

Regional Public Transport Plan 2012-2018



Putting Northland first



Foreword

This Regional Public Transport Plan is an important document as it provides the strategic blueprint for the region's public transport for the next six years.

This plan covers public passenger transport services and discounted taxi services such as the Total Mobility Scheme. Among the challenges we collectively face in the coming years is how to maintain the affordability and quality of these services while continuing to grow patronage alongside investigating new services within the region.

The plan aims to investigate ways of improving user experience, including public transport information and ticketing options.

Both CityLink, which is Whāngārei's public bus service, and the Total Mobility Scheme have been successful and popular with Whāngārei's urban users. The bus service alone now carries some 287,000 passengers each year; three-and-a-half times the 80,000 its predecessor did when it began operating in 2000.

However, the plan also recognises that providing access to public transport in other parts of Northland is of equal – if not greater – importance. It also acknowledges that achieving this poses a real challenge because so many of our communities are relatively small, rural-based and essentially car dependent.

It is recognised that other public transport services already exist elsewhere in the region and guidance on how their operators can try to gain subsidies to help reduce their costs is provided in this plan.

The plan aims to help those with a disability by maintaining the Total Mobility scheme in the Whāngārei urban area and also looking for opportunities to expand it to areas outside of Whāngārei.

I look forward to implementing this plan over the coming years and developing affordable and quality public transport services within the region.

John Bain
Chairman – Northland Regional Council
Regional Transport Committee



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Introduction

This is the Regional Public Transport Plan (RPTP) for Northland 2012-2018. It's prepared by the Northland Regional Council's Regional Transport Committee under the Public Transport Management Act 2008 and replaces the current RPTP adopted in 2005.

The RPTP deals with public passenger transport services and discounted taxi services like the Total Mobility Scheme.

The plan is set out in three parts:

Part A

Describes the situation in Northland and the legal and wider policy framework the RPTP is written under. It also includes details of current services.

Part B

Outlines the Regional Farebox Recovery Ratio, including the future direction for how we might subsidise public transport.

Part C

Provides the strategic direction for council funded services, related council policies and how we'll implement them.



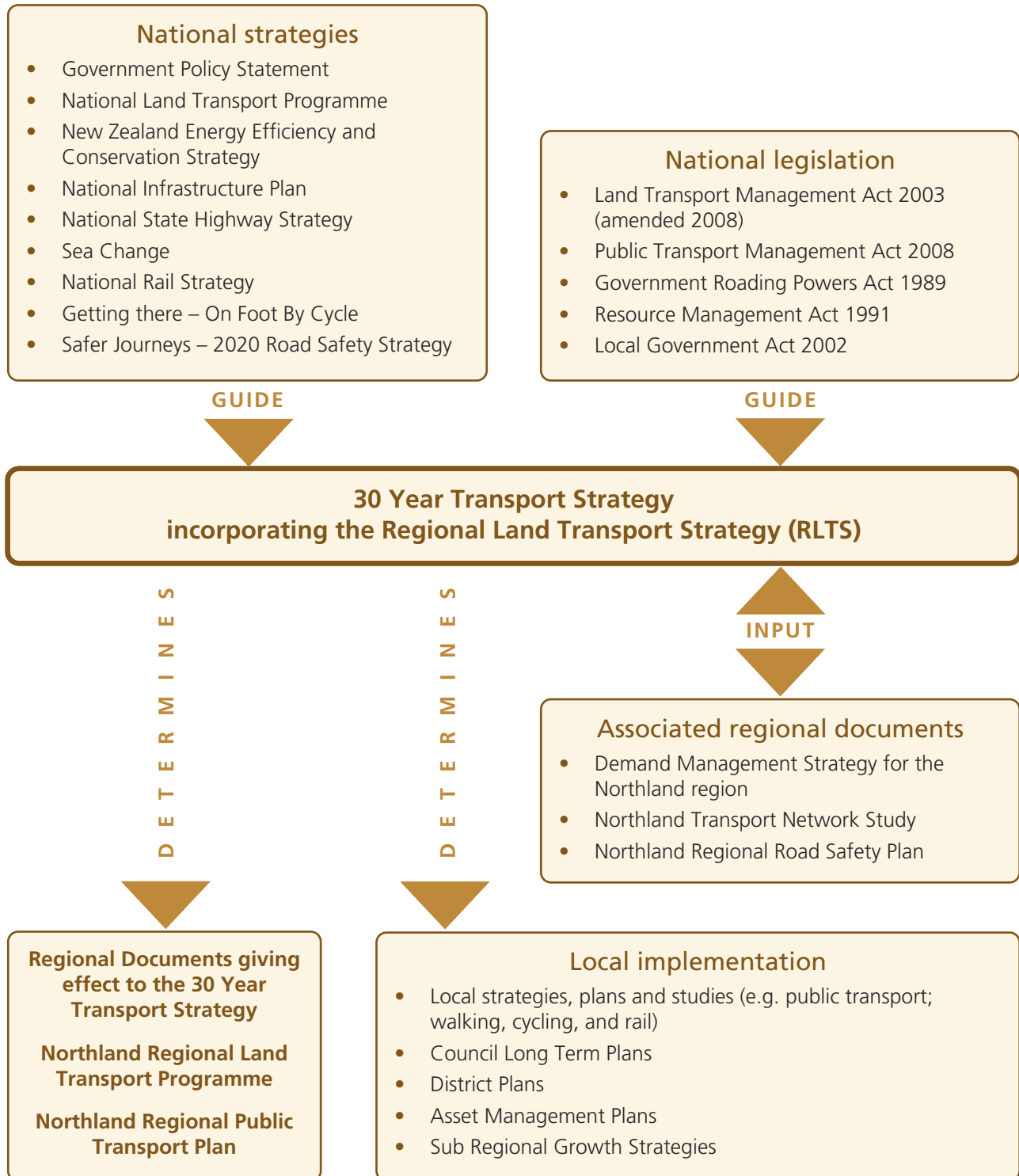
There are also a number of appendices which include information on:

- Compatibility with relevant national and regional plans and strategies.
- Meeting high level objectives of the New Zealand Transport Strategy.
- Council's policy on significance.
- Example of Economic Evaluation Criteria for New Public Transport Services.
- Current fares and timetables of the Whāngārei Bus Service.

Part A – Background and context

1. Legislative background

Diagram of how the Regional Public Transport Plan fits in the wider policy environment.



a. National legislation/strategies and plans

We have to spell out in the RPTP how we intend to achieve an affordable, integrated, safe, sustainable land transport system – in technical terms, “giving effect to the purpose of the Public Transport Management Act 2008”.

Regional Public Transport Plan and the Public Transport Management Act 2008

In 2008, a law change gave regional councils more powers to plan and manage public transport services. Legally, a council must prepare a RPTP if it intends to pay for public transport services, impose controls on commercial public transport services or provide financial assistance to operators or users of taxi/shuttle services.

This means we have to prepare an RPTP because we both administer - and rate for – Whāngārei’s public bus service ‘CityLink’ and we also administer the Total Mobility Scheme, which gives the disabled and elderly access to discounted taxi trips.

Legally, an RPTP must contain:

- A description of a region’s public transport services and how they will help transport disadvantaged.
- A description of how the RPTP gives effect to the public transport service components of the Regional Land Transport Strategy.
- Public transport policies and how these will be implemented.
- Any controls or contracting requirements.
- The policy we’ll apply to determine if a proposed variation to the RPTP is significant.

The RPTP must be current for a minimum of three years and a maximum of 10. It must be reviewed and, if necessary, renewed or varied at the same time as (or as soon as possible after):

- A Government Policy Statement;
- Relevant Regional Land Transport Strategy;
- Regional Land Transport Programme; or
- A Long Term Plan.

is prepared and issued, approved, adopted, varied, or amended.

In preparing a RPTP, we also have to take into account any national and regional strategies, plans, legislation and guidelines and the need to obtain best value for money in fair and open competition for tender. We also have to consider the views of public transport operators, the New Zealand Transport Agency, the transport disadvantaged and the general public.

Land Transport Management Act 2003 (and amended 2008)

Under the Land Transport Management Act, the RPTP must have regard to the five objectives for land transport contained in the Land Transport Management Act, namely:

- Assist economic development.
- Assist safety and personal security.
- Improve access and mobility
- Protect and promote public health.
- Ensure environmental sustainability.

Part C of this document contains policies and methods to implement the RPTP, including a matrix to show how the plan’s policies and methods will help achieve these objectives.

Government Policy Statement (GPS) 2012-2013 – 2021-2022

The GPS establishes the government’s funding policy and priorities for land transport development on a three-yearly cycle with a 10 year outlook. Attention has also been given to aligning the plan with the government’s priorities described in the updated Government Policy Statement on Land Transport Funding (2012) which will come into force on 1 July 2012. Public passenger transport outcomes the government is seeking from the National Land Transport Fund include:

Impacts that contribute to economic growth and productivity:

- Improvements in the provision of infrastructure and services that enhance transport efficiency and lower the cost of transportation through:
 - easing of severe congestion.
 - better use of existing transport capacity.

Other impacts:

- More transport choices, particularly for those with limited access to a car where appropriate.
- Reductions in adverse environmental effects from land transport.

Until GPS 2012 comes into force, GPS 2009 will remain in place.

National Infrastructure Plan

The document sets out the government’s overall vision for infrastructure which is:

- Our markets will function smoothly and efficiently, unconstrained by over-congestion, poor asset quality, or other infrastructure deficiencies that inhibit economic activity.
- Our infrastructure will offer appropriate resilience to natural disaster and changing patterns of use caused by climate change, rising energy prices and social, technological and demographic trends.

- Our economic infrastructure will be sufficient to enable all who are willing to pay their fair share of the cost to use it for social and business activities without impediment, while our social infrastructure will be sufficient to deliver the services demanded by the community wherever the social and economic benefits exceed the costs.

For transport the government would like to see:

“A variety of transport options will make New Zealand an easy and safe country to move around in and visit. The full social cost of each transport mode will be transparent and priced accordingly, enabling people and firms to make the best choice about how they move themselves, their goods and their ideas.”

b. Regional/local strategies and plans

The 30 Year Transport Strategy for Northland (Incorporating the Regional Land Transport Strategy)

The RTP must also have regard to the recently produced (2010) 30 Year Transport Strategy for Northland (The Regional Land Transport Strategy) (RLTS) by showing how it will ‘give effect’ to policies and initiatives in the RLTS targeting public transport.

The 30 Year Transport Strategy is a long term, in-depth look at where we are now, where we want to be in 30 years time and how we intend to get there. It too contains a series of outcomes and initiatives to deliver these.

The strategy’s public transport outcomes are:

- Our people have transport choices to access jobs, recreation and community facilities.
- A sustainable transport system that supports the growth and existing economic development of Northland and New Zealand.
- The transport system enhances the environmental and cultural values of Northland.

There are additional supporting outcomes that fall out of these primary outcomes that have formed the basis for the objectives, policies and methods in Part C of this document.

Long Term Plan (2009-2019)

Legally, council is required to produce a Long Term Plan (LTP) every three years. The current plan was adopted in 2009 and provides details on key long term goals and funding priorities for the period 2009-2019. The key public passenger transport outcomes in the LTP include:

Northland’s infrastructure is developed in a sustainable way by:

- Providing affordable passenger transport services which reduce demand on roading infrastructure and reduce harmful emissions; and

Northland has cohesive communities by:

- Improving the integration between land-use and transport planning;
- Providing passenger transport services which assist the transport disadvantaged; and
- Co-ordinating passenger transport services and transport planning efforts throughout Northland.

In addition, several performance measures were included in the plan including:

- On request, undertake the feasibility of operating subsidised bus services within the Northland region.
- On request investigating the viability of the scheme to be extended to other taxi services operating in other areas of Northland. Local share funding still remains an issue.

A new Long Term Plan 2012-2022 is currently being developed.

2. Current service level in Northland

a. Contracted services – subsidised

At time of writing in 2012, there was currently only one fully contracted subsidised bus service operating in Northland. This service operates in urban Whāngārei.

The Whāngārei service, branded ‘CityLink’, consists of five routes, operating on weekdays from as early as 6am and as late as 6pm on some routes, with a morning and early afternoon Saturday service.

The buses in use are low floor models, which assist in meeting the needs of mobility restricted patrons, and are fitted with low emission Euro 4 motors. These meet the Requirement for Urban Buses in New Zealand (RUB).

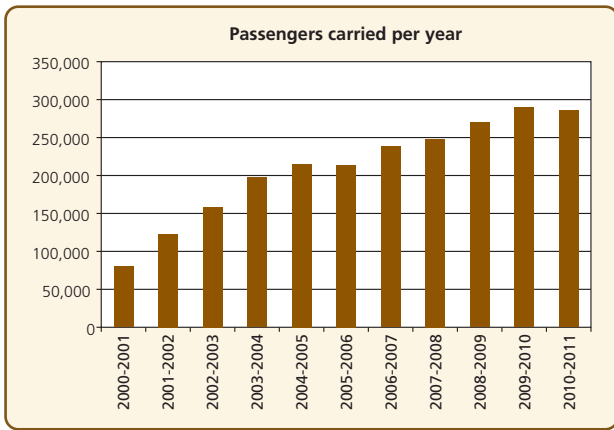
The present service operates on a “flat fare system” (customers are charged a standard fare for each trip). In addition, the service offers transfer tickets (allowing the passenger to transfer to another route within a period of one hour), and discounted 10 trip concession cards.

Super Gold Card Holders are able to travel for free under the scheme between 9am and 3pm.

Appendix 6 includes full details on current fares and timetables.

The current contract is due for review in 2013.

Passenger numbers have more than trebled from 80,000 carried during the service’s first year in 2000-2001 to 290,000 passengers in 2010-2011 (see *graph on following page*). Factors influencing this growth could include rising motoring costs, the quality of facilities and buses, positive user feedback and effective marketing.



b. Affordability and best value

When considering subsidised public passenger services, the RTP must take into account “Affordability” and “Value for Money”.

“Affordability” can relate to Northland’s ability to source the required funding to operate such services through:

- National subsidies;
- Local share funding; and
- Farebox revenue.

This type of affordability is addressed in “Farebox Recovery” (Part B).

Affordability can also relate to users’ ability to pay. We have a Fare Review Policy (see Appendix 4) which provides a framework for monitoring fare suitability against various criteria, including affordability.

The “Value for Money” looks at how the various policies in the RTP might impact on the desirability of encouraging public transport operators to compete in an efficient market. This is particularly important if we are planning to introduce a new contracting requirement through the RTP for bus operators.

In determining value for money for contracting activities, we take into account our “Procurement Strategy 2010-2013 for Activities Funded through the National Land Transport Programme”.

We also regularly monitor service patterns to ensure value for money.

c. Council expenditure on public transport

We contribute financially to the bus service in Whāngārei through a targeted rate. The estimated total Targeted Transport Rate amounts to \$459,776 for the 2010-2011 financial year. The fixed charge is currently set at \$12.83 for each separately used or inhabited parts of rating units in the Whāngārei district.

Indicative figures in the Regional Land Transport Programme 2009-2012 show our intended spending on public transport services in Northland up to 2019:

Regional council share (25%)	
2009-2012	\$2,142,521
2013-2015	\$2,474,998
2016-2019	\$3,905,766

Note – this table will need to be reviewed upon release of GPS 2012. Figures are based on current rates of inflation and a continuation of current farebox recovery ratio. We intend to seek NZTA funding on this basis through the standard assessment process.

Proposals for new subsidised services by the regional council and NZTA will be assessed on the basis of relevant information supplied, detailed in Part B3.



Part B – Farebox Recovery Policy and other services

We have to show how we recoup from users a “fair and equitable” amount of what it costs us to operate subsidised public transport services. We do this through a “Farebox Recovery Policy” which shows how we’ll collect revenue that isn’t subsidised.

1. How the policy contributes to key documents

A farebox recovery policy contributes to nationally and regionally important documents in the following ways:

Policy	Comment
Regional Land Transport Strategy	This policy contributes to the objectives of the 30 Year Transport Strategy, particularly a sustainable transport system that supports the growth and existing economic development of Northland and New Zealand.
Regional Public Transport Plan	This policy contributes to the RPTP (which are reflective of the outcomes of the public transport component of the 30 Year Transport Strategy – see Part B) by ensuring an effective and efficient bus service can be run. Without a policy that is fair and equitable in spreading the cost of maintaining the service, the service would not be sustainable. Funding pressures mean that some element of user pays contribution is vital to supporting the service.
Government Policy Statement and Land Transport Management Act 2003	This policy contributes to national objectives in the Government Policy Statement and principles of the Land Transport Management Act in improving access and transport choices.

Linkages with RPTP policy and objectives

The Farebox Recovery Policy is embedded in objectives, policies and methods in the Regional Public Transport Plan. The urban component (below) of the Farebox Recovery Policy is supported by the following objectives, policies and methods in the RPTP:

RPTP Objective	RPTP Policy	RPTP Method
Objective 1 An effective and efficient bus network in Whāngārei.	Policy 1 Maintenance of existing service level in Whāngārei.	Method 3 Develop a fair and equitable Farebox Recovery Policy for urban areas.

The rural component (below) of the Farebox Recovery Policy is supported by the following objectives, policies and methods in the RPTP:

RPTP Objective	RPTP Policy	RPTP Method
Objective 4 Public transport opportunities on appropriate corridors where economically viable.	Policy 8 Develop and maintain public transport routes.	Method 2 Develop a fair and equitable Farebox Recovery Policy for rural areas.

2. Regional Farebox Recovery Ratio

The current ratio applied across the region (the regional ratio) is:

- Regional council – 25% targeted rate through Long Term Plan 2009-2019.
- NZTA – 25% subsidy.
- Farebox Recovery Rate – 50%.

We adopted this target as it maintains the status quo, is fair and equitable and reflects current funding realities.

It is intended that this will be maintained throughout the period the RPTP is operative (but subject to an annual review). Variance to the ratio may be classed as 'significant' under the significance policy (Appendix 3).

The farebox recovery ratio has been reached using the following NZ Transport Agency provided formula:

$$FRR = (Ft + S3) / (Fn + St)$$

Where:

Farebox Revenues

Fn = Farebox revenues – net contract + commercial services

Fg = Farebox revenues – gross contract services

Ft = Total farebox revenues (Fn + Fg)

Operating Subsidies

S1 = Contracted services

S2 = Concession fare payment

S3 = SuperGold card payments

St = Total subsidy payments (S1+S2+S3)

3. Urban and Rural Farebox Recovery Ratio

We propose to vary the regional farebox ratio across urban and rural areas in Northland to take into account the different circumstances in which they operate.

'Urban' – In urban areas we intend to keep the regional farebox recovery ratio at 50% for the foreseeable future. (Statistics New Zealand defines 'urban' as settlements of more than 30,000 people and 'rural' areas with less than 30,000. Under this definition, Whāngārei is the only Northland centre to be classed 'urban'.)

'Rural' – Recognising that it may be initially difficult to achieve this regional ratio in areas outside of Whāngārei, we're proposing a staged approach over several years.

This would see the following ratios applied to establishing rural services:

1-3 years 30% farebox recovery ratio
(NZTA 35%, NRC 35%)

4-6 years 40% farebox recovery ratio
(NZTA 30%, NRC 30%)

7 years + 50% farebox recovery ratio
(NZTA 25%, NRC 25%)

This approach provides a fair and equitable method of accounting for the particular challenges of running a bus service in rural areas, which account for two-thirds of Northland's population. It also contributes to the objective of establishing bus services outside of Whāngārei where they can be found to be economically viable.

All proposed new public transport services seeking subsidy should however follow the guidelines listed in Chapter 3 below. We recommend anyone wanting to operate new services contact us as early as possible.

In Northland it is considered important to maintain an affordable passenger fare to maintain and grow patronage. Too high fares have been proven to result in a corresponding decrease in passenger numbers. This will be particularly relevant for socially and economically deprived communities in Northland. Similarly, local authorities in Northland have limited funding bases. Should there be a significant change in the price of oil, this has a direct correlation with changes in passenger numbers.

Please see Appendix 4 for information on how the farebox recovery ratio will be used as part of the determination of fare structure reviews.

4. Other services in Northland

a. Commercial services – Non-subsidised

There are a number of other services in Northland that are not contracted by us. Although we have no direct control in these services, we do have an interest in ensuring they are maintained as they contribute towards the core objectives of the Long Term Plan and 30 Year Transport Strategy.

Commercial operators – including Intercity, Naked Bus and Northliner – operate scheduled intercity coach services into and around the region from Auckland. Through the Intercity network, Kaitiāia, Doubtless Bay and the Bay of Islands can be reached and Naked Bus serves the Bay of Islands. Routes both cover Whāngārei and various settlements along State Highway One. Connections are available in some instances to other destinations through local operators.

At the time of writing the following scheduled non-subsidised commercial services by local operators serve communities in Northland outside of Whāngārei:

- BusAbout Kaitiāia; originally established with funding from the Ministry of the Environment’s Sustainable Management Fund. Subsidised by local community group CBEC. Covers the Far North around Kaitiāia.
- Dargaville – Whāngārei service called the ‘Westcoaster’ running twice a day in both directions.
- Dargaville – Ritchies are operating a scheduled service called ‘Dargaville Town Service’.

BusAbout Kaitiāia and the Dargaville Town Service are currently under investigation and may run on a subsidised basis if able to meet the criteria for establishing a trial bus service (see ‘b’ below).

School bus operators – currently run either on a commercial basis or are subsidised by the Ministry of Education. There may also be opportunities for other fare paying passengers to be accommodated on these services at the discretion of the school and/or operator.

Tour operators – catering for tourists, are non-scheduled and are concentrated around peak season.

The following ferry services are operated within Northland:

- Passenger ferry in the Bay of Islands between Paihia and Russell;
- Passenger/vehicular ferry in the Bay of Islands between Ōpua and Okiato; and
- Passenger vehicular ferry in the Hokianga between Rāwene and Kohukohu (This service is partially subsidised by Far North District Council.)

It is considered that there is no need for any further controls or contracting requirements for commercial services in the region at this time.

b. Guidelines on establishing a trial bus service

All proposed new public transport services seeking subsidy should follow the guidelines listed below:

- Establish a need for the service through:
 - establishing demand.
 - reviewing potential fares and routes.
 - establishing a willingness to pay (for example via a survey).
 - reviewing social and economic factors in the applicable area (such as transport disadvantage).
- Source a local share through the Annual or Long Term Plan process.
- Source other revenue. (Examples may include grants, advertising revenue, and utilising spare capacity to carry freight.)
- Economic evaluation (a link to current NZTA criteria is included in Appendix 5).
- Apply for NZTA funding.
- Put service out for tender.

- Demonstrate vehicles meet national standards for bus travel as set out by NZTA.
- Undertake bus service for appropriate trial period.

c. Financially assisted taxi and shuttle services (Total Mobility Scheme)

The Total Mobility Scheme is a nationwide scheme designed to increase the mobility of people with disabilities. Assistance is provided in the form of a 50% discount on taxi fares. For Northland this service is only offered in the Whāngārei urban area to those aged 14 and over who meet the eligibility criteria. A definition of eligibility is:

Eligible people are those persons who for reasons of physical, sensory, intellectual or psychological disability, whether congenital, acquired or age related satisfy the following criteria:

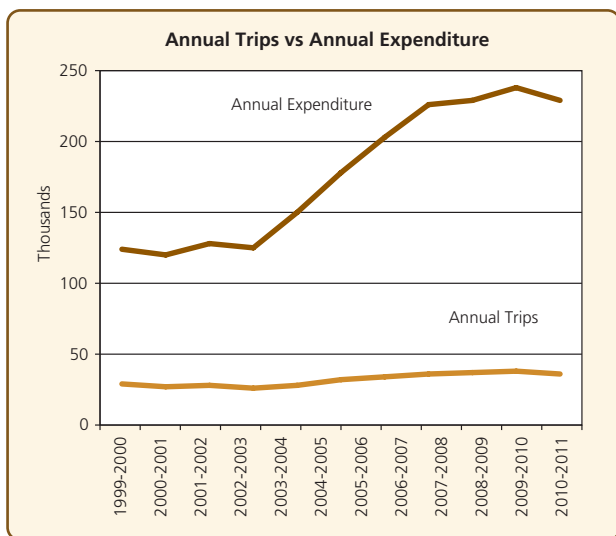
- Cannot unaided (or could not if a public passenger transport system were available) complete one or more of the component activities involved in making use of public passenger transport. The component parts of public passenger transport use are defined as:
 - Proceeding to the nearest bus stop.
 - Boarding, riding securely or alighting,
 - Proceeding from the destination stop to the trip end.

The Total Mobility Scheme is administered by the Northland Regional Council and funded by the Whāngārei District Council (60%) and the NZ Transport Agency (40%). The funding allocation for the scheme is provided at a capped amount each year.

Costs for the scheme have risen from \$3.20 per trip in 1999-2000 to \$5.39 in 2010-2011, which can be directly attributed to increases in vehicle operating costs and compliance costs.

Year	Annual Trips	Annual Expenditure	Cost per passenger trip
1999-2000	29,325	\$94,808	\$3.20
2000-2001	26,881	\$92,780	\$3.50
2001-2002	28,488	\$100,135	\$3.50
2002-2003	26,363	\$98,587	\$3.70
2003-2004	27,943	\$122,245	\$4.40
2004-2005	32,220	\$145,950	\$4.50
2005-2006	33,929	\$169,044	\$5.00
2006-2007	36,313	\$190,356	\$5.20
2007-2008	36,500	\$192,489	\$5.30
2008-2009	38,347	\$200,377	\$5.20
2009-2010	36,262	\$192,731	\$5.30
2010-2011	35,043	\$188,802	\$5.39

The graph below shows the steep rise in costs of the Total Mobility Scheme.



d. Transport disadvantaged

The legal definition of transport disadvantaged is “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)”.

The New Zealand Transport Strategy also identifies four key factors leading to disadvantage including urban form designed around the private car (accessibility), lack of modal choice, affordability and disability.

The following table includes the list of key factors above and an outline of the groups affected. Policies and methods addressing the issues are contained in Part B of this document.

Transport disadvantage factor	Groups affected
Lack of modal choice	<p>Households that do not have access to a motor vehicle, which may include older people and youth, are the main groups affected by this. This is closely tied to accessibility in that lack of modal choice (i.e. restricted to public transport use, cycling or walking) can act as a barrier to accessing more remote services.</p> <p>Northland-wide the statistics suggests this has improved recently. In the 1996 census 87% of people had access to a motor vehicle; this had increased to 93% in the 2006 census. This can be broken down to 93% in Whāngārei district, 94% in Far North district and 95% in Kaipara district.</p> <p>These figures however mask considerable local variations. According to the 2006 census, Whāngārei’s Otangarei suburb had 73% of people with access to a motor vehicle compared with 85% in Raumanga East and 95% in Maunu.</p>
Affordability	<p>Households with lower incomes, youth and older people are the main groups affected by this. Income can be a barrier to owning and maintaining a motor vehicle or being able to afford to use public transport.</p> <p>There are also considerable variations in income in Northland. According to the 2006 census, in Otangarei, the median income for over 15s is \$14,400. This compares with a median of \$20,900 for all of Northland region, \$18,500 in Whāngārei’s Raumanga East and \$26,000 in Whāngārei’s Maunu. In Whāngārei’s Western Hills area, this is even higher at \$32,900.</p>
Accessibility	<p>Accessibility is closely linked to the other disadvantage factors, especially lack of modal choice. Urban areas have developed around widespread ownership and use of the private car. Many facilities may be inaccessible for those without the use of a motor vehicle. Bus services may not reach outlying areas and distances, too far to walk and cycle.</p>
Disability	<p>People with reduced mobility, including older people and those with a limiting long term illness that reduces mobility, are mainly affected by this. Disability is a barrier to owning and operating a motor vehicle, using public transport (if not designed for the disabled) and walking and cycling longer distances.</p>
Isolation	<p>People who live in areas remote for infrastructure and services in rural areas and remote coastal townships.</p>

Part C – Objectives, policies and methods

The objectives of the RPTP are drawn from the supporting outcomes for public transport in the 30 Year Transport Strategy (see Appendix 1 for compatibility matrix between plans). They are as follows:

1. An effective and efficient bus network in main centres.
2. People have access to shared transport options
3. Reliable travel times and transport choice for communities servicing employment areas.
4. Public transport opportunities on appropriate corridors.
5. Transport management is effectively incorporated into land use planning.

The following tables contains the key polices and methods we are proposing to implement to address the different areas of public transport provision. This also serves to integrate the public transport components of the 30 Year Transport Strategy with the RPTP in that many of the policies and methods listed here were first established as courses of action in the strategy.

Objective	Policy	Method	Timeframe
Objective 1 An effective and efficient bus network in Whāngārei.	Policy 1 Maintenance of existing service level in Whāngārei.	Method 1: Continue to provide and fund a low floor, accessible bus service in Whāngārei (that meet the Requirements for Urban Buses) subject to support in the 30 Year Transport Strategy and Long Term Plan through competitive tender process. Method 2: Continue to maintain current service patterns in Whāngārei that, subject to levels of patronage, will include five routes, from Monday to Friday and on Saturday mornings. Method 3: Develop a fair and equitable Farebox Recovery Policy for urban areas. Method 4: Develop a network plan which focuses on the expansion of service and growth of bus patronage within Whāngārei.	Ongoing. Ongoing. Promulgated through the RPTP. Ongoing.
	Policy 2 Improve public transport information.	Method 1: Over the short to medium term, trial a text messaging or email alert system. Method 2: Over the longer term, investigate the viability of the introduction and rollout of electronic messaging for key bus routes in Whāngārei. Real Time Passenger Information is a powerful tool that has the potential to significantly enhance customer experience. Additionally it can help customers plan journeys more effectively especially if there is congestion on the route. Method 3: Improve the publicity and signage of the bus service in Whāngārei, particularly in the central business district.	Up to 2019 or if significant increase in patronage or service level. Up to 2019 or if significant increase in patronage or service level. Ongoing.
	Policy 3 Improve payment options.	Method 1: Investigate the potential for adopting a contactless smart card system (using Radio Frequency Identification technology or similar) over the longer term. Method 2: Dependent on outcome of the investigation, seek to include in district or regional long term funding plans, an allocation for a limited trial roll-out of smart card system.	Ongoing. Seek to include consultation in LTP if viable.

Objective	Policy	Method	Timeframe
<p>Objective 2 People have access to shared transport options. <i>and</i></p> <p>Objective 3 Reliable travel times and transport choice for communities servicing employment areas.</p>	<p>Policy 4 Improve modal choice.</p>	<p>Method 1: Develop rideshare opportunities. This can include highlighting opportunities for car or van pooling.</p>	Ongoing.
		<p>Method 2: Ensure links to main health facilities (hospitals) are prioritised.</p>	Ongoing.
		<p>Method 3: Develop travel plans for hospitals, schools, and large business.</p>	Ongoing – seek to liaise with the district councils to resource this.
		<p>Method 4: Support transport connections between significant population centres and centres of employment and review bus services to ensure employment areas effectively serviced.</p>	Ongoing.
	<p>Method 5: Develop and enhance appropriate multimodal connections. E.g. airport bus link.</p>	Ongoing.	
	<p>Method 6: Promote parking management strategies for urban areas.</p>	Ongoing.	
	<p>Policy 5 Reduce the affordability gap.</p>	<p>Method 1: Maintain support for the Super Gold Card scheme.</p>	Ongoing.
	<p>Policy 6 Improve accessibility for those without access to a car.</p>	<p>Method 1: Promote individual travel plans for town centres that lead to creating walkable, pleasant environments for communities and visitors.</p>	Ongoing– seek to liaise with the district councils to resource this.
		<p>Method 2: Ensure links to main health facilities (hospitals) are prioritised.</p>	Ongoing.
		<p>Method 3: Investigate the potential for accessibility to be mapped in Whāngārei.</p>	Seek to liaise with the district councils to resource this.
		<p>Method 4: Investigate ways to better integrate cycling into bus travel (mixed mode).</p>	Ongoing.
	<p>Policy 7 Maintain support for disabled users.</p>	<p>Method 1: Provide on-going financial support for the Total Mobility Scheme.</p>	Ongoing.
		<p>Method 2: Investigate the viability of extending total mobility to other centres.</p>	Ongoing.
		<p>Method 3: Support and liaise with district councils to improve infrastructure for greater accessibility.</p>	Ongoing.

Objective	Policy	Method	Timeframe
Objective 4 Public transport opportunities on appropriate corridors where economically viable.	Policy 8 Develop and maintain public transport routes.	Method 1: Investigate public transport services opportunities in other centres or between other centres along with possible extensions to the Whāngārei service. Method 2: Develop a fair and equitable Farebox Recovery Policy for rural areas.	Ongoing. Promulgated through the RPTP.
Objective 5 Transport management is effectively incorporated into land use planning.	Policy 9 Integrated land use and transport decisions.	Method 1: Ensure public transport considerations are effectively integrated into development proposals where appropriate. Method 2: Ensure demand management measures are effectively integrated into development proposals.	Ongoing. Ongoing.

Monitoring and review

We intend to monitor the implementation of this plan on an ongoing basis. An interim review will be undertaken three years after the plan’s adoption and a full review after six years. The reviews will be undertaken concurrently with Regional Land Transport Programme planning cycles.

Monitoring of the plan will be undertaken using standard bus data collected (patronage and satisfaction) along with any other suitable indicators available.



Appendices

Appendix 1: Compatibility matrix between high level public transport outcomes of national and regional transport documents

The following table demonstrates how the Regional Public Transport Plan fits with the high level outcomes from key national and regional transport policy documents.

Regional Public Transport Plan	Regional Land Transport Strategy (30 Year Strategy)	Northland Regional Council Long Term Plan 2009-2019	Government Policy Statement 2009	Objectives for Land Transport (Land Transport Management Act 2003)
Effective and efficient bus network in main centres.	<p>A sustainable transport system that supports the growth and existing economic development of Northland and New Zealand.</p> <p>Our people have transport choices to access jobs, recreation and community facilities.</p>	<p>Northland is prosperous.</p> <p>Northland has cohesive communities.</p>	<p>Improvements in the provision of infrastructure and services that enhance transport efficiency and lower the cost of transportation.</p> <p>Reductions in adverse environmental effects from land transport.</p> <p>More transport choices, particularly for those with limited access to a car where appropriate.</p>	<p>Assist economic development.</p> <p>Improve access and mobility</p> <p>Ensure environmental sustainability.</p>
People have access to shared transport options.	<p>Our people have transport choices to access jobs, recreation and community facilities.</p> <p>A sustainable transport system that supports the growth and existing economic development of Northland and New Zealand.</p>	<p>Northland residents are safe and healthy.</p> <p>Northland has cohesive communities.</p>	<p>More transport choices, particularly for those with limited access to a car where appropriate.</p>	<p>Assist safety and personal security.</p> <p>Improve access and mobility.</p> <p>Ensure environmental sustainability.</p>
Reliable travel times and transport choice for communities servicing employment areas.	<p>A sustainable transport system that supports the growth and existing economic development of Northland and New Zealand.</p> <p>Our people have transport choices to access jobs, recreation and community facilities.</p>	<p>Northland is prosperous.</p> <p>Northland's infrastructure is developed in a sustainable way.</p> <p>Northland has cohesive communities.</p>	<p>More transport choices, particularly for those with limited access to a car where appropriate.</p>	<p>Improve access and mobility.</p> <p>Ensure environmental sustainability.</p>

Regional Public Transport Plan	Regional Land Transport Strategy (30 Year Strategy)	Northland Regional Council Long Term Plan 2009-2019	Government Policy Statement 2009	Objectives for Land Transport (Land Transport Management Act 2003)
<p>Public transport opportunities on appropriate corridors.</p>	<p>A sustainable transport system that supports the growth and existing economic development of Northland and New Zealand.</p> <p>Our people have transport choices to access jobs, recreation and community facilities.</p>	<p>Northland has cohesive communities.</p>	<p>Improvements in the provision of infrastructure and services that enhance transport efficiency and lower the cost of transportation.</p>	<p>Improve access and mobility.</p>
<p>Transport management is effectively incorporated into land use planning.</p>	<p>A sustainable transport system that supports the growth and existing economic development of Northland and New Zealand.</p> <p>Our people have transport choices to access jobs, recreation and community facilities.</p> <p>The transport system enhances the environmental and cultural values of Northland.</p>	<p>Northland’s infrastructure is developed in a sustainable way.</p> <p>Northland has cohesive communities.</p>	<p>Improvements in the provision of infrastructure and services that enhance transport efficiency and lower the cost of transportation.</p>	<p>Improve access and mobility.</p> <p>Ensure environmental sustainability.</p>

Appendix 2: Contribution to national transport objectives

It is important to demonstrate how the policies and methods of the RPTP will meet national objectives. The matrix below demonstrates how the policies and methods in the plan give effect to these objectives.

National objective	Explanation	Policy Support in RPTP
<p>Assist economic development</p>	<p>This is a core component of the New Zealand Transport Strategy. Key to meeting the objective are:</p> <ul style="list-style-type: none"> • measures to ensure growth and development decisions are integrated with transport. • that transport users meet the additional costs they create. • New Zealand's transport system is improving its international and domestic linkages including inter-modal transfers. • The effectiveness of the transport system is being maintained or improved. • The efficiency of the transport system is continuing to improve. • The negative impacts of land-use developments on the transport system are reducing. 	<p>The RPTP includes measures to ensure that links to key employment centres are prioritised. Services are kept under constant review and where demand exists; the council will develop or extend services to meet that demand.</p> <p>An additional service stop has been developed at Whāngārei airport, in collaboration with the district council, without significantly extending service time.</p> <p>Congestion is not a major problem in Whāngārei. However, it is an increasing issue especially in the CBD and around key junctions on SH1. Congestion is being addressed through road improvements around the city. The Regional Council will also work with the District Council to identify opportunities for infrastructure improvements to improve bus services.</p> <p>The bus patronage on the subsidised Whāngārei service has grown steadily since 2000. It is recognised that there is the possibility that higher fuel prices and additional population growth could potentially drive demand further.</p> <p>In Northland this population growth is expected to be around 12% between 2006-2031. There are however considerable differences between districts with the Whāngārei district seeing estimated growth at 20%, Far North district at 5% and Kaipara District remaining static. However it is important to recognise that within districts, one part of the district may experience significant growth and another may experience a decline. It is therefore, important to understand local pressures as well as regional trends. Growth is also being directed by Sub-Regional Growth Strategies.</p> <p>It is therefore important that although Whāngārei is currently the focus for subsidised public transport, services and service potential are kept under constant review to meet changing demands across the region.</p>
<p>Assist safety and personal security <i>and</i> Protect and promote public health</p>	<ul style="list-style-type: none"> • The negative impacts of transport are reducing in terms of fatalities, injuries and harm to health. • New Zealand's transport system is increasingly safe and secure • The transport system is improving its ability to recover quickly and effectively from adverse events. 	<p>Safety and security on public transport itself is not presently major issues in Northland. The Northland Regional Council will liaise with the three district councils with regard to opportunities to enhance infrastructure to improve security. Improved real time information should help passengers plan their journeys and avoid long waiting periods.</p> <p>The RPTP will continue to promote Total Mobility, the Super Gold Card and bus links to key facilities such as hospitals for those with a disability or in vulnerable groups. Opportunities to expand these initiatives will be closely monitored.</p> <p>Any opportunities identified will be dependant on available funding to cope with increased demand.</p>

National objective	Explanation	Policy Support in RPTP
<p>Improve access and mobility</p>	<ul style="list-style-type: none"> The transport system is increasingly providing affordable and reliable community access. 	<p>The RPTP will continue to promote Total Mobility, the Super Gold Card and bus links to key facilities such as hospitals for those with a disability or in vulnerable groups.</p> <p>Opportunities to expand these initiatives will be closely monitored.</p> <p>NZTA approved vehicle quality standards (which practically apply legislation) specify that bus services must be accessible to disabled patrons.</p> <p>In addition the Northland Regional Council will liaise with the three district councils and NZTA to improve infrastructure. Such opportunities might include kassel kerbs, sensory enhancements around bus stops, information in Braille etc.</p> <p>In the longer term, accessibility to the transport network could be mapped especially around areas of growth.</p> <p>The regional council is a member of the district council-run disability sector reference group and will continue its membership.</p>
<p>Ensures environmental sustainability</p>	<ul style="list-style-type: none"> The transport system is actively moving towards reducing the use of non-renewable resources and their replacement with renewable resources Negative impacts of transport are reducing in terms of human and natural environments. 	<p>The expansion of the bus network in Whāngārei has led to an increase in patronage and trips on the bus network. Further growth in patronage is possible as fuel prices continue to rise and the population grows. Bus engines are all fitted to Euro 4 low emissions standards which meet the current national standards. Bus travel can be beneficial for the environment as there are fewer greenhouse gas emissions per capita than from private motor vehicles. The Northland Regional Council may also lend support to other commercial operators to follow suit.</p>

Appendix 3: Policy on significance

This plan can be varied at any time. However, consultation will be required in accordance with the special consultative procedure (i.e. section 83 of the Local Government Act in accordance with s20(1) and (2) of the PTMA) if the variation is found under this policy to be significant.

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

The implication of not meeting the significance threshold is that the special consultative procedure required by the Local Government Act 2002 will not need to be followed. However, the Northland Regional Council will undertake targeted consultation on matters affecting specific communities and stakeholders, even if the significance threshold outlined in this policy is not invoked.

General determination of significance

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

- Signals a significant material change to the planned level of investment in the public transport network.
- Impacts on the purpose of the PTMA .
- Affects residents (variations with a moderate impact on a large number of residents, or variations with a major impact on a small number of residents will have greater significance than those with a minor impact).
- Affects the integrity of this plan, including its overall affordability.

Significant and non-significant matters

Matters that will always be considered 'significant' are:

- Any variation that amends this policy on significance.
- Any variation that introduces or amends a control or a contracting requirement.

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

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

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

- A matter that has already been consulted on, i.e. the addition, removal or amendment of any matter that has already been consulted on in accordance with the special consultative procedure.
- Minor changes to the description of services following a service review, e.g. changes to the frequency and hours of a service which result in the same, or better, level of service.
- Changes to the description of services or grouping of services as a result of an area wide service review, provided that there is no significant increase in cost.

Where Northland Regional Council determines that a proposed variation is not significant, Northland Regional Council will still undertake targeted consultation as follows:

- Consultation for minor changes in the delivery of public transport services.
Minor changes in service delivery that are required to improve efficiency, such as the addition or deletion of trips and minor route changes, have only a local impact. In these cases, consultation will generally be undertaken at a low level with the operator/s involved, the relevant territorial authority and passengers who use the services.
- Other non-significant variations.
Any proposals for changes that affect only a sector of the community or the industry (e.g., a change in Total Mobility provision, or a change to specific vehicle quality standards) will be worked through with those most likely to be affected, as well as other relevant stakeholders.

Appendix 4: Fare Review Policy

The Northland Regional Council will undertake a fare review annually at the conclusion of each financial year. Such an approach will have regard to:

- The farebox recovery ratio, including the ability to meet the farebox share.
- Affordability indicators such as the Consumer Price Index and other socio-economic indicators.
- Service running costs including the price of fuel and indexation of contract prices.
- Any other relevant factors.

The Northland Regional Council will undertake a fare structure review every six years. Such an approach will review:

- The suitability of a flat fare model.
- The suitability of different fare types (e.g. single, transfer, concession cards).

Appendix 5: NZTA economic evaluation criteria for new public transport services

This document is available from the New Zealand Transport Agency website:

www.nzta.govt.nz/resources/economic-evaluation-manual/volume-2

Appendix 6: Current fares and timetables of CityLink Whāngārei bus service

(correct at June 2012)

Route 2: Onerahi

Monday to Friday: 6.05am then approx every half hour at peak till 6.15pm.

Saturday: 7.15am then hourly till 1.15pm.

Route 3 and 3A: Kamo/Tikipunga

Monday to Friday: Route 3A – 6.05am to 6.00pm. half hourly at peak. Route 3 – 6.30am to 5.15pm half hourly at peak.

Saturday: Route 3A – 7.15am to 1.15pm every two hours. Route 3 – 8.15am to 12.15pm every two hours.

Route 4: Otangarei

Monday to Friday: 7.00am to 5.40pm half hourly at peak.

Saturday: 7.35am to 1.40pm every hour.

Route 5: Raumanga/Morningside

Monday to Friday: 7.00am to 5.45pm half hourly at peak.

Saturday: 7.30am to 1.30pm every hour.

Route 6: Maunu

Mon-Fri: 8.00am to 5.15pm every hour.

Sat: 7.00am – 1.00pm every hour.

Fares

Adult single: \$3.00

Child single: \$2.00

Transfer fares

Adult: \$4.00

Child: \$2.50

10-trip concession card

Adult: \$25.00

Child: \$16.00

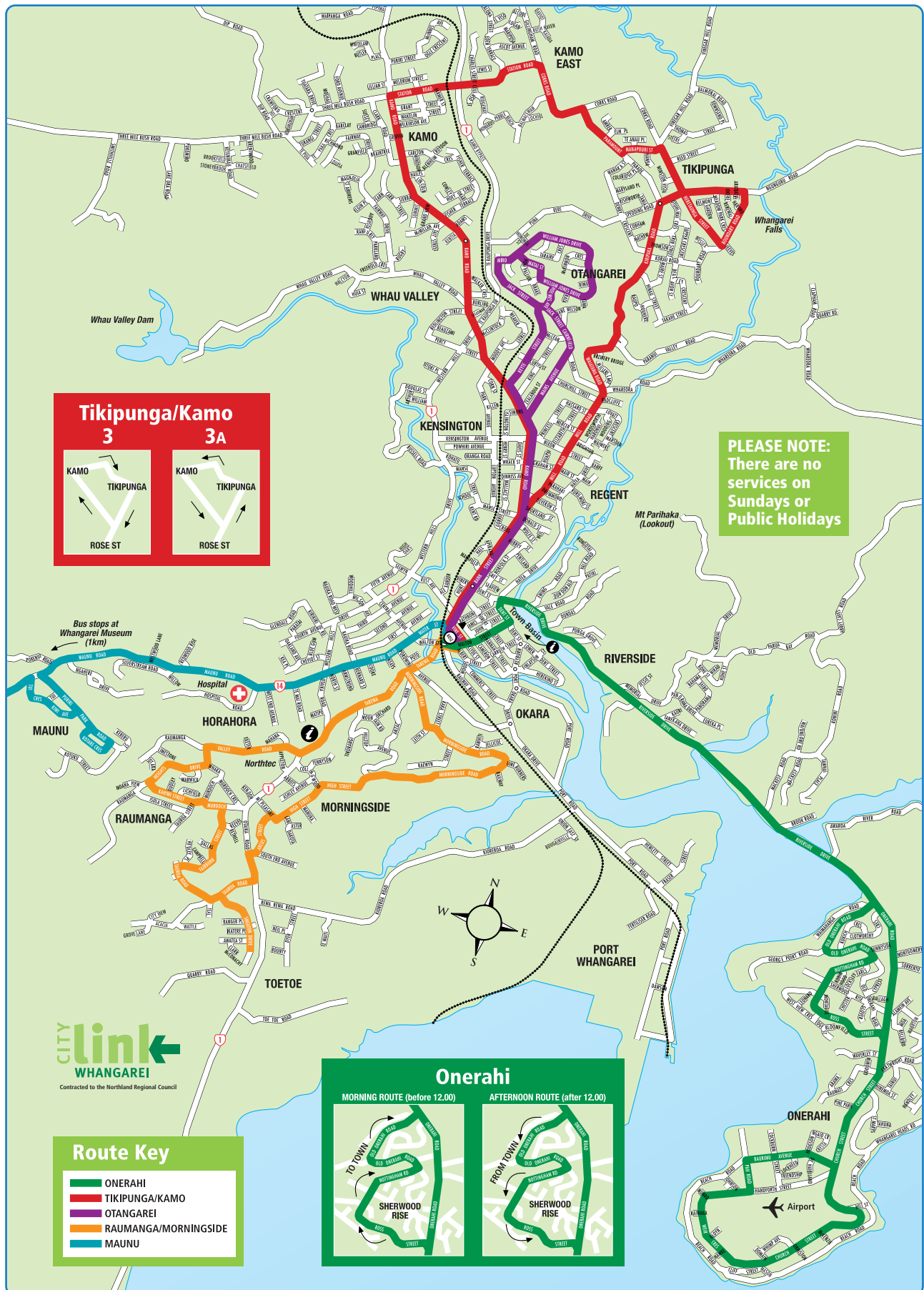
10-trip transfer card

Adult: \$40.00

Child: \$25.00

Appendix 6: Current fares and timetables of CityLink Whāngārei bus service

Current map of service provision.





Putting Northland first

WHĀNGĀREI: 36 Water Street, Private Bag 9021, Whāngārei Mail Centre,
Whāngārei 0148; Phone 09 470 1200, Fax 09 470 1202.

DARGAVILLE: 61B Victoria Street, Dargaville; Phone 09 439 3300, Fax 09 439 3301.

KAITĀIA: 192 Commerce Street, Kaitāia; Phone 09 408 6600, Fax 09 408 6601.

ŌPUA: Unit 10, Industrial Marine Park, Ōpua; Phone 09 402 7516, Fax 09 402 7510.

Freephone: 0800 002 004 24/7 Environmental Hotline: 0800 504 639

E-mail: mailroom@nrc.govt.nz Website: www.nrc.govt.nz

LinkedIn: www.linkedin.com/companies/northland-regional-council

Facebook: www.facebook.com/NorthlandRegionalCouncil

Twitter: www.twitter.com/NRCEXpress