Regional Public Transport Plan Development Subcommittee
OPEN MINUTES

Minutes of a meeting of the Regional Public Transport Plan Development Subcommittee held in Council Chambers, Waikato Regional Council, 401 Grey Street on Friday 18 May 2018 at 1.03pm.

Present:
Members
Waikato Regional Council
Cr R Rimmington (Chair)
Cr H Vercoe (Deputy Chair)
Hamilton City Council
Cr D Macpherson
Cr L Tooman
(Regional Transport Committee Members)
Cr J Bannon – Waipā District Council (alternate)
Cr T Adams – Hauraki District Council
NZ Transport Agency
M Kettle – Principal Planning Advisor
C O’Keefe (alternate) – Principal Planning Advisor
In Attendance:
Waikato Regional Council staff
M Garrett (Chief Financial Officer)
A Wilson (Manager Public Transport)
M Tamura (Manager Integration and Infrastructure)
A Carnell (Team Leader Network Planning and Performance)
L Balsom (Senior Policy Advisor Transport and Infrastructure)
V Kuo (Senior Policy Advisor Transport and Infrastructure)
T Bio (Democracy Advisor)
Hamilton City Council staff
J Harrison (Unit Manager for Hamilton City Transport)
Apologies

Hamilton City Council – Cr L Tooman (lateness)
Waikato District Council – Cr D Fulton

Confirmation of Agenda
Agenda Item 2

Cr Vercoe moved/Cr Macpherson seconded

RPTPDS18/08 THAT the agenda of the meeting of the Regional Public Transport Plan Development Subcommittee of 18 May 2018, as circulated, be confirmed as the business of the meeting.

The motion was put and carried (RPTPDS18/08)

Disclosures of Interest
Agenda Item 3

There were no disclosures of interest.

Minutes of Previous Meeting
Agenda item 4 Doc 11965537

Cr Vercoe moved/Cr Macpherson seconded.

RPTPDS18/09 THAT the Minutes of the Regional Public Transport Plan Development Subcommittee meeting of 16 March 2018 be received and approved as a true and correct record.

The motion was put and carried (RPTPDS18/09)

Regional Public Transport Plan Review 2018
Agenda item 5 Doc 11981941

A Wilson (Manager, Public Transport), L Balsom and V Kuo (Senior Policy Advisors, Transport and Infrastructure) provided a powerpoint presentation to the Subcommittee with detail on the review of the Waikato Regional Public Transport Plan 2018-28 for information, discussion and decision.

During discussion, the following was noted:

- What constituted a key Territorial Authority (TA) in the project required clarification.
The view of the Committee was that all TAs in the Waikato should be approached as part of the pre engagement process and given an opportunity to provide input to the discussion document.

Other key stakeholders, such as Waikato DHB, Ministry of Education, University of Waikato and Wintec should also be engaged as part of the consultation for the discussion document.

**Update from NZTA**

M Kettle and C O’Keefe (Principal Planning Advisors, New Zealand Transport Agency (NZTA)) presented an update on the draft Government Policy Statement (GPS) and the draft Investment Assessment Framework (IAF), a tool that NZTA uses to prioritise national investment for land transport activities.

A member noted that in order to achieve mode neutrality, there would be an increased emphasis towards safety and transport choices in order to offset the historical bias towards a car-centric transport system. NZTA agreed and stated that the mode shift towards sustainable transport options is an underlying theme in the GPS and IAF.

In terms of seeking investment, a business case would need to be presented. This would be measured against the IAF in terms of results alignment to check whether the investment is aligned with the GPS. Following this, there would be a cost-benefit appraisal of the improvement or investment request. Finally the investment would need to be supported by a programme (i.e. activity management plan or the Regional Public Transport Plan (RPTP)). In terms of public transport (PT) improvements, NZTA had indicated that the RPTP should give clear signals on the levels of investment that will be sought for new PT improvements over the next 10 years.

A member questioned why commuter rail was under public transport activity. NZTA acknowledged this had been a concern as well with rail working groups. However, it was noted that the latest guidance stated that the provision of passenger rail service is best fit under the funding category of ‘PT Service Improvement’. Central government stated that interregional PT services were not transitional in nature. Thus, until the Government moves to phase two of the GPS and addressed rail funding in more detail, this would be where commuter rail would sit for the time being. Consideration of financial assistance rates were still in discussion and the Committee would be updated accordingly. NZTA representatives could not give any more certainty to the Subcommittee until June after the Board meets for discussion and/or decision of these issues.

The Committee thanked M Kettle and C O’Keefe for their presentation. A Wilson (Manager, Public Transport), L Balsom and V Kuo (Senior Policy Advisors, Transport and Infrastructure) resumed the presentation and the following was noted in relation to the Regional Public Transport draft document.

**Proposed public transport network structure**

The long term vision for transport would be the ability to provide mass transit options in order to accommodate population growth. The expected public transport user experience would mean fast and predictable travel time, high frequencies or
availability of transport and targeted coverage pinpointing where most people are in need of transport.

**Future Network (aspirational) and Network Policies**

One of the future aspirations for the public transport network is to put in regional connector services which connect key regional centres with regular bus services on most days. A notion of a community connector was also suggested as a future aspiration for the outer Waikato on an on-demand basis.

A member stated that the Waikato District Health board and the University services should also be included on this transport network. Staff acknowledged this and suggested there could also be an opportunity to include other Councils. It was noted that review of individual towns to find adequate transport for them would be undertaken. Staff acknowledged that they would be juggling the need for service while not interfering with services are already provided for the smaller towns.

A member noted that the road out to Gordonton had not been put on the future network diagram. It was identified as having phenomenal traffic coming in and out of Hamilton. Staff noted this feedback.

The Subcommittee was advised that staff had deliberately been vague on where the corridors lay specifically as they were to refer to the mass transit plan for specifications. One of the key principles behind this diagram was that growth would occur well beyond what was being planned right now and hence the philosophy could be adapted with growth of the population.

In Hamilton, it was intended that the current network coverage policy of having houses within 600 metres of a bus route would be amended to provide greater accessibility of 100%. Currently this sat at 90% accessibility. Staff noted that the new policy would provide more flexibility on how the network can be designed and evolved over time, taking into account technology changes and other public transport options (such as demand response service) that could be available to improve the network coverage. Members suggested that during low periods of demand the usual bus routes deactivate and implement a bus route tailored to an ‘as required’ policy.

A member asked for clarification on why the coverage change to fit-for-purpose service. Staff noted that there was an existing policy of ensuring households were within bus routes. Future policy would include more modes of transport so this distance to a bus stop would be irrelevant. Currently, network design had fixed stops which was quite an expensive way to provide transport. The rationale for this was that it provided coverage and access to key points within Hamilton. In terms of timeframes, the review of the RPTP should occur within six months of the Regional Land Transport Plan which historically was every 3 years.

A member asked if thought had been given to timetabling bus timetables to align with airline flights and trains. Staff indicated that this was on their checklist and would be looked into.

**School services**
In relation to user experience on busses, staff noted that some of the public may not support and use public transport during the hours before and after school due to transport being highly dominated by students.

A suggestion was made by a member to have a dedicated school bus for the students so as to lower congestion and raise user experience. Staff were happy to look into this as an option. Waikato Regional Council were happy to bring this discussion to other Councils and highlight in a workshop.

A member suggested a change to the times when High Schools start and staff indicated this was one of the options to be discussed in the draft document. A suggestion was to put a policy forward that Waikato Regional Council would be willing to take on contracts subject to Ministry of Education funding.

**Special events**
The intention would be to retain existing policy criteria. It was noted that the provision of free public transport services will only be provided to non-commercial major events (such as Balloons over Waikato) where significant community benefits can be demonstrated. Staff also noted that there is opportunity to provide other in-kind support for other major commercial events to promote PT usage, and these include PT marketing and park and rides.

**Total Mobility**
Staff noted that the new policy for total mobility would provide some clearly guidance on eligibility criteria for both the users and service providers. Members noted that only three vehicles within Hamilton provided a wheelchair hoist option. These were not available in the evenings. It was also noted that users would be required to book a day ahead to use these vehicles. Staff reported that NZTA currently provides subsidy for the installation of wheelchair hoists. Staff will work total mobility service providers to ensure they have access to this funding.

**Fare structure**
The point of minimising use of cash and encouraging use of online transfers was noted. It was indicated that some district fares are higher than other districts, which will become uniform once the new ticketing system is implemented. The Subcommittee were advised that public conversations would take place prior to the implementation of new ticketing and fare changes.

**Farebox recovery**
The direction now is to move away from Farebox Recovery targets. Rather, Farebox recovery will be monitored as one of many key performance indicators. The Farebox recovery would include anticipated ranges appropriate to different types of services, and if there was an indication that they fell outside of this anticipated range then it would warrant closer analysis. Members noted that the key determinant of whether a service is affordable is whether the benefits of providing the service justify the cost.

Cr D Macpherson moved/Cr H Vercoe seconded

RPTPDS18/010 RESOLVED
THAT the Regional Public Transport Plan Development Subcommittee:
1. Receives the report ‘Regional Public Transport Plan Review 2018’ (Doc 11981941, dated 8 May 2018)
2. Endorses the Regional Public Transport Plan draft discussion document for circulation and discussion with stakeholders including all Territorial Authorities in the region.

The motion was put and carried (RPTPDS18/10)

Meeting closed at 3.03pm