

SUBMISSION to the 2019-20 Annual Plan

FILE:

DATE: 05 March 2019

7.
11 MAR 2019

TO: Councillors

01207

FROM: Upper Manawatū – Lower Mangahao Scheme Liaison Committee

SUBJECT: **Submission to increase the rate change to the Upper Manawatū - Lower Mangahao River Management Scheme, in the 2019-2010 AP, from -1.0% to 0%.**

BACKGROUND:

The current Annual Plan for year 2 of the LTP shows that the net rate take from targeted and general rates for the Upper Manawatū – Lower Mangahao scheme will decrease by 1.0%, with targeted rates decreasing from \$258,030 in 2018-19 to \$255,480 in 2019-20. The Upper Manawatū – Lower Mangahao scheme has been affected by flooding and flood damage in financial years 2016-17 and 2017-18, which resulted in \$80,000 being approved for drawn down from the Emergency Reserve fund in 2017-18 and spent over the next year. This has meant that Upper Manawatū – Lower Mangahao scheme has, for the last 2 years, not put funds into the Emergency Reserve. The Emergency Reserve fund balance for the financial year end 2018 was \$496,011. The Emergency Reserve target is \$1,040,000.

DISCUSSION:

The Upper Manawatū – Lower Mangahao scheme has been affected by adverse weather patterns over the last two years which have resulted in the scheme drawing down from the Emergency Reserve fund to pay for flood repairs. This has meant that the scheme Emergency Reserve balance has remained static over the last two years, as funds that would otherwise have been deposited to the Emergency Reserve have been used to repair flood damage. The Emergency Reserve fund currently has a balance of \$496,011 against a target of \$1,040,000. It is important that funds be introduced back into the Emergency Reserve to future proof the scheme.

The Annual Plan budget was presented to the scheme ratepayers at the Annual Catchment Community Meeting held on 05 March 2019. At the meeting the rate payers were also given to understand that the cost of some items associated with the scheme, namely insurance, have increased substantially over the next financial year.

All present expressed concern over a rates decrease when the base cost of operating the scheme was increasing and the Emergency Reserve balance had not increased over the last 2 years. All members felt that it would be more beneficial to hold the targeted and general rate take for the scheme, for the 2019-20 financial year, to that of 2018-19 financial year and that the extra revenue collected be used to build up the Emergency Reserve.

RECOMMENDATION:

That the targeted and general rate take for the Upper Manawatū – Lower Mangahao scheme in 2019-20 be increased to \$258,030 and \$64,510 respectively from the budgeted figure of \$255,480 and \$63,870 respectively. This equates to a 0% rate increase, rather than a decrease of 1.0% as is currently budgeted for in the 2019-20 annual plan. The additional funds collected will be used to supplement Emergency Reserve totals.

Grant Sinclair
Chairman
Upper Manawatū – Lower Mangahao Scheme Liaison Committee

Request ID : 77012

Status : Open

Priority : Not Assigned

Annual Plan Submission 2019-20

By Halidone on Mar 11, 2019 08:30 AM Due Date : N/A

To : submissions@horizons.govt.nz

Description

Full name
Janis & Dahlson Halidone

Organisation

Street address
60 Purcell ST. Foxton

Town/City
Foxton

Postcode
4814

Email
Halidone@xtra.co.nz

Preferred phone
0211286515

Feedback/comments on Year 2 work programmes identified in the consultation document

We live on a small rural block, paying huge rates, higher than a lot of farms which are bringing in huge incomes. We have the Kings Canal running along the front of our property which takes the run off from these farms and Turks Poultry Industry, causing flooding to Purcell St. The main problem is the culverts to all the properties on Purcell St, they are too small, they need replacing with bigger ones which would stop the water backing up. Why should we pay higher rates. Yours Faithfully Janis & Dahlson Halidone.

Please tick this box if you wish to speak to your submission
False

8.
11 MAR 2019
01206

Requester Details

Requester Name	Halidone	E-mail Address	Halidone@xtra.co.nz
Contact number	-	Mobile number	-
Department	-	Business Impact	-

Resolution

No Resolution Available

Attachments

There are no files attached



SUBMISSION FORM

We invite your feedback on information provided in this brochure to Horizons Regional Council no later than 5pm 25 March 2019.

Submissions can be made online at haveyoursay.horizons.govt.nz, by emailing haveyoursay@horizons.govt.nz, or by using the form below and posting to:


Freepost 217922
Horizons Regional Council
Private Bag 11025, Manawatu Mail Centre, Palmerston North

HAVE
YOUR SAY

9:

11 MAR 2019

01223

Name	Dean Barlow		
Organisation	Rate Payer		
Street address	2 Whittaker Street		
Town/City	Foxton	Postcode	4814
Email			
Phone (home/business)		Mobile	021705577
Signature		Date	11-3-2019

Additional feedback/comments on Year 2 work programmes identified in this brochure.

I think that the drainage problem in Foxton is a problem for the whole district and region and the Horowhenua district council, Horizons Regional Council, Foxton community board, should go back to the drawing board for a better solution for the ratepayers of the district and region.

Please note we are not holding hearings this year. If you wish to talk to your submission, please tick the box on the left and we will contact you to organise public speaking rights to Council's Strategy & Policy Committee meeting on 9 April 2019.

SUBMISSION to the 2019-20 Annual Plan

FILE:
DATE: 04 March 2019
TO: Councillors
FROM: South Eastern Ruahine Scheme Liaison Committee
SUBJECT: Submission to increase the rate change to the South Eastern Ruahine River Management Scheme, in the 2019-2010 AP, from -1.5% to 0%.

10
12 MAR 2019

01231

BACKGROUND:

The current Annual Plan for year 2 of the LTP shows that the net rate take from targeted and general rates for the South Eastern Ruahine scheme will decrease by 1.5%, with targeted rates decreasing from \$406,787 in 2018-19 to \$400,517 in 2019-20. The South Eastern Ruahine scheme has been affected by flooding and flood damage in financial years 2016-17 and 2017-18, which resulted in \$270,000 being drawn down from the Emergency Reserve fund in 2017-18 and spent over the next year. This has meant that South Eastern Ruahine scheme has, for the last 2 years, not put any funds into the Emergency Reserve fund but has instead taken \$270,000 out. The Emergency Reserve fund balance for the financial year end 2018 was \$484,000. The Emergency Reserve target is \$2,320,000.

DISCUSSION:

The South Eastern Ruahine scheme has been affected by adverse weather patterns over the last two years which have resulted in the scheme drawing down from the Emergency Reserve fund to pay for flood repairs. This has meant that the scheme Emergency Reserve balance has gone down over the last two years, as funds have been drawn out and not been put back into the Emergency Reserve. The Emergency Reserve fund currently has a balance of \$484,000 against a target of \$2,320,000. It is important that funds be introduced back into the Emergency Reserve to future proof the scheme.

The Annual Plan budget was presented to the scheme ratepayers at the Annual Catchment Community Meeting held on 04 March 2019. At the meeting the rate payers were also given to understand that the cost of some items associated with the scheme, namely insurance, have increased substantially over the next financial year.

All present expressed concern over a rates decrease when the base cost of operating the scheme was increasing and the Emergency Reserve balance had decreased over the last 2 years. All members felt that it would be more beneficial to hold the targeted and general rate take for the scheme, for the 2019-20 financial year, to that of 2018-19 financial year and that the extra revenue collected be used to build up the Emergency Reserve.

RECOMMENDATION:

That the targeted and general rate take for the South Eastern Ruahine scheme in 2019-20 be increased to \$406,787 and \$101,700 respectively from the budgeted figure of \$400,517 and \$100,129 respectively. This equates to a 0% rate increase, rather than a decrease of 1.5% as is currently budgeted for in the 2019-20 annual plan. The additional funds collected will be used to supplement Emergency Reserve totals.

Malcolm Cammock
Chairman
South Eastern Ruahine Scheme Liaison Committee



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Horizons Regional Council
Private Bag 11025, Manawatu Mail Centre, Palmerston North


HAVE
YOUR SAY

11
13 MAR 2019

01250

Name	GEORGE ROBINSON		
Organisation			
Street address	65a Salisbury St		
Town/City	ASHHURST	Postcode	4810
Email			
Phone (home/business)		Mobile	027 2989 222
Signature		Date	6/3/2019

Additional feedback/comments on Year 2 work programmes identified in this brochure.

There is no demonstrable benefit to ratepayers from the present policy on pest management. Killing possums for killing sake is ~~not~~ beneficial to anyone. There is no meaningful monitoring being done to justify employing out of region contractors to, in many instances, illegally erect bait stations & apply brodifacoum. Illegally as many stations are accessible by non target animals eg. deer, pigs & domestic stock. Feratox poison is being left to degrade in bait stations & this is causing bait shyness in the possum population. This is going to become a huge problem in the near future as possums are already avoiding bait stations. I submit the available money should be more targetted at high value areas & the scatter gun approach should be abandoned. Waypoints on operational maps look good to Councillors but do not reduce possum numbers in an organised or beneficial way.

Please note we are not holding hearings this year. If you wish to talk to your submission, please tick the box on the left and we will contact you to organise public speaking rights to Council's Strategy & Policy Committee meeting on 9 April 2019.



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Private Bag 11025, Manawatu Mail Centre, Palmerston North



12.

13 MAR 2019

01251

Name **Ben Goddard**

Organisation **St John Waimarino Area Committee**

Street address **Ohakune Raetihi Road**

Town/City **Ohakune** Postcode **4691**

Email **stjohn.waimarino@gmail.com**

Phone (home/business) **06 385 8816** Mobile

Signature Date

Additional feedback/comments on Year 2 work programmes identified in this brochure.

Request for an increase in the annual budget for Waimarino Health Shuttle

The current capped budget of \$2,100 does not cover usage.

This past year we used up our budget with three months still to go in the year.

The previous year we also used up our allocated funds before the end of the financial year. Could we have the budget extended by 25%?

Thank you

Please note we are not holding hearings this year. If you wish to talk to your submission, please tick the box on the left and we will contact you to organise public speaking rights to Council's Strategy & Policy Committee meeting on 9 April 2019.



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Private Bag 11025, Manawatu Mail Centre, Palmerston North



Name **Ben Goddard**

Organisation **St John Waimarino Area Committee**

Street address **Ohakune Raetahi Road**

Town/City **Ohakune** Postcode **4691**

Email **stjohn.waimarino@gmail.com**

Phone (home/business) **06 385 8816** Mobile **0274 438194**

Signature  Date **11/03/2019.**

Additional feedback/comments on Year 2 work programmes identified in this brochure.

Request for an increase in the annual budget for Waimarino Health

Shuttle The current capped budget of \$2,100 does not cover usage.

This past year we used up our budget with three months still to go in the year.

The previous year we also used up our allocated funds before the end of the financial year. Could we have the budget extended by 25%?

Thank you

Please note we are not holding hearings this year. If you wish to talk to your submission, please tick the box on the left and we will contact you to organise public speaking rights to Council's Strategy & Policy Committee meeting on 9 April 2019.

Request ID : 77238

Status : Open

Priority : Not Assigned

Submission form - St John Waimarino Health Shuttle - Budget request

By Julie Hartley on Mar 13, 2019 08:51 AM

Due Date : N/A

To : haveyoursay@horizons.govt.nz

Description

Good morning,
Please find attached submission form for annual plan. The Health Shuttle has been reaching the budget limit at 8 months since 2015 but I keep missing the deadline. Please consider this request for an increase in annual budget.

Thank you
Julie Hartley
Co-Ordinator
St John Waimarino Health Shuttle

ps please note the second page is the first page printed and scanned with the Chairman's signature. My printer has very poor quality. Apologies.

Attachments : Annual-Plan-Submission-Form-2019.pdf (1845.34 KB)

Requester Details

Requester Name Julie Hartley

E-mail Address juliehartley@slingshot.co.nz

Contact number -

Mobile number -

Department -

Business Impact -

Re-Pollution



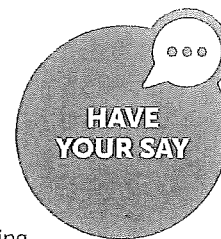
horizons.govt.nz

SUBMISSION FORM

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Private Bag 11025, Manawatu Mail Centre, Palmerston North



13.

13 MAR 2019

01252

Name Vivienne Bold
Organisation
Street address 155 Moutere Rd RD1
Town/City Levin Postcode 5571
Email vivienmeg@orcon.net.nz
Phone (home/business)
Mobile 021-254-7430
Signature VJ Bold Date 11/03/2019.

Additional feedback/comments on Year 2 work programmes identified in this brochure.

I would have thought - With unhealthy water feeding our shellfish / fish; Moana in general. Why do you ^{not} organise some signs saying - Not healthy to to take shellfish / Moana from this area.
Why wait for an accident or death to happen OADR requirement at least!

Please note we are not holding hearings this year. If you wish to talk to your submission, please tick the box on the left and we will contact you to organise public speaking rights to Council's Strategy & Policy Committee meeting on 9 April 2019.

Request ID : 77394

Status : Open

Priority : Not Assigned

Annual Plan Submission

By careyandpalmer on Mar 14, 2019 03:24 PM Due Date : N/A

To : haveyoursay@horizons.govt.nz

14
14 MAR 2019

Description

STOP RUNNING EMPTY BUSES AROUND WHANGANUI AND CHARGING US \$341,380 (YES \$341,380!) FOR THE PRIVILEGE.

01280

Only a small proportion of Whanganui people use the buses and there must be a more economical way of meeting their needs than this HIGHWAY ROBBERY.

I would like to speak on this if you have a consultation hearing in Whanganui.

Stephen Palmer.

18 Shakespeare Road,

Bastia Hill,

Whanganui 4500

Requester Details

Requester Name careyandpalmer

E-mail Address careyandpalmer@xtra.co.nz

Contact number -

Mobile number -

Department -

Business Impact -

Request ID : 77414

Status : Open
Priority : Not Assigned

Annual Plan Submission 2019-20

By richardt on Mar 14, 2019 05:34 PM Due Date : N/A

To : submissions@horizons.govt.nz

Description

Full name
Charlie Death

Organisation
Eketahuna Community Board

Street address
C/- P O Box 115

Town/City
Dannevirke

Postcode
4942

Email
richardt@tararoadc.govt.nz

Preferred phone
06 375 8503

Feedback/comments on Year 2 work programmes identified in the consultation document

Eketahuna Community Board convey its concern and disappointment at the ongoing delays to finding an acceptable long-term solution to implementing the One Plan. The Board emphasises the economic impact this situation is causing particularly for dairy farming in the Tararua District. Dissatisfaction is expressed regarding there being no farmers appointed to the membership of the Horizons Regional Council Strategy Committee formed to determine future direction and intentions regarding this significant issue.

Please tick this box if you wish to speak to your submission
False

15.
14 MAR 2019
01281

Requester Details

Requester Name richardt

E-mail Address richardt@tararoadc.govt.nz

Contact number -

Mobile number -

Department -

Business Impact -



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Private Bag 11025, Manawatu Mail Centre, Palmerston North



16
18 MAR 2019
01299

Name

Anne Hunt

Organisation

Street address

17 Nash Parade
Foxton Beach.

Town/City

Postcode

4815

Email

annehunt@inspire.net.nz

Phone
(Home/business)

06 363 7750

Mobile

—

Signature

Date

15 March 2019

Additional feedback/comments on Year 2 work programmes identified in this brochure.

As attached

Please note we are not holding hearings this year. If you wish to talk to your submission, please tick the box on the left and we will contact you to organise public speaking rights to Council's Strategy & Policy Committee meeting on 9 April 2019.

Under the subject “freshwater management” in this year’s draft Annual Plan, you state: “Council is proposing to reinstate the Lake Horowhenua restoration rate of \$160,000 targeted rates. This budget has been earmarked to do lake harvesting in spring, however should we still be waiting on court permissions the money will be used for other restoration initiatives. There has also been an increase in depreciation for this Project from Year 2 of the LTP, reflected in the capex spend on the boat ramp and access way”.

It is a pity that nobody from Horizons attended the rehearing in the Maori Land Court as a result of the Maori Appellate Court’s judgement that Judge Doogan failed to disclose his conflict of interests with Matt Sword, and to annul the appointment of trustees appointed on 19 May 2016. This was only days before the application for a resource consent for the weed harvester was heard. I have attached Bill Chisholm’s 2016 letter.

This three-day rehearing was intense, but enlightening.

I have no desire to waste my time reporting what transpired.

However, I will also attach a letter that the Manawatu-Wanganui Regional Council sent Charles Rudd on 19 May 1995, that explains the reason the owners of Lake Horowhenua have no confidence in the Lake Accord.

The Lake Accord partners went ahead with the purchase of the weed harvester without consulting *mana tupuna*, with the stormwater T-drain without obtaining written prior authorisation from HNZPT and with the appointment of Matt Sword as project manager, even though he also chairs the Lake Accord and the Lake Trust that received substantial funding from Central Government. So much for conflict of interests!

Now that there is an Independent Trustee, he has disclosed the existence of a separate bank account and the funds expended.

Horizons demands that the Hokio Trust pay \$160,000 to cover the cost of the four lawyers and twelve experts Horizons engaged for the weed harvester appeal. The Hokio Trust could afford but one lawyer and one expert, so where was the level playing field or respect for *tangata whenua*?

You employ security guards to trespass owners from their own property.

But no longer will Phil Taueki be the scapegoat for your own negligence.

**Chisholm
Associates**

67 Selwyn Street, Leeston, Canterbury 7632

Ph (027) 221-4739
e-mail: bill@chisholm.co.nz

13th June 2016

Hi Phil, Anne and Leo

I've had a look through the proposed conditions, and have concluded that you cannot mitigate the risk of lake "flipping" through conditions. If, however, the Court is determined to pursue this nonsense, then for me, the critical issue is Condition 37 (a) (iii), which states:

- iii. The presence of phytoplankton biomass as determined by chlorophyll-a measured prior to and following weed harvesting;

It's a pity that the real story is buried in the fine print. Here is the real story:

Phytoplankton, not cyanobacteria, is what will cause the lake to "flip". Given the right circumstances (i.e. the right mix of water temperature, turbidity and nutrients, which we don't know), it can suddenly dominate the lake flora through a springtime bloom, which is usually permanent, thereby causing the lake to "flip".

Phytoplankton can be monitored by a thing called "Chlorophyll -a, which is what is being proposed as part of the lake monitoring. Now, take a look at the graph below:

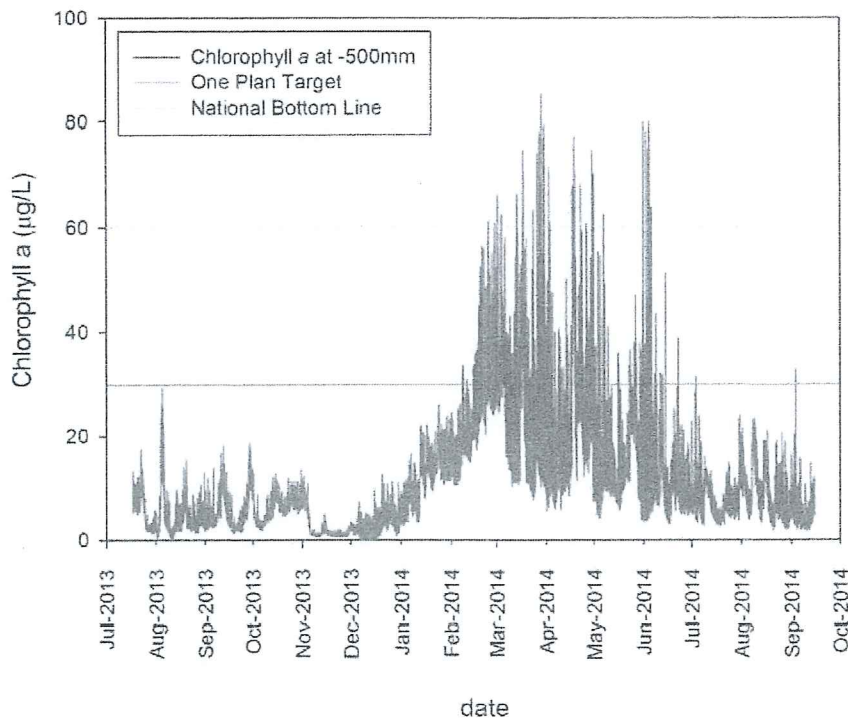


Figure 19: Lake Buoy Chlorophyll a monitoring data

Although this has been taken only over one year (i.e. it is a “snapshot”), it tells the story perfectly.

Have a look at Chlorophyll-a levels in November – December. They are extremely low. This is because the rapidly-growing macrophytes are shading the phytoplankton, so the lake phytoplankton gets hammered by the macrophytes at this critical time. This is the same time when they want to cut the macrophytes to 500mm – which will stop the shading. Note that the graph measures chlorophyll-a at 500mm.

This is why the lake has never flipped. The macrophytes shade-out the phytoplankton to near zero in the spring/early summer, so it can't bloom. Only when the macrophytes die off can a bloom occur, and it's cyanobacteria instead of phytoplankton, because it is more aggressive than phytoplankton in the warm-water/high light conditions which you get in mid-summer. Luckily, cyanobacteria dies off in the winter because it doesn't like water temperatures below about 25°C.

Chlorophyll-a also measures cyanobacterial growth, which is why chlorophyll-a levels are very high in the mid-late summer during the cyanobacteria blooms. They then reduce in the winter after the cyanobacteria dies off.

But the critical time is the early summer, and the critical issue is the shading effect by macrophytes at this time (November-December), which suppresses phytoplankton blooms.

You might ask how can macrophytes shade out free-floating single-cell phytoplankton? The reason is because, unlike cyanobacteria, phytoplankton prefer to live deeper (2-5 metres), and the lake is only 1-2 metres deep, so the majority of the phytoplankton will be found nearer the bottom of the lake, where it gets shaded by the tall weed beds. Cyanobacteria like to live near the lake surface.

So you would need to word a condition which said something like:

... if chlorophyll-a levels exceed 10 ug/L in the months of October-December, then weed harvesting will cease.

The trouble is, if the chlorophyll-a levels start rising in the springtime, the chain-reaction may already be in place and a springtime phytoplankton bloom may happen, causing the lake to permanently “flip”. Therefore, I wouldn't recommend trying to mitigate the risk of lake flipping through conditions.

My comments on conditions:

Should this issue become a matter of conditions on the consent, here are my recommendations:

Condition 35:

For the first harvesting year, weed harvesting shall be limited to a controlled trial within the trial blocks identified under Condition 34 (a) to test the effects of weed harvesting on macrophyte survival and sediment resuspension:

This trial should also monitor chlorophyll-a levels, to see if weed harvesting has the potential to trigger a phytoplankton bloom. However, the movement of phytoplankton into and out of the trial plots could be a confounding factor, so results (i.e. chlorophyll-a levels) would be unreliable. Also a single trial would not be enough to determine anything, as phytoplankton blooms are dependent on a range of factors which may or may not manifest themselves during the trial year.

Condition 37:

As per my comments above, Condition 37 (a) (iii) needs to be reworded:

iii. The presence of phytoplankton biomass as determined by chlorophyll-a measured daily during weed harvesting;

Daily chlorophyll-a monitoring just might be enough to determine whether chlorophyll-a levels were rising dangerously as a result of weed harvesting. However, there is very little information on how quickly a bloom can be triggered, so this monitoring is still not necessarily going to forewarn you of an algal bloom.

An additional Condition 37 (g) is required as follows:

The adaptive management response to be implemented if annual monitoring shows chlorophyll-a levels to be above 10 ug/L at any time during the period 1 October -31 December. The adaptive management response shall include an immediate cessation of weed harvesting activities, and an expert assessment of the extent to which chlorophyll-a levels are affected by macrophyte harvesting and the specification in the subsequent WHMP of adaptive management measures in response to this expert assessment.

Please feel free to contact me if I can be of any further help.

Yours faithfully

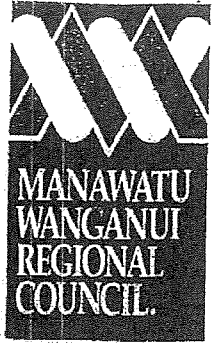


Bill Chisholm
CHISHOLM ASSOCIATES

0/0/GEN
DM:THC

19 May 1995

Mr Charles Rudd
29a Heather Street
LEVIN



11-15 Victoria Avenue,
Private Bag 11-025
Palmerston North,
New Zealand.
Telephone 06-357-9009
Fax 06-356-7477

Dear Sir

RESOURCE CONSENTS ENQUIRY

I refer to your letter of 11 May 1995.

Please find enclosed a copy of application number 6100 - Wall Family Trust and some submission forms as requested.

Under the Water and Soil Conservation Act 1967, Horowhenua District Council have notified discharges for Queen Street Drain, Mako Mako Road Drain and Hokio Beach Road tributary. The Transitional Provisions of the Resource Management Act 1991 allow these discharges to continue until the year 2001.

Horowhenua District Council have applied to Council for resource consents for the Levin Landfill. Regional Council requires further information before the applications can proceed. Horowhenua District Council have been advised that further consultation with iwi groups is required.

If you have any queries regarding the above, please contact Ted O'Connor, Resource Consents Manager.

Yours faithfully



DERRIN MITCHELL
CONSENTS ASSISTANT

For: B COWIE
DIRECTOR OF RESOURCES

Encl



SUBMISSION FORM

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Horizons Regional Council
Private Bag 11025, Manawatu Mail Centre, Palmerston North



17.

18 MAR 2019

01300

Name	Sue Hammond		
Organisation			
Street address	711 Waikahora Road RD 1 Dannevirke		
Town/City	Dannevirke	Postcode	4971
Email	sue.mccauleghammond@gmail.com		
Phone (home/business)	06 374 2700	Mobile	
Signature		Date	11/3/19

Additional feedback/comments on Year 2 work programmes identified in this brochure.

Re transport. Is there no possibility of Dannevirke ever again having passenger trains? And if not, why not?

Please note we are not holding hearings this year. If you wish to talk to your submission, please tick the box on the left and we will contact you to organise public speaking rights to Council's Strategy & Policy Committee meeting on 9 April 2019.

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Private Bag 11025, Manawatu Mail Centre, Palmerston North



18.
18 MAR 2019

01301

Name	F. Thompson		
Organisation			
Street address	508 Reu Reu Rd		
Town/City	RD 9 Feilding	Postcode	4779
Email			
Phone (home/business)	3288 5777	Mobile	
Signature	C. Thompson	Date	4-3-19

Additional feedback/comments on Year 2 work programmes identified in this brochure.

Any plans for control of
pink ragwort

Please note we are not holding hearings this year. If you wish to talk to your submission, please tick the box on the left and we will contact you to organise public speaking rights to Council's Strategy & Policy Committee meeting on 9 April 2019.

RESPONSE REQUIRED

C. C. O R N George
66 Norbiton Rd
Foston

horizons
regional Council

19.

13 MAR 2019

Mr Ramon Strong

01261

Dear Sir Regarding the ~~Foston~~ east drainage scheme

The first thing that should happen is the drain known as Kings Canal is cleaned out its a disgrace.

After all the problems that have accrued have been caused by a blockage in the drain.

The Cool street drain is a no brainer. There is quite a simple solution to this whole drainage thing at a fraction of the cost.

The drain (Kings Canal) at the east end of Purcell Street and ridge road, should go south across the farm land to Newth road drain, That's the natural fall of the land Not even a drain is needed a spillway would do it.

After all that was the original plain 50 odd years ago.

And it needed a pump but on Newth road drain (Duck Creek) at the river end for times of high river levels.

Its about time horizons spent some of our rate money on Foston instead of Palmeston North.

yours Sincerely
S. Lewis
R. George

DATE: 19th March 2019

TO: Councillors, Horizons Regional Council

FROM: Phil Hindrup, Manager Transport Services

SUBJECT: Annual Plan Submission

01320

Hi Councillors

Over the past few months and at the most recent Passenger Transport Meeting (19th February), the Transport Team have been reporting the following:

1. Increased activity in the Total Mobility Scheme. Essentially the Total Mobility Activity has been trending up for several months now, we believe primarily due to migration to the new Total Mobility Electronic Card system (Ridewise) in September last year). The data shows that this has increased awareness of the scheme resulting in additional trips being taken, thereby increasing expenditure (both in standard trips and hoist trips taken). Attached is the six-monthly Total Mobility report to the Passenger Transport Committee to provide greater context. At this point the activity is tracking to be \$35,000 over budget at year end (cost to Horizons). We are seeking this amount to be inserted into the Year 2 budget. We are reasonably confident that it is a long term situation, rather than a spike. Horizons portion of the current year 2 budget for Total Mobility is \$332,000. We are proposing that this be increased to \$367,000. This is a targeted rate and the \$35,000 is needed for the Horowhenua (\$13,000), Palmerston North (\$12,000), and Whanganui districts (\$10,000).
2. The Levin to PN bus service contract is being renewed and as part of that process Grey Power Levin has been active in seeking an expansion of that service. Please see the appended item to the PTC providing greater detail on this issue. In summary the service, which is a weekday commuter service, was retendered with an additional off-peak service twice a week. Following the retender of the service the contract price offered (for the existing service with the additional off-peaks services) would increase Horizons portion \$18,000. The cost of this service is spread over three districts (Horowhenua, Manawatu and Palmerston North), thereby adding \$6,000 to each district. Please note that the current proposed year 2 budget is sufficient for the contract price of the existing service. It is not sufficient for the additional off-peak services hence this submission. The PTC recommended that this matter be referred to the Council for consideration via its AP process before the contract is awarded (to essentially determine whether the Levin to PN service will remain as is currently or be expanded to include the two additional off-peak services).
3. The Palmerston North Late Nights Trial has been operating now for 20 months and was borne out of the PN services review undertaken in 2014. Attached is a paper to the recent PTC meeting seeking a decision by the committee on whether to continue the trial as the data collected to date has shown that the service has had very low patronage since its implementation. The committee determined to continue the service for an addition 4 months and so the future of the service will be decided at the June PTC meeting. Due to lower than budgeted patronage, the cost of the service to Horizons is forecast to be over budget at year end by \$18,000. Because the committee may determine to retain the service in June, staff are seeking an additional \$18,000 so that there is sufficient budget next year to do so.

Relief sought

The total of these changes is an additional \$71,000 being sought to be included in the passenger services activity, impacting the PN, Manawatu, Horowhenua and Whanganui Districts.



Phil Hindrup
Manager Transport Services

Report No.	19-08
Decision Required	

PALMERSTON NORTH TRIAL BUS SERVICE EXTENDED WEEKDAY HOURS

1. PURPOSE

- 1.1. To review performance of the Palmerston North Urban bus service extended weekday hours trial and to determine the appropriate level of service for the future.

2. RECOMMENDATION

That the Committee recommends that Council:

- a. receives the information contained in Report No. 19-08.
- b. recommends that the extended weekday hours of operation of the Palmerston North urban bus services be either:
 - i. discontinued following one month's notice to the public transport provider and public; OR
 - ii. continued with only the 6.40pm service following one months' notice to the public transport provider and public.

3. FINANCIAL IMPACT

- 3.1. Funding for the trial improvements is accounted for within the Long Term Plan 2018-28 transport budgets. Changes to the services proposed involve decreasing the level of service, which would result in financial savings to Council should changes be adopted.
- 3.2. All cost information quoted in this report is exclusive of GST, unless otherwise stated.

4. COMMUNITY ENGAGEMENT

- 4.1. Community engagement with public transport customers will be undertaken if any changes to the services arise as a result of this report.

5. SIGNIFICANT BUSINESS RISK IMPACT

- 5.1. No significant business risk impact.

6. BACKGROUND

- 6.1. In 2013-14, a comprehensive review of the Palmerston North Urban Bus Services was undertaken which resulted in a number of improvements to be implemented over a three to four year period. This report deals with the trial to extend the weekday hours of operation across all urban routes (not including the Summerhill urban route).
- 6.2. Since commencement of the trial in July 2017, uptake of these improvements has been limited. This report identifies which services are less well utilised than others and if any changes can be made to provide a more efficient service.
- 6.3. Since its commencement, the extended services have cost a total of \$241,354.00 (including inflation). Revenue collected totals \$25,425 leaving a gross cost of \$215,929.00. This is co-funded by the **New Zealand Transport Agency (Transport Agency)** at a rate of 51%. Taking into account fares received and Transport Agency funding, the cost to date for Horizons is \$105,805.00. Farebox recovery for the service has been calculated at 10.5%

over the 17 month period however it is likely lower (3%) due to reallocation of the revenue split between existing PN services and the trials. Budget forecasts for performance of the service were based on a farebox recovery ratio of 20% at the end of two years.

7. ANALYSIS

- 7.1. Prior to introducing the extended hours of operation, the last urban service departed the Main Street Terminal at 6.00pm. Feedback collected during the urban services review noted that with more workers moving away from the traditional 9.00am to 5.00pm working day, having the last service departing at 6.00pm did not provide workers with sufficient flexibility to seriously consider using public transport. In addition, many submitters requested services later into the evening to provide increased options for access to late night shopping at The Plaza and social outings such as dinner and movies/shows.
- 7.2. On this basis, three additional weekday services per urban loop were introduced on 31 July 2017 (services at 6.40pm, 7.20pm and 8.00pm).
- 7.3. To 31 December 2018, a total of 16,662 trips have been taken across the extended hours of operation being approximately 1,000 trips per month. This equates to a cost to Horizons of \$6.35 per passenger. A series of graphs is provided in this report analysing those trips by day, time and route.

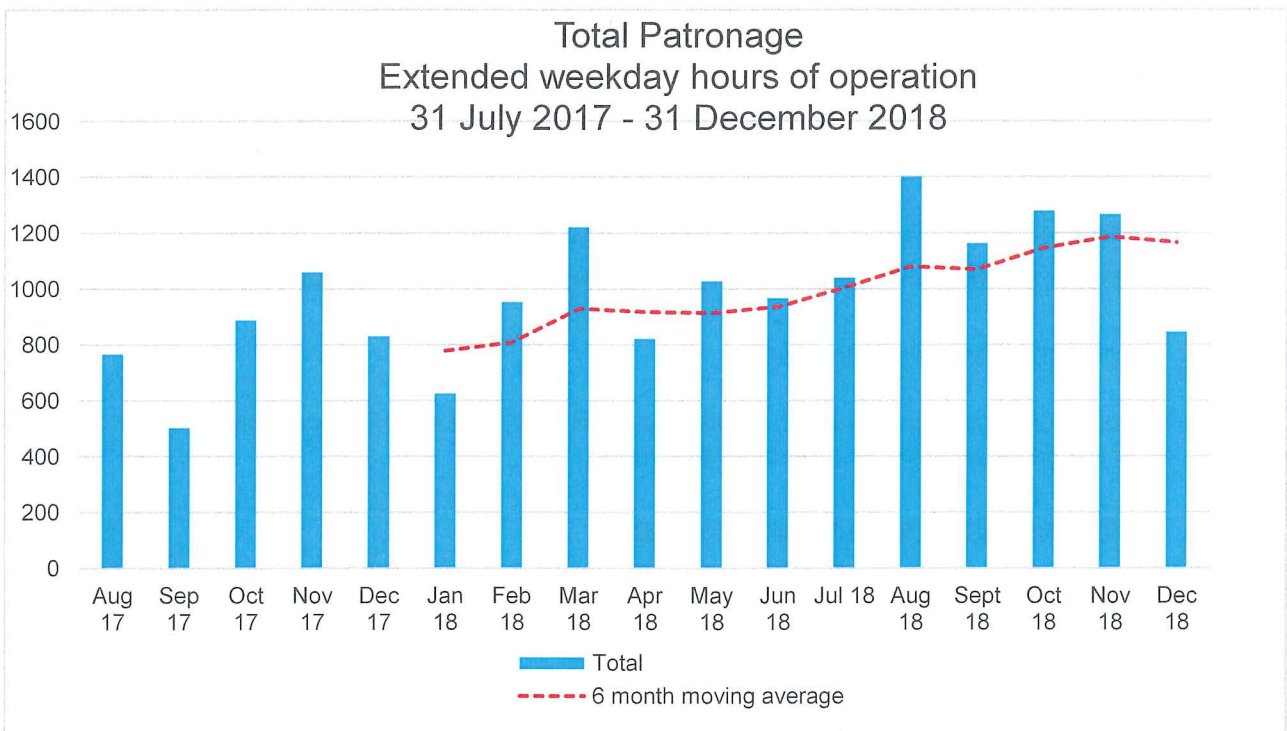


Figure 1: Total Patronage Extended Weekday Hours of Operation

- 7.4. Figure one shows that usage has increased since the service commenced. The 6 monthly rolling average has increased by 50% over the past 12 months
- 7.5. In analysing the data, we can look across three high level areas to start to identify any trends that have emerged. These areas are:
 1. Usage by route.
 2. Usage by day of the week.
 3. Usage by time of day.

7.6. Considering firstly usage by route, comparing the total number of trips taken since the changes were implemented, we can see that, with the exception of Routes 31 and 32 (Fernlea Heights), there are not any significant differences in usage between routes across the city.

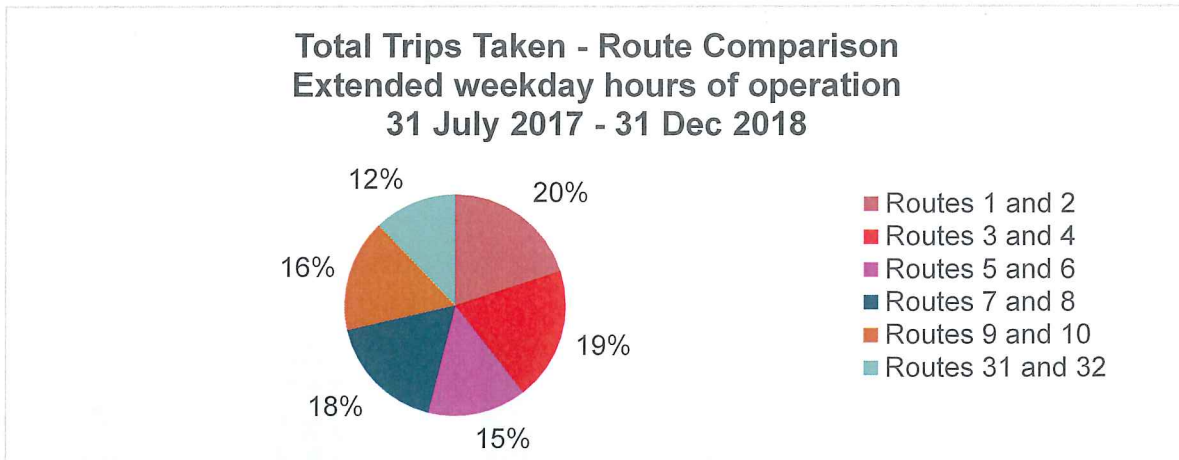


Figure 2: Extended Weekday Hours of Operation - Route Comparison

7.7. The table below provides the actual number of trips taken since commencement of the trial.

Route	Route #	Total trips
Awapuni/Rubgy	1 & 2	3,329
Highbury/Takaro	3 & 4	3,236
Milson/Cloverlea	5 & 6	2,422
Rhodes/Roslyn	7 & 8	2,907
Rangiora/Brightwater	9 & 10	2,736
Fernlea Heights	31 & 32	2,032
Total		16,662

7.8 Figure 3 below shows the total numbers of trips per time per day.

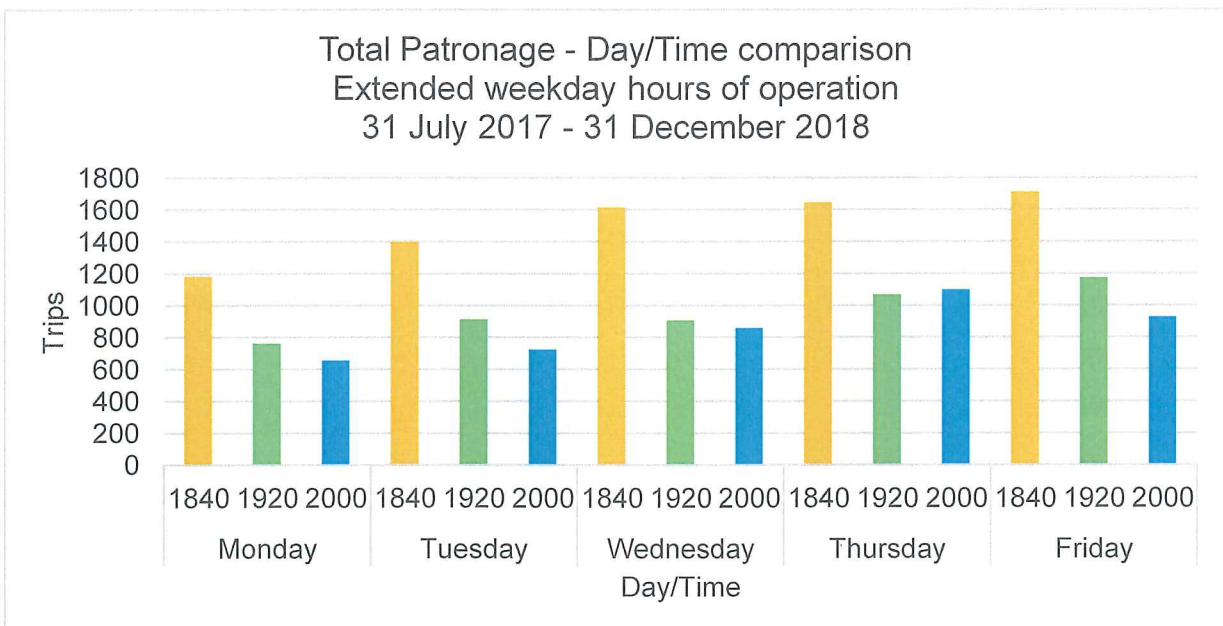


Figure 3: Total patronage across all services per time per day.

- 7.9 The data in figure 3 shows that the 6.40pm service is consistently more utilised than the 7.20pm and 8.00pm services. It also shows that patronage increases later into the week.
- 7.10 Figure 4 below shows the total patronage for each week day. As discussed above the data shows increased usage later in the week.

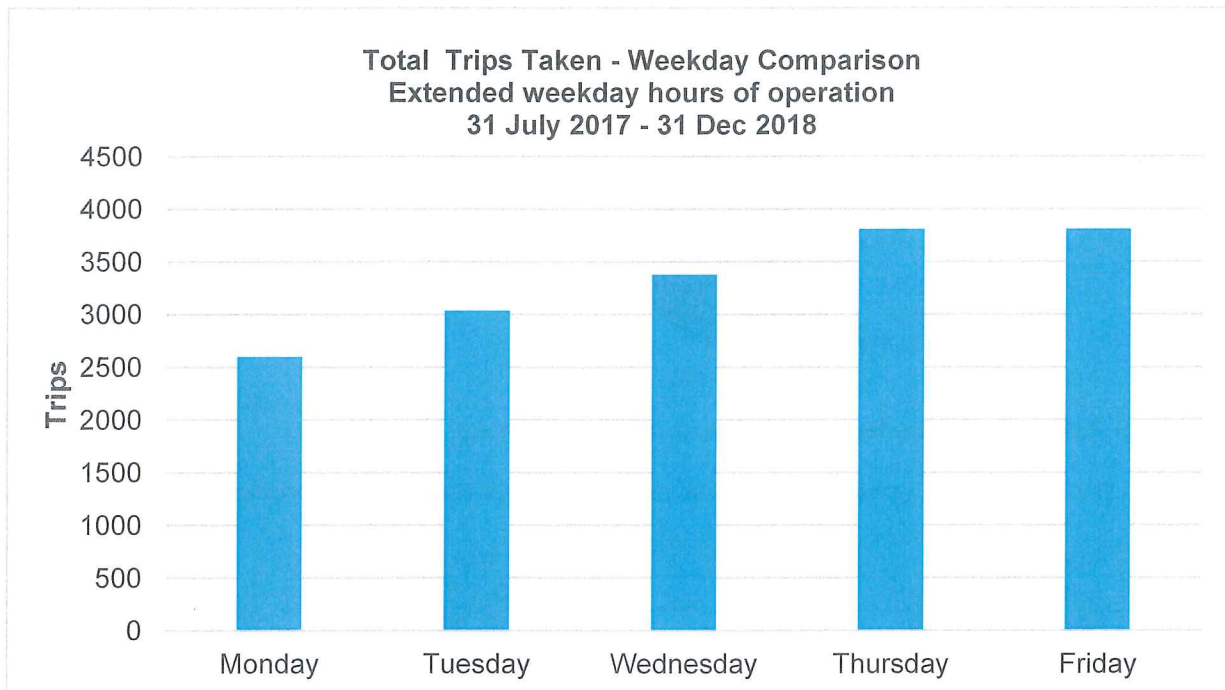


Figure 4: Extended Weekday Hours of Operation – Weekday Comparison

- 7.11 Figure 5 shows total patronage per service time. From this it is clear to see that usage drops later into the evening.

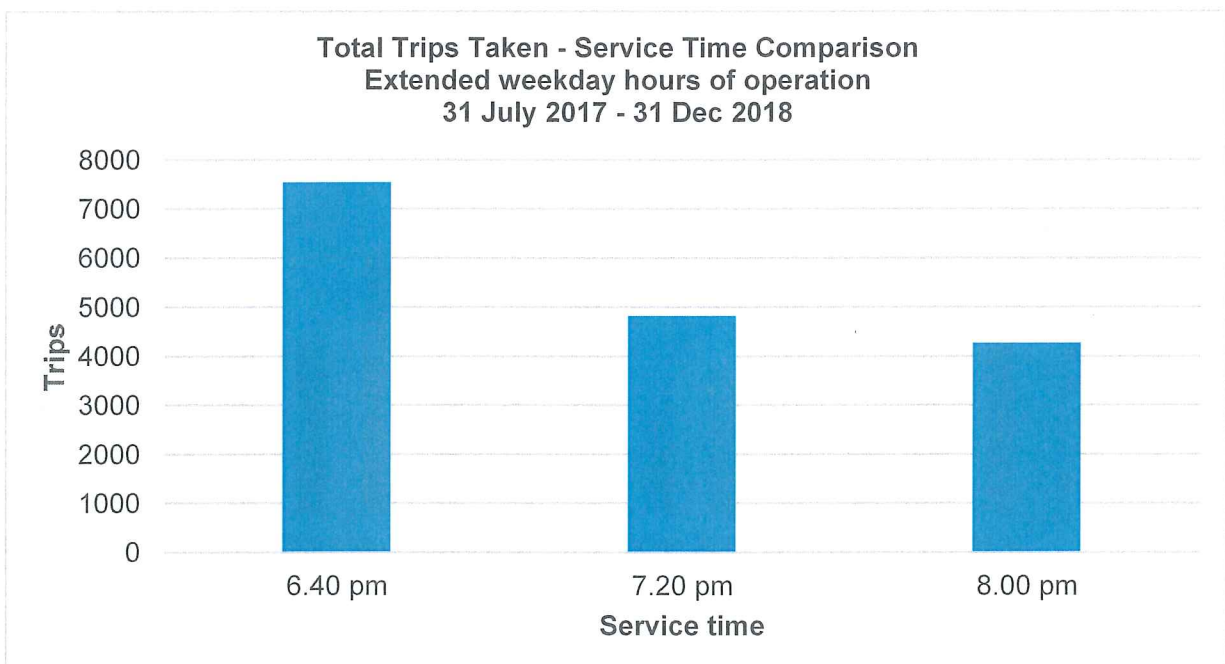


Figure 5: Extended Weekday Hours of Operation – Service Time Comparison

7.12 Having considered total patronage carried across all services, day of the week and service time, it is necessary to also look at the average patronage carried per service. Figure 6 shows the average number of persons carried per service time for each day of the week. This is to provide detail around how well utilised the services are.

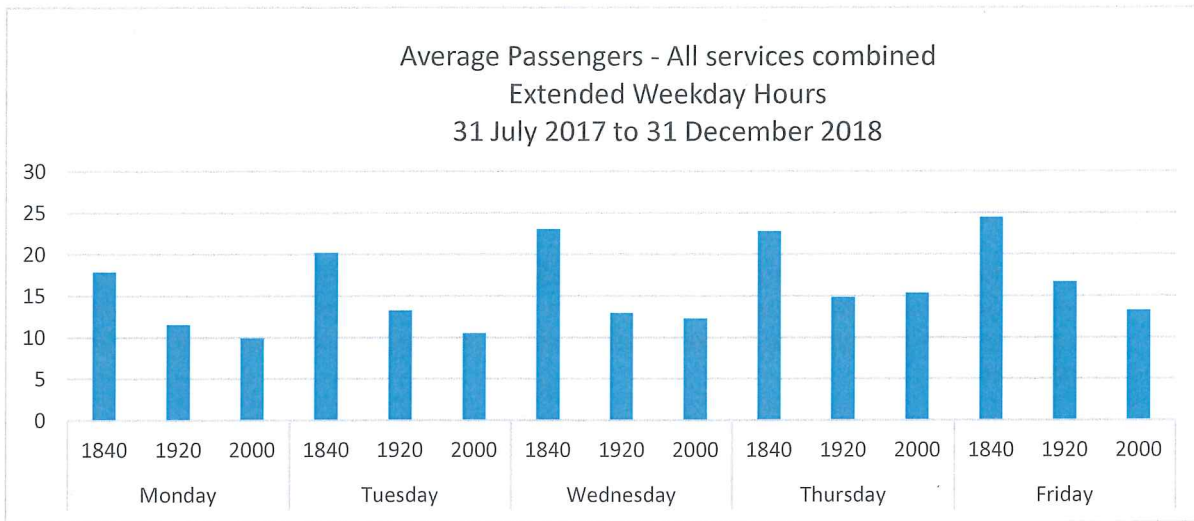


Figure 6: Average passengers carried per service time across all services during each day

7.13 To further understand this graph, it is necessary to divide each bar shown by 6 (being the number of bus routes). This then gives the average number of persons transported per bus trip. Doing so shows the average persons carried per bus trip is between 1.5 and 5. This pattern is consistent across all urban routes.

8. DISCUSSION

8.1 Having analysed the information collected to date, officers believe there is sufficient data in which to make a decision on the future of the extended hour services. The key considerations that have helped form the recommendations in this report are:

- a. Patronage has increased by 50% over the past 12 months, however it is still very low with an average of 1-5 persons being transported per service trip (ie. per bus).
- b. Farebox recovery is 10.5% (but likely around 3% as limited data functionality has not allowed for an accurate allocation of farebox to this trial).
- c. The cost to Horizons per passenger is \$6.30 which is very high compared with other urban services.
- d. The cost of the service per annum to Horizons is approximately \$75,000.00.
- e. The service has been promoted consistently over the past 17 months.

8.2 Officers are of the view that due to the relative ease for most residents to use a private vehicle to get into and out of the CBD, specifically the short travel times, lack of congestion, free parking at the times the services operate, the demand for a late night service does not exist. Officers therefore believe the investment of approximately \$75,000.00 per annum of ratepayer funding could be better utilised in other areas to improve the public transport system. Alternatively it could be a straight saving to the ratepayer.

8.3 Officers do believe there is merit in retaining the 6.40pm services from Monday to Friday as these are the most utilised. Doing so would result in a per annum savings of approximately \$52,000.00 to Horizons.

9. CONCLUSION

- 9.1 In summary having reviewed the service performance over the past 17 months, officers consider there are two viable options moving forward being:
- a. discontinue all extended weekday hours of operation following one months' notice to the public transport provider and public (saving of \$75,000.00 to Horizons);
 - b. continue only the 6.40 pm service on all urban routes following one months' notice to the public transport provider and public (saving of \$52,000.00 to Horizons).

10. NEXT STEPS

- 10.1. Should either of the recommended changes be adopted, officers will notify the bus operator in writing and give a minimum of one month's notice. Printed timetables, the GoHorizons! Bus app and the Google Transit website feed will all be updated and changes communicated to the public.
- 10.2. The amended timetable will be in place by Monday 1 April 2019.

11. SIGNIFICANCE

- 11.1. This is not a significant decision according to the Council's Policy on Significance and Engagement.

Phil Hindrup
TRANSPORT SERVICES MANAGER

Ged Shirley
**GROUP MANAGER REGIONAL SERVICES
& INFORMATION**

ANNEXES

There are no attachments to this report.

Report No.	19-10
Information Only - No Decision Required	

REPORT ON TOTAL MOBILITY SCHEME AND HEALTH SHUTTLE ACTIVITIES FOR JULY 2018 - DECEMBER 2018

1. PURPOSE

- 1.1. This report is to inform Members of the performance of the Total Mobility Scheme and Health Shuttle services for the first six months of the financial year 2018-19.

2. RECOMMENDATION

That the Committee recommends that Council:

- a. receives the information contained in Report No. 19-10.

3. FINANCIAL IMPACT

- 3.1. The cost of passenger transport services was accounted for in the 2018-19 budgets. All prices quoted in this report are GST exclusive unless otherwise stated. The cost for Total Mobility services referred to throughout this report, is comprised of 60% **New Zealand Transport Agency (NZTA)** subsidy for standard trips and 100% for hoist trips. Concessionary fare schemes attract a 51% subsidy, with the remainder from local rates.

4. COMMUNITY ENGAGEMENT

- 4.1. No community engagement is required as a result of this report.

5. SIGNIFICANT BUSINESS RISK IMPACT

- 5.1. There are no significant business risks.

6. GENERAL UPDATE

- 6.1. The Total Mobility Scheme continues to progress under the Ridewise electronic card system and under the new nationally consistent database.
- 6.2. The national implementation of Ridewise 2 has been approved by the Transport Agency with continued enhancement of the scheme being monitored by the **Total Mobility Scheme (TMS) Steering Group**.
- 6.3. Health Shuttles continue to provide transport options across the region.

7. TOTAL MOBILITY SCHEME

7.1. Passenger Numbers

The Tables below show all Total Mobility trips for the six month period July 2018–December 2018. These tables compare numbers from the same period in the previous financial year.

a. July 2018 – December 2018

District	July	Aug	Sept	Oct	Nov	Dec	Total
Palmerston North	5,839	9,359	5,433	6,227	6,719	4,800	38,377
Whanganui	3,837	3,798	3,113	3,812	3,849	3,890	22,299
Levin	3,344	3,154	2,680	2,820	3,006	3,022	18,026
Feilding	1,365	1,804	1,262	926	1,389	1,309	8,055
Marton	420	413	261	300	281	231	1,906
Total	14,805	18,528	12,749	14,085	15,244	13,252	88,663

b. July 2017 – December 2017

District	July	Aug	Sept	Oct	Nov	Dec	Total
Palmerston North	6,086	6,351	5,657	5,034	7,048	4,539	34,715
Whanganui	3,686	3,495	4,084	3,763	3,625	2,599	21,252
Levin	3,568	3,311	3,118	3,067	3,383	1,447	17,894
Feilding	1,720	1,506	1,413	1,490	1,569	1,393	9,091
Marton	386	349	329	309	292	156	1,821
Total	15,446	15,012	14,601	13,663	15,917	10,134	84,773

- 7.2. The Tables above show overall consistency in passenger numbers from the 2017-18 financial year to the 2018-19 financial year. The exceptions are in the month on August where there was an increase in numbers for 2018 of 3,516 passengers and in the month of December where there was an increase of 3,118 passengers.
- 7.3. The August increase could be attributed to the letters of communication sent out regarding the new electronic card system and the arrival of some of the new cards. This was followed by a decrease in September which is reflective of the transition to the new system on first September and that people who hadn't received their new cards could not get the discount. Historically, December is a month of fluctuating travel as families often provide transport for older people and younger people on the scheme will socialise more. The overall increase for the year is around 4,000 trips which is a 4.5% increase across the region.

7.4. Monthly Expenditure

The Tables below show the expenditure for the six month period July 2018 – December 2018. These tables compare expenditure from the same period in the previous financial year.

a. 2018 – December 2018

District	July	Aug	Sept	Oct	Nov	Dec	Total
Palmerston North	\$28,425	\$46,843	\$33,706	\$33,496	\$35,512	\$32,501	\$210,486
Whanganui	\$21,113	\$19,984	\$17,597	\$21,066	\$26,723	\$22,344	\$129,216
Levin	\$14,942	\$13,722	\$11,944	\$12,805	\$13,644	\$15,624	\$82,683
Feilding	\$4,985	\$6,678	\$4,351	\$3,328	\$5,012	\$4,977	\$29,332
Marton	\$1,466	\$1,709	\$1,129	\$1,296	\$1,207	\$958	\$7,768
Total	\$70,931	\$88,939	\$68,728	\$72,380	\$82,100	\$76,406	\$459,487

b. July 2017 - December 2017

District	July	Aug	Sept	Oct	Nov	Dec	Total
Palmerston North	\$33,175	\$33,495	\$29,002	\$27,038	\$34,768	\$23,296	\$180,777
Whanganui	\$21,487	\$18,284	\$21,079	\$21,996	\$20,975	\$13,570	\$117,392
Levin	\$14,198	\$13,196	\$11,928	\$12,000	\$12,844	\$5,599	\$69,768
Feilding	\$6,181	\$5,451	\$5,089	\$5,457	\$5,777	\$5,080	\$33,038
Marton	\$1,513	\$1,444	\$1,260	\$1,296	\$1,162	\$598	\$7,275
Total	\$76,556	\$71,871	\$68,360	\$67,789	\$75,528	\$48,145	\$408,252

7.5. These Tables show a half yearly increase of \$50,000 across all districts. As reflected in the passenger numbers, the most substantial increases are showing in August with a \$17,000 increase and December with a \$28,000 increase. Expenditure is consistent with passenger number fluctuations and could be attributed to the transition to the new electronic card system and an increase in awareness of the system for people who hadn't used the system for a long time. The introduction of Small Passenger Services may be contributing to the increase in trips as the companion services become more popular.

7.6. Passenger Numbers - Hoist

a. July 2018 - December 2018

District	July	Aug	Sept	Oct	Nov	Dec	Total
Palmerston North	1,279	1,723	1,161	1,424	1,327	1,313	8,227
Whanganui	387	313	352	408	460	464	2,384
Levin	369	402	337	350	367	403	2,228
Feilding	82	241	120	124	154	135	856
Total	2,117	2,679	1,970	2,306	2,308	2,315	13,695

b. Hoist – July 2017 - December 2017

District	July	Aug	Sept	Oct	Nov	Dec	Total
Palmerston North	1,123	1,462	1,120	1,107	1,523	839	7,174
Whanganui	478	412	477	442	502	367	2,678
Levin	323	360	436	411	421	172	2,123
Feilding	107	142	122	146	161	87	765
Total	2,031	2,376	2,155	2,106	2,607	1,465	12,740

7.7. Hoist passenger numbers remain consistent for the first six months of the year as compared to the same time in the previous year. There is a slight total increase of 955 passengers across the region for this period noting the most fluctuation being in September 2018 which is consistent with the system change.

7.8. Hoist Expenditure – July 2018-December 2018

District	Current Expenditure	Budget	Balance Remaining	%
P Nth	\$82,270	\$140,000	\$57,730	58%
Whanganui	\$23,840	\$55,000	\$31,160	43%
Feilding	\$8,560	\$13,000	\$4,440	65%
Levin	\$22,280	\$35,000	\$12,720	63%
Total	\$136,950	\$243,000	\$106,050	56%

7.9. Hoist Expenditure – July 2017 – December 2017

District	Current Expenditure	Budget	Balance Remaining	%
P Nth	\$71,740	\$137,596	\$65,856	52%
Whanganui	\$26,780	\$62,968	\$26,780	42%
Feilding	\$7,650	\$9,407	\$7,650	81%
Levin	\$21,230	\$27,641	\$21,230	76%
Total	\$127,400	\$237,612	\$121,516	53%

7.10. These Tables show an increase in expenditure of approximately \$10,000 which reflects the increase in trips taken. As detailed in paragraph 3.1, this is 100% funded by NZTA and any over spends will be managed within the 3 year National Land Transport Plan (NLTP) allocation.

7.11. Active Users

Clients who have used the TM Scheme in the last two years.

District	2018	2017
Palmerston North	1,964	1,431
Whanganui	1,667	1,258
Feilding	651	515
Levin	1,142	918
Marion	158	141
Total	5,582	4,263

7.12. There has been an increase of 1,319 active users from the end of financial year 2017 until end of December 2018. This can be attributed to the change in system and the increase in awareness due to letters of communication being sent out prior to the change, reminding people of the Total Mobility Scheme. There has also been an increase in the number of assessments done, reflective of the increased scheme awareness.

8. Budget Implications

8.1. As reported above, expenditure has increased by \$50,000. The budget implications of this are shown below.

District	Current Expenditure	Budget	Balance Remaining	%
Palmerston North	\$210,486	\$354,361	\$143,874	59%
Whanganui	\$129,216	\$235,000	\$128,127	54%
Feilding	\$29,332	\$70,000	\$45,644	42%
Levin	\$82,683	\$136,289	\$69,229	60%
Marion	\$7,768	\$18,000	\$11,190	43%
TOTAL	\$459,487	\$813,650	\$354,162	56%

8.2. The above table shows that Total Mobility is currently tracking 6% over budget at the six month stage of this financial year. If this budget over spend continues, we will be looking at a 12% over spend for the financial year 2018-19 which equates to an overall overspend of approximately \$82,000. The Horizons 40% contribution would be about \$32,800.

8.3. Having reviewed the data, potential reasons for the increased expenditure could be attributed to clients travelling further and using more of the subsidy and the increase of 4,000 trips taken so far in this financial year. Staff propose to complete a fare review in the middle of this year using all trip data to understand whether longer, and therefore more expensive trips are being made. This will assist staff to better understand budgetary implications and to identify possible solutions to managing expenditure.

- 8.4. Possible options for managing the increased spend include:
- i. capping client usage to a controlled maximum of trips that can be taken every month. (we currently do not have the necessary understanding of data collected to inform what a capping system would consist of – this will be worked on as part of the fare review work later in the year);
 - ii. capping of expenditure for each District so each Transport Operator would be allocated a capped budget and when that was used up, they could not provide clients discounts;
 - iii. ending the financial year in a deficit which will ultimately draw down funding from scheme reserves (NZTA's allocation would have to be managed within the three year NLTP).
- 8.5. Of the three options at this stage option 3 is the most palatable as it will not directly impact users. Further work is required to inform options 1 and 2. Staff are not seeking a decision from this Committee (Council will make the final decision) at this stage. This discussion is more to inform committee members that these matters are being considered if budgetary issues continue for this year and next year. Following Council's 8 month report in March is completed a clearer picture on the likely year end position will have been formulated.

9. RIDEWISE 2

- 9.1. The Total Mobility Solution (TMS) was developed and implemented into six regions in 2015. It has now been implemented across the country except for Bay of Plenty, Hawkes Bay & Marlborough, with an anticipated 100% implementation by the end of 2019.
- 9.2. In 2017 the TMS User Group was established, consisting of representation from each Region that had transitioned onto the new electronic scheme. The purpose of this group as to identify inefficiencies in the system and assist in the development of the upgraded version of the Total Mobility Solution. This is now referred to as Ridewise 2.
- 9.3. All councils have received a participation agreement, and further discussion about the implementation of Ridewise 2 and specific system requirements will be discussed at the March Regional Total Mobility Coordinators meeting.

10. HEALTH SHUTTLE CONCESSIONARY FARE SCHEME

10.1. The table below shows passenger numbers for 2017-18 and 2018-19, and expenditure for the first six months of this financial year, and six monthly figures for 2018-19.

DISTRICT	EXPENDITURE	BUDGET	DIFFERENCE	PASSENGER NUMBERS 2017-18	PASSENGER NUMBERS 2018-19
Taumarunui	\$3,660	\$14,000	\$10,339	2,020	1,046
Horowhenua	\$12,618	\$25,000	\$12,382	3,948	1,884
St John Feilding	\$2,551	\$4,500	\$1,948	1,884	1,955
St John Dannevirke	\$6,070	\$12,254	\$6,183	1,120	1,364
St John Pahiatua	\$7,296	\$12,465	\$5,169	1,496	1,596
St John Marton	\$3,077	\$4,200	\$1,122	1,035	973
St John Whanganui	\$620	\$620	\$0	Not recorded	Not recorded
Waimarino	\$1,287	\$2,100	\$813	107	78
TOTAL	\$36,561	\$75,139	\$38,577	11,610	8,896

10.2. There has been a Regional reduction in passenger numbers of 2,714 passengers over the last six months compared to the same timeframe the previous year.

10.3. The Heath Shuttle Concessionary Fare scheme is capped so budget run-overs are not possible.

10.4. This scheme continues to be monitored.

11. SIGNIFICANCE

11.1. This is not a significant decision according to the Council's Policy on Significance and Engagement.

Desley Monks
TOTAL MOBILITY CO-ORDINATOR

Phillip Hindrup
MANAGER TRANSPORT SERVICES

ANNEXES

Report No.	18-210
Information Only - No Decision Required	

LEVIN TO PALMERSTON NORTH SERVICE REVIEW AND RE-TENDER

1. PURPOSE

- 1.1. To report on the performance of the Levin to Palmerston North bus service, and to seek approval to retender this service.

2. RECOMMENDATION

That the Committee recommends that Council:

- a. receives the information contained in Report No. 18-210;
- b. approves the continuity and in turn, re-tender of this service for a three year period, commencing 20 May 2019; and,
- c. approves an additional return off-peak service twice a week, to be included in the 2019-20 Annual Plan, and that will commence in the 2019/20 financial year, subject to Council and New Zealand Transport Agency approval.

3. FINANCIAL IMPACT

- 3.1. Funding for the current service is currently contained within the existing passenger transport budget. Any additional off-peak service not included in the current 2018-28 **Long-Term Plan (LTP)** budget would be subject to approval under the 2019-20 Annual Plan, along with a request to the **New Zealand Transport Agency (NZTA)** for additional co-funding.

4. COMMUNITY ENGAGEMENT

- 4.1. A survey and information booklet were circulated throughout the Horowhenua District via a mail drop in July 2018 to seek feedback regarding all current public transport services that operate in the district, including the Levin to Palmerston North service. The results of this survey are discussed in Section 5 of this agenda item.
- 4.2. As the service is currently performing well, and taking into consideration the large scale promotion mentioned above, further promotion of the service will be looked at nearer to the contract renewal in May 2019.

5. BACKGROUND AND DISCUSSION

- 5.1. **Horizons Regional Council (Horizons)** provides a Monday to Friday daily commuter service from Levin to Palmerston North. The service operates one return trip per weekday, with stops in Foxton and at the State Highway 1 and State Highway 56 Junction along the route. This service enables residents to access work, shopping facilities, social outings, and other services that they may not otherwise have access to.
- 5.2. The return service provides free travel for children under five years. There is no free travel available for SuperGold card holders on this route as it is a peak service and therefore runs outside of the hours of eligibility for the scheme.
- 5.3. A three year contract for this service commenced in May 2016 and is due to expire on 19 May 2019.

5.4. The existing timetable and fares are set out below:

LEVIN TO PALMERSTON NORTH BUS SERVICE

AM TO PALMERSTON NORTH		Time	PM To Levin		Time
Levin Bath Street (outside Te Takeretanga o Kura-hau-pō)		6.50am	UCOL Princess St		5.20pm
Foxton opposite St Marys and Rainbow Dairy		7.05am	Main Street terminal		5.25pm
Himatangi Cnr Highway 1 & Highway 56		7.10am	Himatangi		5.50pm
Main Street Palmerston North		7.35am	Foxton		6.00pm
			Levin		6.15pm

LEVIN TO PALMERSTON NORTH BUS SERVICE

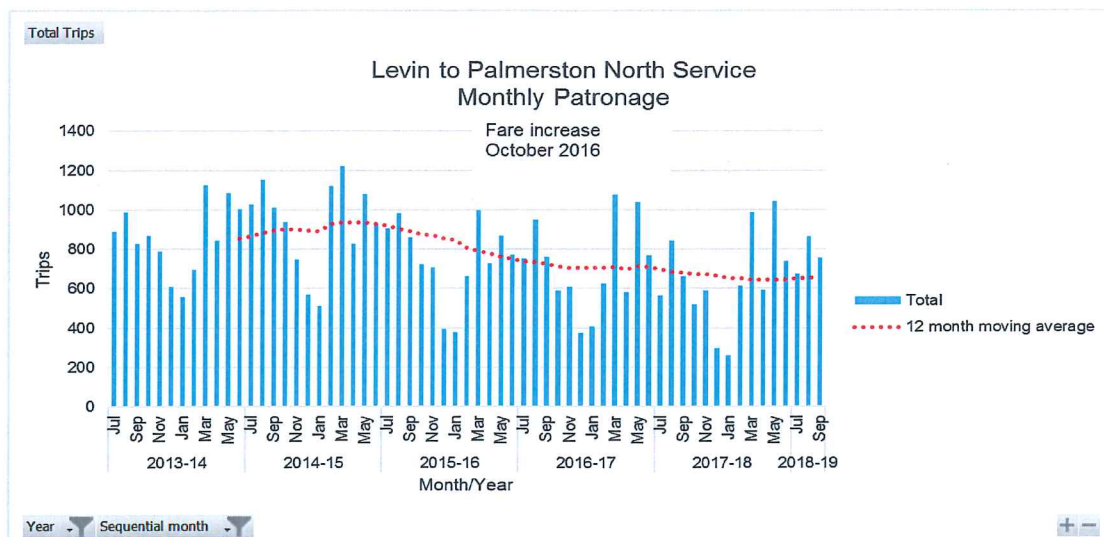
Fares	Single		Student*	
	Single	GoCard	Student	GoCard
1 Section	\$2.50	\$2.00	\$1.80	\$1.50
2 Sections	\$6.50	\$5.00	\$5.00	\$3.60
3 Sections	\$8.00	\$6.00	\$6.00	\$4.25
4 Sections	\$9.00	\$7.00	\$7.00	\$5.00

*On production of current ID from Tertiary provider
Under 5's travel free of charge.
Services do not run on public holidays.

5.5. Numbers for the last three years of service are below, including the first quarter of this year:

	2015-16	2016-17	2017-18	2018-19
Jul	906	750	563	675
Aug	984	952	847	864
Sep	862	760	664	756
Oct	725	591	520	
Nov	705	609	590	
Dec	395	373	296	
Jan	380	407	260	
Feb	661	625	612	
Mar	999	1077	988	
Apr	729	581	594	
May	871	1039	1044	
Jun	771	767	739	
Total	8988	8531	7717	2295

5.6. Patronage over other services in the Region have followed a similar downward trend. However, these other services have shown slight increases to patronage earlier than the Levin to Palmerston North service, which has taken longer to recover and continued to show an ongoing decrease. Encouragingly, this quarter has seen an increase in patronage compared to the same quarter in previous years (see graph below).



- 5.7. Changes in fuel price could be a contributing factor to the increase in patronage; since June 2018 the national price of 91 Octane fuel has increased by approximately 23 cents per litre (sourced from AA Petrolwatch). Further price escalations, due in part to additional fuel excise tax, are predicted over the next three years.
- 5.8. If increasing fuel prices were to influence more people to use this service, the farebox recovery would increase; thus, adding further scope to enhance the service. Under 6.2.3 of the **Regional Public Transport Plan (RPTP)**, if over 60% recovery is achieved, Horizons can look to increase levels of service.
- 5.9. The table below summarises the performance and farebox recovery of the Levin to Palmerston North service. Farebox recovery year to date is sitting at 62% due to a strong first quarter.

	Period: 1 July to 30 September				
	2014-15	2015-16	2016-17	2017-18	2018-19
Passenger numbers	3,192	2,752	2,462	2,074	2,295
Gross cost (\$)	19,978	20,456	18,436	18,350	18,350
Revenue (\$)	15,174	12,889	11,911	10,409	11,353
Net cost (\$)	4,804	7,567	6,525	7,941	6,997
Transport Agency share (\$)**	2,402	3,784	3,458	4,129	3,568
HRC share (\$)	2,402	3,784	3,067	3,812	3,429
HRC cost per passenger (\$)	0.75	1.37	1.25	1.84	1.49
Farebox recovery	76%	63%	65%	57%	62%

**Transport Agency share: 50% (2014-15), 53% (2015-16), 52% (2016-17) and 51% (2017-18 to current).

- 5.10. Based on the strong performance of this service, officers are of the view that this service can be re-tendered for a further three years.

6. ADDITIONAL SERVICE CONSIDERATION

- 6.1. Community feedback in the aforementioned district survey requested the addition of an off-peak service during the week from Levin to Palmerston North. With regard to the frequency of the proposed additional off-peak service, the majority of respondents felt that the frequency of the Levin to Waikanae commuter service is currently popular and effective, and that a similar off-peak service on the Levin to Palmerston North service could be equally successful. 115 survey booklets specifically requested an additional service within Super Gold Card times to Palmerston North. There is also scope to alternate travel through different communities on different days that are on route to Palmerston North (for example travelling via Foxton on designated days, and Shannon, Opiki or Tokomaru on

other days).

- 6.2. An indicative timetable for the additional off-peak services could include services on Monday and Wednesday departing Levin at 9:00am to arrive in Palmerston North at approximately 9:45am, and departing Palmerston North at 3:00pm to arrive in Levin at approximately 3:45pm. This proposed timetable would align well with the current services provided to Levin as it would help facilitate, in line with the existing off-peak services, an off-peak service departing Levin every weekday. This further supports the community's growth and transportation goals.
- 6.3. Based on existing services of a similar distance and structure, the indicative cost of the proposed additional off-peak service is \$12,000.00 (net cost to Horizons) with an approximate 10% farebox recovery.
- 6.4. There is opportunity to signal a potential off-peak service in the tender documents (that will be awarded early 2019). However, should the committee support this, an additional service would not be able to be implemented until funding is secured through the 2019-20 Annual Plan process; NZTA funding would also need to be sought for this additional service. This is because funding in the current LTP was not included for additional services.
- 6.5. The timeline for implementation of additional off-peak services includes the following steps:
 - a. a PTC decision signed off by the Council in December 2018 to include budget in the 2019/20 Annual Plan;
 - b. Annual Plan process in March-April 2019 with confirmation on funding in June 2019;
 - c. allowing sufficient time for promotion, the service could potentially commence in August-September 2019.

7. RECOMMENDATION

- 7.1. Considering the above, it is recommended that the current service be re-tendered in its current form and Horizons seek additional funding from NZTA, and through the Annual Plan process, for an additional off-peak service operating two days per week.
- 7.2. This additional service can be signaled to be incorporated in the new 2019 contract for service. The request for tender will therefore form a two-stage tender, with the existing service as the first stage and the proposed additional off-peak service forming stage two, subject to budget approval.
- 7.3. Should the Committee agree that this service continue and the re-tender process takes place, ongoing promotion of the service will continue in 2019 to ensure the service is supported. Officers will prepare the Request for Tender document in November 2018, and award the tender in early 2019 to commence the new contract by 20 May 2019.

8. SIGNIFICANCE

- 8.1. This is not a significant decision according to the Council's Policy on Significance and Engagement.

Yvette Stewart
TRANSPORT PLANNER

Phillip Hindrup
MANAGER TRANSPORT SERVICES

ANNEXES

There are no attachments for this report.



25 March 2019

21.

Submission

**Horizons Regional Council
Annual Plan 2019-2020**

01354

Name: Lew Rohloff and Margaret Williams
Organisation: Horowhenua Grey Power Association Incorporated
Address: c/o 69 Parker Avenue, Levin 5510
Telephone: 368 3070 (residence)
Email: lew.rohloff@xtra.co.nz

The Chairman and Councillors,

With regard to Passenger Transport Services we wish to support the joint Horizons and Greater Wellington proposal to implement incremental and cost efficient provision for intra-region and inter-region, off-peak, public passenger services, connecting Horowhenua with its neighbouring locations for centralised services.

With one exception your proposals are in line with our immediate objectives. The exception being that in our opinion the twice weekly, off-peak, return service from Levin to Palmerston North should alternate over the routes:

- Day 1: via Foxton and Himatangi, and
- Day 2: via Shannon and Tokomaru.

This said it is, indeed, pleasing to mark this timely recognition of the legislated requirement¹ for regional and local government to 'consider the requirements of the 'transport disadvantaged' through specific provision within each Regional Transport Plan. On behalf of our membership and other dependent older people remotely located away from their families and friends, this surety of future connectedness represents a 'milestone' achievement for which we thank regional government and the N Z Transport Agency.

The rapidly changing demographics indicate there is a 'bigger picture' to the challenge of funding provision for an ageing population. We justify the considerable time we have devoted to this worthy project by observing that within Grey Power and the other community support organisations voluntarily serviced by active retirees; there is potential for rationalisation of passenger movements derived from the 'flexi-time' circumstance of living in retirement.

While we believe the joint-regional provision for Horowhenua's older people is inherently 'cost efficient' the time-table provisions presently decided might not be the optimum use of scarce funding resources.

¹ Section 35, Land Transport Management Act 2003.

We suggest experience with our valuable new services needs to be actively monitored, not solely as a responsibility of council staff and elected representatives but by a working party including nominees of Horowhenua Grey Power.

Indeed, the 'user' representation we refer to might well be enhanced by the inclusion of representatives of our affiliated organisations elsewhere within Horizons and Greater Wellington.

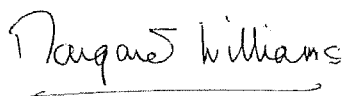
Our recommendation is, therefore:

“that under the lead responsibility of Horizon’s, Passenger Transport Committee, a working party including nominees of Horowhenua Grey Power Association be established to monitor the off-peak, intra-region and inter-region, public passenger transport, presently servicing the Horowhenua District and that as the service matures, further consideration be given to enlarging representation to embrace similar personnel from Wellington and Palmerston North.”

Yours sincerely,



Lew Rohloff
Life Member



Margaret Williams
Committee Member

Request ID : 77690 ~~77595~~

Status : Open
Priority : Not Assigned

Submission to Annual Plan 2019-2020

By Lew Rohloff on Mar 19, 2019 03:15 PM Due Date : N/A

To : haveyoursay@horizons.govt.nz

Description



Good Morning,

We attach our submission to the Annual Plan 2019-2020, supporting your proposals for off-peak, public passenger transport services for Horowhenua in all but one respect.

Please note our earlier recommendations to the passenger Transport Committee that the twice weekly off-peak service from Levin to Palmerston North should alternate on a routing via Foxton and Shannon/Tokomaru.

--

Regards

Lew Rohloff
Life Member
69 Parker Avenue
Levin 5510
(06) 368 3070

Attachments : 190325 HGP-Horizons(DraftAnnualPlan_2019-2020)Submission.pdf (275.40 KB)

Requester Details

Requester Name	Lew Rohloff	E-mail Address	lew.rohloff@xtra.co.nz
Contact number	-	Mobile number	-
Department	-	Business Impact	-

From: Jeremy and Sue Austin <austinjc@inspire.net.nz>
Sent: Tuesday, 19 March 2019 7:05 PM
To: Bruce Gordon
Subject: FW: Whangaehu - Mangawhero river scheme

22 .
19 MAR 2019
01433

Bruce

We respectfully submit a NIL rate increase for the Whangaehu-Mangawhero river scheme as discussed at the Annual Meeting at the Whangaehu Hall Tuesday 19th March 2019.

Kind Regards
Jeremy Austin
Chairman Liaison Committee