



AGENDA

HORIZONS REGIONAL COUNCIL

PASSENGER TRANSPORT SUBCOMMITTEE

Tuesday, 18 May 2010 at 1.00pm

Notice is given of a meeting of Horizons Regional Council to be held on
Tuesday 18 May, 2010 at 1.00pm in the Tararua Room,
Horizons Regional Council offices,
11-15 Victoria Avenue, Palmerston North

Business to be discussed includes:

- Passenger Transport Update
(Public Excluded)
- Regional Public Transport Plan Review
- 'txtBUS' System Investigation
- Review of Linton Shoppers' Service
- Review of Wanganui Urban Bus Services

Public Speaking Rights:

- Palmerston North Passenger Train Service - Mr Paul Barris

**RECOMMENDATIONS IN REPORTS ARE NOT
COUNCIL POLICY UNTIL ADOPTED BY COUNCIL**

NEWS EMBARGO

Items in this agenda may be subject to amendment or withdrawal at the meeting. Items are embargoed until two days before the date of the meeting.

Reporters who do not attend the meetings should seek confirmation of the agenda material or proceedings from the Chief Executive prior to any media reports.

for further information regarding this agenda, please contact:
Julie Kennedy, 06 9522 800

CONTACTS	24 hr Freephone : 0508 800 800	help@horizons.govt.nz	www.horizons.govt.nz	
SERVICE CENTRES	Kairanga Cnr Rongotea & Kairanga-Bunnythorpe Rds, Palmerston North	Marton Hammond Street	Taumarunui 34 Maata Street	Woodville Cnr Vogel (SH2) & Tay Sts
REGIONAL HOUSES	Palmerston North 11-15 Victoria Avenue	Wanganui 181 Guyton Street		
DEPOTS	Levin 11 Bruce Road	Taihape Torere Road Ohotu		
POSTAL ADDRESS	Horizons Regional Council, Private Bag 11025, Manawatu Mail Centre, Palmerston North 4442			
PHONE	06 9522 929			



PASSENGER TRANSPORT SUBCOMMITTEE MEMBERS

Cr Vern Chettleburgh QSM ED (Chair)
Cr L Bailey
Cr A Main

Mayor Brendan Duffy (Horowhenua District Council)
Cr A Anderson QSM JP (Wanganui District Council)
Cr B Wilson (Palmerston North City Council)

AGENDA

18 May 2010
1.00pm

PART ONE

Page No

1. Apologies
2. Public Speaking Rights
Notification to speak is required by 4pm on the working day prior to the meeting. Further information is available on www.horizons.govt.nz or by phoning 0508 800 800
3. Late Items:
To consider, and if thought fit, to pass a resolution to permit the Committee to consider any further items which do not appear on the Order Paper of this meeting and/or the meeting to be held with the public excluded. Such resolution is required to be made pursuant to Section 46A(7) of the Local Government Official Information and Meetings Act 1987, and the Chairperson must advise:
 - (i) The reason why the item was not on the Order Paper, and
 - (ii) The reason why the discussion of this item cannot be delayed until a subsequent meeting.
4. Members' Conflict of Interest
Members are reminded of their obligation to declare any conflicts of interest they might have in respect of the items on this Agenda.
5. Minutes of the Meeting held on 16 February 2010 1 - 4
6. Public Speaking Rights:
Palmerston North Passenger Train Service - Mr Paul Barris
7. Regional Public Transport Plan Review 5 - 14
Report No: 10-64 (Incl. Annexes A and B)
File No: TTP 1 01
8. 'txtBUS' System Investigation 15 - 18
Report No: 10-65
File No: TPP 3 01

- | | | |
|-----|--|---------|
| 9. | Review of Linton Shoppers' Service
<i>Report No: 10-66</i>
<i>File No: TPP 2 03</i> | 19 - 22 |
| 10. | Review of Wanganui Urban Bus Services
<i>Report No: 10-67</i>
<i>File No: TTP 2 07</i> | 23 - 24 |
| 11. | Members' Questions | |

PART TWO - PUBLIC EXCLUDED SECTION

The public is to be excluded from the remainder of the Council meeting as the general subject 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 is as follows:

General subject of each matter to be considered	Reason for passing this resolution	Grounds under section 48 (1) for passing this resolution
PX1 Passenger Transport Update <i>Report No. 10-63</i> Pgs 25 - 29	As disclosure would not be in the public interest because of the greater need to enable Council to carry on without prejudice or disadvantage commercial negotiations.	That the exclusion of the public from that part of the meeting is necessary to prevent the disclosure of information for which good reasons for withholding exist.

M J McCartney
CHIEF EXECUTIVE



Minutes of the tenth meeting, seventh triennium, of the Passenger Transport Subcommittee of Horizons Regional Council held in the Tararua Room, Regional House, 11-15 Victoria Avenue, Palmerston North at 1.03pm on Tuesday, 16 February 2010.

PRESENT Crs VJF Chettleburgh QSM ED (Chair), L Bailey, A Main, GP Murfitt, B Wilson, A Anderson, and Mayor B Duffy

IN ATTENDANCE Manager Transport Services Mrs A Redgrave
Committee Secretary Mrs JA Kennedy

ALSO PRESENT Ms K Lowe (Transport Planner), Mr W Wallace (Transport Planner)

APOLOGIES

Apologies were noted from Cr M Plowman and Mrs V Patton, Total Mobility Coordinator (unwell).

PUBLIC SPEAKING RIGHTS

No requests for public speaking rights had been notified.

LATE ITEMS

There were no Late Items advised.

MEMBERS' CONFLICTS OF INTEREST

There were no Conflicts of Interest.

MINUTES OF PREVIOUS MEETING

PT 10-77

Moved

Main/Wilson

that the minutes of the Passenger Transport Subcommittee meeting held on 17 November 2009, as circulated, be received and confirmed as a correct record.

CARRIED

It was confirmed that a formal response had been received from a letter sent to Hon Nathan Guy in regard to the Subcommittee's concerns over the potential loss of the Capital Connection rail service. Members requested that they be kept informed of any further developments.

Cr Wilson advised he had spoken with the President of the International Pacific College (IPC) in regard to the relocation of a public bus shelter currently located in the grounds of IPC. Also discussed were a number of suggestions around improvements to the IPC student bus service. The Manager Transport Services was to follow up further on the suggestions with the President of IPC.

PASSENGER TRANSPORT UPDATE

Report No. 10-11

This report was to update the Committee with the half-yearly passenger transport results.

The Transport Planner spoke to the item and outlined the level of patronage on services throughout the Region. Members asked questions of clarification on various points of interest.

There was comment made around the decline in patronage on the Foxton Beach Community Van. Cr Bailey said she would like to see the Horowhenua Health Shuttle and the Foxton Beach Community Van working in conjunction to transport passengers to hospitals and clinics.

The Committee acknowledged and thanked Kelly Lowe (Transport Planner) and Denise Webber (Transport Officer) for their tremendous efforts and involvement in regard to the Palmerston North bus service improvements.

PT 10-78

Moved

Wilson/Bailey

that the Subcommittee recommends that the Regional Transport Committee:

- a. **receives** the six monthly results for transport services supported by Horizons Regional Council.

CARRIED

TOTAL MOBILITY AND CONCESSIONARY FARE SCHEME UPDATE

Report No. 10-12

This report was to inform Members of the cost and patronage of Total Mobility and some concessionary fare schemes in the six months to December 2009, and to update Members on current developments in Total Mobility.

In the absence of the Total Mobility Coordinator, the Manager Transport Services (MTS) introduced the report. Members asked question of clarification around how the concessionary fare scheme operated.

The MTS noted a correction (paragraph 51 of the report) to the number of people reported to have used the Horowhenua Health Shuttle in the six months to December 2009. The correct number was 4626 (not 3998).

PT 10-79

Moved

Chettleburgh/Duffy

that the Subcommittee recommends that the Regional Transport Committee:

- a. **receives** the report on six month results for the Total Mobility scheme and some concessionary fare schemes in the Manawatu Wanganui region.

CARRIED

REVIEW OF WANGANUI URBAN BUS SERVICES

Report No. 10-13

This report updated Members on progress with the review of the Wanganui urban bus services. This was required as the current five-year contract was due to expire in November 2010.

The Transport Planner TP presented a power point presentation outlining the purpose of the review, timeline, funding constraints, constraints with current services, possible generic improvements, and three proposed service options for consideration.

There was full discussion and questions of clarification around the proposed service options, and the final consultation process to be undertaken with Transit and the Wanganui District Council staff.

The TP referred to the new design for the Palmerston North bus timetable and noted that a similar design would be followed to reflect the changes to the Wanganui urban bus routes. Once the final make-up of the routes was known, new shelters, timetable holders, and related infrastructure would be purchased and installed at areas of high usage. The TP also indicated that the fare structure would be reviewed.

PT 10-80

Moved

Chettleburgh/Bailey

that the Subcommittee recommends that the Regional Transport Committee:

- a. **receives** the report into the review of the Wanganui urban bus services.

CARRIED

LEVIN TO PALMERSTON NORTH COMMUTER SERVICE REVIEW

Report No. 10-14

This report informed Members of the outcome of the review of the Levin to Palmerston North bus service, and made a recommendation on the future of the service.

Members asked questions of clarification on points of interest.

PT 10-81

Moved

Duffy/Chettleburgh

that the Subcommittee recommends that the Regional Transport Committee:

- a. **receives** the report on the review of the Levin to Palmerston North commuter bus service;
- b. **approves** the retendering of the Levin to Palmerston North commuter bus service contract; and
- c. **delegates** authority to the Chair to approve the final tender price in April 2010.

CARRIED

MEMBERS' QUESTIONS

In response to a request from Mayor Duffy, the Manager Transport Services (MTS) briefly outlined the Terms of Reference for the Passenger Transport Subcommittee. The MTS noted it was a Subcommittee of the Regional Transport Committee which focused on operational matters.

The meeting closed at 2.30pm

Confirmed

MANAGER TRANSPORT SERVICES

CHAIRMAN

UNCONFIRMED

A Significant decision? If Yes	N
Do recommendations meet Significance Policy (contained within the LTCCP)	

Item No: 7
Date: 18/05/2010
Report No: 10-64
File No: TTP 1 01

REGIONAL PUBLIC TRANSPORT PLAN REVIEW

PURPOSE

1. To outline a proposed process and timeline for the review of the Regional Public Transport Plan (RPTP).

FINANCIAL IMPACT

2. Provision has been made in current budgets for this review.

BACKGROUND

3. Under the Public Transport Management Act 2008 (PTMA), a regional council must adopt a regional public transport plan (RPTP) unless it does not intend to enter into a contract to pay for the supply of public transport services, impose controls on commercial public transport services¹, or provide financial assistance to the operators or users of a taxi or a shuttle service.
4. RPTPs replace regional passenger transport plans prepared under the Transport Services Licensing Act 1989 and must be adopted by 1 January 2012.
5. The purpose of the RPTP is to specify how regional councils intend to give effect to the public transport service component of the regional land transport strategy (RLTS) and to contribute to the purpose of the PTMA² in an efficient and effective manner.
6. RPTPs must be kept current for a period of not less than three years in advance but not more than ten years, and must be reviewed at least every three years. Where possible the preparation of the RPTP should be aligned as closely as possible to the timing of the Regional Land Transport Strategy (RLTS) review. Horizons Regional Council is currently undertaking the review of the RLTS and expects it will be adopted by the Regional Council in September 2009.

KEY REQUIREMENTS OF THE NEW RPTP

7. The requirements of the new RPTP under the PTMA are more stringent than those prepared under the Transport Services Licensing Act 1989. Some of the key changes to be included are:
 - Much more detail contained within the RPTP, such as:
 - i. a description of the public transport services the council intends to support

¹ Public transport services that the regional council has not paid to contract.

² The purpose of the Public Transport Management Act 2008 is to contribute to the aim of achieving an affordable, integrated, safe, responsive and sustainable land transport system.

- ii. a description of how the services contained in the plan will assist the transport disadvantaged³
 - iii. evidence of how the plan gives effect to the RLTS
 - iv. policies on public transport services
 - v. a policy on significance
- Extensive consultation requirements
 - The ability for regional councils to obtain information from operators of commercial services
 - The ability for regional councils to impose controls on commercial services such as:
 - i. setting a minimum operating period for the operation of commercial services
 - ii. requiring commercial services to be operated as a group of services rather than individual services
 - iii. requiring services to operate to frequency, capacity and times specified in an RPTP
 - iv. requiring commercial services to comply with specified quality and performance standards
 - v. requiring services to be integrated⁴ and for operators to use integrated fares⁵ and technology

PROPOSED AMENDMENTS TO THE ACT

8. The Minister of Transport, Hon Steven Joyce formally announced his intention to seek changes to the PTMA in April 2009. The Ministry of Transport has also been working on a Public Transport Operating Model which takes into account the changing environment of public transport in particular, a constrained funding environment. The focus of the model is on the dual objectives of achieving value for money for contracted services and developing commercial services. An amendment of the PTMA will be required to support the model.
9. As yet there is no timeframe for changes to the PTMA or the implementation of the Public Transport Operating Model. All indications are that the model will continue to require the preparation of RPTPs, therefore the Ministry is recommending that regional councils should commence the development of the RPTP and take into account the likely changes signalled in order to meet the legislative timeframe.

THE REVIEW PROCESS

10. The formal consultation requirements under the PTMA are now in two stages. Early consultation with key stakeholders must be undertaken when preparing the draft plan. Stakeholders who have been identified under the PTMA for early consultation are:
- the relevant regional transport committee
 - the New Zealand Transport Agency (NZTA)

³ The PTMA defines the transport disadvantaged as people whom 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).

⁴ Services that are scheduled to connect with other registered services, whether or not those services are provided by the same operator.

⁵ Fare types that can be used across different services and modes, whether or not those services are provided by the same operator.

- every operator of a public transport service in the region
 - every person who has notified the regional council of a proposal to operate a commercial public transport service in the region
 - the Minister of Education
 - territorial authorities in the region
 - the New Zealand Railways Corporation
 - persons identified as being transport disadvantaged
11. Consultation on the draft RPTP will be by way of the special consultative procedures specified in sections 83, 87, and 89 of the Local Government Act 2002 and the list of stakeholders that must be consulted is similar to those required for the RLTS review. Annex A contains the full legislative requirements for the preparation of the RPTP.
12. As the requirements for new RPTPs are much more in depth than previous passenger transport plans and the opportunity for legal challenge exists if regional councils decide to include controls on commercial operators, advice from the Ministry of Transport and NZTA has been to start the process early and undertake a comprehensive review.
13. While the second phase of formal consultation on the draft RPTP is proposed to commence in June 2011, officers will commence the early consultation phase with key stakeholders from late 2010. The current focus of the review is to:
- Analyse legislation and work with the NZTA and the Ministry of Transport to gain an understanding of requirements for the RPTP
 - Identify gaps between current passenger transport plan and what is required under the PTMA
 - Confirm RLTS strategic direction for public transport over the next 30 years
 - Prepare background chapters, research into issues and potential actions to address these, develop draft policies and controls if appropriate

TIMELINE

14. It is intended to utilise the quarterly meetings of this committee where possible however it may be necessary to schedule additional meetings or workshops as the review progresses. A copy of the proposed timeline is attached at Annex B.

RECOMMENDATIONS

15. It is recommended that the Subcommittee:
- a. **receives** the report on the regional public transport plan review; and
 - b. **approves** the timeline and process for the regional public transport plan review.

K Lowe

TRANSPORT PLANNER

ANNEX

- A Regional Public Transport Plan Legislative Requirements
 B Proposed Timeline for Review of Regional Public Transport Plan

PUBLIC TRANSPORT MANAGEMENT ACT 2008
LEGISLATIVE REQUIREMENTS FOR THE PREPARATION OF REGIONAL
PUBLIC TRANSPORT PLANS

10 Contents of regional public transport plans

1. A regional council, in a regional public transport plan –
 - a. must describe—
 - i. the public transport services that the regional council proposes to be provided in its region, and may include (but is not limited to) a statement or description of routes, capacity, times, and frequency of services; and
 - ii. any taxi services or shuttle services for which it intends to provide financial assistance; and
 - iii. how the public transport services and any services referred to in subparagraph (ii) will assist the transport disadvantaged; and
 - iv. how the plan gives effect to the public transport service components of the regional land transport strategy that applies to the regional council's region; and
 - b. must specify any policies that are to apply to public transport services, and to any services referred to in subsection (1)(a)(ii), in the regional council's region; and
 - c. must specify the classes of service to which the policies apply; and
 - d. must describe how it will implement the policies; and
 - e. may specify any controls under section 13 and, if it does so, must state the matters required by subsection (3); and
 - f. may specify any contracting requirements under section 16 and, if it does so, must state the matters required by subsection (3); and
 - g. may require a minimum period of notice (which may be not less than 35 working days and no more than 65 working days) for—
 - i. commencing a commercial public transport service:
 - ii. varying a commercial public transport service; and
 - h. may require a minimum period of notice (which may not be more than 65 working days) for withdrawing a commercial public transport service; and
 - i. must set out the policy the regional council will apply in determining whether a proposed variation to the regional public transport plan is significant for the purpose of section 21(6); and
 - j. may state or describe any other matters that the regional council thinks fit.

2. Without limiting subsection (1)(b), a regional council may include in a regional public transport plan—
 - a. policies on—
 - i. the information that public transport operators must supply to the regional council for public transport planning, contracting, and monitoring purposes:
 - ii. quality standards and performance standards:
 - iii. providing or promoting an integrated public transport system, which may include (without limitation) policies on integrated services, integrated ticketing, integrated fares, and integrated technology:
 - iv. services that are to be operated as a group of all contracted public transport services or all commercial public transport services whether or not they are on the same route:
 - v. fares for contracted public transport services in the region or the method or formula or other bases for setting those fares, for example, time, zone or stage, mode of travel, number of journeys, and the availability of concessions:
 - vi. the application of common emblems, signs, or designs to the vehicles, or other modes of transport used in public transport services in the region:
 - vii. fostering co-operation between the regional council and public transport operators to make timetables and journey-planning information available to the public in a specified format, for example, in electronic or printed form or on their respective Internet sites:
 - viii. the minimum period of operation of public transport services in the region:
 - b. special policies and provisions for any users of any specified class or description of—
 - i. public transport services; or
 - ii. taxi service or shuttle service for which the regional council intends to provide financial assistance:
 - c. policies on the standards and procedures for monitoring compliance with controls:
 - d. any other policies that the regional council thinks fit.
3. If any controls or contracting requirements are specified in a plan, the plan must include a summary of—
 - a. the regional council's reasons for including the controls or contracting requirements in the plan, including a statement explaining why the regional council is satisfied that the controls or contracting requirements are consistent with the purpose of the plan; and
 - b. the alternatives to those controls or contracting requirements (including alternative controls) that were considered by the regional council; and
 - c. the likely effectiveness of those alternatives in implementing the policies in the plan.

4. A regional public transport plan may provide that an action described in the plan must or may be done by a regional council or a committee or other subordinate decision-making body or a member or officer of the regional council, and may specify conditions applying to the doing of the action.
5. Subsection (4) does not limit or affect anything in the Local Government Act 2002.

19 Matters to take into account when preparing or adopting regional public transport plans

A regional council must, when preparing a statement of proposal to adopt a regional public transport plan and before adopting a regional public transport plan,—

- a. be satisfied that the plan contributes to each of the following:
 - i. assisting economic development:
 - ii. assisting safety and personal security:
 - iii. improving access and mobility:
 - iv. protecting and promoting public health:
 - v. ensuring environmental sustainability; and
- b. take into account—
 - i. the relevant Government Policy Statement: and
 - ii. any current national land transport strategy and national energy efficiency and conservation strategy (within the meaning of the Energy Efficiency and Conservation Act 2000); and
 - iii. any guidelines issued by the Agency under the Land Transport Management Act 2003 for the purposes of developing regional public transport plans; and
 - iv. any relevant regional policy statement, regional plan, district plan, or proposed regional plan or district plan under the Resource Management Act 1991; and
 - v. the public transport funding likely to be available within the region; and
 - vi. 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; and
 - vii. the views of public transport operators in the region; and
- c. consider the needs of persons who are transport disadvantaged.

20 Consultation requirements for regional public transport plans

1. When preparing a statement of proposal¹ under section 83 of the Local Government Act 2002 to adopt a regional public transport plan, a regional council must consult—
 - a. the relevant regional transport committee (and, in the case of ARTA, the Auckland Regional Council); and
 - b. the Agency; and

¹ The draft regional public transport plan

- c. every operator of a public transport service in the region; and
 - d. every person who has notified the regional council of a proposal to operate a commercial public transport service in the region; and
 - e. the Minister of Education; and
 - f. the territorial authorities in the region; and
 - g. the New Zealand Railways Corporation.
2. Before adopting a regional public transport plan, a regional council must carry out consultation using the special consultative procedure specified in sections 83, 87, and 89 of the Local Government Act 2002, which applies for the purposes of this section with the necessary modifications, and, in addition, forward a copy of the statement of proposal to adopt the plan to, and invite submissions from,—
- a. the Secretary; and
 - b. the Agency; and
 - c. the Commissioner; and
 - d. the Minister of Education; and
 - e. the territorial authorities in the region; and
 - f. the adjoining regional councils and territorial authorities; and
 - g. every operator of a public transport service in the region; and
 - h. every person who has notified the regional council of a proposal to operate a commercial public transport service in the region; and
 - i. the district health boards in the region; and
 - j. every affected approved public organisation in the region; and
 - k. the Accident Compensation Corporation; and
 - l. groups that the regional council has reasonable grounds to believe represent the transport disadvantaged; and
 - m. the New Zealand Railways Corporation.

PROPOSED TIMELINE FOR REVIEW OF REGIONAL PUBLIC TRANSPORT PLAN

2010		
May		Quarterly PTSC meeting Approve RTP review process & timeline 18 May
Jun	Preparation of background chapters, research into issues, potential actions to address these, development of draft policies, controls - ongoing. June - Nov	
Jul		
Aug		Public meetings, discussions with TAs - what is lacking in the current Plan? What are the transport needs for each district/city? Aug - Oct
Sep		Quarterly PTSC meeting (last for this triennium) 17 August
Oct		
Nov		Possible Quarterly PTSC meeting. Workshop to update new members 16 November
Dec		
2011		
Jan	Preparation of draft RTP Nov - April	
Feb		Quarterly PTSC meeting 15 February
Mar		
Apr		Possible PTSC workshop on draft RTP April
May		Quarterly PTSC meeting Approve draft RTP for public consultation 17 May
Jun		Draft RTP released for public consultation 7 June
Jul		Consultation ends 19 July
Aug		Quarterly PTSC meeting 16 Aug Submissions hearings & deliberations use existing PTSC meeting date + one other day if required? 15,16 August
Sep		
Oct		Possible PTSC workshop on final RTP mid Oct
Nov		PTSC recommends RTP for adoption by RC 15 Nov
Dec		Regional Council adopts RTP Nov or Dec meeting
2012		
Jan		RTP must be adopted by 1 Jan 2012

A Significant decision? If Yes	N
Do recommendations meet Significance Policy (contained within the LTCCP)	

Item No: 8
Date: 18/05/2010
Report No: 10-65
File No: TPP 3 01

'txtBUS' SYSTEM INVESTIGATION

PURPOSE

1. This report is to seek approval to proceed with investigations into a shared txtBUS system with Greater Wellington Regional Council.

FINANCIAL IMPACT

2. The cost of investigation into public transport information systems is included in the 2009-12 passenger transport budgets.

BACKGROUND

3. Horizons Regional Council funds the provision of bus timetable information where Council contracted services are provided and frequently gets requests from members of the public, territorial authorities, bus operators and other interested organisations to increase the number of stops that have timetable information, particularly for the Palmerston North, Wanganui and Feilding bus services.
4. The 2009-12 passenger transport budgets contain \$114,000 to fund the purchase of new bus shelters and provide timetable information in Palmerston North. Horizons has also allocated funding in 2011-12 for the investigation into real-time information systems.

THE 'txtBUS' SYSTEM

5. Greater Wellington Regional Council (GWRC) provide a 'txtBUS' and 'txtTRAIN' service to bus and rail users which advises users of the scheduled services at any given stop. Under the basic system, users send a text message with their unique bus stop number to BUS (287) or TRN (876) and receive a return message outlining the next three scheduled services and approximate arrival times due at that stop.
6. Other options also exist for receiving information on arrival times at a particular stop up to 23 hours in advance, or on a specific bus route at that stop, both in present and future time. The system does not tell the user if a service is running late or early, only the scheduled time. Each text message costs the user 20 cents and can be used anywhere in the greater Wellington region.
7. There are a number of additional features of the system such as:
 - Google Maps data export which allows users to access timetable information for bus stops and produce journey plans in Google as shown in figure one.
 - Users can enter their bus stop number via the GWRC Metlink website and receive timetable and route information for that particular stop.
 - Special messages can be added to the return message in instances where delays or cancellations of services are expected due to special events and roadworks.

- Each request for information and the return message is logged in a database, allowing good statistics on usage, for example the most frequently used bus stops, routes and time of day which will aid in determining future stops where printed timetable information may be useful for the public.

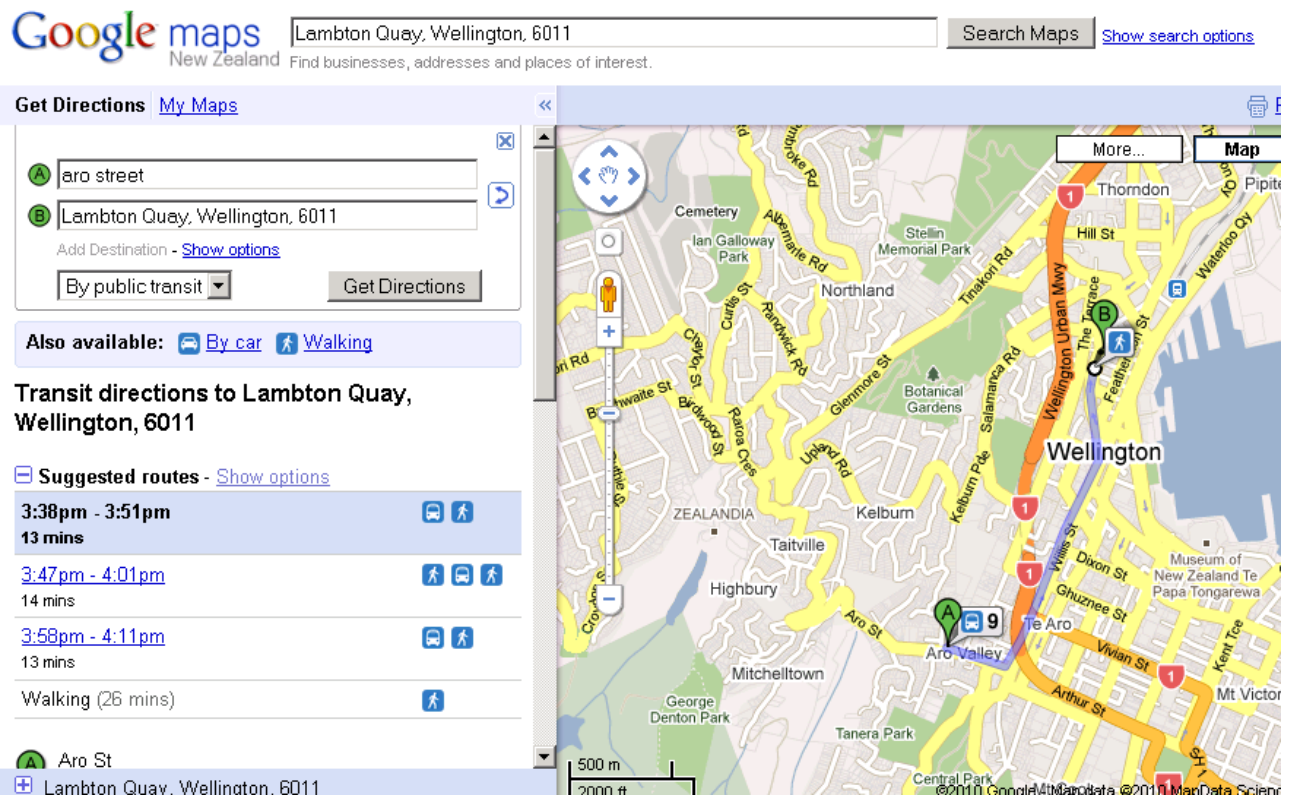


Figure one. Google Maps journey planner

8. In the Horizons region, printed timetable information provided at stops advises users of the time the service leaves the terminal, arrives at the mid-point of the route and returns to the terminal. Times for intermediate stops on the route are not generally shown. txtBUS allows users at the intermediate stops to access more detailed information on arrival times.

OPPORTUNITY FOR COLLABORATION

9. The GWRC system caters for up to 10,000 text messages per month, current usage is around 4,000 monthly. The bus stop location, route and timetable information is loaded into a database maintained by GWRC. Staff at GWRC have indicated that as there is spare capacity within the database and text message allowance, there may be an opportunity for Horizons to “piggyback” on their systems.
10. This sharing of information would provide benefits to both councils by providing a proven solution to Horizons without extensive set-up costs and allowing GWRC to share some of the fixed costs of the system between councils.

OPPORTUNITIES FOR FUTURE DEVELOPMENT

11. The txtBUS system does not currently inform users of the actual arrival time at a stop, only the scheduled time. It does not advise users of any real time delays the service may be experiencing at that particular point in time.

12. GWRC is currently undertaking a pilot of real-time information systems on a selected key route and expects a full roll-out of the system in August 2010. Once the real-time system is in place, txtBUS can be modified to provide real-time information to the user. Indications from staff at GWRC are that there would be capacity within this system to again allow Horizons to “piggyback” and introduce real-time txtBUS to our region without extensive set-up costs.
13. Both the standard and real-time forms of txtBUS could easily be implemented in other areas of the region as future demand warrants.

NEXT STEPS

14. Detailed costings and a shared services agreement for the project will developed following approval from both Horizons and Greater Wellington regional councils to proceed with investigations.

RECOMMENDATIONS

15. It is recommended that the Subcommittee:
 - a. **receives** the report on improved public transport information systems; and
 - b. **instructs** officers to proceed with investigations into a ‘txtBUS’ system with Greater Wellington Regional Council.

K Lowe

TRANSPORT PLANNER

A Significant decision? If Yes	N
Do recommendations meet Significance Policy (contained within the LTCCP)	

Item No: 9
Date: 18/05/2010
Report No: 10-66
File No: TPP 2 03

REVIEW OF LINTON SHOPPERS' SERVICE

PURPOSE

1. This report is to inform Members of the review of the Linton shoppers' service.

FINANCIAL IMPACT

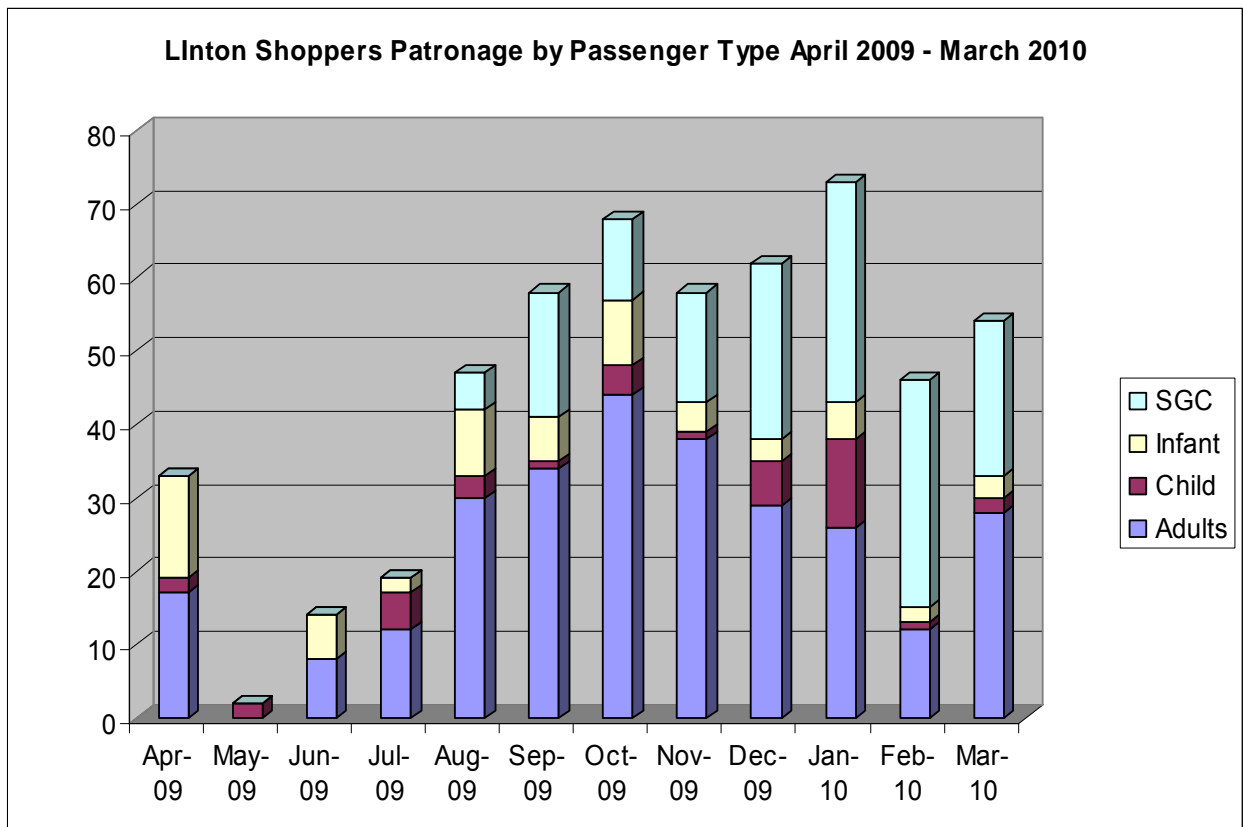
2. Funding is accounted for in the current Long-term Community Council Plan 2009-19.

BACKGROUND

3. When the Massey/Linton late night service was last reviewed in late 2008, the Defence Force requested that the shoppers' service that last ran in 2002 be re-established.
4. As a result of these discussions it was decided that the shoppers' service be trialled on a one-year basis as part of the Massey/Linton late night services contract. The service is operated on a gross contract by Madge Coachlines. The tendered price for the contract is \$153.22 per day
5. The service operates every Tuesday and Thursday.

REVIEW OF SERVICE

6. The new service began operating in April 2009 and has now been operating for 12 months. While initial patronage was very disappointing in the first four months of the service, patronage picked up from August 2009 onwards.
7. Total passengers carried for the trial period was 534. This is an average of 5.1 passengers per service.
8. Breaking down the patronage by fare type, Adults have made the most trips (278) followed by SuperGold card holders (154). As can be seen from Table 1, Adult patronage has tailed off since October 2009 to be replaced with greater numbers of SuperGold trips.
9. While the service has been put on predominantly for those living at the Linton Army Base, it is obvious from the amount of SuperGold trips taken that many trips on the service are now taken from residents living in the village who reside along Hewitts Road opposite the camp.
10. We also know from recent conversations with Defence Force personnel that their policy is to now integrate personnel into the community, i.e. for them to live off-base rather than at the camp village. Therefore it comes as no surprise to see the number of adult users of the service decline over the trial period.



11. Revenue recovery for the service has been poor averaging only 7% for the duration of the trial. It is Council policy that services should operate between 40-60% revenue recovery however there are exceptions made for services that have lower revenue recovery rates. Such examples may be for social or environmental benefits that exceed the economic cost of the service.
12. The net cost to Council for the 12 months of the trial was \$14,696.
13. One option to reduce the cost of the service to the Council is to change the service from two-days per week to one. This would halve the cost and, in theory, would raise the revenue recovery by about the same (from 7% to 14%). However, even running a service at this level of cost recovery is not anywhere close to the revenue recovery rate Council desires.
14. Therefore, on this basis, the recommendation is to discontinue the running of this service as is soon as is practicable.
15. Horizons has undertaken some promotion of the service over the past 12 months. This has included an article in the *Horizons Across The Region* publication, information on the Horizons website, articles in *The Lintonian* (the local monthly Linton newspaper) and two flyer drops to the community, including putting up flyers at the service station on SH57. A 'ride and win' promotion was undertaken in August 2009 with the winner receiving a gift card to use at The Plaza shopping centre.

LINTON LATE NIGHT SERVICE

16. In February, the Defence Force advised Horizons that they would like to cancel the running of this service with immediate effect. The reason given by the Defence Force was the general disorderly conduct of soldiers using the service. The Defence Force felt that this service was not sending the right messages to its soldiers and wished to explore

alternative avenues to act as a responsible host to its soldiers while they are residing on base.

17. Members will recall that the reason for establishing this service was to alleviate any public safety concerns from the conflicts that were arising in The Square from soldiers, students and the general public waiting for taxis late at night. The Police have been informed of the Defence Force's withdrawal of this service and are satisfied that the measures taken to replace this service, such as reduced taxi fares through one of the local taxi companies, are adequate.
18. As the Defence Force was contributing the local share of the service there is no need for the committee to make a decision on this future of the service.
19. Officers of Horizons and the Defence Force have met since this decision was made and have agreed to explore other options in the future to promote more sustainable transport choices. Further discussions will be held with the Defence Force in the near future.

RECOMMENDATIONS

20. It is recommended that the Subcommittee:
 - a. **receives** the report on the review of the Linton shoppers' service;
 - b. **agrees** to remove the service taking effect as soon as is practicable; and
 - c. **notes** the withdrawal of the Linton late night service.

W Wallace
TRANSPORT PLANNER

A Significant decision? If Yes	N
Do recommendations meet Significance Policy (contained within the LTCCP)	

Item No: 10
Date: 18/05/2010
Report No: 10-67
File No: TTP 2 07

REVIEW OF WANGANUI URBAN BUS SERVICES

PURPOSE

1. To provide an update on the review of the Wanganui urban bus services contract.

FINANCIAL IMPACT

2. The review of the Wanganui urban bus services has been accounted for in the current Long-term Community Council Plan 2009-19.

BACKGROUND

3. Members will be aware that the Wanganui urban bus services contract expires in December 2010. The current review aims to identify any operational areas of improvement to the services within the current budget for the service.
4. At the February 2010 meeting, three options were put forward for consideration and further refinement, with the intention to put a final recommended option to this meeting.
5. At the time of the February 2010 meeting consultation was ongoing with officers of Wanganui District Council in order to get further feedback on the options presented to the committee.

UPDATE ON REVIEW

6. It was the intention to present a final recommended option to this meeting; however, Wanganui District Council (WDC) has requested that the review of the services be postponed for 18 months in order for the re-tendering of the contract to tie into the development of the Regional Public Transport Plan (RPTP).
7. Feedback received from WDC officers expressed concern of the timing of the current review so close to Horizons developing its new RPTP. The main concern expressed was that the current review, while being operational in nature, did not include a more strategic overview of the services. However, as Horizons is bound by the requirements of the New Zealand Transport Agency's (NZTA) Competitive Pricing Procedures which do not normally allow the extension of contracts, we were proceeding with the re-tendering process with any changes arising from the RPTP review to be incorporated into the contract as variations or at the next re-tendering.
8. Members will be aware, and there is an update elsewhere in this agenda, that the RPTP will begin to be developed from August 2010. Horizons officers will undertake public meetings and discussions with other territorial authorities on their transport needs from then and will be in a better position to incorporate some of the wishes of the community into a revised service in 2011.

9. While the final RPTP will not quite be endorsed by the proposed time of the contract re-tender, feedback already received from the current review and additional feedback from public meetings and meetings with WDC staff will form a very clear picture of what Wanganui wants from its bus service.
10. With this in mind officers of Horizons have approached the NZTA about extending the contract for a further eighteen months. The NZTA has deliberated on this request and it has been granted.
11. It is now up to the committee to recommend that this contract is extended by eighteen months. If the committee does agree to this request, the committee will make a recommendation on the components of the new contract at its August 2011 meeting. The committee will be updated regularly during the RPTP development process.

EXTENSION OF CASTLECLIFF SCHOOL CONTRACT

12. During the review process it was proposed that the Castlecliff school contract be integrated with the urban services contract. It is still the intention to do so therefore the committee will also need to make a decision to extend this contract for 18 months. A request for extension to NZTA will need to be lodged as well.

RECOMMENDATIONS

13. It is recommended that the Subcommittee:
 - a. **receives** the report into the update of the Wanganui urban bus services review;
 - b. **approves** the request to extend the current Wanganui urban services contract for 18 months; and
 - c. **approves** the request to extend the Castlecliff school contract for 18 months.

W Wallace
TRANSPORT PLANNER



11-15 Victoria Avenue
Private Bag 11 025
Manawatu Mail Centre
Palmerston North 4442

T 0508 800 800
F 06 952 2929
help@horizons.govt.nz
www.horizons.govt.nz