
Late Item for a meeting of the Onewhero-Tuakau Community Board to be held via Audio-Visual Conference on **MONDAY, 8 JUNE 2020** commencing at **6.00pm**.

Information and recommendations are included in the reports to assist the Board in the decision making process and may not constitute Council's decision or policy until considered by the Board.

REPORTS

5.7 Pokeno-Tuakau-Pukekohe Bus Service 2

GJ Ion
CHIEF EXECUTIVE

Open Meeting

To	Onewhero-Tuakau Community Board
From	Gavin Ion Chief Executive
Date	5 June 2020
Prepared by	Lynette Wainwright
Chief Executive Approved	Y
Reference #	GOV0514
Report Title	Pokeno-Tuakau-Pukekohe Bus Service

1. EXECUTIVE SUMMARY

Mr Andrew Carnell, Waikato Regional Council, will be in attendance to update the Board on the Pokeno-Tuakau-Pukekohe Bus Service.

2. RECOMMENDATION

THAT the report be received.

3. ATTACHMENTS

Pokeno - Pukekohe Trial Public Transport Services

Pokeno - Pukekohe Trial Public Transport Services – Update to Pokeno Community Committee and Tuakau Community Board

05.06.2020

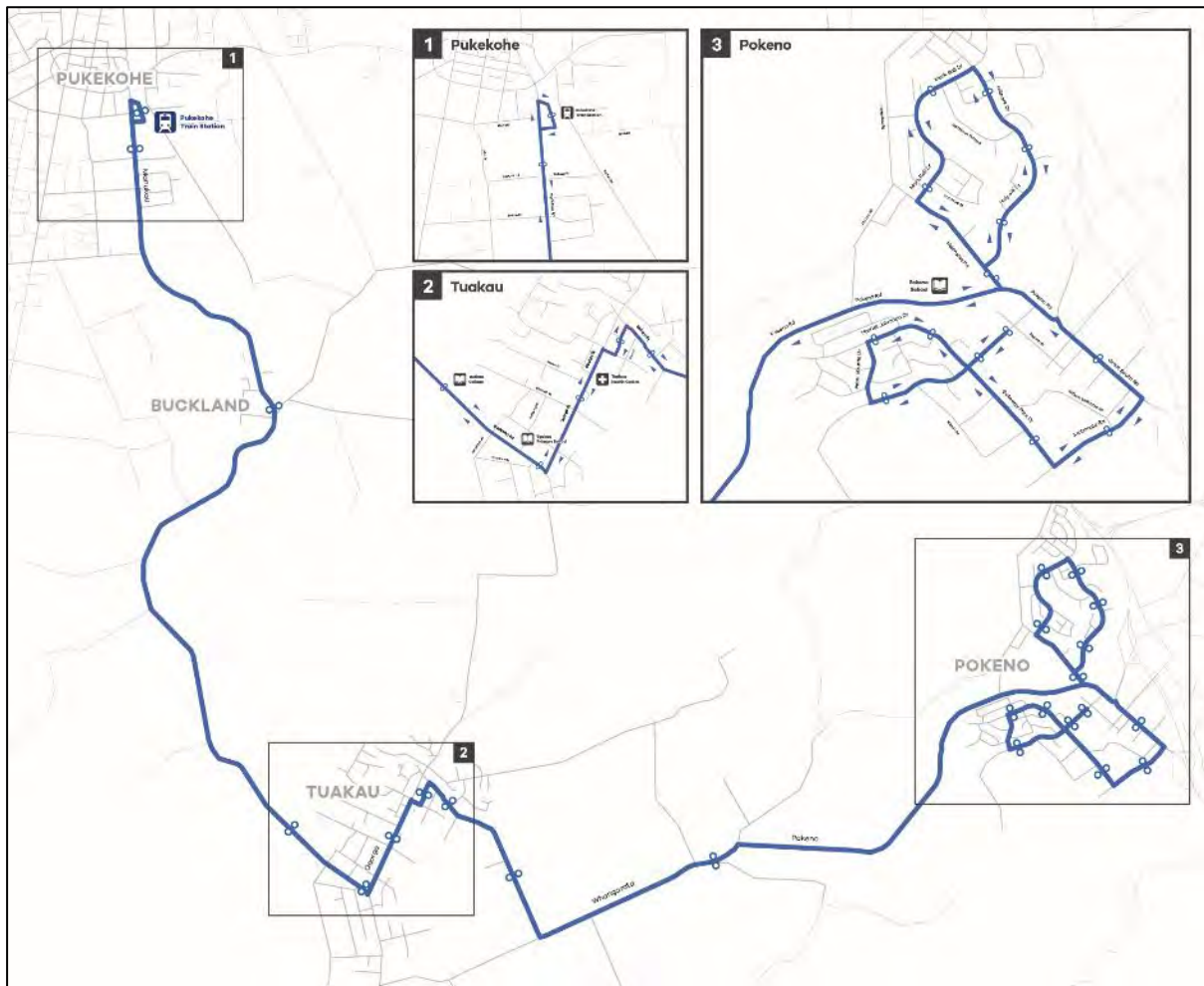
Update on Pokeno – Pukekohe Bus Service

A planned new public bus service will be implemented between Pokeno and Pukekohe via Tuakau later in 2020. Procurement of the service has unfortunately been further delayed due to the need to respond to public transport issues arising from COVID-19. The bus market is currently in a state of major uncertainty due to COVID-19, however notwithstanding this WRC envisages it is possible to undertake a procurement exercise for a fixed route service in a 6 month period and would work with successful tenderer to establish services within a shorter timeframe if possible.

The Route 44 Pokeno to Pukekohe route is designed to connect the Pukekohe, Tuakau and Pokeno townships, including providing connections at Pukekohe train station. The service will operate on Monday to Sunday each week (excluding public holidays). The route will replace the existing service between Pukekohe and Tuakau, operated by Auckland Transport. The service is designed to integrate with arrival / departure times at Pukekohe station.

The route is part of a review of bus services in the North Waikato and is included in the Regional Public Transport Plan and Waikato District Council's Long Term Plan. The service will be funded by a combination of NZTA (51%), Waikato District Council rates and fares. Waikato District Council, in partnership with Council and NZ Transport Agency undertook a review of public transport provision in the North Waikato area in 2017. The review made a number of recommendations, including the introduction of a new regular bus service between Pokeno and Pukekohe (via Tuakau).

The service trial will run for an initial period of 2 years with an optional extension of 1 plus 1 year. Any extensions will be at the Council discretion and will be dependent on the good performance of the tenderer and satisfactory uptake of the service. If the service proves successful, it is anticipated that NZTA funding will be secured to provide the service on a permanent basis.



Proposed Route

Potential Future Demand Responsive Service

WRC has agreed to work with Waikato District Council to examine the potential for a future 'demand responsive' service, which would provide some benefits which cannot be achieved with a fixed route service. Such a service would be staged after the delivery of the fixed route service between Pokeno and Pukekohe.

The service would follow a model of operation which is being trialled in some areas of New Zealand, offering better coverage of the north Waikato area and providing access to services and facilities to areas which have limited access to public transport currently. This includes the settlements of Meremere, Mercer and Mangatawhiri. Port Waikato could also be served on a demand responsive basis. Services could connect through to Pokeno, Tuakau and Pukekohe.

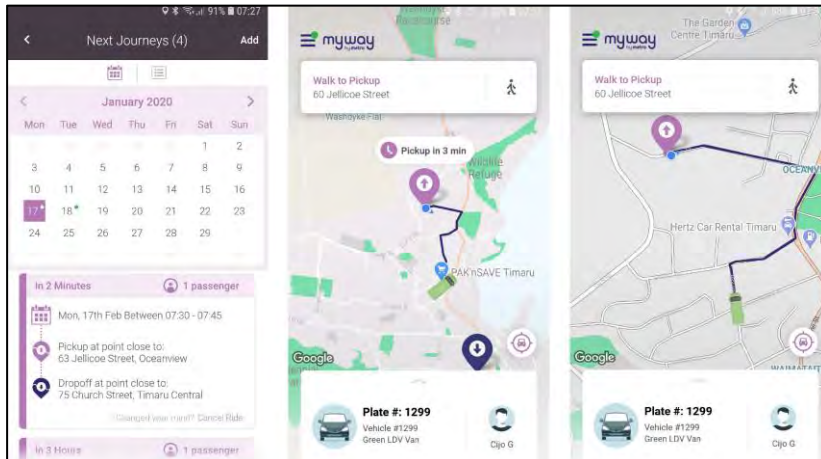
Under this mode of operation, the timetable would be flexible but passengers would have well-defined and published criteria of where and when passengers can be picked up or dropped off. Passengers would share a vehicle which will be a mini-bus to midi-bus size and be low floor accessible.

DRT services allows provision of increased access and coverage of the district for a lower cost compared to a traditional fixed route service. For example, services would not operate on days when there are no pre bookings which will allow cost savings compared to a traditional fixed route service.

It is envisaged that such a service would be jointly managed by WRC and the service operator. Bookings must be made in advance using a mobile phone application (example shown below), a website or by

calling a call centre. DRT could supplement the two bus fixed route service operating every 40 minutes during the peaks, providing connections with that service where possible.

The service would be jointly promoted to medical centres, WINZ, retirement homes etc. Staff at those institutions would be able to book travel on behalf of clients. This will give customers the options of being able to book both an appointment and travel at the same time. Customers will also be able to book travel directly.



Screenshot of application running in Timaru demand responsive trial

Proposed Vehicle

Smaller vehicles typically suit this mode of operation. These are available at slightly lower cost than full size buses and are more cost effective to operate, however the trade-off is reduced seating capacity. Some examples are shown below.



GBV Constructed Small Bus



Mercedes C45 Sprinter

Waikato Regional Council will work with Waikato District Council to develop the case for and secure funding for a Demand Responsive bus service in the north Waikato area.