerations

Not to adopting this paper is likely to impact funding bidding for Passenger Transport activities within the region.

Significance

The decision is considered of low significance under Council's Significance and Engagement Policy.

Engagement has occurred with the wider community on the contents of the proposed plan and submitted feedback, which has previously been presented to Council.

Risks: Legal / Health & Safety etc

There are no known significant risks or legal implications.

Climate Change Implications

In assessing the preferred option, staff have considered the effects of climate change, aimed at encouraging its use over private vehicles and offers a social service for those who wish to choose it and supports Council's regional climate change mitigation efforts.



Regional Public Transport Plan (RPTP)

2024 - 2034



marlborough.govt.nz

Introduction

The Marlborough District Council's Regional Public Transport Plan (RPTP) is a strategic document that sets out the objectives and approach for Public Transport for the next 10 years. It outlines details of the Public Transport network and proposed development plans.

Marlborough District Council (MDC) is responsible for providing public transport services in our region, and the Total Mobility service which provides a subsidised service for travel impaired residents and those who are unable to access public transport or other transport alternatives.

These services are funded by fares from passengers, New Zealand Transport Agency (NZTA) and MDC ratepayers.

The Land Transport Management Act 2003 which was amended in 2013 (LTMA) states that the purpose of a Regional Public Transport Plan (RPTP) is to provide:

- A means for encouraging Council and public transport operators to work together in developing public transport services and infrastructure
- An instrument in engaging with the public in the region on the design and operation of the public transport network
- An instrument to support a sustainable public transport service
- A statement of:
 - The public transport services that are integral to the public transport network
 - The policies and procedures that apply to those services
 - The information and infrastructure that support those services.

The Marlborough RPTP focuses primarily on services contracted or provided by the Marlborough District Council (Council). This plan is aligned with the government's priorities described in the Government Policy Statement on Land Transport (GPS 2023), as noted below:

The Ministry of Transport's Transport Outcomes Framework outlines five outcome areas sought from the transport system. Public Transport contributes to these outcome areas in various ways.

- **Strong alignment with 'Inclusive Access'**
Enabling all people to participate in society through access to social and economic opportunities, such as work, education and healthcare.
- **Strong alignment with 'Economic Prosperity'**
Supporting economic activity via local, regional and inter-regional efficient movements of people and products.
- **Strong alignment with 'Healthy and Safe People'**
Protecting people from transport-related injuries and harmful pollution and making active travel an attractive option.
- **Strong alignment with 'Environmental Sustainability'**
Transitioning to a lower carbon public transport system
- **Strong alignment with 'Resilience'**
Providing a service that continues to function through unplanned events and can recover quickly.



The Government Policy Statement on Land Transport (GPS) sets out the Government's desired outcomes and priorities for the national land transport system and determines how investment into the land transport system from the National Land Transport Fund (NLTF) will contribute to achieving overall government outcomes. It outlines central government's strategy to guide land transport investment over the next 10 years.

The GPS 2024 – 2034 sets out four strategic priorities:

1. Economic growth and productivity
2. Increased maintenance and resilience
3. Safety
4. Value for money

The GPS influences decisions on how money from the NLTF will be invested across approved activities that align with the GPS strategic direction, such as Public Transport Services.

The Marlborough RPTP has taken account of the 2024 GPS direction and priorities. The RPTP contains direction that is consistent with the GPS:

- Supports both value for money and patronage increase, better private share levels and a reliable service meaning users reduce their costs and increase access across the region.
- Increases safety by creating travel alternative for users, helping to reduce single occupancy car trips and reducing road user risk.

This RPTP sets out Council's intentions and policies regarding public transport in Marlborough. The RPTP takes into account all relevant national and local policies and the public transport funding from NZTA which is likely to be available to Council.

As a Unitary Authority the relationship with transport operators is a simple one-on-one partnership to ensure passengers' needs are met.

The bus services in Marlborough deliver reliable and frequent services.

The Blenheim Bus has attracted some commercial support which reduces reliance on public subsidies. Council does have the intention to continue providing public transport services to Picton and around the Blenheim urban environment.

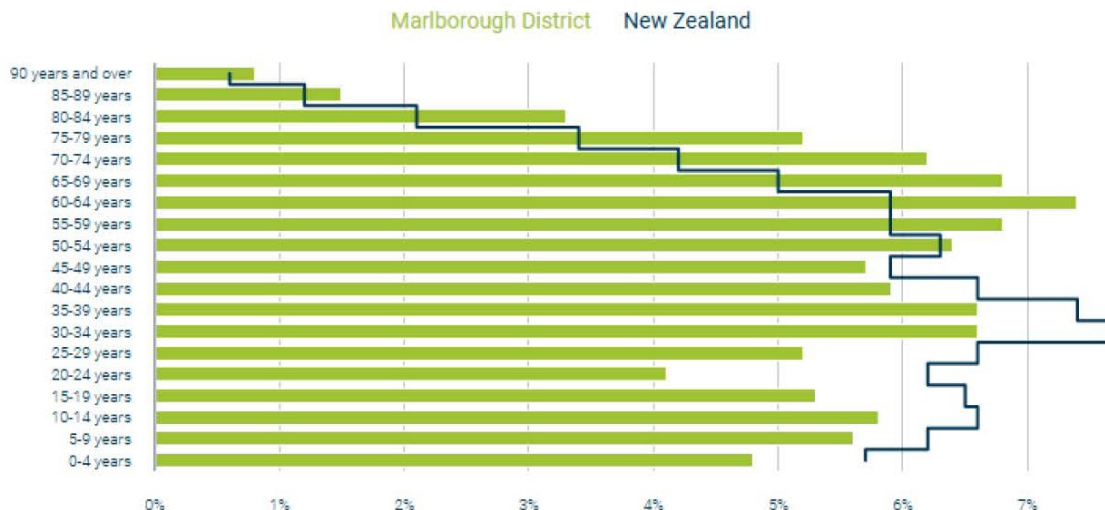
There is a separate school bus contracted service through a contract run by Ministry of Education, which is reliant on the Public Transport services operation outside of peak traffic hours.

Health Shuttles are also provided by Hato Hone St John, as well as a Marlborough Community Trust Vehicle.

Following the weather events in 2022 and 2023, MDC are focused on rebuilding the Sounds roads to the same standard, in Phases 1 and 2 NZTA supported MDC with a 95% FAR and in Phase 3 there has been a reduction to 71%. Our network is at the limit of its durable capacity. These weather events have shown the car centric behaviours in the region and the need to provide an alternative transport option for the region being Public Transport to support a connected and thriving region.

Background and Context

Currently, MDC provides, by way of a subsidised contract, bus services in the vicinity of Blenheim and to and from Picton. Council also subsidises the Total Mobility scheme for people with disabilities. Inter-regional services are provided by other providers.



Highlights for Marlborough District, 2024

- In 2024, 60.1% of Marlborough District's population was of working age (15-64). This proportion was lower than in New Zealand (65.0%).
- The proportion of young people (0-14) was 16.3% in Marlborough District. This proportion was lower than in New Zealand (18.5%).
- The proportion of people 65 years and older was 23.8% in Marlborough District. This proportion was higher than in New Zealand (16.5%).
- Overall, the dependency ratio was 66.8% in Marlborough District. This proportion was higher than in New Zealand (53.8%).

The demand for public transport is led by the increasing elderly population in Marlborough. The graph above shows census age demographics, where it is evident the working age (15-64 years old) is generally decreasing over time, at a rate similar to the increase in people aged 65 and over. The percentage of children (0-14 years old) remains relatively stable.

The current bus services are designed to support public transport for the elderly by efficiently operating after school runs are complete in the mornings and generally before school runs commencing in the afternoons. This timeframe is ideal for older people to go shopping, visit healthcare providers or engage in social activities.

This Marlborough RPTP sets out this Council's intentions with respect to the current and any future ratepayer funded public transport services in the district. The focus of this RPTP is to ensure the community have an appropriate transport choice, specifically to include Public Transport.

Council is preparing this plan as an update to the previous RPTP document and note that this will replace the 2021 Marlborough RPTP.

The Blenheim and Picton Bus Services

The Blenheim and Picton Bus Services are the only publicly funded 'public transport service' (within the definition of the Public Transport Management Act) operating in the district. It is contracted by the Council and currently operated by Ritchies Transport Holdings Ltd. The contract was re-tendered in 2016 and was extended to February 2027.

In August 2023, the Land Transport Management Act (LTMA) was amended with the passing of the Land Transport Management (Regulation of Public Transport) Amendment Act 2023. The Amendments to the Act mean:

- There are new objectives for the planning, procurement and delivery of public transport to be established and embedded in the LTMA
- That in-house delivery of public transport services is enabled
- That there is transparency around aspects of service delivery including the procurement and contractual arrangements
- Different asset ownership, including public transport authorities owning assets directly, is enabled
- That regional councils can procure, contract and deliver on demand services separately to timetabled services

In addition to the two existing Blenheim Bus routes (North and South), the Picton trial service was made permanent in July 2023 and the Renwick trial ceased.

In the 2023/24 financial year, 17,168 public transport trips were made on the Council subsidised bus service.

In June 2023, the Renwick trial service was cancelled due to low patronage.

Low patronage has been evident on all routes during the COVID-19 global pandemic, most notably as a result of the lockdowns imposed throughout New Zealand. There is a focus now on reversing the downward trend.

School Bus Service

Ministry of Education is the second largest provider of passenger services in New Zealand. The current daily bus and technology bus contract is held by Go Bus, based out of their Westwood Depot. The fleet dedicated to the Ministry of Education contract is 30.

Total Mobility

The Total Mobility Scheme assists eligible people with a permanent disability or impairment to access appropriate transport to enhance their community participation. This assistance is provided in the form of subsidised door-to-door transport services wherever scheme transport providers operate.

Eligible customers present their Total Mobility swipecard to access a 75% discount on eligible door-to-door transport, up to a maximum of \$30 per trip.

The discount is made up by 25% from Community Connect, 25% MDC, 25% NZTA with the card holder being legible for the final 25%.

To qualify for the Total Mobility Scheme, applicants are referred to an appropriate Total Mobility agency to undergo an eligibility assessment based on nationally established criteria.

Voluntary participation in a nationally developed administration system known as 'Ridewise' is open to regions and has been adopted in Marlborough. Ridewise utilises swipe card technology to electronically record trips. It is expected that the swipe cards will be accepted throughout New Zealand under a nationally agreed reciprocal arrangement and become standard.

In the 2024/25 financial year, 43,513 clients used the scheme, an increase of 15% from 2022/2023 and a clear reflection of the subsidised Total Mobility scheme being 75% of the total fare. During 2024/2025 financial year, there have been 273 new clients added to the Marlborough Total Mobility Scheme.



Council manages and operates the scheme, with subsidy funding from NZ Transport Agency Waka Kotahi. The annual total subsidies paid were \$413,299 and the cost of the Total Mobility scheme in Marlborough was \$103,324 for the following:

- New taxi hoist grants
- Regular Total Mobility trips
- Hoist Total Mobility trips
- Administration costs

However, the Council should expect to budget for increased mobility trips over time, reflecting the increasing aging population.

Health Mobility Services

The Marlborough Sounds Community Vehicle Trust provides health mobility services between Marlborough and Nelson hospital. This is an on-demand service, subject to availability and driver availability.

St John Health Shuttle is a community service that transports people to essential medical and health-related appointments and then brings them home again. There is no charge for shuttle transport, however a donation or koha is appreciated to cover costs. This is an on-demand service, subject to availability and requires booking at least 24 hours in advance. There are limited services to and from Ward, Seddon, Havelock and Picton which run on certain days through the week.

The Red Cross community transport service takes people from their homes to community appointments - for instance, to their doctor, hospital outpatient clinic, medical specialist or medical centre. Red Cross drivers are trained in first aid and provide assistance to and from the vehicle. This is an on-demand service, subject to availability and requires booking at least 24 hours in advance.

Inter-regional and inter-community services

The Intercity Bus runs a network throughout New Zealand, including long-distance commercial public transport services within the Marlborough District. Blenheim and Picton are part of the network with connections to Nelson to the west and Kaikoura and Christchurch to the South.

Nelson to Picton is run daily by Intercity, Picton to Christchurch is also run daily by Ritchies and stops at selected towns en route, including Kaikoura.

Prior to COVID-19, Atomic Shuttles also had a South Island network which connected Blenheim to Picton, Nelson, Kaikoura and Christchurch. To date, these services across the top of the South Island have not been resumed.

Other Blenheim and Picton based tour companies provide ferry transfers to/from Picton (and other locations). However, these services are on-demand and are not regularly scheduled services.

Policies

The LTMA states that a regional council must adopt a RTP if it intends to enter into a contract to pay for the supply of public transport services, impose controls on commercial public transport services or provide financial assistance to operators or users of taxi/shuttle services. As Council contracts for the supply of the Blenheim Bus and Picton Services and provides Total Mobility financial assistance, an RTP is required.

All commercial public transport services operating in a region must be registered with the Council. They must also give notice to the Council of fares, routes etc. The Council can decline to register a service on certain grounds, for example, if it is likely to increase the net cost to the council of any contracted public transport service.

The Act also provides regional councils with a range of other controls over commercial public transport services (units) and describes the process for developing and implementing those controls.

The national and regional statutes, strategies and policies establish a number of principles or objectives to guide the planning and funding of Public Transport, as well as transport more generally. The relevance of these principles and objectives and their implementation in the Marlborough RTP is summarised in the table below.

1. Provide a Blenheim Bus Service	
Bus Service Policies	Implementation of policy
1.1 Continue to provide a quality bus service in Blenheim and Picton	Continue to tender contract for the provision of the bus service to provide a modern low floor bus.
1.2 Provide convenient bus stop locations	Endeavour to minimise walk distance to bus stops with 90% of passengers walking less than 500m.
1.3 Improve the Blenheim bus service, within the constraints of current budgets and contracts	Improve the Blenheim urban and connector bus networks. Routes should allow for a 'clock face' timetable at each stop (i.e. bus arrives/departs at the same time each day), to the extent possible. New stops should be located and designed with consideration of safety and accessibility issues. Audits of existing bus stops should be undertaken to guide the design and location of new stops. Provide two styles of timetables: one with stops specific to each bus stop and one for the entire network. Investigate fare options to provide a more attractive fare structure while maintaining and/or improving revenue. Seek to implement with the service operator: Join the National Ticketing System currently being implemented by NZTA Waka Kotahi. Carry out an accessibility audit of the existing and proposed bus stops in 2025/6.

1. Provide a Blenheim Bus Service	
Bus Service Policies	Implementation of policy
1.4 Consider further improvements to the Blenheim bus service and seek additional resources necessary to implement	Consider programming the following further improvements to the service: Extension of weekend services Additional buses to improve frequency and/or increase the number of routes Further improvements to frequency or timing of the bus(s) to complete a 'clock face' timetable, additional shelters, bus timetable information facilities etc. Extension of the hours of service Development and implementation of an advertising plan, including real time tracking services.
1.5 Investigate alternative funding opportunities	Investigate opportunities to fund bus timetable facilities and new shelters through provision of advertising space. Recognise that the Financial Assistance Rate will be at base rate.

2. Provide a Total Mobility Scheme	
Total Mobility Policies	Implementation of policy
2.1 Continue to support the Total Mobility Scheme in the Marlborough District, subject to continued funding from the NZ Transport Agency	Maintain agreements with Total Mobility providers and continue to administer total mobility subsidies.
2.2 Allow new operators to join the Total Mobility Scheme	Enter into total mobility agreements with new operators that meet the requirements of the scheme.

3. Provide a Supergold Card Scheme	
Total Mobility Policies	Implementation of policy
3.1 Continue to support the Supergold Card initiative	Continue to administer Supergold Card subsidies for free travel during off peak hours.
3.2 Provide convenient bus stop locations.	Endeavour to minimise walk distance to bus stops with 90% of passengers walking less than 500m.

4. Fare Policy

4.1 Fare Reviews

Conduct an annual fare review

Services

Units

The LTMA requires every public transport network in New Zealand to be divided into “units”. Each unit must then be the subject of a separate contract. The MRPTP is required to set out the units that the Council intends be provided and the date that the units are expected to start operating. Current contracts are able to continue until they end and the new model introduced by the LTMA is for future contracts.

Because of the nature and relatively small size of the Blenheim bus service, it currently has only two Units/bus contracts for the network of services:

- Blenheim Bus Services (North and South routes which are combined to run in a figure of eight)
- Picton Bus Service

This is a logical arrangement in a town the size of Blenheim and has worked well and enables close cooperation between Council and the bus operator. This single unit approach has been adopted in most similar sized towns to Blenheim.

Therefore, this RPTP proposes that the single unit/single contract system will continue for the Blenheim bus service.

The Blenheim Bus Service

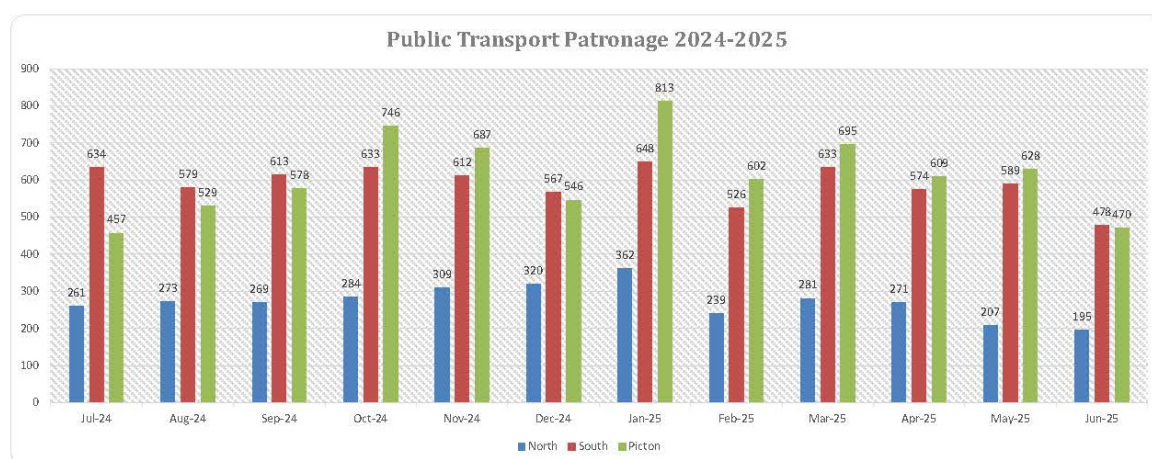
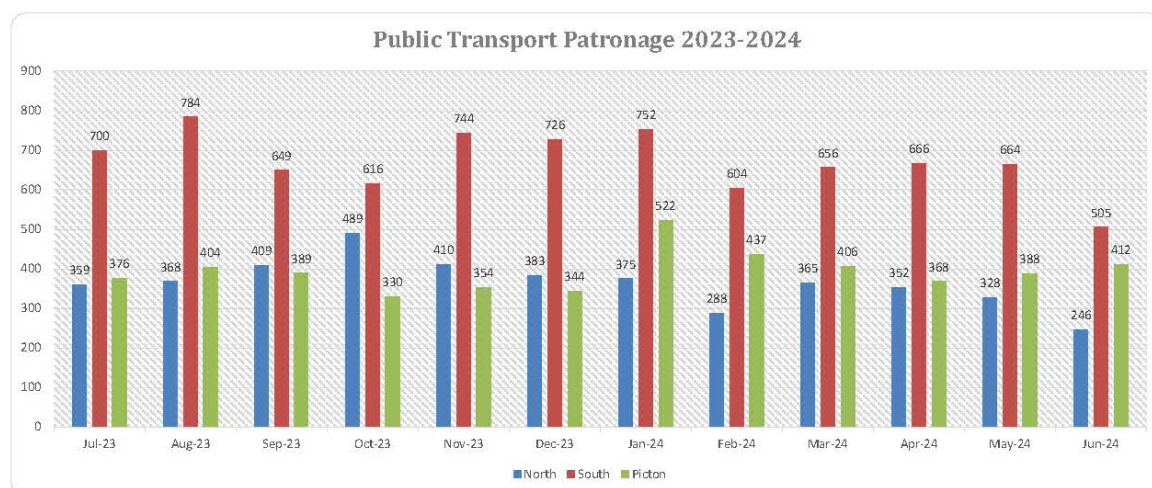
This RPTP supports maintaining a bus service in Blenheim.

Customers are charged a standard fare for each trip (\$2.80 for adults and \$1.40 for school children/students from 1 July 2025), while under-fives and Supergold cardholders are able to travel for free. Patronage of the present service is modest. The service does not cater for commuters but rather promotes mobility for the growing number of older people and other community members with limited access to motor vehicles within Blenheim.

The timetable for the original Blenheim bus services were altered from 1 July 2019, largely to comply with the new rest and meal break requirements introduced through amendments to the Employment Relations Act, but also to improve service reliability.

Council is continuing to monitor passenger numbers.





Another unintended consequence of the Blenheim service changes has been the loss of connectivity between the two Blenheim routes and the Picton service. There is no south route connection for the bus which returns from Picton mid-afternoon. The south connection would require an additional Blenheim service after 3.00pm, which is not budgeted for.

Progressive changes may enhance the service:

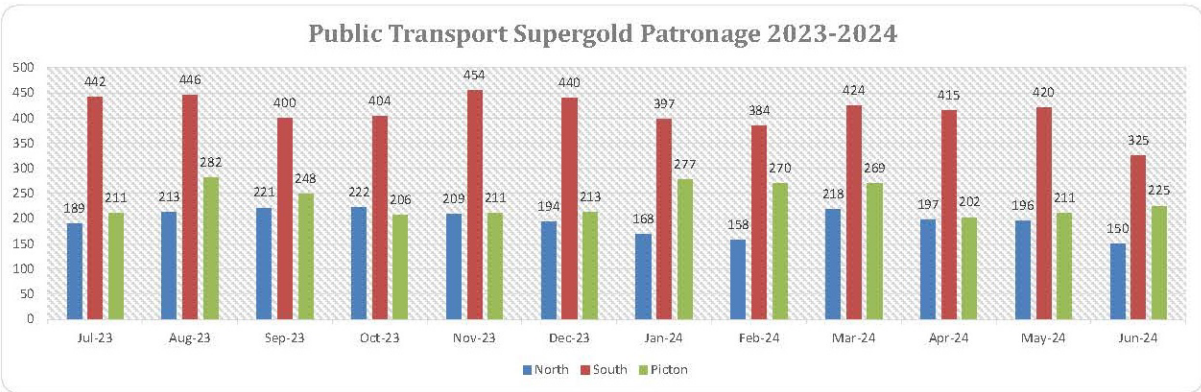
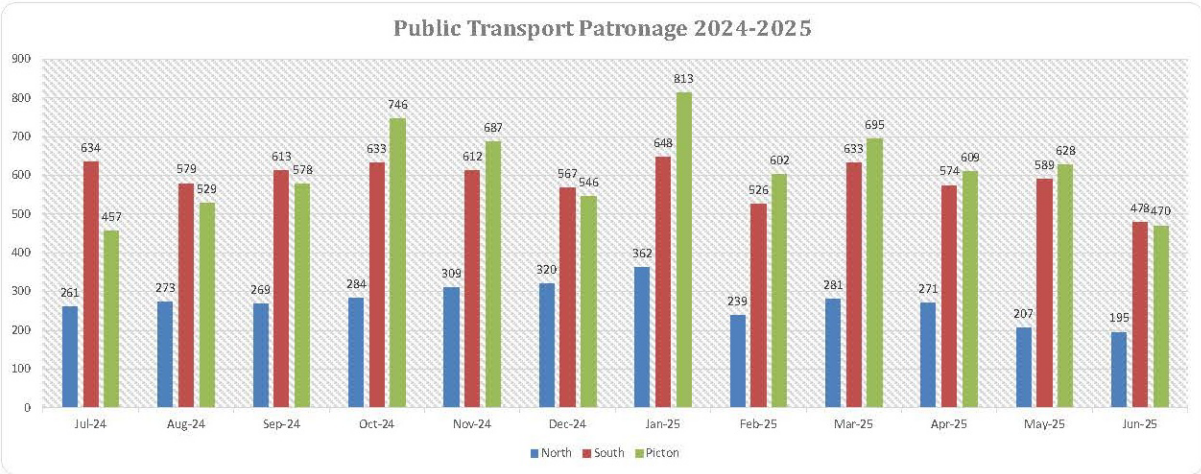
- Installation of more shelters at bus stops, particularly at busier stops
- Better advertising and branding of the services
- Provision of a more reliable real time tracking for general public use will enhance the service further
- Longer hours of operation, especially in the evenings. However, this would cause an increased level of service that would additionally have to be met by MDC ratepayers. This would be recognised as an entry to Peak Time services which would lead the MoE to remove their rural education services.
- Possible extension of weekend service to the Picton Service

However, funding levels are proposed to remain constant in the short to medium term, therefore the Council will seek to implement changes that are consistent with the current contract and that can be implemented with current budgets.

Other improvements that will be sought in the short term include working with the contractor to improve advertising of the service and changing the size of the buses used.

The provision of timetables at bus stops has helped and installing more shelters, particularly to the Picton route, will enhance the service. MDC will re-use the existing shelter from Renwick. Any changes may require additional public funding, which will be subject to Council and Government approval through the Ten-Year Plan and National Land Transport Programme.

Fares have increased to meet the requirements of the Minister. The majority of users are SuperGold card holders, so fare prices have little influence on the viability of the service.



All services offer a modern super low floor kneeling bus which accommodates 42 passengers and two wheelchairs. Accessibility continues to be an important consideration for public transport alternatives in Marlborough, to better support the transport disadvantaged and an aging resident population. The smaller units provided by Ritchies were not well received by patrons using assistance for walking because they do not kneel.



Routes are designed for wide coverage and extend through much of Blenheim. The present North and South routes and timetables are shown below. These have now been altered to reflect the opening of the new library Te Kahu o Waipuna, located on High Street.

1 Marlborough Bus Service SPRINGLANDS, RIVERSDALE North Route



How to catch the bus

1. Check the route map for the service you require and pick-up point nearest to you.
2. Choose the time you wish to travel and be at the stop at least 5 minutes prior.
3. Please signal the driver when you see your bus approaching.
4. Bring cash – this is a cash only bus service.

Times in BOLD are scheduled at other times are approximate and depend on traffic flow and the number of pick-ups/drop-offs.

Public Holidays
The service will not operate on Public Holidays.

SuperGold

Super Gold card holders travel for free only on services between 9:00am and 3:00pm.

ADULT \$2.40 | CHILD / STUDENT \$1.20 | SUPERGOLD FREE | UNDER 5 FREE

LOCATION	WEEKDAYS				SATURDAY		
	am	pm	am	pm	am	pm	
Seymour St Terminal	9.45	11.15	12.45	2.15	9.40	11.05	12.25
Te Kahu o Waipuna, Library	9.50	11.20	12.50	2.20	9.45	11.10	12.30
Seymour Square	9.52	11.21	12.51	2.21	9.46	11.11	12.31
29 Nelson St	9.56	11.25	12.55	2.25	9.50	11.15	12.35
Countdown, Springlands	9.57	11.26	12.56	2.26	9.51	11.16	12.36
PAK 'n' SAVE	10.00	11.29	12.59	2.29	9.54	11.19	12.39
Ashwood Park	10.02	11.31	1.01	2.31	9.56	11.21	12.41
Middle Renwick Rd							
35 Colerams Rd	10.03	11.32	1.02	2.32	9.57	11.22	12.42
44 Fulton St / The Willow	10.04	11.33	1.03	2.33	9.58	11.23	12.43
59 McLauchlan St	10.05	11.34	1.04	2.34	9.59	11.24	12.44
12 Old Renwick Rd	10.07	11.36	1.06	2.36	10.01	11.26	12.46
44 Hutchesson St	10.09	11.38	1.08	2.38	10.03	11.08	12.48
43 Budge St	10.11	11.40	1.10	2.40	10.05	11.28	12.50
107 Budge St	10.13	11.41	1.11	2.41	10.06	11.30	12.51
31 Lucas St	10.14	11.42	1.12	2.42	10.07	11.31	12.52
Bleheim Railway Station	10.17	11.46	1.16	2.46	10.11	11.36	12.56
New World, Treweek St	10.20	11.49	1.19	2.49	10.14	11.39	12.59
15 Stuart St	10.21	11.50	1.20	2.50	10.15	11.40	1.00
68 Stephenson St	10.22	11.51	1.21	2.51	10.16	11.41	1.01
Lister Court, 16 Francis St	10.24	11.53	1.23	2.53	10.18	11.43	1.03
Seymour St Terminal	10.26	11.55	1.25	2.55	10.20	11.45	1.05



Buses are wheelchair and pushchair accessible. Please signal the driver that you require assistance and the ramp will be lowered.

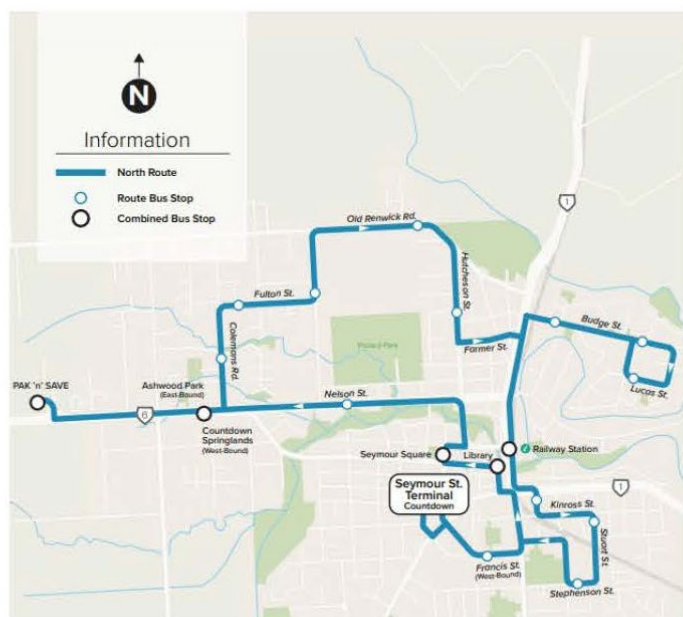


You can bring your bike on all bus routes for free using the bike racks (subject to available space).



Please signal driver at stop.

For feedback and service related issues please contact Marlborough District Council
Ph: 03 520 7400
www.marlborough.govt.nz



2 Marlborough Bus Service REDWOODTOWN - WITHERLEA South Route



How to catch the bus

1. Check the route map for the service you require and pickup point nearest to you.
2. Choose the time you wish to travel and be at the stop at least 5 minutes prior.
3. Please signal the driver when you see your bus approaching.
4. Bring cash – this is a cash only bus service.

Times in BOLD are scheduled, all other times are approximate and depend on traffic flow and the number of pick-ups/drop-offs.

Public Holidays

The service will not operate on Public Holidays.

SuperGold

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LOCATION	WEEKDAYS				SATURDAY			
	am	pm	pm	pm	am	pm	pm	pm
Seymour St Terminal	9.00	10.30	12.00	1.30	9.00	10.20	11.45	
Te Kahu o Waipuna, Library	9.05	10.35	12.05	1.35	9.05	10.25	11.50	
117 Scott St	9.11	10.41	12.11	1.41	9.11	10.31	11.56	
21 Ida St	9.12	10.42	12.12	1.42	9.12	10.32	11.57	
105 Redwood St	9.13	10.43	12.13	1.43	9.13	10.33	12.00	
118 Alabama Rd	9.15	10.45	12.15	1.45	9.15	10.35	12.00	
Countdown, Redwoodtown	9.16	10.46	12.16	1.46	9.16	10.36	12.01	
149 Weld St	9.17	10.47	12.17	1.47	9.17	10.37	12.02	
133 Hospital Rd	9.18	10.48	12.18	1.48	9.18	10.38	12.03	
165 Hospital Rd	9.19	10.49	12.19	1.49	9.19	10.39	12.04	
195 Redwood St	9.20	10.50	12.20	1.50	9.20	10.40	12.05	
98 Wither Rd	9.21	10.51	12.21	1.51	9.21	10.41	12.06	
54 Wither Rd	9.22	10.52	12.22	1.52	9.22	10.42	12.07	
36 Wither Rd	9.23	10.53	12.23	1.53	9.23	10.43	12.08	
18 Wither Rd	9.24	10.54	12.24	1.54	9.24	10.44	12.09	
11 Hospital Rd	9.26	10.56	12.26	1.56	9.26	10.46	12.11	
90 Howick Rd	9.28	10.58	12.28	1.58	9.28	10.48	12.13	
65 Alabama Rd	9.30	11.00	12.30	2.00	9.30	10.50	12.15	
Bethsids, Litchfield St	9.32	11.02	12.32	2.02	9.32	10.52	12.17	
Guides' Hall, 36 Eltham Rd	9.34	11.04	12.34	2.04	9.34	10.54	12.19	
4 Eltham Rd	9.35	11.05	12.35	2.05	9.35	10.55	12.20	
Seymour St Terminal	9.38	11.08	12.38	2.08	9.38	10.58	12.23	



Buses are wheelchair and pushchair accessible. Please signal the driver that you require assistance and the ramp will be lowered.



You can bring your bike on all bus routes for free using the bike racks (subject to available space).



Please signal driver at stop.

For feedback and service related issues please contact:
Marlborough District Council
Ph: 03 520 7400
www.marborough.govt.nz



WITH FUNDING FROM



3 Marlborough Bus Service Blenheim ↔ Picton



How to catch the bus

1. Check the route map for the service you require and pickup point nearest to you.
2. Choose the time you wish to travel and be at the stop at least 5 minutes prior.
3. Please signal the driver when you see your bus approaching.
4. Bring cash – this is a cash only bus service.

Times in BOLD are scheduled, all other times are approximate and depend on traffic flow and the number of pick-ups/drop-offs.

Public Holidays

The service will not operate on Public Holidays.

SuperGold

SuperGold card holders travel for free only on services between 9.00am and 3.00pm.

Blenheim - Picton			Picton - Blenheim		
TUESDAY, THURSDAY & SATURDAY ONLY			TUESDAY, THURSDAY & SATURDAY ONLY		
LOCATION	TIME		LOCATION	TIME	
	am	pm		am	pm
Seymour St Terminal	10.10	2.00	Waikawa Bay	9.00	1.00
Stadium 2000	10.12	2.02	Queen Charlotte College	9.05	1.05
Blenheim Railway Station	10.15	2.05	Wellington St	9.08	1.08
Spring Creek (10 Ferry Rd)	10.20	2.10	Picton i-SITE	9.13	1.13
Nelson Square	10.40	2.30	Nelson Square	9.15	1.15
Picton i-SITE	10.42	2.32	Spring Creek (10 Ferry Rd)	9.35	1.35
Wellington St	10.47	2.37	Blenheim Railway Station	9.40	1.40
Queen Charlotte College	10.50	2.40	Stadium 2000	9.43	1.43
Waikawa Bay	10.55	2.45	Seymour St Terminal	9.45	1.45

SUPERGOLD & UNDER 5 FREE

BLENHIM → PICTON
ADULT \$4.80 | CHILD \$2.40

SUPERGOLD & UNDER 5 FREE

PICTON → BLENHIM
ADULT \$4.80 | CHILD \$2.40



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WITH FUNDING FROM



Picton to Blenheim Return

The Picton Service operates two return trips on Tuesdays, Thursdays and Saturdays, during off peak hours, which enables free travel for SuperGold card holders. Since July 2024 the service has averaged 626 passengers per month. Around 42% of passengers are SuperGold card holders.

The adult fare is \$4.80 and school children \$2.40, with under-fives travelling for free. Some intermediary fees apply for partial journeys.

The following website provides additional information and may include updated information from that which is shown above:

<https://www.marlborough.govt.nz/services/blenheim-bus-services/bus-service-picton-to-blenheim>

Infrastructure

Road marking and signage has been installed at all stops and was largely in place at the service commencement date. Some sites still require bus stop shelters.

Council installed timetable holders at all bus shelters that better inform the public on bus routes and times.

A bus stop and shelter that was installed in Uxbridge Street, Renwick, outside Council's senior housing complex will be relocated to a stop on Waikawa Road in Picton yet to be decided.



No Smoking in Bus Shelters

The Smokefree legislation is generally concerned with internal smoking, which prevents application to bus shelters, as they typically have at least one unenclosed area allowing free exit.

Council has issued a Smokefree Position Statement which contains policy dealing with smokefree venues. The Statement endorses certain smokefree areas including Council controlled venues and locations. Bus shelters are owned by the Council and thus are considered smokefree venues under this statement.

Bike Racks

In mid-2020, Council installed bike racks on all buses to enable people to utilise both active transport and public transportation on their journey – providing additional transport choice. It is unknown how much extra patronage has been due to this installation as no data is captured by the drivers.



School Bus Service

The Ministry of Education will continue to provide and administer this service, independently of Council.

Total Mobility

Council will continue to provide and administer this service, utilising the Ridewise system and subsidised by Waka Kotahi NZ Transport Agency.

Funding will be adjusted to reflect the increase in demand and utilisation of these services.

Health Mobility Services

Other organisations will continue to provide and administer these services independently of Council.

Inter-regional and inter-community services

The Intercity Bus will continue to provide this service independently of Council. Other companies may also provide these services when demand increases.

Alternatives

Council has determined that it is not acceptable to 'Do Nothing' and consequentially is committed to providing a base level of service.

Services for Transport Disadvantaged

The LTMA requires this RTP to describe how the public transport services and financial assistance Council intends to assist the transport disadvantaged. 'Transport disadvantaged' is defined as people who the regional 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).

The first step is to determine who the council believes are transport disadvantaged. For this the Council is guided by three factors identified in the New Zealand Transport Strategy: lack of modal choice, affordability and disability.

In addition, the Council considers isolation from services an important factor in the Marlborough District. The table below describes groups the Council considers are transport disadvantaged and how the services Council intends to provide will assist their needs.

Transport Disadvantaged Services		
Transport Disadvantage Factor	Groups Affected	How public transport services will assist
Lack of modal choice	Households with limited access to motor vehicles. Households located more than 700m from a bus stop. Youth.	This plan aims to improve the Blenheim bus service, providing a more attractive service that will better meet the needs of those with a lack of modal choice. Actions include reviewing the bus routes in Blenheim. The review will look to balance coverage with other issues such as frequency of service and travel times.
Affordability	Households with lower incomes. People in lower paying jobs. Youth and older people.	This plan aims to improve the Blenheim bus service, providing service that better meets the needs of people that use the bus. Actions include introducing concessions - Family passes and discounts for monthly passes, community service cards etc. will be considered.
Disability	People with disabilities that affect their ability to drive and mobility. Older people.	Total Mobility Services will continue to be provided, subject to continued financial support from Government. Council will investigate extending total mobility subsidies. Council will continue to specify that contractors use a low floor base for the Blenheim bus service. Council plans to develop a bus facility improvement plan which will take into account accessibility/mobility issues and will consider seeking additional funding to implement the plan.
Isolation	People and communities living away from most services.	Consideration of access issues outside Blenheim will occur.

Public Transport Plans and Priorities

The Public Transport plans for 2024-2027 include:

- Implement Ridewise version two once development is complete (2021/2).
- Implement Whitelisting for suspended Total Mobility Cards (2024/5)
- Actions identified within the 'Transport Disadvantaged Services' table.

The Public Transport priorities for 2024-2027 include:

Public Transport Priorities		
Priorities	Explanation	Marlborough RPTP
Economic Growth and Productivity	The government's main priority, as expressed in the GPS, is national economic development and productivity.	Implementing this plan will contribute to better access to employment for Blenheim residents. Due to timetable constraints the bus service is used little for commuting to and from work. A range of actions are needed to better meet the needs of workers, such as changing arrival and departure times in the CBD.
	The GPS recognises several priority areas to promote economic development and productivity. This includes initiatives that provide better access to markets, employment and areas that contribute to economic development	
Value for money	The GPS stresses the need to generate better value for money from the government's investment in land transport and enhance the economic efficiency of individual projects. This is also important for Council's investment. Three concepts are related to value for money: effectiveness (contribution to the government's priorities), efficiency (maximizing value with the lowest resources possible) and economy (inputs purchased at lowest price over whole life of intervention) Council to take into account the need to obtain the best value for money, having regard to the desirability of encouraging fair competition and a competitive and efficient market for public transport services.	Value for money is a key principle to this MRPTP. The plan recognises that local and central government funding is limited and there is a need to get more value from investment in public transport. In particular, the plan identifies a need to review the Blenheim bus service so that it better meets the needs of Blenheim residents, while limiting expenditure on the service. While some of the changes may require a small increase in public funding, this is likely to be more efficient than continuing to invest in a less effective service. Actions have also been prioritised to ensure investment is directed at the most important actions. No issues relating to fair competition are identified.
Affordability	The New Zealand Transport Strategy promotes maintaining an acceptable financial demand on central and local government, households, businesses and individuals; taking into account	The MRPTP recognises that the government and the communities of the Marlborough District have limited ability to fund public transport initiatives. The Blenheim bus service must be

Public Transport Priorities		
Priorities	Explanation	Marlborough RTP
	available funding sources; considering all costs including those on other sectors. The Strategy encourages consideration of less traditional forms of shared transport outside of large urban areas such as community buses or demand-responsive transport.	reviewed to achieve better value for money. No new services are planned at this stage. The MRPTP will undertake annual pricing reviews and a six-yearly fare structure review.
Making best use of existing networks and infrastructure	The GPS seeks better use of existing transport capacity, networks and infrastructure. According to the GPS, this means improving the efficiency of existing networks as well as investment in new infrastructure. It also means sequencing development so that small iterative investments in existing infrastructure do not take place when more significant investment in redevelopment the same infrastructure is shortly planned to commence.	The MRPTP recognises the need to review and get more value out of existing services, especially the Blenheim bus service. It identifies a staged action plan of improvements which can be progressed overtime to build on earlier improvements.
Environmental sustainability	Environmental sustainability is a key concept throughout the legislation, strategies and policies.	Consistent with the GPS, the primary focus for public transport in this MTPTP is improving transport options and accessibility, rather than shifting people out of cars and into public transport. Nonetheless, it is hoped that providing a more attractive Blenheim bus service will help to encourage a modal shift and reduce greenhouse gas emissions from motor vehicles.
Access and mobility	Improving access and mobility is another key objective in the LTMA and increasing the availability and use of public transport is identified as important to this objective.	Access and mobility is a key focus of this MRPTP. This plan supports retaining the total mobility service and Blenheim bus service and continuing to support the Supergold Card initiative. These services provide improved access choices for the community, especially the transport disadvantaged.
	The GPS also seeks more transport choices, particularly for those with limited access to a car where appropriate.	The MRPTP also seeks to improve the bus service so that it can better meet the needs of people in Blenheim.

Public Transport Priorities		
Priorities	Explanation	Marlborough RPTP
	Better access to markets, employment and areas that contribute to economic development is another goal in which public transport could have a role.	
Integration and co-ordination	The GPS also encourages a coordinated approach to transport problems whereby various agencies work together in a collaborative way.	The MRPTP intends a collaborative approach to improving access and mobility.
Safety, personal security and public health	National legislation, policies and strategies promote a safe transport system, which assists personal security and protects and promotes public health.	Safety and personal security have not been the most critical issues for public transport in the Marlborough District. However, these issues will be considered e.g. in the planning of new bus stops, design of facilities and agreements with service providers (bus and taxi companies).
	The LTMA requiring the Council to be satisfied that the RPTP contributes to assisting safety and personal security and to protecting and promoting public health.	The benefits, in terms of personal security, should also be taken into account for future decisions about whether to extend the hours of operation of the bus service. Public health is promoted through this plan by retaining and improving services that improve accessibility, particularly for the transport disadvantaged.
Consideration of the impact of higher fuel prices	The GPS encourages land transport planning to take into account the impact of volatile fuel prices. It notes that in times of high oil prices, the availability of transport choice, such as public transport, helps to mitigate the effects on households, and public transport use tends to increase.	The MRPTP includes a policy to retain the Blenheim bus service, which could help to buffer the impact of higher fuel prices in Blenheim.

Significance Policy

A Significance Policy is required, in accordance with section 120(4) of the Land Transport Management Act 2003, to set out how to determine the significance of proposed variations to this RPTP. The level of significance determines the consultation regarding the proposed variation that must be undertaken.

Application

This RPTP can be varied at any time. However, in accordance with section 126(4) of the Land Transport Management Act 2003, the usual consultation will not be required if the proposed variation is considered not significant under this policy.

The approach to consultation will reflect the level of significance of any proposed variation. Consideration will be given to the costs and benefits of any consultative process or procedure and the extent to which consultation has already taken place.

The implication of not meeting the significance threshold is that the full consultation requirements of the LTMA will not need to be followed. However, Council may undertake targeted consultation on matters affecting specific communities and stakeholders, even if the significance threshold outlined in this policy is not invoked.

General determination of significance

The significance of variations to this RPTP will be determined by Council on a case-by-case basis. When determining the significance of a variation, consideration must be given to the extent to which the variation:

- Signals a material change to the planned level of investment in the public transport network
- Impacts on the purpose of the LTMA
- Affects residents (variations with a moderate impact on a large number of residents or variations with a major impact on a small number of residents will have greater significance than those with a minor impact)
- Affects the integrity of this MRPTP, including its overall affordability
- Has already been the subject of consultation with affected parties.

Significant and non-significant matters

Matters that will **always** be considered '**significant**' are:

- Any variation that amends this policy on significance
- Major changes to existing services or the introduction of new services, (other than changes to or the introduction of trial services), for which no consultation regarding the change or introduction has occurred.

Matters that will **usually** be considered '**significant**' are:

- Changes to units that significantly affect the financial viability of the contractor of that unit.

Matters that will **always** be considered '**not significant**' are:

- Minor editorial and typographical amendments to this MRPTP
- Minor changes to fare levels in accordance with current policy and funding levels

Matters that will **usually** be considered '**not significant**' are:

- A matter that has already been consulted on, including the addition, removal or amendment of any matter or service

Minor changes to the description of services following a review of that service e.g. changes to the frequency, route or hours of a service which result in the same, or better, level of service:

- Changes to the description of services or grouping of services as a result of an areawide service review, provided that there is no significant increase in cost
- Minor changes of routes and/or timetables to existing services
- The introduction, alteration or deletion of trial services
- The introduction of a new unit provided the contractors of existing units are not affected.

Targeted consultation on non-significant variations

Where Council determines that a proposed variation is not significant, it may still undertake targeted consultation as follows:

a. Consultation for minor changes in the delivery of existing public transport services

For minor changes in service delivery which are required to improve the efficiency of existing services, such as the addition or deletion of trips and minor route changes, and which have only a local impact, consultation will generally be undertaken at a low level with the operator/s involved, the relevant territorial authority and passengers who use the services. If consultation has already occurred as part of a service investigation or review, no additional consultation need occur.

b. Addition of new services

Where a new service is proposed and the new service has been the subject of community consultation, no additional consultation need occur.

c. Other non-significant variations

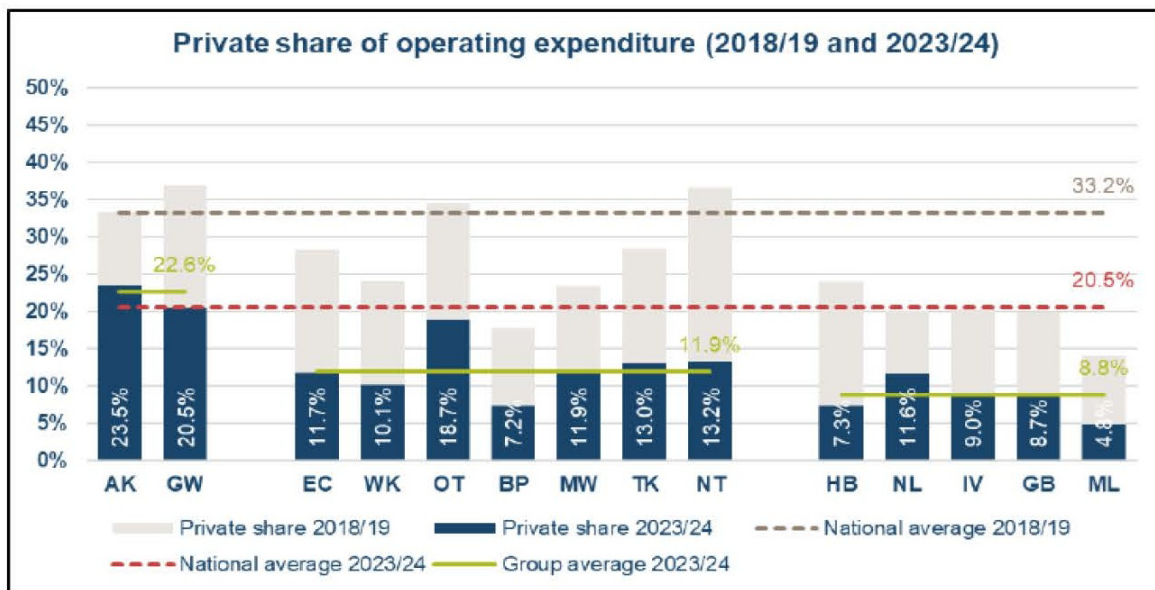
Any proposals for changes that affect only a sector of the community or the industry (e.g. a change in Total Mobility provision or a change to specific vehicle quality standards) may be worked through with those most likely to be affected, as well as other relevant stakeholders.

Private Share

In brief

In accordance with Transport Agency requirements, Council has adopted a Private Share Target which will include the adoption of a fare policy. Measuring the percentage of the gross costs of providing bus services that are covered by passenger fares and third-party sponsorship and advertising on the bus units (the balance of the costs is met in equal proportions by local ratepayers and The Transport Agency).

NZTA (Waka Kotahi) defines "Private Share" as the proportion of public transport operating expenditure that is funded from private revenue sources. This concept is part of a broader policy shift aimed at increasing cost recovery from users and other non-government sources to reduce reliance on public funding. The GPS 2024 strategic priorities include the delivery of an effective public transport system that provides commuters with more choice and helps to reduce travel times, congestion and emissions. **Private share by region**



AK=Auckland, GW=Wellington, EC=Canterbury, WK=Waikato, OT=Otago, BP=Bay of Plenty, MW=Horizons, TK=Taranaki, NT=Nelson-Tasman, HB=Hawkes Bay, NL=Northland, IV=Invercargill, GB=Gisborne, ML=Marlborough



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What Counts as Private Share

Private share includes several types of revenue:

- Passenger Fare Revenue – Direct payments from users of public transport services.
- Private Fare Substitutes – Funding from private entities to subsidise fares for specific groups (e.g., a university paying for student travel).
- Commercial Revenue – Income from advertising, retail rents, sponsorships and other business activities associated with public transport infrastructure.
- Third-Party Funding – Even if the third party receives public funding (e.g., a health provider), their contributions can still be classified as private share if they are not directly from the Crown or NZTA.

What Doesn't Count as Private Share

- Crown funding (e.g., fare concessions like SuperGold) is excluded from private share calculations.
- Local authority funding matched by NZTA (via the National Land Transport Fund) is considered public share.
- Capital expenditure (e.g., infrastructure upgrades) is not included—only operating expenditure is considered.

Why Is This Important

The government is pushing to **increase the private share** to:

- Support higher levels of public transport investment.
- Reduce pressure on ratepayers and taxpayers.
- Encourage a more **commercial approach** to public transport operations.

This shift replaces the older **Farebox Recovery Policy** with a more nuanced regional model. Each region may now have its own private share targets and the methodology for calculating cost recovery has been updated.

Other funding sources could include:

- development and financial contributions
- interest and/or dividends from investments (e.g. shares in port companies)
- property development and uplift
- value capture initiatives
- parking revenue

Background

The Transport Agency requirements

The GPS 2024 includes a statement of ministerial expectations that apply to NZTA and approved organisations. NZTA is expected to ensure public transport authorities take appropriate steps to meet these ministerial expectations and comply with self-assessment and reporting requirements. The ministerial expectations for public transport include the following expectations for public transport authorities:

- Actively work towards increasing public transport private share by 30 June 2027, including setting targets each year. This includes operating within approved funding of public transport continuous programmes, reviewing services that are delivering very low farebox recovery and considering appropriate fares.
- Support and actively work towards the transition to, delivery and operation of the National Ticketing Solution, in partnership with NZTA. This includes aligning concessionary fare structures with national policy to make the National Ticketing Solution cost effective and value for money for customers.

To meet these expectations public transport authorities are required to meet the following specific requirements:

- Actively work towards increasing the private share of public transport expenditure on an annual basis (e.g. ensuring passenger fares and third-party revenue covers a greater portion of public transport expenditure).
- Actively engage with NZTA to agree and set interim private share targets for 2024/25 and 2025/26 and indicative targets for 2026/27 by 19 December 2024 and longer-term targets, including reviewing and confirming 2026/27 targets, by 19 December 2025.
- Demonstrate support for the National Ticketing Solution and actively work towards delivering and operating the National Ticketing Solution in partnership with NZTA, including by meeting NZTA fares and pricing.

Services included in Private Share

The public transport services to be included in the calculation of the fare recovery are any contracted bus services operating in the region.

Long-distance (e.g. inter-city services) services, privately funded school services, Ministry of Education funded school services, tourist and charter services are not included.

In accordance with The Transport Agency policy, Council has measured fare revenue recovery of the service as a whole rather than measuring individual routes or trips. Individual services, routes or trips, particularly those that might be regarded as “social” services, are not considered in achieving the target set out in this policy.

Method of calculation Fare Revenue and Private Share

Private share is a measure of cost recovery. It is calculated as revenue divided by operating expenditure as set out in the table below. Revenue includes passenger fares, private fare substitutes and commercial revenue. Operating expenditure includes the management and operation of passenger services and the maintenance and operation of public transport facilities and infrastructure. Operating expenditure does not include capital renewals or infrastructure improvement projects.

Revenue		Calculation	Notes
A	Passenger fares		Passenger fare revenue, including fare revenue from net contracts or exempt services receiving financial assistance.
B	Private fare substitutes		Third-party revenue from private fare substitutes such as corporate, tertiary and Health NZ (previously DHB) fare schemes.
C	Commercial revenue		Third-party revenue from commercial sources including advertising, sponsorship, rental or investment income generated from the delivery of the public transport system.
D	Enforcement fees		Revenue generated from enforcement associated with the public transport system, eg fines of unpaid tickets
E	Total private revenue	E = A+B+C+D	
Expenditure			
H	Passenger services		Total gross expenditure on public transport services, prior to applying any subsidies. Operating expenditure needs to include recognition of any revenue that is retained by transport operators or other contracted parties, such as for net contracts or exempt services that receive financial assistance. Include activities funded under work categories 511, 512, 515.
I	Operations and maintenance		Total gross expenditure on the maintenance, operations and management of public transport services and infrastructure, prior to applying any subsidies. Include activities funded under work categories 514, 524, 525 (excluding any technology renewals under work category 525).
J	Total operating expenditure	J = H + I	
Measures			
K	Private share of operating expenditure	K = E / J	

Public Transport Authority Marlborough STATEMENT OF REVENUE AND EXPENDITURE - Excluding Total Mobility FOR THE YEAR ENDING 30 JUNE			
	2024/25 Budget	2025/26 Budget	2026/27 Budget
Revenue (sources of operating funding)			
Fees and charges	15,272	18,155	19,025
Third-party revenue	3,038	3,038	3,105
Grants and subsidies			
Crown funding	43,351	43,351	43,351
NZTA funding	156,097	160,109	169,771
Other subsidies	-	-	-
General and targeted rates	155,801	159,657	163,114
Other income	-	-	-
Total operating revenue	373,559	384,310	398,366
Expenditure (applications of operating funding)			
Passenger services			
Contract management	330,958	294,726	300,215
Operator payments	-	-	-
Revenue recognition	-	-	-
Operations and maintenance			
Operations and management	7,740	9,166	10,580
Facilities and infrastructure	14,447	15,638	16,844
Technology system operations	9,906	10,169	10,406
Total Mobility equipment	-	-	-
Total operating expenditure	363,051	329,699	338,045
Surplus (deficit)	10,508	54,611	60,321
Passenger boardings	17,251	17,335	17,419
Service-kms	-	-	-
Public transport private share	5.0%	6.4%	6.5%
Public transport average fare	0.89	1.05	1.09

Initiatives to maintain the target

Initiatives 1: Increase patronage

Increasing patronage will increase revenues, thus improve fare-revenue.

The Council will look to increase patronage by undertaking general and targeted publicity as well as improving service quality through improving infrastructure, maintaining high vehicle quality standards, and optimising routes and service levels to increase accessibility.

Initiative 2: Improve operating efficiencies

Improvements to operating efficiencies will reduce costs and therefore improve fare-revenue.

The Council, in association with the transport provider, is constantly monitoring the costs and revenues of services and investigating how to improve efficiency.

Initiative 3: Reduce poor performing services

Poor performing services (i.e. those services with high costs and/or low patronage) have been removed. The Council are observing other Public Transport Operations providing alternative services, such as on-demand and dial-a-ride options and watching for lessons learnt.

Initiative 4: Review of fare products and fare levels

Increasing fares will lead to increases in revenue and thus improve fare revenue. However, when considering possible fare increases, the impact on patronage needs to be considered. This strategy will be reviewed annually with monthly monitoring and approval from NZTA. This will reduce the reliance on public funds and will allow for needed service improvements.

How the policy will be applied

Changes to fare revenue have already been applied in recognition of the agreement with NZTA. Once consultation on this document, in consideration of the RLTP, has been completed and responses evaluated, the document will be presented to Full Council for ratification.

Implementation date

This policy will apply immediately after ratification.

Fare level review

An annual fare level review will be undertaken, in conjunction with the contractor, at the conclusion of each financial year. This review will take into consideration the fare revenue levels but may also include any other factors considered to be relevant. The review will also address the level of discounts and concessions within the existing fare structure as they change.

Fare structure review

Council will review fare structures at least every six years. This is due at the end of the financial year 2027. The fare structure review will address all aspects of the fare system, including the appropriateness of zones as the base for the system, and the availability of (and discount to be applied to) concession fares.

A review of the fare structure was undertaken in 2017. A more recent review of the fare structure was carried out in March 2025 and the subsequent fare increases will be implemented at the end of the current financial year, 1 July 2025.

Plan and Policy Review

This plan and associated policies (including the targets) will be reviewed at least every three years or when the Regional Land Transport Plan is reviewed (which is likely to be every three years).

It may also be reviewed immediately if any NZ Transport Agency Waka Kotahi policy or practices change, which will affect fare-box recovery.

The review should consider the following statutory guidance documents:

Policy Documents	
Policy	Comment
Government Policy Statement on Land Transport Funding (GPS)	This policy contributes to the GPS by maintaining the relatively high level of user contribution towards the funding of public transport. It recognises the need for efficiencies and “value for money” and the restrictions on the availability of national funding.
Regional Land Transport Plan (RLTP)	This policy contributes to the RLTP by at least maintaining the level of local contribution towards the funding of public transport and thus helping to achieve patronage targets.
Land Transport Management Act 2003 (LTMA) as amended.	This policy contributes to the LTMA by aiming to improve efficiencies and effectiveness and by maintaining the level of local contribution towards the funding of public transport.

4. Establishment of a Hearing Panel for Setting Speed Limits on Local Roads in Marlborough

(The Mayor)

R800-005-03

Purpose of Report

1. To approve members for a hearing panel to consider and make recommendations on submissions received on the Setting Speed Limits Rule 2024 for local roads in Marlborough.
-

RECOMMENDATION

That a Hearing Panel consisting of Councillors B Dawson (Chair), Faulls and Sowman be established to hear and determine any submissions received on the Setting Speed Limits Rule 2024 for local roads in Marlborough.

Next steps

2. A hearing will be arranged to consider submissions on the Setting Speed Limits Review 2024 for local roads in Marlborough.

Author/Authoriser	Jamie Lyall, Group Manager - Property and Community Facilities
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5. Regional Transport Committee

(Clr Adams)

D050-001-R01

1. The Minutes of the Regional Transport Committee meeting held on 19 March 2026 are **attached** for ratification by the Committee.

RECOMMENDATION

That the Minutes of the Regional Transport Committee meeting held on 19 March 2026 be ratified.

**Report and Minutes of a Meeting of the
REGIONAL TRANSPORT COMMITTEE
held in Council Chambers and via Teams, 15 Seymour Street, Blenheim
on THURSDAY 19 MARCH 2026 commencing at 1.00 pm**

Present

Councillors Scott Adams (Chairperson), David Croad, Mayor Nadine Taylor and Ms Emma Speight (NZ Transport Agency Waka Kotahi)

Also Present

Councillor G A Hope and C M W Dawson

In Attendance

Mr H Meyers and Ms K Nalsund (NZ Automobile Association), Mr J Lyall (Property & Community Facilities Group Manager), Mr J Boswell (Chief Executive) (from 1.17 pm), Mr W Oldfield (Marlborough Roads), Mr D Ford (Marlborough Roads), Ms C Campbell-Lamberton (Marlborough Roads) and Ms N Chauval (Committee Secretary)

Also in Attendance via Teams

Mr J Collins

Apologies

Cirs Adams/Croad:

Apologies for absence from Ms L Skilton, for lateness from Cirs B Dawson and Stace, and for early withdrawal from the meeting from Clr Hope be noted.

Carried

The Chairperson welcomed all to the meeting.

Declaration of Interests

No interests with items on the agenda were declared.

All reports referenced in the minutes were circulated as part of the meeting agenda (CM Record No: 2651137). Where necessary, additional presentation items from the meeting are noted in the minute item.

1. Confirmation of Last Meeting's Minutes**D050-001-R01**

The minutes of the previous meeting held on 12 September 2025 were taken as read and confirmed.

The Mayor/Clr Croad:

That the minutes of the Marlborough Regional Transport Committee held on 12 September 2025 be taken as read and confirmed.

Carried

ATTENDANCE: Emma Speight, (NZTA Director Regional Relationships, Greater Wellington & Top of the South) and Damian Ford (Principal Network Manager, Transport Services, Marlborough Roads) presented the following item.

2. NZ Transport Agency Waka Kotahi Update**R800-007-02**

Ms Speight provided an update on work being undertaken by the NZ Transport Agenda Waka Kotahi and spoke to a presentation from a National perspective (filed in CM – Record No. 2651142) updating work being undertaken by NZTA. Ms Speight covered topics on 2027-30 NLTP development – Key Dates and Funding Assistance Rates (FAR); One Network Framework (ONF) and when to use ONF; State Highway Investment Proposal (SHIP); Roads of National Significance; National Ticketing Solution; Maintenance – Integrated Delivery Contracts (IDM); State Highway Speed Management – a targeted approach; State Highway schools VSLs – Delivery planning – timeline shows starting months for each region and Status across the motu.

As part of the presentation Mr Ford provided members with an update on work being undertaken by Marlborough Roads. Topics covered were Pavement Renewal Performance 25/26; Temporary Traffic Management Quarterly Report; State Highway Potholes Quarterly Report; Local roads potholes quarterly reporting.

Clr Adams/The Mayor
That the information be received.

Carried

NB: The order of the agenda was altered at this point and the following Item 6 Regional Public Transport Plan Update was heard ahead of Item 5 Regional Land Transport Plan Update.

ATTENDANCE: Damian Ford (Marlborough Roads Principal Network Manager) presented the following three items.

3. Regional Public Transport Plan Update R800-007-02

Mr Ford provided the Committee with an update on the preparation of the Marlborough Regional Land Transport Plan (RLTP). To support the update a presentation was shown (filed in CM – Record No. 2651142)

NB: Reports attached to the item are filed in CM – Record No. 2651141 and 2651140.

Mr Ford covered topics on Purpose of a RPTP; public consultation overview; public consultation feedback – short term improvement – current NLTP 24/27 and long term improvement – NLTP 27/30 and the next steps.

It was reported that Marlborough Roads has commenced planning for the 2027–2030 Regional Land Transport Plan (RLTP), of which the RPTP forms a key supporting component. Under section 119 of the Land Transport Management Act 2003, Council is required to adopt a Regional Public Transport Plan where it intends to operate or contract public transport services or provide financial assistance for small passenger service vehicles.

Consultation was undertaken on proposed changes to the RPTP, including the 2025 Third Party Share and annual ticket price increases for the next two years.

The RPTP sets out the strategic objectives and approach for public transport over a ten-year period and outlines the existing network and proposed future developments, in accordance with section 120 of the Act. While the RPTP can stand alone, it has been intentionally integrated into the RLTP.

Public consultation undertaken in September 2025 indicated that 53 percent of respondents were satisfied with current services. Feedback identified opportunities for short-term improvements within the 2024–2027 National Land Transport Programme, including improved communication around service disruptions, national ticketing integration, and allowing dogs on buses. Longer-term aspirations for the 2027–2030 period included expanded services for Rarangi and Renwick, on-demand services, commuter routes, and additional routes, particularly servicing Summerset Village.

A briefing was held with Councillors on 5 February 2026, at which it was noted that the requested service enhancements would require increased funding from Council and NZTA. It was suggested that the feedback be considered during the preparation of the RLTP 2027–2030.

Cirs Croad/Adams:
That the Committee:

Receive the Draft Regional Public Transport Plan.

Approve the Draft Regional Public Transport Plan for referral and endorsement at the Infrastructure and Community Facilities Committee meeting on 9 April 2026.

Carried

4. Regional Land Transport Plan Update

R800-007-02

Mr Ford noted that the purpose of the report was to provide the Committee with an update on the preparation of the Marlborough Regional Land Transport Plan (RLTP).

To support the report a presentation was provided (filed in CM – Record No.2651142). Mr Ford covered topics on the Marlborough Regional Land Transport Plan and variable speed limits around schools.

NB: Reports attached to the item are filed in CM – Record No. 2651138 and 2651139.

Marlborough Roads has commenced preliminary planning for the next RLTP with a briefing held on 17 February 2026 with Committee members and non-voting ex-officio attendees present. The briefing provided background on the current RLTP and outlined potential long-term objective options.

Members were advised that the RLTP provides the strategic framework for the region's transport network, including 30-year objectives and ten-year investment priorities for both state highways and local roads. It identifies projects seeking funding from the National Land Transport Fund, including those put forward by Waka Kotahi NZ Transport Agency, Marlborough District Council, and the Department of Conservation. Funding is confirmed through inclusion in the National Land Transport Programme.

During the discussion, the possibility of collecting DSI data linked to ferry traffic was raised, specifically to determine whether travel was to or from the ferry. Mr Ford advised that information is not currently analysed at that level; however, discussions have occurred about how much detail can be extracted and included in the Infrastructure & Community Facilities reporting. Work is underway to determine how the data can be collated and interpreted, noting this is still at an early stage and will be progressed over the coming months.

It was requested that a report be brought back to the Committee in due course outlining the scope and feasibility of what is possible.

It was also requested that the reports provided in this and future agendas be circulated to all Councillors for information.

Mr Ford advised that a programme of workshops has been scheduled during 2026 to progress development of the RLTP. The next workshop, on 22 April 2026, will focus on objectives, problem statements, and ten-year priorities.

Clr Adams/The Mayor:
That the information be received.

Carried

Postscript: All Councillors receive the agenda and associated attachments at the time the agenda is circulated.

5. Speed Management Update

R800-007-02

Mr Ford noted that the purpose of the report was to provide an update on the Land Transport Rule: Setting Speed Limits 2024 and its implications for Council.

Members were advised that the Rule sets out the statutory framework for how speed limits are to be set and replaces the Setting of Speed Limits Rule 2022. A number of changes were highlighted that affect Marlborough, including completed speed reversals on specified roads, requirements for variable speed limits outside schools, revised processes for future speed limit changes, and new criteria for determining speed limits by road classification.

It was noted that Road Controlling Authorities are required to make reasonable efforts to implement variable speed limits outside each school gate by 1 July 2026. All schools default to Category 1, requiring variable 30 km/h speeds, although schools may be classified as Category 2 with variable speeds between 40 km/h and 60 km/h. During previous deliberations, it was agreed that Marlborough schools be treated as Category 2 with reduced speeds of 40 km/h. Reduced speed periods must not

exceed 45 minutes before and after school opening and closing times. Marlborough Roads has contacted schools to confirm operating times to ensure consistency.

Members were advised that speed limit changes under the 2024 Rule may be progressed through either a Speed Management Plan or an Alternative Method. Any future changes will require a Cost Benefit Disclosure Statement and consultation, with the Alternative Method allowing consultation limited to affected parties.

Schedule 3 of the Rule establishes default speed limits based on road classification, with urban streets generally set at 50 km/h, unless conditions justify a reduction to 40 km/h. Rural road speeds may range from 50 km/h to 100 km/h depending on form and function.

Marlborough Roads is working with Waka Kotahi NZ Transport Agency on speed limits affecting state highways and their interface with local roads, including school sites.

A proposal to establish a Speed Review Committee to assist with decision-making was presented. The Committee would consider school categorisation, timing of variable speed limits, methodologies for future speed changes, and implementation approaches.

Clr Croad/The Mayor:

1. **That the information be received.**

That approval be given to establish a Speed Review Committee consisting of Councillors Scott Adams, Cyril Dawson, and Raylene Innes.

Before the motion was put Emma Speights noted that it is for local speed limits only. Following receiving this information the Mayor proposed an amendment that 'Local Roads' be added to the motion to ensure clarity. The substantive motion was then put to the meeting.

1. **That the information be received.**
2. **That approval be given to establish a Local Roads Speed Review Committee consisting of Councillors Scott Adams, Cyril Dawson, and Raylene Innes.**

Carried

6. Items Not on Agenda

-

No items were raised that were not on the agenda.

Reserved for matters that are not included in the publicly notified agenda but have arisen since its publication. In accordance with the requirements of Local Government Official Information and Meetings Act 1987 (s46A(7)(7A) and Standing Orders (9.12 Items of business not on the agenda which cannot be delayed & 9.13 Discussion of minor matters not on the agenda), the meeting may only address such items if the chair is satisfied that the matter cannot reasonably be delayed until a future meeting, or the item is deemed minor and its discussion will not undermine public transparency.

Items accepted under this provision will be clearly identified, along with the reasons for their inclusion at the start of the meeting.

The meeting closed at 1.55 pm.

Record No. 2666193



1



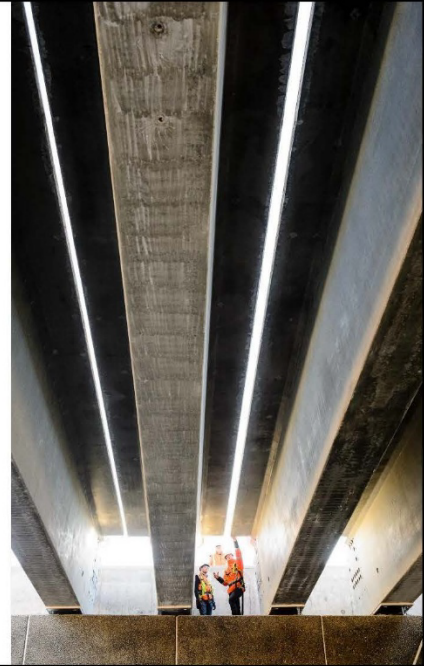
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2027-30 NLTP development

Key dates 2026

- **March:** NZTA will share AMP, RLTP, PT and RSP guidance to help with the development of continuous programme bids. The REG Transport Insights web portal will be a key source of evidence.
- **June:** NZTA will share draft evidence to inform the development of RLTP improvement programmes with the sector.
- **August:** Draft continuous programmes will be entered in Transport Investment Online (TIO).
- **October:** Draft Investment Prioritisation Method will be released by NZTA for consultation.
- **December:** Final continuous programmes (including the State Highway Investment Proposal) are entered in TIO.
- **December:** Draft improvement activities (including the State Highway Investment Proposal) are entered in TIO.

NZ Transport Agency



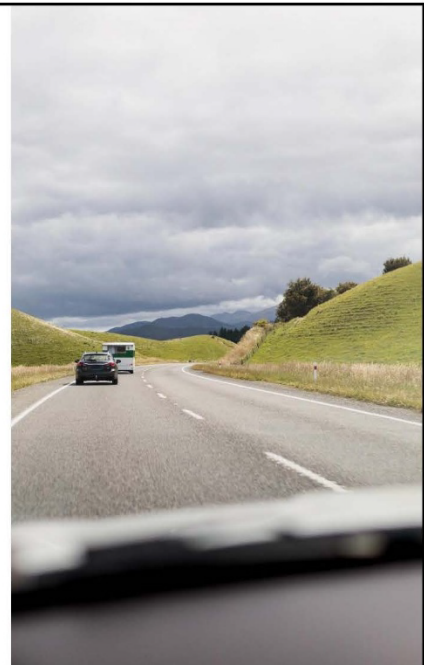
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2027-30 NLTP development

Funding Assistance Rates (FAR)

- We're on track to set and release normal FARs by August 2026, enabling councils to plan for the required local share of transport activities for the 2027-30 NLTP.
- A steering group with sector representatives is guiding this process to ensure local government considerations are addressed.
- This is not a policy review, we're simply checking the appropriateness of various input factors.
- We'll use updated data to set normal FARs for approved organisations.
- We'll then confirm FARs for former Special Purpose Roads that have not yet transitioned to normal FAR.
- We'll also establish FARs for specific activities including emergency works, mobility services, SuperGold, and inter-regional rail services.

NZ Transport Agency



4

One Network Framework (ONF) ^{JM1}

When to use ONF

- ONF is a national system for classifying roads and streets based on their function – it replaces the One Network Road Classification (ONRC).
- It improves planning, design, and investment in transport by acknowledging roads as both movement corridors and destinations for people.
- The ONF is a key input into Regional Land Transport Plans (RLTP) and the 2027-30 NLTP – and beyond.
- Your teams must be using the language ^{JM3} in the ONF for all modes for the 2027-30 NLTP as a condition of funding.
- Road Controlling Authorities (RCAs) should ensure their General Traffic (GT) and Freight (FT) classifications are transitioned from the ONRC to ONF for use in their Activity Management Plans.

NZ Transport Agency



5

State Highway Investment Proposal (SHIP)

- The SHIP is a 10-year proposal for how NZTA seeks investment to improve and maintain, operate, and renew the state highway network.
- It's refreshed every three years to align with the Government Policy Statement on land transport (GPS).
- The SHIP inputs into Regional Land Transport Plans (RLTPs), which then inform the National Land Transport Programme (NLTP).
- Work began on the 2027-37 SHIP in late 2025.
- We are currently developing our proposal which will be aligned with the draft GPS when released.
- We expect to seek Board approval of the SHIP (mid-late 2026) to meet the required timeframes for RLTP development.

NZ Transport Agency



6

Roads of National Significance

March update

- NZTA is working with Government to develop a long-term pipeline of major transport projects using a variety of funding options, and in a logical sequence. This pipeline includes the Roads of National Significance and further information will be released by the Government in due course.
- After a suite of investment cases were completed in 2025, all RoNS are now either in the pre-implementation phase or in construction.
- Construction has now started on both the Ōtaki to north of Levin and Hawke's Bay expressways. Construction continues on the Ōmanawa Bridge replacement (phase 1 of SH29 Tauriko West) and Takitimu North Link Stage 1.

NZ Transport Agency



7

National Ticketing Solution

- Motu Move roll-out is underway in Greater Christchurch with the introduction of contactless payment options for customers paying adult non-concession fares.
- Regional rollout key dates:
 - Greater Christchurch** – 10 November 2025 ✓
 - Gradually rolling out travel concessions** – 2026 ✓
 - Introduction of prepaid Motu Move cards** – from mid-2026
 - Greater Wellington** – from early 2027
 - Auckland** – late 2027
- Smaller regions will be phased between 2026 and 2027.
- Regions will set their own transition timing, aligned with local transport changes.

NZ Transport Agency



8

JM1

- Preferred suppliers were nominated prior to Christmas
- We are currently working through final negotiations and contract signing processes
- We remain on track to start the new contracts on 1 May 2026
- Internal and supplier on-boarding starting, alongside other key activities such as Network Outcomes Contract (NOC) contract closeout.



NZ Transport Agency

9

A targeted approach

- Delivering **Variable Speed Limits (VSLs)** to all state highway schools before 1 July 2026, working with councils to coordinate solutions where schools have gates on local roads *and* state highways.
- Improvements at **high-risk rural intersections** (Intersection Speed Zones or ISZs).
- Speed limits needed for safety improvements and projects.
- A small number of community-requested locations that meet strict assessment and funding criteria.
- Visit www.nzta.govt.nz/state-highway-speed-management for more details.

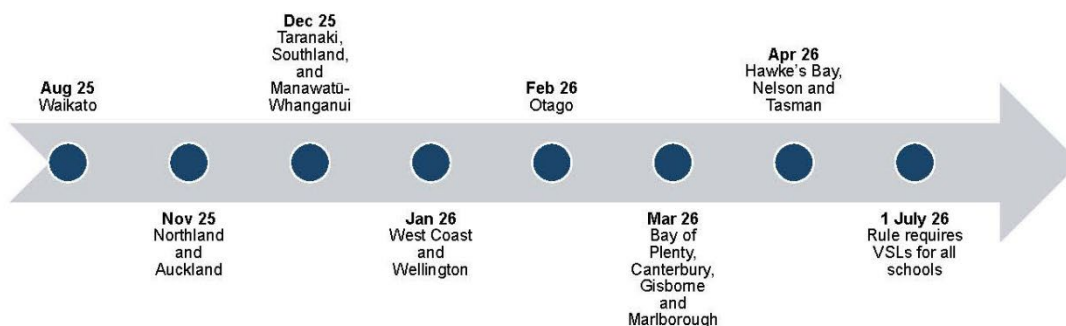


NZ Transport Agency

10

State highway schools VSLs

Delivery planning – Timeline shows starting months for each region



For queries email schoolspeedmanagement@nzta.govt.nz

NZ Transport Agency

11

Status across the motu

Marlborough

- 5 state highway schools: 1 is compliant
- 4 schools to be treated by Armitage.

Signs activation by Term 3 2026

NZ Transport Agency



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Regional Transport Committee Meeting

Marlborough Roads Updates

19 March 2026



13

Pavement Renewal Performance 25/26

	State Highway (lane km)		Local Road (lane km)	
	Target	Completed	Amended	Completed
Chipseal	33.83	14.28 (42.2%)	90.19	60.87 (67.5%)
TAC / SAC	1.98	1.98 (100%)	1.93	1.26 (65.3%)
AWPT	12.51	4.14 (33.1%)	4.95	0.4 (8.0%)
All Renewals	48.32	20.39 (42.2%)	97.07	62.13 (64.0%)

14

Temporary Traffic Management Quarterly Report

- TTM generally accounts for 10% of the total cost of works.
- TTM accounts for a higher percentage of the cost for short term works.
- Going forward with new contracts, intent will be to maximise the amount of work undertaken within a single TTM set up to improve cost effectiveness

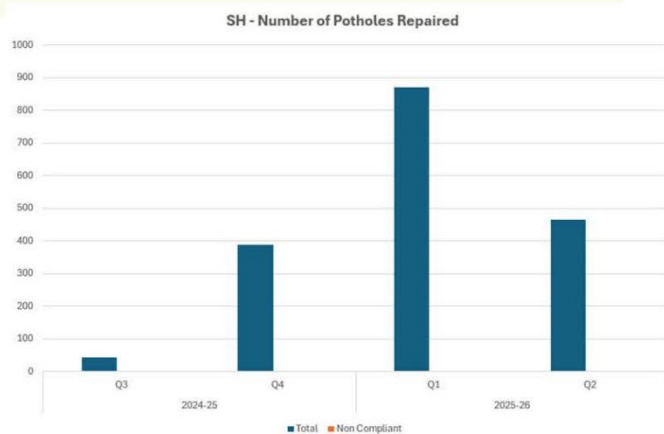


rough Roads

15

State Highway Potholes Quarterly Reporting

- Target is to repair 100% of reported potholes within 24 hours.
- Number of potholes reporting in Q1 2025-26 was 870.

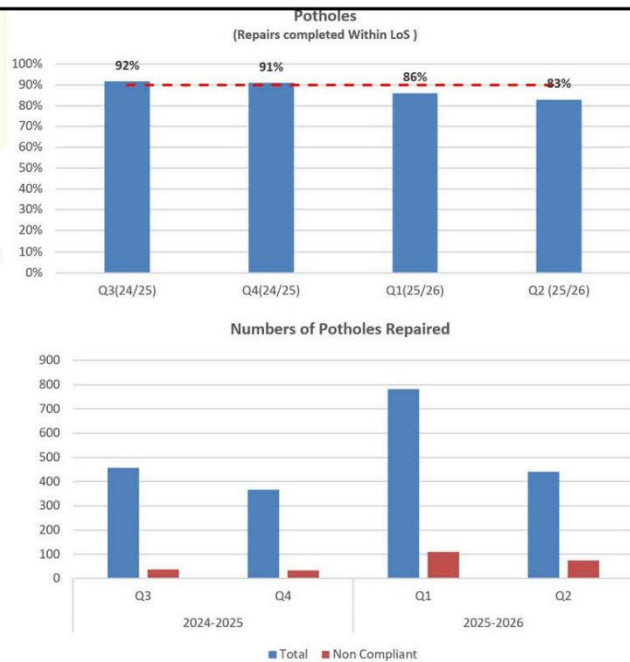


Marlborough Roads

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Local Roads Potholes Quarterly Reporting

- Target is to repair 90% of reported potholes within 48 hours.
- The Performance in Q1 (25/26) and Q2 (25/26) is due to a combination of contractors resources and the deterioration of surfacing following winter storm events.
- Q1 (25/26) resulted in nearly twice the normal levels of potholes being reported to normal quarters.



17



18

Agenda

- Purpose of a Regional Public Transport Plan (RPTP)
- Public Consultation Overview
- Public Consultation feedback – Short Term Improvements NLTP 24/27
- Public Consultation feedback – Long Term Improvements NLTP 27/30
- Next Steps

Purpose of a RPTP

Marlborough Roads prepares the RPTP on behalf of MDC.

RPTP's address's the priorities and context of each region. NZTA encourages continuous improvement and innovation in public transport planning

A regional council must adopt a RPTP if it intends to:

- (a) enter into a contract for the supply of a public transport service; or
- (b) operate a public transport service itself; or
- (c) provide financial assistance to an operator or user of any other passenger service in a small passenger service vehicle. (Total Mobility)

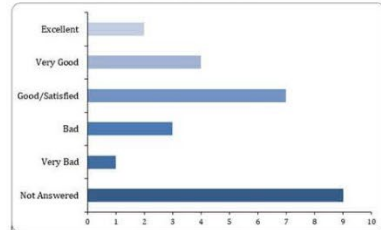
We have consulted the Public as we have made some changes to the RPTP, changes being the 2025 3rd Party Share (used to be known as Farebox recovery) and annual ticket price increases for the next 2 years.

Public Consultation Overview

Overall, the feedback showed that 53% were happy with the service, along with ideas on improvements to the service.

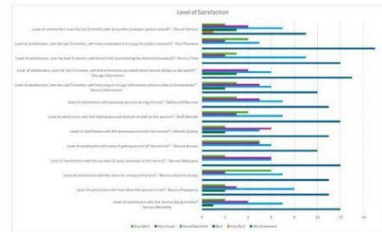
15. Level of satisfaction, over the last 3 months with the public transport system overall?

There were 17 responses to this part of the question.



Option	Total	Percent
Excellent	2	7.69%
Very Good	4	15.38%
Good/Satisfied	7	26.92%
Bad	3	11.54%
Very Bad	1	3.85%
Not Answered	9	34.62%

Small Sample Size.
 * We received 26 responses to our questionnaire
 * Last year we carried a total of 17,528 passengers



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Public Consultation feedback

Short Term Improvement – Current NLTP 24/27

Some of the feedback received can be easily implemented or trialled with no cost to Council or through 3rd Party Share:

- Better comms around real time disruption, i.e. when a bus runs late or has a mechanical problem.
- National Ticketing System – NZTA are reviewing the opportunity for the Marlborough region 100% funded by NZTA if implemented.
- Pets on buses (Dogs) being allowed to travel on the bus – Trials underway by Ritchies in Christchurch.

22

Public Consultation feedback

Long Term Improvement - NLTP 27/30

- Residents in Rārangī have indicated an interest in a PT Service
- Resident in Renwick have indicated they would like to revisit their PT Service
- "On Demand Service" was raised requested.
 - Marlborough Roads is carrying out research on what this might look like in Marlborough.
- A Commuter Bus – could this be re-instated and longer operating hours on the other routes.
- New Routes – In particular; Summerset Village has requested a new route and a bus stop be built at their entrance on Old Renwick Road.

These requests would mean an increase in levels of service and cost increase to MDC and NZTA.
Marlborough Roads are recommending that this feedback be considered during the preparation of the RLTP 27/30.

Next Steps

- Discuss and take feedback from Council on the Consultation.
 - Pets on buses trail?
- Regional Transport Committee Meeting 19th March 2026 – Seeking Recommendation to approve the draft RPTP.
- Infrastructure & Community Facilities Meeting 7th April 2026 – Paper recommending to Council to adopt the Draft RPTP.

Regional Transport Committee Meeting

19 March 2026

25

Regional Land Transport Plan

- ▶ A Regional Land Transport Plan underpins the region's road network and transportation planning and contains funding requests from the National Land Transport Fund for the next 10 years.
- ▶ Approved projects will need to align with the Government Policy Statement on Transport. The 2027 draft will be released in May
- ▶ Opex and Capex work within Marlborough will be compared to other Regional Land Transport Plans
- ▶ Marlborough Roads has started to prepare for the Regional Land Transport Plan. The first workshop was held on 17 February, which provided background information and set the scene.

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Regional Land Transport Plan

- ▶ Two draft reports were circulated prior to the workshop. These have now been finalised and circulated with the Agenda
- ▶ The State of Transport Report includes readily available data. It is factual only and shows where we are at now
- ▶ The Transport Model Report considers future land use development and the affect of future traffic flow. Various recommendations were made for intersection improvements that could be considered for the RLTP
- ▶ The next workshop on 22 April will refine the objectives and priorities, and prepare the Investment Logic Map. Staff are using feedback from the first workshop to prepare for this.



27

Variable Speed Limits Around Schools

- ▶ The Land Transport Rule – Setting of Speed Limits 2024 requires reduced speed limits around schools at the start and end of the school day.
- ▶ A Speed Committee is being set up to assist with decision making
- ▶ Schools default to Category 1, with 30 kph speed reductions
- ▶ Category 2 schools can have reduced speeds between 40 and 60 kph
- ▶ The Speed Management Plan, prepared under the 2022 Rule, classified all schools at Category 2 to enable 40 kph speed reductions
- ▶ Marlborough Roads is working with NZTA where schools have frontages on both local roads and state highways



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Hei konā mai
Thank you

 NZ TRANSPORT
AGENCY
WAKA KOTAHĪ



Tai Kōwhiri
New Zealand Government

6. Housing for Seniors

(Clr Croad)

D050-001-H01

1. The Minutes of the Housing for Seniors Sub-Committee meeting held on 5 March 2026 are **attached** for ratification by the Committee.

RECOMMENDATION

That the Minutes of the Housing for Seniors Sub-Committee meeting held on 5 March 2026 be ratified.

**Minutes of a meeting of the
HOUSING FOR SENIORS SUB-COMMITTEE
held in the Council Chambers, 15 Seymour Street, Blenheim
on THURSDAY 5 MARCH 2026 commencing at 1.07 pm**

Present

Cllrs J D N Croad (Chairperson), B G Dawson (from 1.35 pm), C W M Dawson, B D Stace and Brian Ross (Community Representative)

Present via Teams

Cllr D A Dalliessi

In Attendance

Mr J Lyall (Manager, Property and Community Facilities), Ms M Watson (Projects & Contracts Manager), Ms W Harcus (Property Managers, APL Property Blenheim) and Ms N Chauval (Committee Secretary)

Apologies

Cllrs Croad/C Dawson:

That the apology for lateness from Cllr B Dawson be received and sustained.

Carried

The Chair welcomed Moira Conroy and Sonia Manson (WSP) present in the public gallery to the meeting.

1. Housing for Seniors Sub-Committee – Minutes**C600-004-002-01**

The Minutes of the Housing for Seniors Sub-Committee meeting held on 27 November 2025 were presented for ratification by the Committee.

Cllrs Faulls/Stace:

That the Minutes of the Housing for Seniors Sub-Committee meeting held on 27 November 2025 be confirmed as a true and correct record.

Carried**2. Operation Report – January 2026**

Wendy Harcus noted that purpose of the report was to provide an update on operations for the 3-month period 1 November 2025 to 31 January 2026.

It was reported there have been eight new applications for units and the wait list has increased to 26 for over 65 year olds. There have been 130 maintenance work orders issued for the period and these were detailed in the agenda item.

Members were provided with an update on three tenancy matters, all of which have since been resolved.

It was reported that each Senior Housing complex has Emergency Delegates to provide assistance in the event of an emergency or major disaster. APL Property is currently updating the register of Emergency Delegates and is working to reconnect housing complexes with Neighbourhood Support through these roles.

Cllrs Croad/Ross:
That the information be received.

Carried

3. Minor Projects Report

C600-004-002-01

Wendy Marcus noted the purpose of the report was to provide the Committee with an update on the progress of minor projects with the Senior Housing Portfolio for the 2025-26 financial year.

Members were advised on the following three projects:

- *79 Litchfield Street and 27 Burden Street, Blenheim* – tender documentation for exterior painting and recladding works were sent out, with one partial price submitted. This price is currently being reviewed.

NB: Replacement of the boundary fence at 79 Litchfield Street will be undertaken concurrently with these works.
- *Havelock / Uxbridge Street, Renwick* – Initial scoping is underway for planned exterior repainting works at this complex.
- *40 High Street, Renwick* – Full kitchen upgrades are planned for eight units and tender documents are currently out to market.

Members discussed the limited response to the tender process and questioned whether, given the general nature of the work, an open tender process would be more appropriate. Works at 79 Litchfield Street and 27 Burden Street, Blenheim to be retendered on the open market. Staff to review the tendering approach to ensure that a sufficiently competitive environment is being achieved and that best value outcomes are secured.

Cllrs Stace/C Dawson:
That the information be received.

Carried

4. Financial Report – 7 Month Period, to 31 January 2026

C600-004-002-01

Maighan Watson provided an update on the financial performance of the Senior Housing portfolio for the seven-month period ending 31 January 2026.

Members were advised that rental revenue was reported as tracking slightly ahead of budget, with this position expected to continue through to year-end. Repairs and maintenance expenditure was significantly below budget due to the timing of planned works, contributing to overall operating expenditure remaining under budget for the period. Notwithstanding these variances, the portfolio is forecasting an operating deficit at year-end.

Clr Croad/Mr Ross:
That the information be received.

Carried

5. Tenants' Representative Report

C600-004-003-01

Members noted the tenants' representative report and supplementary information submitted by a tenant of Harling Court, 208 High Street, Blenheim.

Brian Ross advised that no issues had been identified and that matters had been responded to promptly by APL Property.

Cllrs Croad/C Dawson:
That the information be received.

Carried

6. General Business

No items for general business.

7. Decision to Conduct Business with the Public Excluded

Cllrs Croad/Stace:

That the public be excluded from the following parts of the proceedings of this meeting, namely:

- Confirmation of Public Excluded Minutes

The general subject of each matter to be considered while the public is excluded, the reason for passing this resolution in relation to each matter and the specific grounds under Section 48(1) of the Local Government Official Information and Meetings Act 1987 for the passing of this resolution are as follows:

General subject of each matter to be considered	Reason for passing this resolution in relation to each matter	Ground(s) under Section 48(1) for the passing of this resolution
Minutes and Committee Reports	As set out in the Minutes and Reports	That the public conduct of the relevant part of the proceedings of the meeting would be likely to result in the disclosure of information for which good reason for withholding exists under Section 7 of the Local Government Official Information and Meetings Act 1987.
Andrew Place	To enable the Council, as holder of the information, to carry on, without prejudice or disadvantage, negotiations (including commercial and industrial negotiations) as provided for under Section 7(2)(i).	That the public conduct of the relevant part of the proceedings of the meeting would be likely to result in the disclosure of information for which good reason for withholding exists under Section 7 of the Local Government Official Information and Meetings Act 1987.

Actions

	Description	Person Responsible	Date Required
1.	To retender works at 79 Litchfield Street and 27 Burden Street, Blenheim on the open market.	Maighan Watson	As soon as practical

The meeting closed at 2.05 pm

Record No. 2666313

7. Small Townships Programme Sub-Committee

(Clr B Dawson)

D050-001-S03

1. The Minutes of the Small Townships Programme Sub-Committee meeting held on 19 March 2026 are **attached** for ratification by the Committee.

RECOMMENDATION

That the Minutes of the Small Townships Programme Sub-Committee meeting held on 19 March 2026 be ratified.

**Minutes of a meeting of the SMALL TOWNSHIPS PROGRAMME SUB-COMMITTEE
held in the Kenepuru Room, Seymour Street, Blenheim on THURSDAY
19 MARCH 2026 commencing at 10.45 am**
Present

Councillors B G Dawson (Chairperson), S R W Adams and B D Stace

Also Present via Teams

Councillors S Arbuckle and B Faulls

In Attendance

Jamie Lyall (Property and Community Facilities); Heather Graham (Small Townships and Projects Manager); and Damian Ford (Principal Network Manager Marlborough Roads) and Nicole Chauval (Committee Secretary)

Apologies

An apology for non-attendance from Jane Tito (Manager, Parks and Open Spaces) was noted.

1. Small Townships Programme Sub-Committee Minutes

The following amendment was noted: the date shown on Appendix 1 of the minutes be amended from 27 November 2025 to 19 March 2026.

Cllrs B Dawson/Stace:

That the Minutes of the Small Townships Programme Sub-Committee meeting held on 27 November 2025 be confirmed as a true and correct record.

Carried

Actions

	Description	Comments
1.	Arrange a site visit of upcoming projects and view the various aspects of communities outdoor spaces.	Complete
2.	Sounds, Wairau & Awatere Ward Councillors to be included on the circulation list for agendas/minutes	Ongoing

2. Community Project Fund – New Project
E105-002-04

Heather Graham presented two projects to the Committee for consideration: the Havelock Bird Observatory and the Renwick Skate Park. Both projects are seeking funding from the Small Townships Programme – Community Projects Fund.

Havelock Bird Observatory – Havelock Lions Club

Heather Graham spoke to the report and noted that the proposed Bird Observatory is to be located adjacent to the existing walkway on the Havelock Marina Mole. The facility will provide covered viewing over an area of significant birdlife and is intended to benefit both the local community and visitors. It is anticipated that the observatory will enhance recreational use of the area and support nature appreciation.

Educational benefits were noted, with Havelock School, located approximately a 15-minute walk from the site, having expressed interest in using the observatory as a learning resource. The observatory

may also be promoted to other schools within the wider Pelorus area as part of educational visits to Havelock.

The Bird Observatory will be located on land owned by Port Marlborough, who are supportive of the project. The Havelock Lions Club has completed consultation with key stakeholders, including Port Marlborough, the Department of Conservation, Ngāti Kuia, Birds New Zealand, and local residents. Resource consent for the project has been obtained.

It was noted that, in addition to seeking funding through the Small Townships Programme, the Havelock Lions Club intends to support the project through its own fundraising efforts and by seeking contributions from other community groups, Lions Clubs, and external funding agencies.

The total project cost is \$68,959.88, with funding of up to \$25,000 being requested.

As part of the discussion members raised whether there was flexibility to approve funding above the requested amount. Ms Graham advised that it was possible to increase funding allocations within the programme, noting that funds were currently available. It was also noted that a \$25,000 cap has traditionally been applied to ensure availability of funding for other applicants. At present, no other funding applications have been received.

Following discussion, it was proposed and agreed that funding of \$25,000 be approved, with the understanding that financial flexibility remains should additional funding be required to support the project.

Cllrs Adams/Stace:

That the Committee approve funding of up to \$25,000 from the Small Townships Programme - Community Project Fund for the Havelock Lions Bird Observatory Project.

Carried

Renwick – Skate Park

By way of update Heather Graham reported that, following the installation of the new pump track at Renwick Domain, additional seating has been installed and pedestrian access between the skate park and pump track has been improved. The park is well utilised, with positive feedback received. However, further opportunities to enhance the area have since been identified by Council's Play Advocate, with these options having been assessed and costed.

The improvements proposed is the installation of a 1.5-metre-wide footpath to improve safety and usability. It was noted that the current pedestrian access to the skate park is constrained, with the formed footpath ending at the end of Uxbridge Street and transitioning to loose gravel. The estimated cost is \$13,000, including contingencies.

It was noted that the skate park and pump track area currently has limited visual appeal and lacks a strong sense of arrival. This could be enhanced through the use of colour blocking and street art in low-traffic areas, with potential engagement of artists from the Top of the South region to deliver the work. While the scope of this work is scalable, a budget allocation of \$5,000 is expected to achieve a positive outcome.

Cllrs Adams/B Dawson:

That the Committee approve funding of up to \$18,000 from the Small Townships Programme - Community Project Fund for the Renwick Skate Park improvements.

Carried

NB: Cllr Faulls declared a conflict of interest in the following two areas – Link Pathway Trust and Waitohi Picton Sculpture Trail for the following item.

3. Small Townships – Future Projects

E105-002-04

Heather Graham advised that the purpose of the paper was to present early-stage ‘blue sky’ thinking, providing a range of potential projects for initial discussion by the Committee. This agenda item’s focus was on walking and cycling links and placemaking initiatives that align with the objectives of the Small Townships Programme.

Examples provided under walking and cycling links included:

- a) **Grovetown** – Fell Street to Steam Wharf Road walking and cycling link; and
- b) **Rarangi** – Wairau Bridge north to Thomas Road / Blind Creek Road.

It was noted that the examples presented require investment in planning, consultation, and design. An opportunity exists for the Small Townships Programme (STP), in consultation with Marlborough Roads, Parks and Open Spaces, and other key stakeholders, to support early-stage planning for projects that are strategically aligned with MDC’s Walking and Cycling Strategy.

It was further noted that STP involvement at this stage could enable the delivery of low-cost improvements or, for higher-value projects, assist in developing a shovel-ready position should external funding opportunities become available.

In response to a query regarding the number of potential opportunities, Heather Graham advised that further work was required with Parks and Open Spaces and Marlborough Roads. She noted that while some opportunities fall outside the Small Townships Programme area, others may be suitable, and further assessment would be required to determine which projects could or should be prioritised.

Members considered the two walking and cycling link projects and expressed support for bringing future projects to the Committee for consideration, noting that while they may not require significant expenditure, they offer meaningful community benefit. At the conclusion of the discussion, it was agreed that the two projects presented be advanced, and that additional projects be brought to the Committee as they are identified.

Ms Graham then outlined placemaking initiatives within the Small Townships context, including public art, sculptures and murals, creative installations, landscape features, and wayfinding or storytelling elements. Opportunities for cross-Council collaboration and new initiatives along the Whale Trail were also discussed.

Members queried whether a region-wide placemaking strategy was required to ensure consistency of image and messaging. It was noted that where projects are Council-led, consistency is routinely addressed in collaboration with the in-house design team.

It was noted that the opening of sections of the Whale Trail, including Picton Elevation to Koromiko and Tua Marina to Ward, presents further opportunities for placemaking and the development of a distinct identity along the route. The trail offers benefits for both visitors and residents, with accessible entry points for communities including Tua Marina, Koromiko, Spring Creek, Seddon, and Ward with local schools also benefitting from opportunities for on-site learning, supporting education in environmental and ecological subjects, cultural heritage, local history, and active transport.

The Committee recognised that the agenda paper contained no recommendation, with the matter submitted for discussion. Following discussion, members agreed that placemaking at key locations along the Whale Trail is a priority worthy of further exploration and development, and the following motion was put and agreed.

Cllrs B Dawson/Stace:

That Council officers advance walking and cycling links and placemaking opportunities in line with the paper presented.

Carried

4. Progress Report

Small Townships — Update

Motuweka/Havelock

1. Pedestrian Refuge

Planning for the introduction of a pedestrian refuge on Havelock's main street is currently being led by Marlborough Roads. Initial pricing for the installation has been completed, and timeframes for delivery and construction are still pending confirmation.

Ōkiwi Bay

2. Wetland Boardwalk Track Extension

Work has continued on the boardwalk design. Screw piles are proposed as the preferred foundation option, as they provide a quick and low-impact installation method that removes the need for machinery to enter the wetland area and is therefore well-suited to the sensitive ecological environment.

Testing was undertaken to confirm whether screw piles were viable from both a design and cost perspective. The engineer was satisfied with the test results, and the design work is now being finalised. The design is currently undergoing quantity surveying, with a cost estimate being prepared to support a future tender process.

The next steps are to prepare and submit the Resource Consent application and provide an update to the Ōkiwi Bay Ratepayers Association (OBRA) on progress. OBRA has a strong history of delivering community projects, often supported by local members offering services and materials at reduced rates, and may again contribute to this project.

- Consultation with neighbouring properties will occur prior to lodging resource consents.

Queen Charlotte Drive

3. Community Engagement

Consultation with residents living along Queen Charlotte Drive commenced at the beginning of March through a letter drop to all households and an invitation to complete an online survey.

The survey focuses on residents' connections to the area, their use of local spaces, and the aspects of the community they value most. It also explores identity, leisure activities, community involvement, wellbeing, and opportunities for improvement. Feedback was specifically sought on two known project ideas: enhancements at the Makapawa Arm rest stop and the playground at Momorangi Bay.

Working with the Parks and Open Spaces team, a meeting is scheduled with Te Ātiawa representatives to discuss the area and gather further insights.

- Good response to the online survey.
- A follow-up drop-in session to present survey findings and enable additional community input.
- Date of the 'Drop in Day' to be circulated to members.

Rai Valley

4. Street Furniture

The bench seat outside the Coffee House café has been replaced and the area cleared, including the removal of an old planter box.



Figure 1 Rai Valley New Seat

5. Gateway Signage

Sign design

Staff attended the recent Rai Valley A&P Show to consult with the wider community on preferred imagery for the township's gateway signs. Three image options were presented: the iconic cowshed mural, representing the area's strong dairy farming history; wood chopping, acknowledging both the Rai Valley A&P Show and the district's timber heritage; and a large tōtara tree located at Rongo Reserve, symbolising today's commitment to the restoration of native forest. Feedback from residents will be incorporated into the next stage of design.

Sign location

Communication has been undertaken with the owner of the property adjacent to the proposed site for the northern entrance sign. Staff are now working with Marlborough Roads to confirm costs and schedule the relocation of the sign poles.

Seddon

6. Newcome Street – Pedestrian Safety Improvements

Design Completion and Tender Process

Design work for the Newcome Street pedestrian safety improvements was completed in December 2025, and the project was tendered in January 2026. Five conforming tenders were received, ranging in price between \$323,562 to \$432,916, with the lowest conforming tender of \$323,562 (including 10% contingency) 10.04% below the Engineer's Estimate offering strong value for the scope of work.

The project was approved via email in February 2026 to allow timely progression to construction which is scheduled to commence the week of 16 March 2026

Below is a summary of the information presented to the subcommittee to support their consideration of the project.

Background

The project responds to long-standing pedestrian connectivity and safety issues in the Newcome/Redwood/Seymour Street area. These issues were identified during previous community engagement and confirmed through the 2024 pedestrian infrastructure assessment.

Newcome Street is one of only two access points between the residential neighbourhood northeast of SH1 and key community facilities to the southwest, including Seddon School and the Domain. The absence of a footpath, regular surface flooding, and unsealed parking areas had created safety hazards and accessibility barriers.

The project scored 28/30 against the Small Townships Programme criteria and aligns strongly with STP objectives, particularly improving walkability, strengthening local identity, and enhancing public safety and usability.

Funding Model

A shared funding approach was developed between Marlborough Roads, Assets and Services, and the Small Townships Programme:

- Assets and Services contributed \$50,000 for stormwater upgrades
- Marlborough Roads contributed \$43,000 for kerb and channel works
- The remaining \$230,000 was approved through Seddon's existing STP township budget

Design Features

The final design was developed in consultation with the Awatere Bowling Club, who supported the proposal.

Key design elements include:

- A pedestrian linkage through to Redwood Street
- A modular soak pit system to resolve flooding
- Sixteen angled car parks sized for local vehicle types
- An accessible parking space
- Improved vehicle manoeuvring for safety
- New landscaping with integrated "play along the way" elements

Te Whanganui/Port Underwood

7. Lookout

Recent costings for the lookout estimate the value of works at approximately \$300,000, including a 20% contingency, noting that this is indicative of costing assumptions are yet to be clarified.

The engineer's cost estimate has been provided to Marlborough Roads for review and clarification. It is important to note that Small Townships has allocated \$100,000 to the project.

The current intention is to progress the consent process and then work collaboratively with iwi to seek external funding support. The Lottery Grants Board Environment and Heritage Fund has been identified as a strong potential funding source, and iwi partnership will be an essential part of the funding strategy moving forward.

Community Project Fund

Update On Current Projects

8. Grovetown – Te Whanau Hou Grovetown Lagoon

Work commenced in December 2025 on the Kura outdoor meeting structure at Grovetown Lagoon. Seating and steelwork have recently been installed, with further work, including the installation of shade sails, yet to be completed.

The project has benefited from a collaborative community approach with support from businesses including Simcox, Mitre 10, BB Signs, Smart Alliances and Air Force Cadets. Small Townships provided \$25,000 in funding toward the project's costs.



Figure 2 Grovetown - work in progress on the new Kura gathering space



Figure 3 Grovetown - View from the new Kura gathering space

9. **Havelock - Link Pathway Trust**

The Link Pathway northeast of Havelock was opened just prior to Christmas and was in immediate use by locals and visitors.

Small Townships played a minor role here, contributing funds for the consenting process.

Well done to the Link Pathway Trust and its supporters for their work.



Figure 4 Havelock - New section of the Link Pathway

10. **Rai Vally -Pelorus Promotion Wayfinding Signage**

Pelorus Promotions has completed an initial draft of the signage, which is currently under review by stakeholders. The timing of the project is appropriate, as the existing signage was damaged by a weather event earlier in the year and has now been removed from the site.

11. Whatanihi - Residents Association

Repairs and maintenance of the Whatanihi Jetty is almost complete. The total cost of the project is \$75,600 (excluding contingencies). Small Townships provided \$25,000, with the balance funded by the residents of the area.

Residents have passed on their thanks for the support received and report that they are very pleased with the outcome. The community plans to officially open the jetty for use during their upcoming Easter community event.



Figure 5 Whatanihi Jetty - work underway

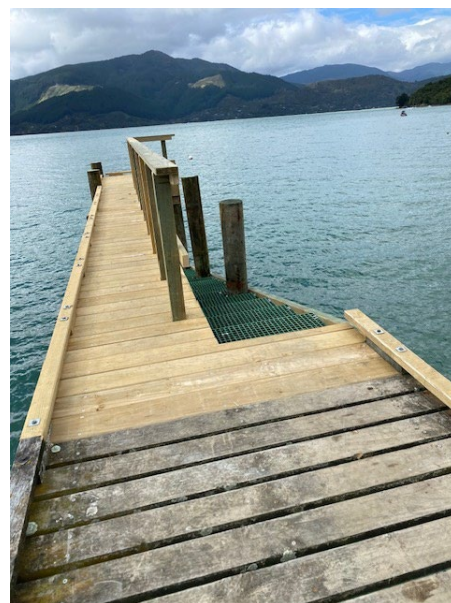


Figure 6 Whatanihi Jetty – near completion

- A selection of projects will be promoted via Council channels to acknowledge and celebrate the work of the community groups involved and to promote the Community Projects Fund.

Other Projects – Update

12. Community Resilience Programme – Solar Project

Background

The Community Renewable Energy Fund (CREF), administered by the Energy Efficiency and Conservation Authority (EECA), is delivering a national programme to support targeted communities with emergency planning and energy-resilience needs.

As part of this programme, emergency preparedness is being strengthened through the installation of solar photovoltaic (PV) and battery systems in selected community buildings used during emergencies, disasters, or severe weather events. These systems provide reliable backup power during outages and help reduce everyday energy costs.

Community Resilience Sites (CRS) have been jointly identified by national and local authorities, rather than through a contestable process. In Marlborough, EECA initially worked with Emergency Management to identify nine compliant sites across both Council-owned and Community-owned facilities.

Programme delivery has now been transferred to Small Townships for delivery. Small Townships will act as the primary delivery arm and are responsible for managing contractual agreements, administering funding, undertaking procurement, coordinating installation across all identified CRS, and meeting EECA's reporting obligations.

Community Resilience Sites

Council Owned

- Flaxbourne Community Hall
- Havelock Town Hall
- Linkwater Memorial Community Hall
- Picton Pavilion

Non – Council Owned

- Ōkiwi Bay Community Centre
- Rai Valley School
- Renwick Community Hall
- Stadium 2000
- Ukaipō (Rangitāne Cultural Centre)

Funding Model

EECA has allocated \$396,000 to the Marlborough region for this project. Under the programme's 80/20 funding model, EECA funds 80% of total project costs. For Council-owned sites, Council will meet the remaining 20% contribution through existing budgets. For community-owned sites, Council has secured funding for the 20% share through the Department of Internal Affairs (DIA) Recovery and Readiness Fund.

As DIA is unable to provide funding for Council to redistribute as grants to third parties, Council will engage the solar provider directly and manage the installation process. Upon completion, ownership of each system will be formally transferred to the respective site owners through written agreements.

Procurement

An open Request for Information and Price (RFIP) was issued seeking a turnkey proposal from a qualified supplier to deliver complete solar PV and battery solutions within the required timeframe. While systems will be tailored to individual site requirements, two standardised system-size packages were included in the RFIP to support consistency and pricing clarity.

A total of 25 companies registered their interest, and 8 suppliers submitted full proposals. Following a structured evaluation process, Council entered into discussions with the lowest-price conforming tender.

The Stadium 2000 site requires a bespoke solution that falls outside the scope of the RFIP. Council will engage separately with relevant submitters to determine appropriate next steps for that site.

In response to a query regarding the installation of solar panels at the Seddon new hall and at Ward (Flaxbourne), Heather Graham advised that Seddon was not included in the project, while Ward was identified as a key location in terms of emergency resilience. It was noted that the new Heritage Centre has solar panels installed; however, it is unclear whether the new fire stations do.

Heather Graham will follow up with Emergency Management, who undertook the original resilience assessment in conjunction with ECA, and offer feedback regarding resilience for southern Marlborough.

Cirs B Dawson/Adams:
That the information be received.

Carried

5. Small Townships - Financial Report

The report provided financial information for the Small Townships Programme for the four-month period ending 28 February 2026. The Sub-committee received the information as presented.

Heather Graham acknowledged Marlborough Roads and Council's Assets & Services Team for co-funding the Seddon project on Newcombe Street, noting that this contribution was critical to enabling the project to proceed.

Members were advised that the Ōkiwi Bay Boardwalk forecast acknowledge that the project is still in the planning and consenting phase.

It was noted that the inclusion of the Havelock Bird Observatory and Renwick Skate Park Improvements was included, to provide an indication of the overall position should the projects be approved.

The programme has a carryover reserve of \$845,446, which is available to support future initiatives in addition to the annual budget, including potential new opportunities identified in the current work programme and future projects.

Cllrs B Dawson/Stace:
That the information be received.

Carried

6. General Business

No items

Action

	Description	Person Responsible	Date Require
1.	Confirm the date for the Queen Charlotte Drive Community Consultation 'Drop-in Day' and circulate to members. Tentatively scheduled for May.	Heather Graham	As soon as practical

The meeting closed at 9.40 am

Record No. 2666347

8. Information Package

RECOMMENDATION

That the Infrastructure & Community Facilities Information Package dated 9 April 2026 be received and noted.

9. Decision to Conduct Business with the Public Excluded

Decided That the public be excluded from the following parts of the proceedings of this meeting, namely:

- Sub-Committee Minutes
- Waste Diversion

The general subject of each matter to be considered while the public is excluded, the reason for passing this resolution in relation to each matter and the specific grounds under Section 48(1) of the Local Government Official Information and Meetings Act 1987 for the passing of this resolution are as follows:

General Subject of each matter to be considered	Reason for passing this resolution in relation to each matter	Ground(s) under Section 48(1) for the passing of this resolution
Minutes and Committee Reports	As set out in the Minutes and Reports	That the public conduct of the relevant part of the proceedings of the meeting would be likely to result in the disclosure of information for which good reason for withholding exists under Section 7 of the Local Government Official Information and Meetings Act 1987.
Waste Diversion	To enable the Council, as holder of the information, to carry on, without prejudice or disadvantage, negotiations (including commercial and industrial negotiations) as provided for under Section 7(2)(i).	That the public conduct of the relevant part of the proceedings of the meeting would be likely to result in the disclosure of information for which good reason for withholding exists under Section 7 of the Local Government Official Information and Meetings Act 1987.