



NORTH WAIKATO PUBLIC TRANSPORT OPTIONS

DRAFT
FOR DISCUSSION ONLY

All costs are estimates. Fare revenue is also estimated, assuming current fare levels of services operating in these areas at present. These fares are low on a regional and national level. Demand estimates are preliminary and based on population catchments and known trip rates on other services.

PLANNING FOR GROWTH IN NORTH WAIKATO

The potential North Waikato public transport service area includes Huntly, Te Kauwhata, Meremere, Port Waikato, Pokeno and Tuakau, connecting through to Hamilton, Pukekohe and Papakura.

Growth in North Waikato (and South Auckland) is occurring at a pace and scale that is impacting on the existing transport network and out pacing current forward planning for infrastructure and service provision. To address this, Waikato Regional Council is working with Waikato District Council, NZ Transport Agency, Auckland Transport and Auckland Council is working together to plan for future urban growth and infrastructure needs in the northern Waikato, and two planning projects are currently underway:

- North Waikato Integrated Growth Management Programme Business Case
- North Waikato Public Transport network review.

The North Waikato Integrated Growth Management Programme Business Case (NW PBC) will look at future urban growth in the North Waikato and the infrastructure that is needed to promote healthy and connected communities. At a high level, the project will identify a desired land use scenario and corresponding infrastructure and service needs (waters, transport, social and community) to support future growth over the next 30 years. The project will also include the consideration of long term inter-regional transport connections (road and rail) between Auckland and North Waikato.

Strategic problems and key investment objectives

The NW PBC project has considered the issues and problems related to growth in the North Waikato, and two strategic problems have been identified by the project partners and key stakeholders:

- **Problem 1:** Ad hoc responses to growth pressure is creating communities disconnected from services, amenities and employment.
- **Problem 2:** Current and future demand on the transport network is impacting on safety, commercial activity and service reliability.

A set of investment objectives have also been identified to clearly articulate what the outcomes of investment should be from addressing the problems.

The Investment Objectives are:

1. Improve North Waikato's liveability through increased access to, from and within the future urban areas, including to services and amenities, employment areas and town centres
2. Enhance Waikato's connectivity through increased effectiveness and efficiency of the multi modal transport network to, from and within the future urban areas
3. Improved national and regional economic growth through strengthening the performance of the Auckland and Waikato region connectivity and improving connections with the Waikato region
4. Deliver on the Future Proof principles and provide infrastructure as required and consistent with development patterns set by the Future Urban Land Supply Strategy

The investment objectives will help to guide future decision making on where resource and funding should be allocated.

Future land use for North Waikato

Over the past few months, the NW PBC project partners and key stakeholders have been working closely to identify a preferred programme for managing growth and land use activities in the North Waikato area, and the key assumptions within the programme include:

- Grow Tuakau to a town of between 15,000-20,000 people in the medium to long term, taking advantage of its existing infrastructure and facilities and proximity to Pukekohe and Pokeno. The projected growth will be provided through a redeveloped structure plan and/or planning changes to improve housing density and reduce land use footprint (acknowledging that arable soils surrounding the town need to be protected)
- Grow Pokeno to cater for additional growth (potential for another 2,000 households) on the understanding that there are geographical and ecological constraints.
- Grow Te Kauwhata to a size provided for by the existing structure plan acknowledging that a private plan change for Lakeside development (1,500-1,600 households) has been lodged with Council.
- Grow Huntly as a key employment node to support residential growth within the town and in relation to Te Kauwhata as well. This will entrench Huntly as a key service town. The Huntly concept plan to provide for the rezoning of industrial and residential.
- Improve localised employment opportunities and investigate the potential for shared services between Tuakau and Pokeno in the north, and Huntly and Te Kauwhata in the south.

North Waikato Public Transport network review

To assist the delivery of the NW PBC, a technical piece of work is being undertaken by Waikato Regional Council and Waikato District Council to identify short-term public transport interventions address current community needs. These interventions are explained in detail throughout the booklet.

COMMUNITY AND STAKEHOLDER FEEDBACK

THE COMMUNITY SAYS



We travel to Auckland for work. Southern Motorway, need I say more.

No daily service out of or into Te Kauwhata. Not looking forward to losing my driver's license in years to come as I'll be trapped in this country village.

Impossible for teens to go anywhere unless on school bus. No way to get to or from activities after school, jobs, school holidays. My teen attends pukekohe high school so we run in and out so frequently. Both parents work so kids have no way of getting home unless we have finished work

We are forced to drive everywhere. We are lucky in that we have cars to get around, however, it would be more convenient and better for the environment if there was some proper form of public transport. Meremere has a high unemployment rate and the majority of these residents also do not have cars. Logically they will be unable to obtain a job without the ability to get to their work locale. Improving the community spirit in Meremere with more working residents is something that everyone should be concerned with.



A household travel survey was undertaken in July 2016, with around 300 surveys returning the following feedback from the community:

There is a lack of public transport in the North Waikato area – over 42% of respondents have identified lack of public transport options or the need to improve public transport as the main transport challenge for their household. The Hamilton to Pukekohe fortnightly bus service was mentioned a number of times, with calls to increase this service frequency.

People in these communities also have limited transport choices - 10% of respondents have limited or no access to private vehicles due to disability or age.

There is a willingness to use public transport if available – a high proportion of respondents have indicated that they are likely to use public transport if it is available, with 63% likely to use public transport for shopping and leisure purposes, 55% for health services and 48% for work related trips.

There is a strong community interest for passenger rail – 24% of respondents have identified issues relating to rail – either wanting new services in the Waikato or noted issues regarding train services in Auckland (access to train stations, lack of parking, and service reliability and frequency). Tuakau and Pokeno residents in particular called for a rail service to Auckland. Note that Pokeno residents also mentioned buses as a viable option for travel to/from Auckland, with 58% saying they would use a bus if it was available.

Traffic congestion in Auckland came up frequently, with 13% of people (30) indicating traffic congestion in Auckland as the main transport challenge for their household.

A stakeholder workshop was held in November 2016. Feedback echoed the results from the household survey as well as:

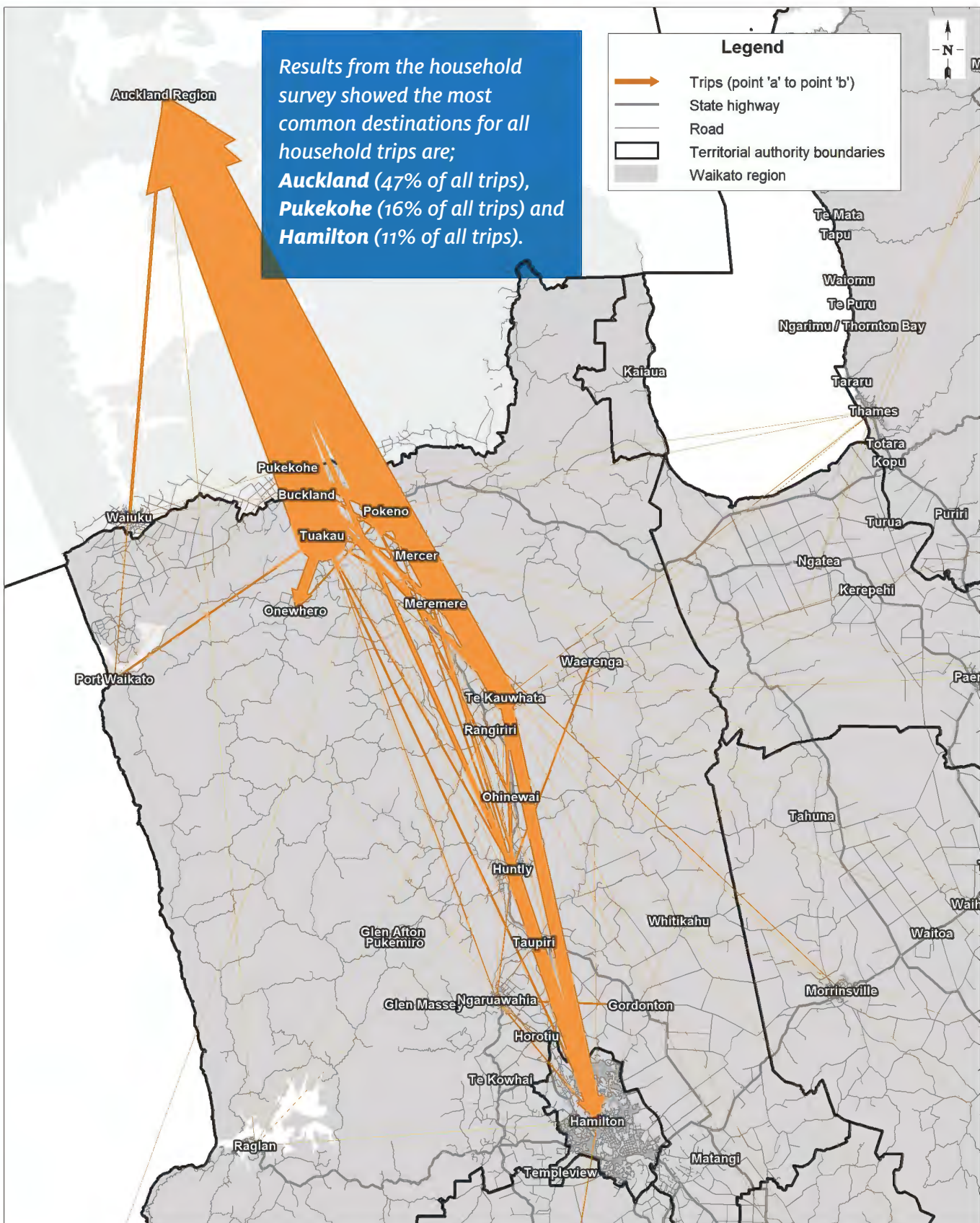
- Lack of public transport is exacerbating congestion between North Waikato and Auckland.
- Lack of public transport is affecting community wellbeing and access to employment, education, medical and leisure facilities.
- Population growth has occurred rapidly with limited infrastructure and services in place to support it (particularly noted for Pokeno).
- Diverse population means different transport solutions are required – commuters to Auckland in peak times where older people and youth need off peak services linking to Pukekohe and Huntly – the key service centres in the area.

Stakeholders advised that increased public transport would enhance community wellbeing through:

- Better access to employment, education, medical and leisure activities
- Linking communities, people and services
- Reduced dependence on private motor vehicles
- More time, and better quality of life, enabling independent transport options for families, leading to reduced travel times for main drivers in household (e.g. teenagers could take the bus rather than having to be driven everywhere)
- Enhanced road safety

The public transport options detailed on following pages have been formed as a result of this community feedback.

Improving public transport is key for the connectivity and growth of these towns.



Results from the household survey showed the most common destinations for all household trips are; **Auckland (47% of all trips), Pukekohe (16% of all trips) and Hamilton (11% of all trips).**

Legend

- Trips (point 'a' to point 'b')
- State highway
- Road
- Territorial authority boundaries
- Waikato region



Trips shown by the frequency the trips are made: All trips

Created by: A Jeffries
 Projection: NZTM
 Date: 19/08/2016

Status: Version 3
 Request No.: 32759
 File name: 32759_NWTS_Trips_by_Frequency.gws

0 10 20 30 40 50
 Kilometre

Scale - 1:350,000 at A3

Acknowledgements and Disclaimers

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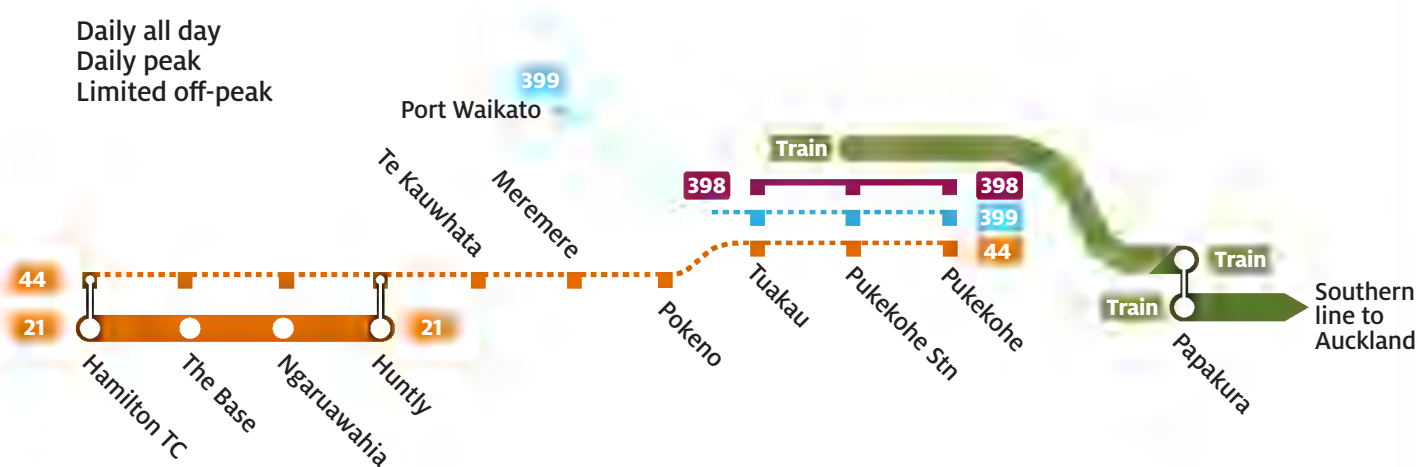
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Waikato **Waikato**

DISTRICT COUNCIL REGIONAL COUNCIL
 Te Kaitiaki o Takawā o Waikato Te Kaitiaki o Waikato

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EXISTING NORTH WAIKATO PUBLIC TRANSPORT SERVICES



There are three bus routes operating within the North Waikato area:

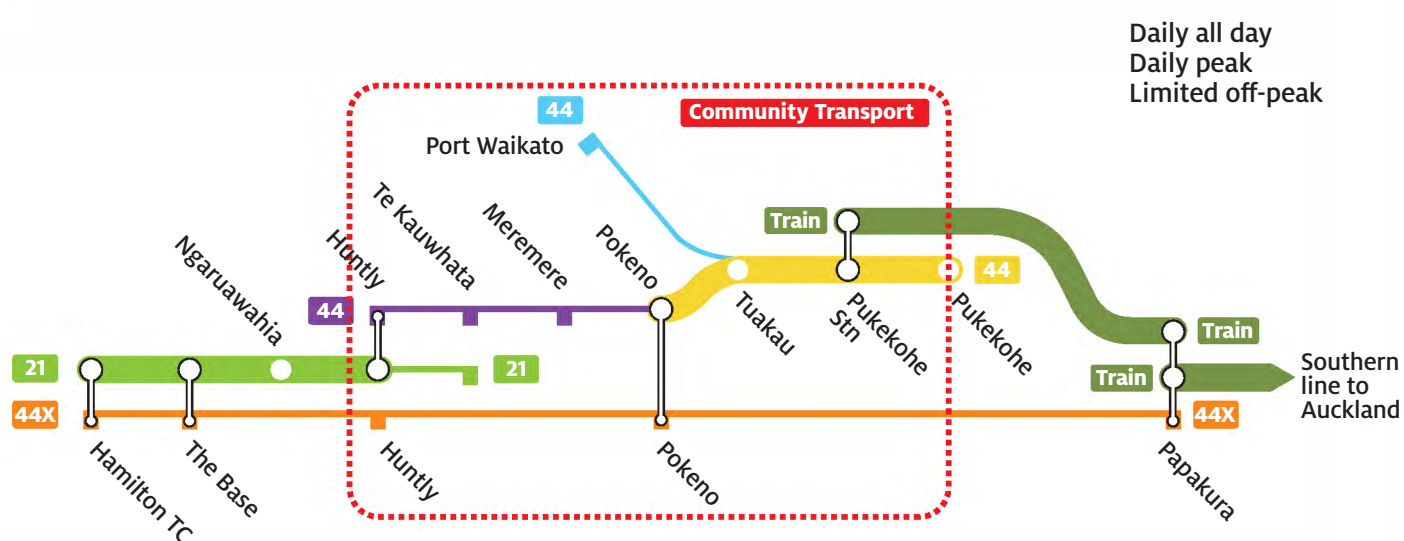
- **Route 44: Hamilton – Pukekohe.** Provides an inter-peak return trip between Hamilton and Pukekohe. This service only operates every second Thursday.
- **Route 398: Tuakau – Pukekohe.** Provides a daily commuter service departing Tuakau in the morning and returning from Pukekohe in the evening. This service also provides an inter-peak return trip on Wednesdays.
- **Route 399: Port Waikato – Pukekohe.** Provides two inter-peak return trips between Pukekohe and Port Waikato every Thursday.

In addition, the following services connect to North Waikato:

- **Route 21: Northern Connector.** Provides a regular bus service between Huntly and Hamilton, with a 30-minute peak and 60-minute off-peak frequency. The service operates between 6am and 9pm weekdays and 8am to 6pm weekends.
- **Train: Pukekohe - Auckland.** Provides a regular train service between Pukekohe and Auckland (transfer required at Papakura), with a 20-minute peak and 60-minute off-peak frequency. The service operates between 5am and 11pm weekdays and 6.30am to 10pm weekends.

The existing timetables provide a very limited number of services within North Waikato, with daily services only available between Tuakau and Pukekohe, Huntly and Hamilton, and Pukekohe and Auckland. Connectivity between other North Waikato towns is very limited.

POTENTIAL NORTH WAIKATO PUBLIC TRANSPORT SERVICES



■ **Pokeno to Pukekohe** – This service will provide key connections for Pokeno and Tuakau residents to Pukekohe, both in peak and off-peak times. This bus will replace the current Auckland Transport service between Tuakau and Pukekohe.

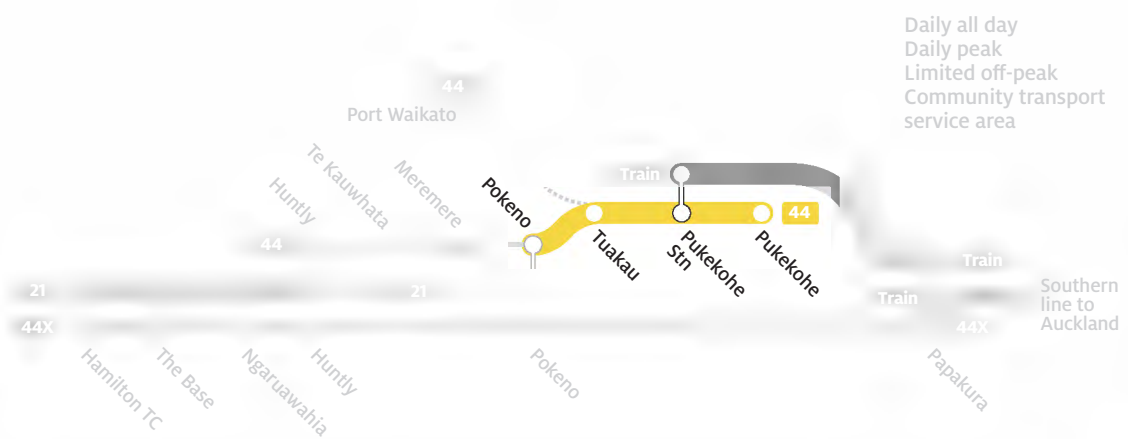
■ **Huntly to Pukekohe** – This looks at extending an existing Northern Connector bus through to Pukekohe once a day in the offpeak Monday to Friday providing middle of the day connectivity between Huntly, Rangiriri, Te Kauwhata, Meremere, Mercer, Pokeno, Tuakau and Pukekohe.

■ **Te Kauwhata to Hamilton** – Current Northern Connector bus service to be extended to Te Kauwhata for one return trip in the peak weekdays, providing access for Te Kauwhata residents to Huntly and Hamilton for school, tertiary education and work.

■ **Hamilton to Papakura** – This is a new route designed to provide fast and direct commuter access between Hamilton and Auckland. Fares and vehicle style – free WIFI, comfortable seating – will have to be carefully considered in order to compete with private car travel.

■ **Port Waikato to Pukekohe** – This looks at the existing Auckland Transport Port Waikato bus –keeping the status quo of a once a week service, or replacing the timetabled bus with a community transport option.

■ **Community transport** – A North Waikato community transport scheme would operate in a similar fashion to the Community Vehicle Trusts in Canterbury. Trusts generally cater for elderly and less mobile residents but also school groups, sports groups and all members of the community. Services may be timetabled, or provided on-demand and could link to other bus routes. Services rely on existing community transport providers.



BUS SERVICE BETWEEN POKENO AND PUKEKOHE

This service will provide key connections for Pokeno and Tuakau residents to Pukekohe, both in peak and off-peak times. This bus will replace the current Auckland Transport service between Tuakau and Pukekohe.

This service option will contribute to the following investment objectives:

- Improve North Waikato’s liveability through increased access to, from and within the future urban areas, including to services and amenities, employment areas and town centres
- Enhance Waikato’s connectivity through increased effectiveness and efficiency of the multi modal transport network to, from and within the future urban areas
- Deliver on the Future Proof principles and provide infrastructure as required and consistent with development patterns set by the Future Urban Land Supply Strategy



POTENTIAL CONCEPT FOR CONSULTATION

OPTION 1	ESTIMATED PATRONAGE		FUNDING ESTIMATES			ESTIMATED FBR	
	LOW	HIGH	(BASED ON PATRONAGE)	LOW	HIGH	LOW	HIGH
Weekdays 40-min peak and 120-min off-peak plus weekends 120 mins	14,350	47,600	NZ Transport Agency	\$263,000	\$227,000	5.7%	18.8%
	NO. EXTRA BUSES		Waikato District Council	\$252,500	\$217,000		
	2		Fare Revenue	\$31,000	\$102,500		
			Gross contract price	\$546,500	\$546,500		

SUGGESTED TIMETABLE FOR MONDAY-FRIDAY SERVICE

ALL-DAY SERVICE BETWEEN POKENO AND PUKEKOHE

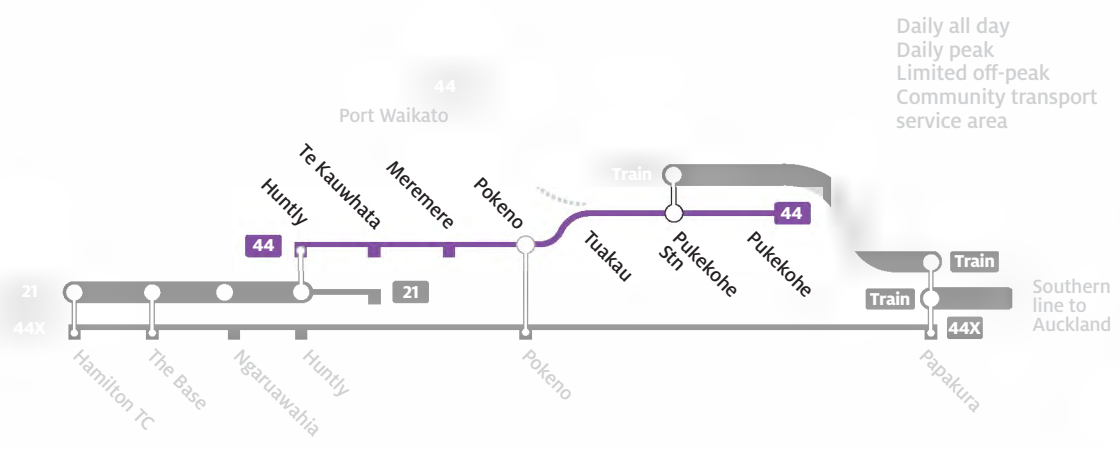
FROM POKENO	MONDAY TO FRIDAY														
Pokeno	5:44	6:08	6:46	7:08	7:46	8:22	9:24	11:22	13:22	15:22	16:59	17:37	18:17	18:59	19:37
Tuakau	6:01	6:25	7:03	7:25	8:03	8:39	9:41	11:39	13:39	15:39	17:16	17:54	18:34	19:16	19:54
Pukekohe Station	6:11	6:35	7:13	7:35	8:13	8:49	9:51	11:49	13:49	15:49	17:26	18:04	18:44	19:26	20:04
Wait time for train	0:06	0:04	0:04	0:04	0:04	0:04	0:08	0:10	0:10	0:10	0:10	0:13	0:18	0:07	0:29
Pukekohe Station - train dep	6:17	6:39	7:17	7:39	8:17	8:53	9:59	11:59	13:59	15:59	17:36	18:17	19:02	19:33	20:33
Britomart Station - train arr	7:28	7:50	8:28	8:50	9:28	10:04	11:10	13:10	15:10	17:10	18:47	19:28	20:13	20:44	21:44
Pukekohe	6:13	6:37	7:15	7:37	8:15	8:51	9:53	11:51	13:51	15:51	17:28	18:06	18:46	19:28	20:06

FROM PUKEKOHE	MONDAY TO FRIDAY														
Pukekohe	-	6:15	6:37	7:17	7:53	8:53	10:53	12:53	14:53	16:30	17:08	17:48	18:30	19:08	20:12
Britomart Station - train dep	-	-	-	5:55	6:36	7:36	9:36	11:36	13:36	15:18	15:56	16:36	17:18	17:56	18:56
Pukekohe Station - train arr	-	6:06	6:28	7:06	7:46	8:51	10:46	12:46	14:46	16:28	17:06	17:46	18:28	19:06	20:10
Wait time for train	-	0:11	0:11	0:13	0:09	0:04	0:09	0:09	0:09	0:04	0:04	0:04	0:04	0:04	0:04
Pukekohe Station	-	6:17	6:39	7:19	7:55	8:55	10:55	12:55	14:55	16:32	17:10	17:50	18:32	19:10	20:14
Tuakau	-	6:27	6:49	7:29	8:05	9:05	11:05	13:05	15:05	16:42	17:20	18:00	18:42	19:20	20:24
Pokeno	-	6:44	7:06	7:46	8:22	9:22	11:22	13:22	15:22	16:59	17:37	18:17	18:59	19:37	20:41

SUGGESTED TIMETABLE FOR WEEKENDS

FROM POKENO	SATURDAYS AND SUNDAYS						
Pokeno	7:52	9:52	11:52	13:52	15:52	17:52	19:52
Tuakau	8:09	10:09	12:09	14:09	16:09	18:09	20:09
Pukekohe Station	8:19	10:19	12:19	14:19	16:19	18:19	20:19
Wait time for train	0:14	0:14	0:14	0:14	0:14	0:14	0:14
Pukekohe Station - train dep	8:33	10:33	12:33	14:33	16:33	18:33	20:33
Britomart Station - train arr	7:10	7:50	8:28	9:10	9:48	11:10	13:10
Pukekohe	8:21	10:21	12:21	14:21	16:21	18:21	20:21

FROM PUKEKOHE	SATURDAYS AND SUNDAYS						
Pukekohe	7:22	9:22	11:22	13:22	15:22	17:22	20:22
Britomart Station - train dep	-	7:56	9:56	11:56	13:56	15:56	18:56
Pukekohe Station - train arr	7:10	9:10	11:10	13:10	15:10	17:10	20:10
Wait time for train	0:14	0:14	0:14	0:14	0:14	0:14	0:14
Pukekohe Station	7:24	9:24	11:24	13:24	15:24	17:24	20:24
Tuakau	7:34	9:34	11:34	13:34	15:34	17:34	20:34
Pokeno	7:51	9:51	11:51	13:51	15:51	17:51	20:51



BUS SERVICE BETWEEN HUNTLY AND PUKEKOHE

This looks at extending an existing Northern Connector bus through to Pukekohe once a day in the offpeak Monday to Friday providing middle of the day connectivity between Huntly, Rangiriri, Te Kauwhata, Meremere, Mercer, Pokeno, Tuakau and Pukekohe. The bus would leave Huntly at 9am and return from Pukekohe at 1.30pm and would be a replacement to the current 44 Hamilton to Pukekohe service.

- This service option will contribute to the following investment objectives:**
- Improve North Waikato’s liveability through increased access to, from and within the future urban areas, including to services and amenities, employment areas and town centres
 - Improved national and regional economic growth through strengthening the performance of the Auckland and Waikato region connectivity and improving connections with the Waikato region

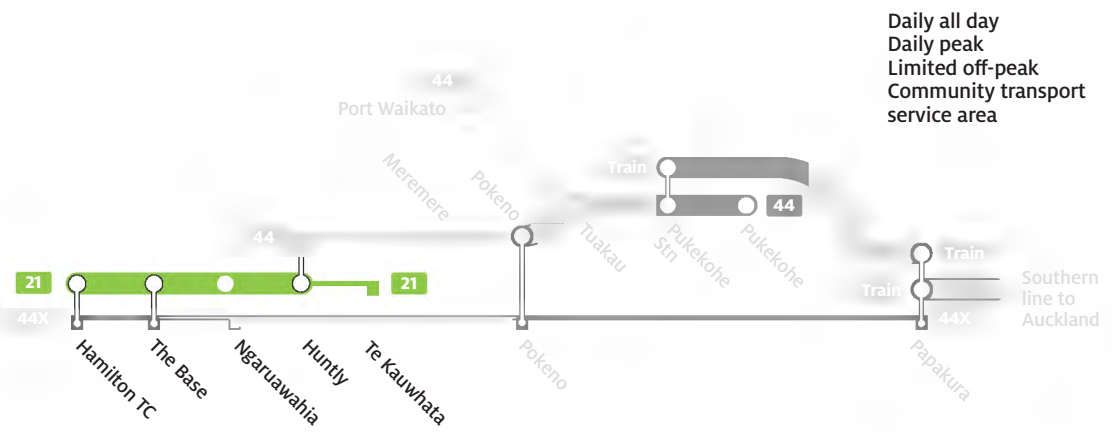


POTENTIAL CONCEPT FOR CONSULTATION

OPTION 1	ESTIMATED PATRONAGE		FUNDING ESTIMATES			ESTIMATED FBR	
	LOW	HIGH		LOW	HIGH	LOW	HIGH
One return trip a day Monday to Friday in off-peak	1,200	TBD	NZ Transport Agency	\$45,000	TBD	3.6%	TBD
	NO. EXTRA BUSES		Waikato District Council	\$42,594	TBD		
	NIL		Fare Revenue incl SGC	\$3,256	TBD		
			Gross contract price	\$90,850	TBD		

NOTES No extra buses as utilises Ngaruawahia to Huntly school bus that is available from Huntly West between 9am and 3pm

Proposed timetable is for bus to leave Huntly at 9am and returning from Pukekohe at 1.30pm.



BUS SERVICE BETWEEN TE KAUWHATA AND HAMILTON

Current Northern Connector bus service to be extended to Te Kauwhata for one return trip in the peak weekdays, providing access for Te Kauwhata residents to Huntly and Hamilton for school, tertiary education and work.

This service option will contribute to the following investment objective:

- Improve North Waikato’s liveability through increased access to, from and within the future urban areas, including to services and amenities, employment areas and town centres



BUS SERVICE BETWEEN TE KAUWHATA AND HAMILTON

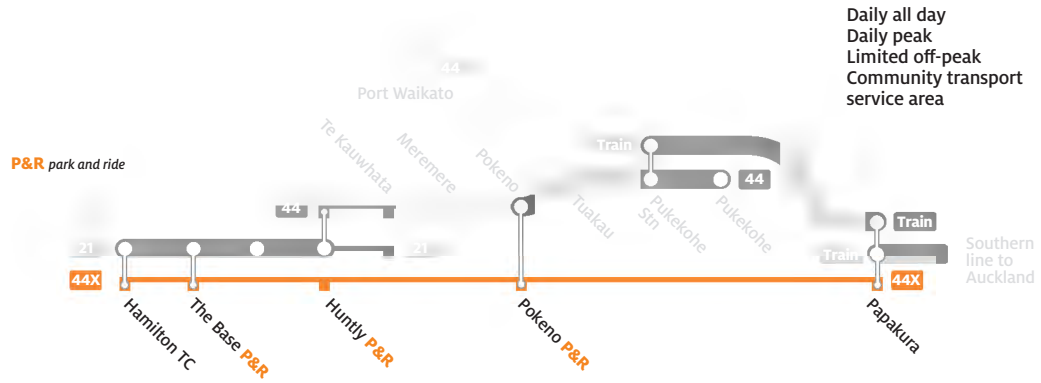
POTENTIAL CONCEPT FOR CONSULTATION

OPTION 1	ESTIMATED PATRONAGE		FUNDING ESTIMATES			ESTIMATED FBR	
	LOW	HIGH	(BASED ON PATRONAGE)	LOW	HIGH	LOW	HIGH
One return trip per day Monday to Friday at peak times	1,450	1,450	NZ Transport Agency	\$22,500	\$22,500	14.4%	14.4%
	NO. EXTRA BUSES		Waikato District Council	\$11,000	\$11,000	<i>Note the current FBR for the Northern Connector route is 42%</i>	
	NIL		Waikato Regional Council	\$11,000	\$11,000		
			Fare Revenue	\$7,500	\$7,500		
		Gross contract price	\$52,000	\$52,000			

NOTES Includes cost of dead running.

PROPOSED TIMETABLE

FROM TE KAUWHATA	MONDAY TO FRIDAY	FROM HAMILTON	MONDAY TO FRIDAY
Te Kauwhata	7:00	Hamilton Transport Centre	17:25
Huntly	7:25	The Base	17:43
Ngaruawahia	7:40	Ngaruawahia	17:58
The Base	7:55	Huntly	18:13
Hamilton Transport Centre	8:20	Te Kauwhata	18:37



Daily all day
Daily peak
Limited off-peak
Community transport
service area

BUS SERVICE BETWEEN HAMILTON AND PAPAURA

A new route designed to provide fast and direct commuter access between Hamilton and Auckland. Fares and vehicle style – free WIFI, comfortable seating – will have to be carefully considered in order to compete with private car travel.

This service option will contribute to the following investment objectives:

- Improved national and regional economic growth through strengthening the performance of the Auckland and Waikato region connectivity and improving connections with the Waikato region
- Enhance Waikato's connectivity through increased effectiveness and efficiency of the multi modal transport network to, from and within the future urban areas



BUS SERVICE BETWEEN HAMILTON AND PAPAURA



POTENTIAL CONCEPT FOR CONSULTATION

OPTION 1	ESTIMATED PATRONAGE		FUNDING ESTIMATES			ESTIMATED FBR	
	LOW	HIGH	(BASED ON PATRONAGE)	LOW	HIGH	LOW	HIGH
One return trip per day Monday to Friday at peak times	11,750	35,250	NZ Transport Agency	\$111,500	\$7,500	31.9%	95.6%
	NO. EXTRA BUSES		Waikato District Council	\$53,250	\$3,250		
	1		Waikato Regional Council	\$53,250	\$3,250		
			Fare Revenue	\$102,000	\$306,000		
			Gross contract price	\$320,000	\$320,000		

NOTES Assumes charged layover. Low/High demand assumes 25%/75% double-decker seated capacity based on demand assumption.

OPTION 2	ESTIMATED PATRONAGE		FUNDING ESTIMATES			ESTIMATED FBR	
	LOW	HIGH	(BASED ON PATRONAGE)	LOW	HIGH	LOW	HIGH
Two return trips per day Monday to Friday at peak times	47,000	70,500	NZ Transport Agency	\$118,500	\$14,500	63.8%	95.6%
	NO. EXTRA BUSES		Waikato District Council	\$56,750	\$6,750		
	2		Waikato Regional Council	\$56,750	\$6,750		
			Fare Revenue	\$408,000	\$612,000		
			Gross contract price	\$640,000	\$640,000		

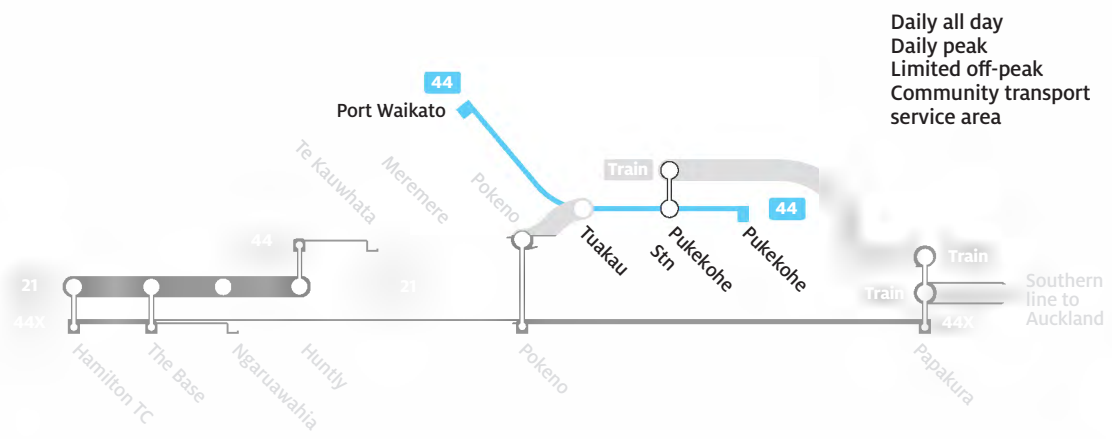
NOTES Assumes charged layover. Low/High demand assumes 75% seated capacity of first double-decker bus and 25%/75% of second double-decker bus seated capacity based on demand assumption.

PROPOSED TIMETABLE FOR OPTION 1 & 2
Peak only service with one or two buses

FROM HAMILTON	MONDAY TO FRIDAY	
Hamilton Transport Centre	6:07	6:29
The Base	6:24	6:46
Ngaruawahia	-	-
Huntly	6:46	7:08
Huntly East	-	-
Te Kauwhata	-	-
Meremere	-	-
Pokeno	7:13	7:35
Papakura Station	7:31	7:53
Wait time for train	0:06	0:06
Papakura Station - train dep	7:37	7:59
Britomart Station - train arr	8:28	8:50

TO HAMILTON	MONDAY TO FRIDAY	
Britomart Station - train arr	17:18	17:36
Papakura Station - train dep	18:09	18:27
Wait time for train	0:06	0:06
Papakura Station	18:15	18:33
Pokeno	18:33	18:51
Meremere	-	-
Te Kauwhata	-	-
Huntly East	-	-
Huntly	19:00	19:18
Ngaruawahia	-	-
The Base	19:22	19:40
Hamilton Transport Centre	19:39	19:57

Papakura to Britomart trains operate around every ten minutes in peak times.



BUS SERVICE BETWEEN PORT WAIKATO AND PUKEKOHE

This looks at the existing Auckland Transport Port Waikato bus –keeping the status quo of a once a week service, or replacing the timetabled bus with a community transport option.

This service option will contribute to the following investment objective:

- Improve North Waikato’s liveability through increased access to, from and within the future urban areas, including to services and amenities, employment areas and town centres



POTENTIAL CONCEPT FOR CONSULTATION

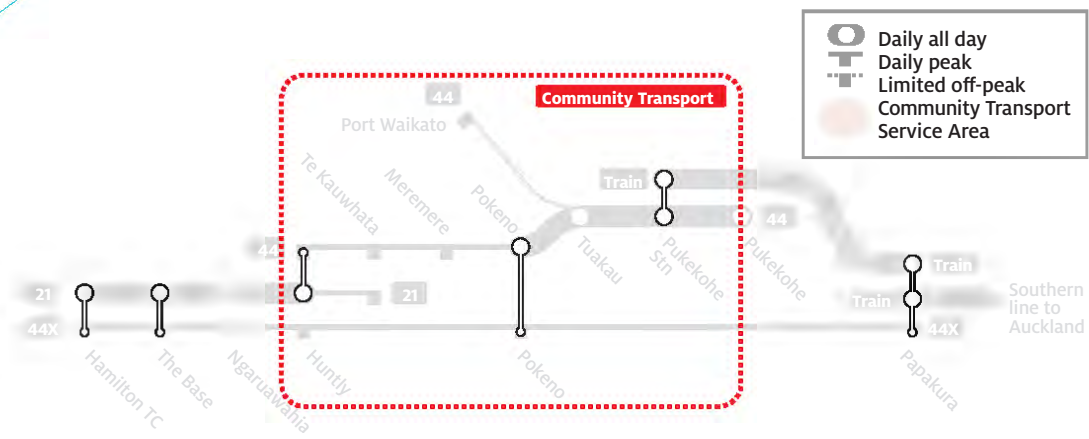
OPTION 1

Replace the timetabled bus with a community transport option. This is likely to be the most cost effective way of providing a bus service to members of the community – when they need it.

OPTION 2	ESTIMATED PATRONAGE		FUNDING ESTIMATES			ESTIMATED FBR	
	LOW	HIGH	(BASED ON PATRONAGE)	LOW	HIGH	LOW	HIGH
Retain once a week return service	900	900	NZ Transport Agency	\$8,500	\$8,500	10.8%	10.8%
	NO. EXTRA BUSES		Waikato District Council	\$8,000	\$8,000		
	NIL		Fare Revenue incl SGC	\$2,000	\$2,000		
			Gross contract price	\$18,500	\$18,500		

NOTES

Assumes bus allocated from elsewhere, cost would be higher if additional bus required.



NORTH WAIKATO COMMUNITY TRANSPORT

This service option will contribute to the following investment objective:

- Enhance Waikato’s connectivity through increased effectiveness and efficiency of the multi modal transport network to, from and within the future urban areas



NORTH WAIKATO COMMUNITY TRANSPORT

SERVICES MAY BE TIMETABLED, OR PROVIDED ON-DEMAND AND COULD LINK TO OTHER BUS ROUTES. SERVICES RELY ON EXISTING COMMUNITY TRANSPORT PROVIDERS.

A North Waikato community transport scheme would operate in a similar fashion to the Community Vehicle Trusts in Canterbury. Trusts generally cater for elderly and less mobile residents but also school groups, sports groups and all members of the community.

The essential components of a vehicle trust scheme are:

- A charitable trust is set up and a basic business plan developed.
- A community vehicle (car/van) is donated to the trust
- The vehicle is operated by local community volunteers
- Passengers will contact the trust (usually by phone) to book travel and are required to pay an affordable fare. The fare could be a subsidised Total Mobility fare.
- Funding is required for ongoing operating costs such as fuel and insurance. This is often provided by the local councils and DHB. Funding can also be obtained through grants, donations and local business sponsorship

Examples of community transport schemes include:

WAIKATO
The District Health Board provides grants to community groups who arrange health-related transport.

CANTERBURY
Environment Canterbury provides grants to community groups to establish and run Community Vehicle Trusts. The grants are subsidised by NZTA and 12 vehicle trusts currently operate.

HORIZONS
Provides financial assistance for a number of community services, primarily six health shuttle services operated by St Johns in the region, also a health shuttle in the Horowhenua run by a local trust. Assistance is also provided to the Taumarunui Mobility Van, the Prisoners Aid and Rehabilitation Society (PARS) van and the Foxton Beach-Foxton Community Van. The budget for these services is \$86,000 and which is funded via the NZTA PT fare subsidy scheme.

In the North Waikato, a community vehicle trust could provide service to communities between Ngaruawahia, Tuakau and Port Waikato, including Huntly, Te Kauwhata, Meremere and Pokeno. Alternatively, where taxi services are available the Total Mobility scheme could provide a similar service although fares may be higher.

SUMMARY OF ESTIMATED COSTS

	TOTAL COST	FUNDED BY			
		PASSENGER FARES	WAIKATO DISTRICT COUNCIL	WAIKATO REGIONAL COUNCIL	NZTA
POKENO TO PUKEKOHE Weekdays 40-min peak and 120-min off-peak plus weekends 120 mins	\$546,500	\$31,000	\$252,500	-	\$263,000
HUNTLY TO PUKEKOHE One return trip a day Monday to Friday in off-peak	\$90,850	\$3,256	\$42,594	-	\$45,000
TE KAUWHATA TO HAMILTON One return trip per day Monday to Friday at peak times	\$52,000	\$7,500	\$11,000	\$11,000	\$22,500
HAMILTON TO PAPAURA One return trip per day Monday to Friday at peak times	\$320,000	\$102,000	\$53,250	\$53,250	\$111,500
PORT WAIKATO TO PUKEKOHE	<i>Replace the timetabled bus with a community transport option. Costs to be determined</i>				
NTH WAIKATO COMMUNITY Services may be timetabled or provided on demand	TBD	TBD	TBD	TBD	TBD
	\$1,009,350	\$143,756	\$359,344	\$64,250	\$442,000

