



NOTICE OF MEETING

**Notice is hereby given of the Meeting of the
Community Services Committee
to be held in the Council Chamber,
First Floor, Civic Administration Building,
101 Esk Street, Invercargill on
Monday 26 February 2018 at 4.00 pm**

His Worship the Mayor Mr T R Shadbolt JP
Cr R L Abbott (Chair)
Cr A J Arnold (Deputy Chair)
Cr T M Biddle
Cr I L Esler
Cr G D Lewis
Cr L F Soper
Cr Rowly Currie (Environment Southland) (Total
Mobility and Passenger Transport)

EIRWEN HARRIS MITCHELL
MANAGER, SECRETARIAL SERVICES

Council's Values:

- Responsibility Take ownership of decisions and outcomes, both collectively and individually.
- We willingly share our knowledge.
 - We acknowledge our mistakes, work to resolve them and learn from them.
 - We give and receive feedback in a constructive manner to resolve issues.
 - We do our job with total commitment.
- Respect Everyone is important, as are their views.
- We support and care for each other.
 - We stop to listen, learn and understand.
 - We communicate in an honest, up-front and considerate manner.
 - We maintain confidences and avoid hurtful gossip.
- Positivity Always look on the bright side of life.
- We are approachable, interested and friendly.
 - We are open and receptive to change.
 - We acknowledge and praise the efforts of others.
 - We work together as a team to get the job done.
- Above and Beyond Take opportunities to go the extra mile.
- We take the initiative to improve our work practices to get the best results.
 - We challenge ourselves and each other to make it better.
 - We take pride in providing the best possible outcomes.
 - We are ambassadors for our Council at all times.

Council's Vision for the City:

Enhance our City and preserve its character, while embracing innovation and change.

Council's Vision:

We are an energised, fun and innovative team that makes it better for each other and our community.

Council's Mission:

Making it better by making it happen.

A G E N D A

	Page
1. APOLOGIES	
2. HEARING OF SUBMISSIONS	
2.1 REGIONAL PUBLIC TRANSPORT PLAN	6
2.1.1 Hamish Muhl and Calvin Jenkins - Youth Council	
2.1.2 Hayden Scott-Chambers	
2.1.3 Crystal Osbourne-Cooper on behalf of Kara Foal	
2.1.4 Karen Barnett	
2.1.5 Eleanor Mary Easton	
2.1.6 Kathleen Kelland	
2.1.7 Amanda Taylor	
2.1.8 Andrea Courtney and Victor West - Southland Branch of the Association of Blind Citizens	
2.1.9 Awarua Developments Limited	
3. MONITORING OF SERVICE PERFORMANCE	
3.1 LEVELS OF SERVICE	7
3.1.1 <i>Community Development</i>	8
3.1.2 <i>Libraries and Archives</i>	9
3.1.3 <i>Pools</i>	14
3.1.4 <i>Housing Care Service</i>	16
3.1.5 <i>Bus and Transport</i>	17
4. MONITORING OF FINANCIAL PERFORMANCE	19
4.1 FINANCIALS	20
4.1.1 <i>Community Development</i>	21
4.1.2 <i>Libraries and Archives</i>	22
4.1.3 <i>Pools</i>	23

4.1.4	<i>Housing Care Service</i>	24
4.1.5	<i>Bus and Transport</i>	25
5.	OTHER BUSINESS	
5.1	REPORT OF THE CHIEF EXECUTIVE	
5.1.1	<i>Community Development Projects</i>	26
5.1.1.1	<i>Appendix A</i>	28
5.2	REPORT OF THE DIRECTOR OF WORKS AND SERVICES	
5.2.1	<i>Splash Palace Concept Plan</i>	32
5.2.1.1	<i>Appendix 1</i>	34
5.2.2	<i>Regional Public Transport Plan</i>	39
5.2.2.1	<i>Appendix 1</i>	45
5.2.2.2	<i>Appendix 2</i>	46
5.2.2.3	<i>Appendix 3</i>	162
6.	URGENT BUSINESS	
7.	PUBLIC EXCLUDED SESSION	

moved, seconded that the public be excluded from the following parts of the proceedings of this meeting; namely

(a) *Report of the Director of Works and Services.*

The general subject of each matter to be considered while the public is excluded, the reason for passing this resolution in relation to each matter, and the specific grounds under Section 48(1)(d) of the Local Government Official Information and Meetings Act 1987 for the passing of this resolution are as follows:

General subject of each matter to be considered	Reason for passing this resolution in relation to each matter	Ground(s) under Section 48(1) for the passing of this resolution
(a) Housing Care Rental Review 2018	Enable any local authority holding the information to carry on, without prejudice or disadvantage, negotiations (including commercial and industrial negotiations)	Section 7(2)(i)

RPTP Hearing

Hearing Time	Submission Number	Speaker	Page
4.00 pm	S002	Hamish Muhl and Calvin Jenkins on behalf of Youth Council	49
4.10 pm	S007	Hayden Scott-Chambers	61
4.20 pm	S015	Crystal Osbourne-Cooper on behalf of Kara Foal	79
4.30 pm	S019	Karen Barnett	89
4.40 pm	S037	Eleanor Mary Easton	128
4.50 pm	S025	Kathleen Kelland	103
5.00 pm	S029	Amanda Taylor	111
5.20 pm	S020	Andrea Courtney and Victor West on behalf of the Southland Branch of the Association of Blind Citizens	91
5.30 pm	S043	Awarua Developments Limited	145

TO: COMMUNITY SERVICES COMMITTEE
FROM: THE DIRECTOR OF WORKS AND SERVICES
MEETING DATE: MONDAY 26 FEBRUARY 2018

MONITORING OF SERVICE PERFORMANCE
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Report Prepared by: Melissa Short - Manager, Strategy and Policy
 Commentaries from individual managers

SUMMARY

Reporting on the Community Services levels of service measures for the period comprising 1 July 2017 to 31 December 2017.

RECOMMENDATIONS

It is recommended that the report be received.

IMPLICATIONS

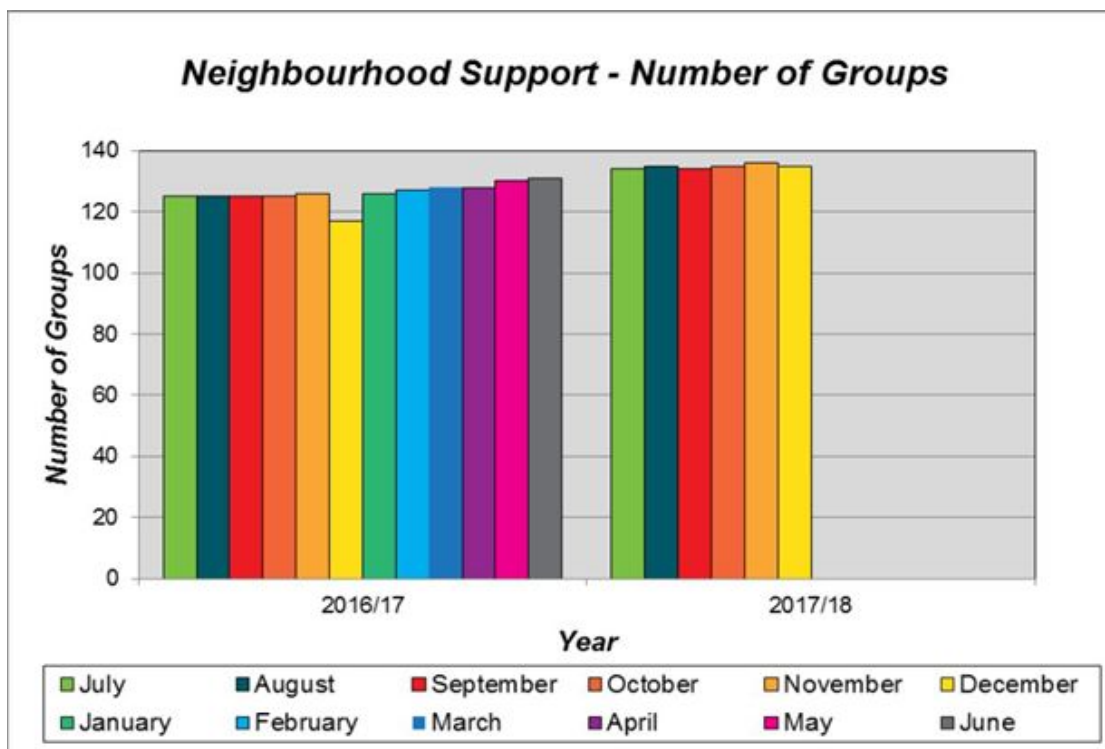
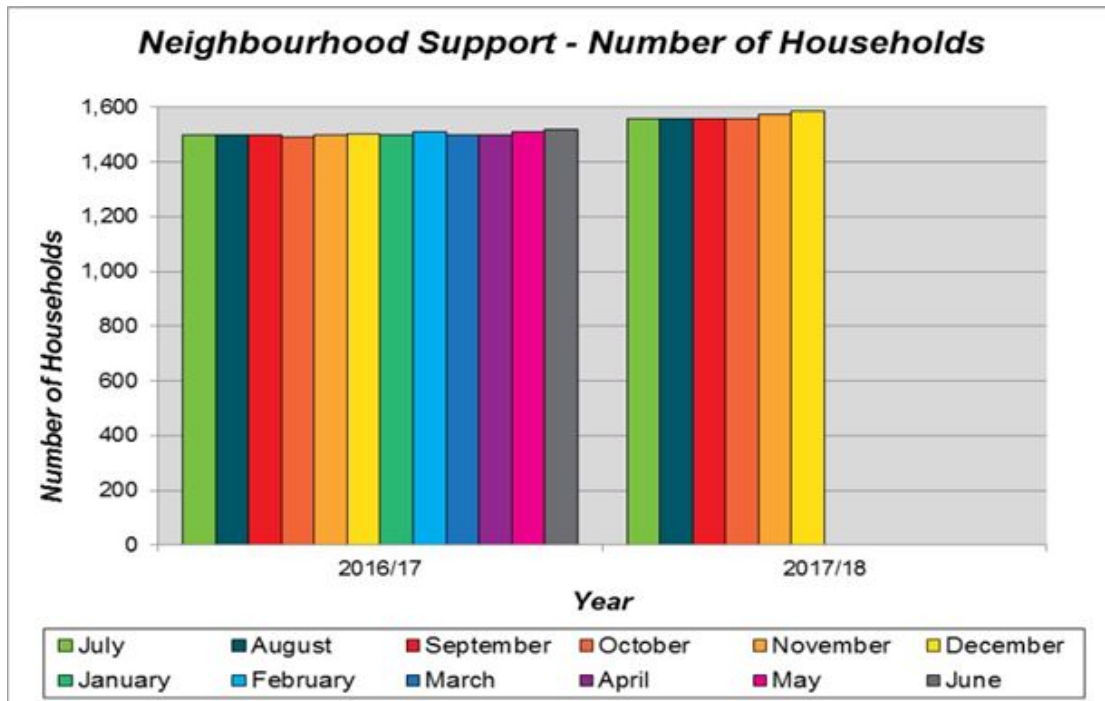
1.	<i>Has this been provided for in the Long Term Plan/Annual Plan?</i> The report monitors performance in relation to levels of service measures identified in the Long Term Plan and the Annual Plan.
2.	<i>Is a budget amendment required?</i> No.
3.	<i>Is this matter significant in terms of Council's Policy on Significance?</i> No.
4.	<i>Implications in terms of other Council Strategic Documents or Council Policy?</i> No.
5.	<i>Have the views of affected or interested persons been obtained and is any further public consultation required?</i> No.
6.	<i>Has the Child, Youth and Family Friendly Policy been considered?</i> Yes.

FINANCIAL IMPLICATIONS

No financial implications arise from this report.

COMMUNITY DEVELOPMENT

	1 July 2017 to 31 December 2017
Neighbourhood Support	
Number of households involved in Neighbourhood Support	1,587
Number of groups involved in Neighbourhood Support	135

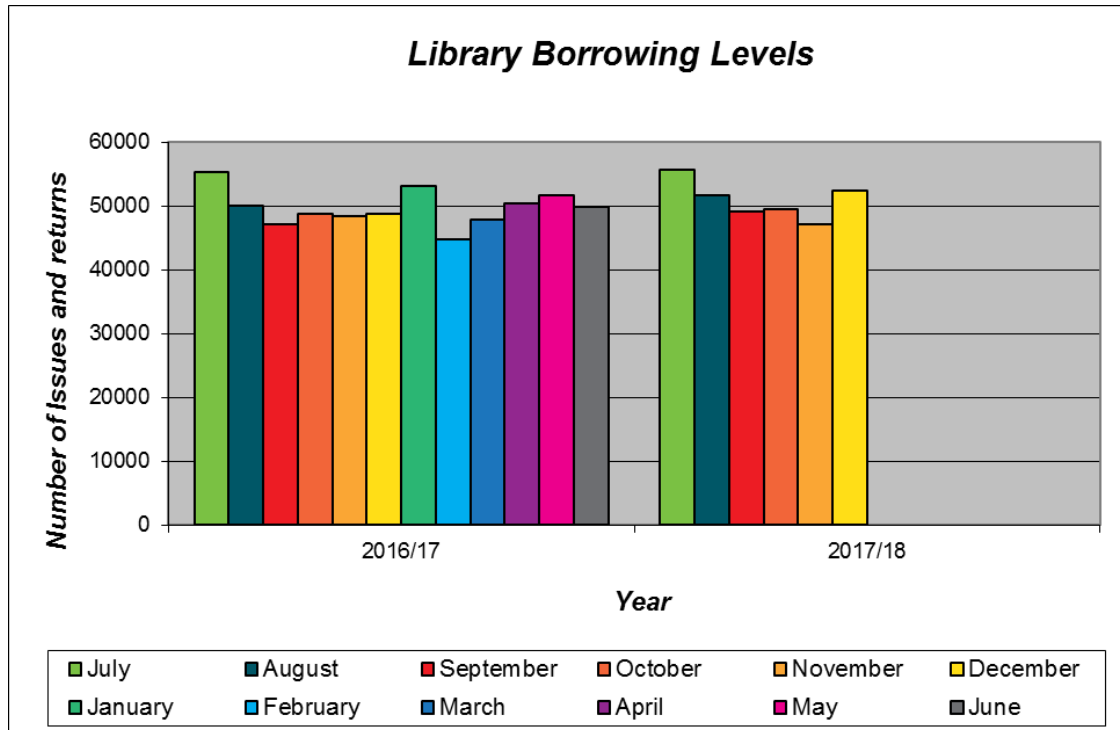


COMMENTARY

The Neighbourhood Support programme continues to slowly grow. The number of households has increased while the number of groups has decreased due to the review of groups and the joining together of smaller groups.

Commentary provided by Mary Napper
Manager – Community Development

LIBRARIES AND ARCHIVES



Graph of Library Services Borrowing Levels

COMMENTARY

Visitor Numbers

	2016	2017
October	39,728	43,232
Total	39,728	43,232
Total Year to Date	167,103	173,519

	2016	2017
November	40,708	41,038
Total	40,728	41,038
Total Year to Date	207,831	214,557

	2016	2017
December	40,529	41,788
Total	40,529	41,788
Total Year to Date	248,360	256,345

Visitor numbers show a 3.2% increase over the same period in 2016.

Membership

From	Added October 2016	Added October 2017
Invercargill	204	186
Bluff	1	4
Other	4	5
Total	209	195

From	Added November 2016	Added November 2017
Invercargill	191	145
Bluff	4	1
Other	6	5
Total	201	151

From	Added December 2016	Added December 2017
Invercargill	151	174
Bluff	3	5
Other	3	1
Total	157	180

Total Membership

From	2016/17	2017/18
Invercargill/Bluff	1,229	1,142
Other	36	38
Total	1,265	1,180

New membership is down by 6% but is expected to increase as the education sector begins a new year.

Total Circulation

All Items	2016	2017
October	48,877	49,541
Total	48,877	49,541
Total Year to Date	201,308	206,058

All Items	2016	2017
November	48,416	47,213
Total	48,416	47,213
Total Year to Date	249,724	253,271

All Items	2016	2017
December	48,834	52,515
Total	48,834	52,515
Total Year to Date	298,558	305,786

Total circulation shows a 2.4% increase.

E-Book/E-Audio Circulation Statistics

	October 2016	October 2017
e-Books	1,323	1,285
e-Audio	258	423
Total	1,581	1,708
Total Year to Date	6,347	7,160

	November 2016	November 2017
e-Books	1,269	1,309
e-Audio	258	383
Total	1,527	1,692
Total Year to Date	7,874	8,852

	December 2016	December 2017
e-Books	1,381	1,376
e-Audio	286	383
Total	1,667	1,759
Total Year to Date	9,541	10,611

Total for Year

	2016/17	2017/18
e-Books	8,069	8,237
e-Audio	1472	2,374
Total	9,541	10,611

Circulation shows an increase of 11.2% with the majority being an increase in eAudio.

Events/Programmes/Projects

Social Media Innovation Award 2017

The National Digital Forum is a network of people working together to enhance digital interaction with culture and heritage in New Zealand. The NDF awards were inaugurated at the 2015 conference where they awarded the first ever awards for projects and people in the GLAM sector doing outstanding work. In 2017 Invercargill City Libraries and Archives won the Social MEDIA INNOVATION AWARD for "The Keeping up with the Librarians" photo shoot. The viral sensation that led to a GLAM sector craze. Connor Chamberlain was attending the conference and was able to accept the award in person.



2017/2018 Summer Reading programme

'The Great Escape - Wild about reading' has once again been successful, even more so than previous years as we have continued to refine the programme. This year it was solely reading based and was the same for all 0-18 year olds. A new feature included was a Family option to allow for families with small children.

This year we also added an incentive of reading kilometres with a visual which was designed and made by the talented library staff. This featured a library bus travelling around the wilds of New Zealand and for each book read the bus moved 30 kilometres. It was so successful that it almost travelled around New Zealand twice. On last year's figures it would only just have travelled around once. In total we read 4,232 books and travelled 126,960 kilometres.



There was an overall increase in children participating, 219 this year (136 in the previous year), with teen numbers remaining static. The adult challenge has yet to be completed, as due to popular request we extended the adult challenge to be completed over three months ending in February 2018. Adult reading was not included in the reading around New Zealand calculations.

Bluff Holiday Programme

This year we trialled a school holiday programme in Bluff for one day in the last week of the school holidays. Activities ranged from storytimes, comic creation, lego building, using tablets and Minecraft. The programme lasted four hours and 35 children with ages ranging from 6-14 attended, with 25 of these children staying for the full four hours and others coming and going during the programme. Healthy snacks were provided as part of the Family Friendly initiative. There was plenty of positive feedback and the Te Rau Aroha Marae are keen to collaborate with us in the future.



'Stepping Up' Goes to Bluff

This month on 22 February the first of our monthly Stepping Up sessions will be starting in the Bluff Library. This complements the existing community classes run to improve digital literacy in Invercargill. Topics covered include computer basics, Facebook, Trademe and digital photos. As interest grows these can be extended to other subjects such as spreadsheets, digital design, internet security and safety.



Bluff Collections

At the end of last year Bluff Library was reviewed as part of the Library's ongoing collection maintenance programme. The Bluff librarian was consulted and it was decided which parts of the collection needed to be updated and stock refreshed. The children's stock had been updated a few months prior to the review and an increase in turnover was soon noted. The review process took four weeks – librarians travelled down once a week to change a particular collection. Best sellers and up to date informational books were showcased by adding display shelving. Additional book easels were placed at the end of shelves to highlight particular items. Extra DVDs and music CDs were added and some areas were arranged differently. A new collection of Quick Reads was added as these proved very popular when introduced at Invercargill Public Library.

Customers were kept informed about what was happening and why it was being done and they were asked for their feedback. Circulation figures show that this was a worthwhile project and a better programme of weeding and refreshing the collection has been instigated. The Bluff librarian has received many positive comments from customers. The January circulation statistics show an increase of 48% on the same time in 2017.

Meeting Spaces

	2016	2017
October	65	60
Total	65	60
Total Year to Date	221	221

	2016	2017
November	87	68
Total	87	68
Total Year to Date	308	289

	2016	2017
December	47	37
Total	47	37
Total Year to Date	355	326

Displays

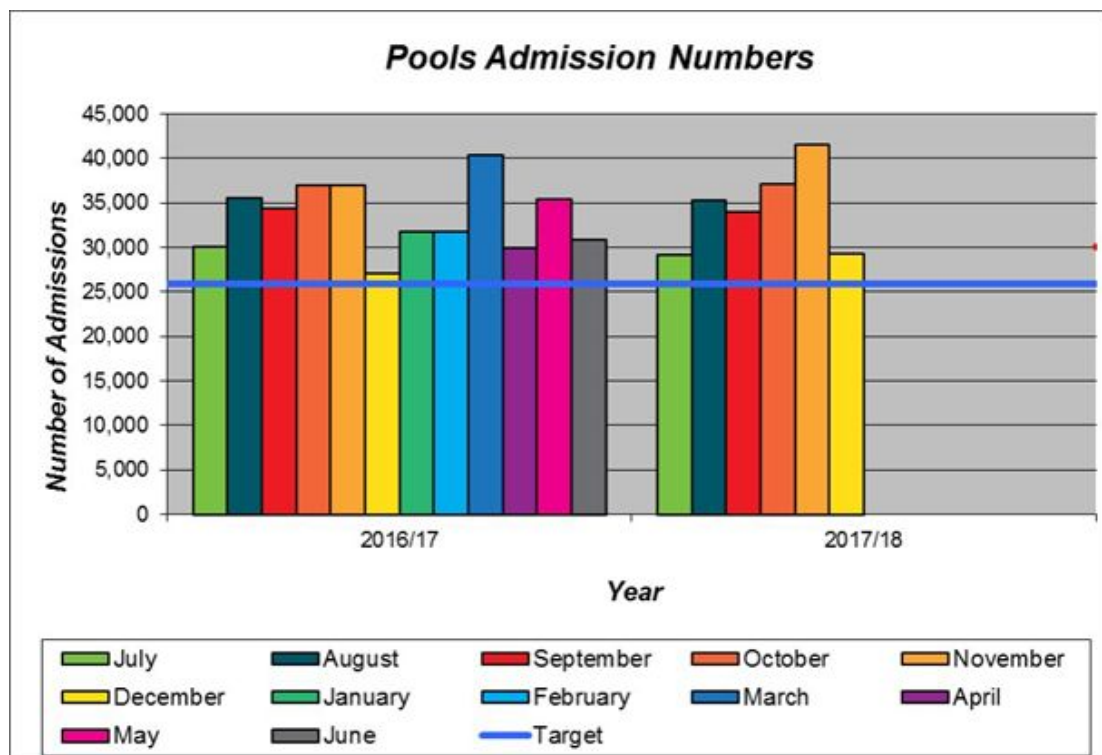
Barnardo's
 ICC Inner City Promotions
 Just4kids
 Newfield Kindergarten
 SIT Fashion & Design
 Southland Herb Society

Commentary provided by Marianne Foster
 Manager – Libraries and Archives

POOLS

Use of Services

Annual pool usage maintained at a minimum of six visits per head of population. (LTP measure)



Graph of Pool Admission Numbers

EVENTS

November

- Sat 11th Murihiku Anniversary Swim Meet
Main Pool and Hydroslide closed 1.45 pm-7.00 pm
- Sat 18th Synchro Christmas Show Rehearsal
Main pool Deep end closed 10.00 am-12.00 pm
- Sun 19th Synchro Christmas Show
Main Pool Deep end and Hydroslide closed 6.00 pm-8.00 pm

Fri 24th Waterpolo
Main Pool & Learners Pool closed 3.30 pm-6.00 pm
Main Pool Deep end closed 7.30-9pm

December

Thurs 14th Southland Swimming Champs
Main Pool and Hydroslide closed 6.00 pm-9.00 pm

Fri 15th Southland Swimming Champs
Main Pool and Hydroslide closed 8.00 am-1.00 pm & 5.00 pm – 9.00 pm

Sat 16th Southland Swimming Champs
Main Pool, Learners Pool and Hydroslide closed 8.00 am-1.00 pm & 4.30 pm- 8.00 pm

Sun 17th Southland Swimming Champs
Main Pool, Learners Pool and Hydroslide closed 8.00 am-1.00 pm & 3.30pm-8.00pm

Sun 24th Reduced hours 8.00 am-4.00 pm

Mon 25th Closed

Tues 26th Tues 2nd January - Reduced hours 11.00 am-4.00 pm

COMMENTARY

Despite a couple of extraordinarily busy days during December (due to the excessive summer heat) admissions into Splash Palace were, lower than at other times throughout the year. Regardless, the December numbers show more admissions for this month than the same time last year, including a single day that saw approximately 2,600 admissions into the facility.

Reporting of events from December 2017 will include pool and hydro slide closures (necessary for events) and from January 2018 the reports will also include bookings that have been turned away due to unavailable space.

Facility Maintenance

Maintenance plant staff undertook a height safety training course with a focus on working inside the woodchip storage bin. This has also seen us procure new height safety gear including a rescue device.

All shallow end lane ropes have been rewired, (given their age) have all been fitted with new tensioners to eliminate loose ends and subsequently loose lane ropes.

ILT Learn to Swim Programme

The ILT Learn to Swim Programme for 2017 finished in December. During 2017 there were 39,915 school admissions into the programme which is a superb result for the year. The ILT Learn to Swim Programme is funded both by Council, the ILT Foundation and Invercargill Licensing Trust, and is often recognised nationally as a best-practice example of public-private partnership.

Health and Safety

There were no major health and safety incidents throughout November and December.

November

First Aid 6

Rescues 1

December

First Aid 5
Rescues 3

Door Counters

November

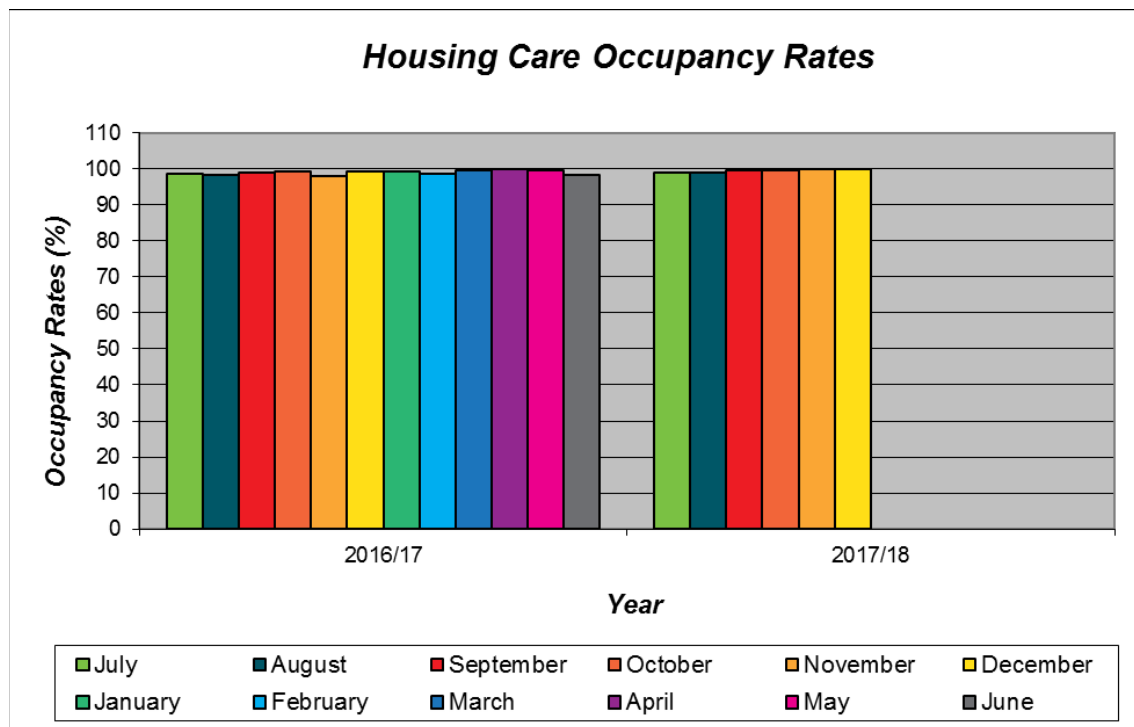
Entries: 43,899
Change room use: 62,497

December

Entries: 31,119
Change room use: 44,600

Commentary provided by Peter Thompson
Manager – Aquatic Services

HOUSING CARE SERVICE



Graph of Housing Care Occupancy Rates

Waiting List Activity

	December 2017	November 2017	October 2017
Invercargill	12	12	16
Bluff	-	-	-
Invercargill Supplementary	22	22	22
Bluff Supplementary	-	-	-
Totals	34	34	38

	December 2017	November 2017	October 2017
Applications received	1	1	4
Tenancy Exits	1	2	2
Vacant Units	-	-	1

COMMENTARY

The occupancy levels for December, November and October were 100%, 99.55% and 99.52% respectively. We have had three exits in February but received six applications in January from applicants wishing to return to Invercargill, or are in emergency accommodation or, are ex Housing NZ. Rental housing opportunities remain tight for some and students returning for the New Year are an additional pressure.

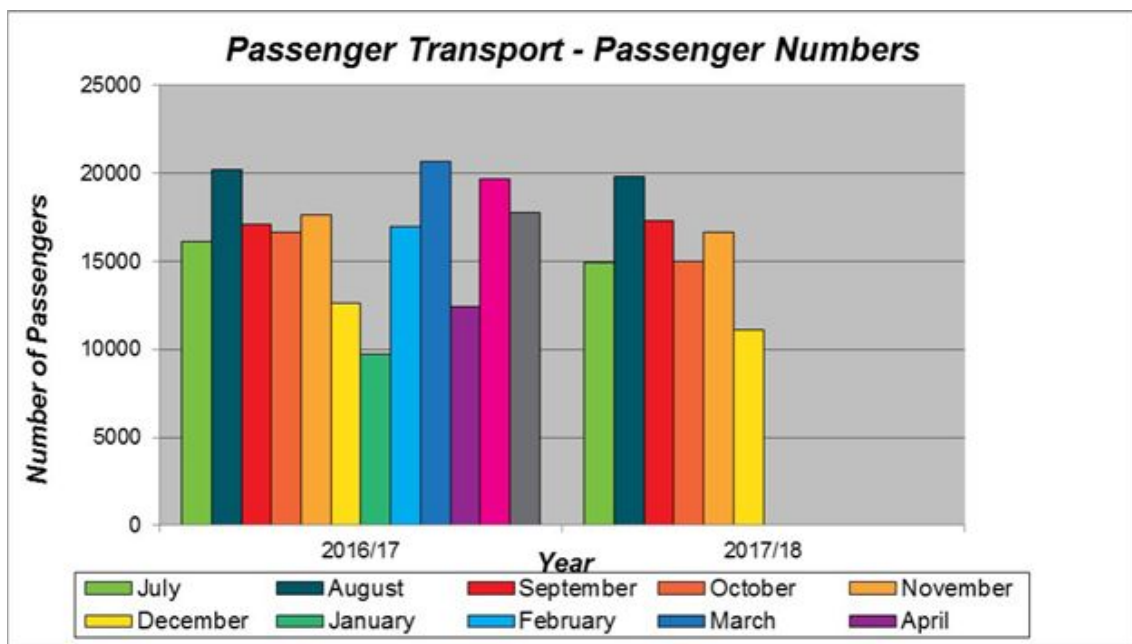
Complex visits / maintenance

There were 95 visits to complexes over the three month period, plus calendars were delivered to everyone in December.

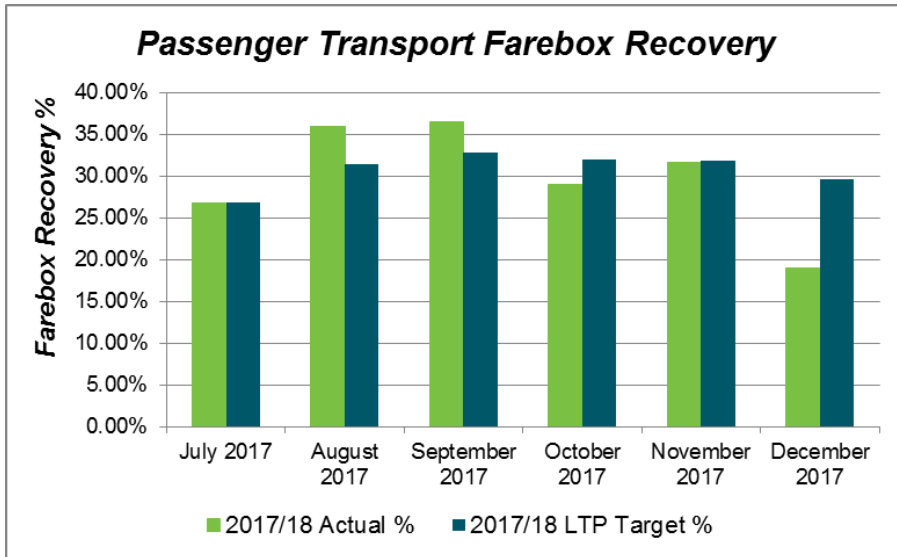
- ❖ Conon Street tenant has requested a fibre connection, so the complex will be done.
- ❖ Clarendon Court/Stirrat Street grounds completed with some additional parking now available.
- ❖ Painting of barge boards at Selwyn Street and exterior painting is being completed at Janet Street.
- ❖ Painting quotations for other complexes are being worked on.

Commentary provided by Stephen Ridden
Corporate Services Manager

BUS AND TRANSPORT



Graph of Passenger Transport Farebox Recovery



COMMENTARY

Passenger numbers continue at similar levels with low numbers over the Christmas periods due to school being completed for the year. This also reflects in the farebox recovery.

The new single door buses are now available on the Urban BusSmart routes. These buses are performing well and we have had a successful transition.

Provided by Russell Pearson
Manager – Roading

TO: COMMUNITY SERVICES COMMITTEE
FROM: THE DIRECTOR OF WORKS AND SERVICES
MEETING DATE: MONDAY 26 FEBRUARY 2018

MONITORING OF FINANCIAL PERFORMANCE
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Report Prepared by: Cameron McIntosh – Director of Works and Services

SUMMARY

Financial commentary for activities reporting to the Community Services Committee for the six month period to 31 December 2017.

RECOMMENDATIONS

That this report be received

IMPLICATIONS

1.	<i>Has this been provided for in the Long Term Plan/Annual Plan?</i> Yes.
2.	<i>Is a budget amendment required?</i> No.
3.	<i>Is this matter significant in terms of Council’s Policy on Significance?</i> No.
4.	<i>Implications in terms of other Council Strategic Documents or Council Policy?</i> No.
5.	<i>Have the views of affected or interested persons been obtained and is any further public consultation required?</i> Not applicable.
6.	<i>Has the Child, Youth and Family Friendly Policy been considered?</i> Yes.

FINANCIAL IMPLICATIONS

The financial commentary and financial accounts are provided for information.

Business Unit **100000 - Community Services**

	Dec YTD			2017 / 18	
	Actual	Budget	Variance	Remaining Budget	Budget
Internal Revenue	44,600	124,600	(80,000)	224,600	269,200
Fees & Charges Revenue	1,525,363	1,528,571	(3,208)	1,540,431	3,065,794
Grants & Subsidies Revenue	497,863	539,511	(41,649)	896,383	1,394,246
Financial Revenue	38,104	52,192	(14,088)	57,923	96,027
Total Revenue	2,105,929	2,244,874	(138,945)	2,719,337	4,825,267
Internal Expenditure	2,086,566	2,086,414	153	2,086,261	4,172,827
Staff Expenditure	2,057,457	2,035,255	22,202	2,015,654	4,073,111
Administration Expenditure	168,307	244,889	(76,583)	348,377	516,684
Financial Expenditure	(7,676)	3,648	(11,324)	14,972	7,296
Grants & Subsidies Expenditure	30,739	516	30,223	(29,707)	1,032
Repairs & Maintenance Expenditure	34,618	40,892	(6,274)	54,381	88,998
Operational Expenditure	981,330	1,231,803	(250,473)	1,569,708	2,551,039
Depreciation Expenditure	326,774	423,408	(96,634)	520,042	846,816
Total Expenditure	5,678,115	6,066,826	(388,710)	6,579,688	12,257,804
Operating Surplus / (Deficit)	(3,572,186)	(3,821,952)	249,766	(3,860,351)	(7,432,537)
Capital Expenditure	240,003	230,580	9,423	718,146	958,149
Capital Funding	(60,598)	1,871	(62,469)	(297,670)	(358,268)
Cash Back Depreciation	313,755	412,098	(98,343)	510,441	824,195
Rates Required	3,437,836	3,642,305	(204,468)	3,770,387	7,208,223

Commentary:

The Community Services Committee is \$204,468 under budget for the first six months to December 2017. A departmental breakdown and commentary follows.

Business Unit **110000 - Community Services - Community Development**

	Dec YTD			2017 / 18	
	Actual	Budget	Variance	Remaining Budget	Budget
Grants & Subsidies Revenue	23,439	0	23,439	(23,439)	0
Financial Revenue	1,635	972	663	822	2,457
Total Revenue	25,073	972	24,102	(22,616)	2,457
Internal Expenditure	20,716	20,563	153	20,410	41,126
Staff Expenditure	75,861	75,151	710	74,441	150,301
Administration Expenditure	4,069	16,663	(12,594)	36,662	40,730
Financial Expenditure	1,672	2,519	(847)	3,366	5,038
Repairs & Maintenance Expenditure	247	1,633	(1,387)	3,020	3,266
Operational Expenditure	9,522	33,389	(23,868)	57,257	66,779
Depreciation Expenditure	185	300	(115)	415	600
Total Expenditure	112,270	150,218	(37,948)	195,571	307,841
Operating Surplus / (Deficit)	(87,196)	(149,246)	62,050	(218,188)	(305,384)
Capital Funding	1,484	1,871	(387)	2,257	3,741
Rates Required	88,680	151,117	(62,437)	220,445	309,125

Commentary:

The Community Development Service is operating within budget. The Safe in the South Programme and Youth Council has major projects underway during the period ending 30 June 2018.

Business Unit **120000 - Community Services - Library**

	Dec YTD			2017 / 18	
	Actual	Budget	Variance	Remaining Budget	Budget
Fees & Charges Revenue	62,107	76,449	(14,343)	90,026	152,132
Grants & Subsidies Revenue	435	4,646	(4,211)	4,211	4,646
Financial Revenue	3,876	25,626	(21,750)	25,957	29,833
Total Revenue	66,417	106,721	(40,304)	120,194	186,611
Internal Expenditure	559,141	559,140	0	559,140	1,118,281
Staff Expenditure	1,108,865	1,117,758	(8,893)	1,126,651	2,235,515
Administration Expenditure	93,758	102,500	(8,742)	111,241	204,999
Financial Expenditure	(9,348)	458	(9,806)	10,264	916
Repairs & Maintenance Expenditure	5,619	14,581	(8,962)	30,758	36,377
Operational Expenditure	81,752	96,158	(14,406)	110,564	192,317
Depreciation Expenditure	303,924	394,995	(91,071)	486,066	789,990
Total Expenditure	2,143,710	2,285,590	(141,880)	2,434,685	4,578,395
Operating Surplus / (Deficit)	(2,077,293)	(2,178,869)	101,576	(2,314,491)	(4,391,784)
Capital Expenditure	183,948	220,256	(36,308)	289,224	473,172
Capital Funding	0	0	0	(39,873)	(39,873)
Cash Back Depreciation	303,924	394,995	(91,071)	486,066	789,990
Rates Required	1,957,317	2,004,130	(46,813)	2,077,775	4,035,092

Commentary:

Libraries and Archives are \$46,813 under budget for the first six months to December 2017. Income is \$40,304 under budget, though there is an annual invoice to be paid which will bring this closer to budget in January 2018. Operating expenditure is \$101,576 under budget with capital expenditure also under budget by \$36,308. This will become closer to budget as it is earmarked for library refurbishment. The tender for the refurbishment is set to close on 15 February 2018.

Business Unit **140000 - Community Services - Pools**

	Dec YTD			2017 / 18	
	Actual	Budget	Variance	Remaining Budget	Budget
Internal Revenue	44,600	124,600	(80,000)	224,600	269,200
Fees & Charges Revenue	764,922	782,744	(17,822)	791,784	1,556,707
Grants & Subsidies Revenue	0	0	0	134,613	134,613
Financial Revenue	31,755	25,594	6,162	31,981	63,737
Total Revenue	841,278	932,938	(91,660)	1,182,979	2,024,256
Internal Expenditure	959,058	959,058	0	959,058	1,918,116
Staff Expenditure	839,673	822,758	16,915	808,443	1,648,116
Administration Expenditure	59,063	67,620	(8,557)	76,177	135,240
Financial Expenditure	0	671	(671)	1,342	1,342
Grants & Subsidies Expenditure	30,739	516	30,223	(29,707)	1,032
Repairs & Maintenance Expenditure	14,023	24,677	(10,655)	35,332	49,355
Operational Expenditure	157,981	206,420	(48,440)	254,860	412,841
Depreciation Expenditure	12,835	11,011	1,824	9,186	22,021
Total Expenditure	2,073,371	2,092,732	(19,361)	2,114,692	4,188,063
Operating Surplus / (Deficit)	(1,232,093)	(1,159,794)	(72,299)	(931,714)	(2,163,807)
Capital Expenditure	8,884	10,324	(1,440)	11,763	20,647
Capital Funding	(62,082)	0	(62,082)	61,098	(984)
Rates Required	1,178,895	1,170,118	8,778	1,004,575	2,183,471

Commentary:

Pools are \$8,778 over budget for the first six months to December 2017. Pools are 10.8% and 0.01% behind budget for Income and Expenditure respectively. This is largely due to revenue from membership sales and pool hire which is typically reduced during December, and an unbudgeted staff cost that occurred during December. It is expected that the reduced membership and pool hire revenue will right itself over the next six months.

Business Unit **270000 - Community Services - Housing Care**

	Dec YTD			2017 / 18	
	Actual	Budget	Variance	Remaining Budget	Budget
Fees & Charges Revenue	558,949	510,795	48,154	462,642	1,021,591
Financial Revenue	838	0	838	(838)	0
Total Revenue	559,787	510,795	48,992	461,804	1,021,591
Internal Expenditure	473,369	473,369	0	473,369	946,738
Staff Expenditure	18,225	19,589	(1,364)	20,953	39,178
Administration Expenditure	4,347	4,177	170	4,008	8,355
Operational Expenditure	3,812	3,226	586	2,640	6,452
Total Expenditure	499,754	500,361	(608)	500,969	1,000,723
Operating Surplus / (Deficit)	60,033	10,434	49,599	(39,165)	20,868
Capital Funding	0	0	0	20,868	20,868
Rates Required	(60,033)	(10,434)	(49,599)	60,033	(0)

Commentary:

Housing Care is \$49,599 under budget for the first six months to December 2017. Rental income year to date is above what is budgeted owing to high occupancy levels, which was also the trend last financial year. Expenditure is tracking as per budgeted.

Business Unit **563400 - Community Services - Bus and Transport**

	Dec YTD			2017 / 18	
	Actual	Budget	Variance	Remaining Budget	Budget
Fees & Charges Revenue	139,385	158,582	(19,198)	195,979	335,364
Grants & Subsidies Revenue	473,989	534,866	(60,876)	780,998	1,254,987
Total Revenue	613,374	693,448	(80,074)	976,977	1,590,351
Internal Expenditure	74,283	74,283	0	74,283	148,566
Staff Expenditure	14,834	0	14,834	(14,834)	0
Administration Expenditure	7,071	53,930	(46,859)	120,289	127,360
Repairs & Maintenance Expenditure	14,729	0	14,729	(14,729)	0
Operational Expenditure	728,263	892,609	(164,346)	1,144,387	1,872,650
Depreciation Expenditure	9,830	17,102	(7,272)	24,375	34,205
Total Expenditure	849,011	1,037,924	(188,914)	1,333,770	2,182,781
Operating Surplus / (Deficit)	(235,637)	(344,476)	108,840	(356,793)	(592,430)
Capital Expenditure	47,171	0	47,171	417,159	464,330
Capital Funding	0	0	0	(342,020)	(342,020)
Cash Back Depreciation	9,830	17,102	(7,272)	24,375	34,205
Rates Required	272,977	327,374	(54,397)	407,558	680,535

Commentary:

The Passenger Transport areas are \$54,397 under budget for the first six months to December 2017. This underspend is mostly due to capital work on the new ticketing system not being spent.

TO: COMMUNITY SERVICES COMMITTEE
FROM: CHIEF EXECUTIVE
MEETING DATE: MONDAY 26 FEBRUARY 2018

COMMUNITY DEVELOPMENT PROJECTS

Report Prepared by: Mary Napper, Community Development Manager

SUMMARY

The Community Development Team are looking forward to a busy year. The minutes of the Child Youth and Family Friendly Subcommittee are attached.
--

RECOMMENDATIONS

That the report be received.

IMPLICATIONS

1.	<i>Has this been provided for in the Long Term Plan/Annual Plan?</i> N/A
2.	<i>Is a budget amendment required?</i> N/A
3.	<i>Is this matter significant in terms of Council's Policy on Significance?</i> N/A
4.	<i>Implications in terms of other Council Strategic Documents or Council Policy?</i> N/A
5.	<i>Have the views of affected or interested persons been obtained and is any further public consultation required?</i> N/A
6.	<i>Have the Child, Youth and Family Friendly Policy be considered?</i> Yes

FINANCIAL IMPLICATIONS

N/A.

CHILD, YOUTH AND FAMILY FRIENDLY SUB-COMMITTEE

The Child, Youth and Family Friendly Sub-committee minutes of 12 February 2018 meeting are attached (Appendix 1).

Barnardo's Invercargill Early Learning Centre obtained their accreditation in mid-January. It is hoped that the Water Fill Station will be launched at the Surf to City event in March.

GRANT APPLICATIONS

The Invercargill Active Communities and the Creative Communities Invercargill Funding programme are seeking applications for the funding round closing on 29 March.

TRUSTPOWER COMMUNITY AWARDS

The 2018 TrustPower Community Awards open for nominations on 5 March, closing on 31 May. Councillors are invited to either nominate projects driven by volunteers online when nominations open or contact the Community Development Manager with the details. Full details can be found on their website at <https://trustpower-awards.appspot.com/>

WELCOMING COMMUNITIES

The Community Development Team is assisting Venture Southland with the stocktake of what ICC and our wider community is doing to ensure migrants and newcomers are welcomed. From the stocktake an action plan will be developed for Council approval. This will lead to Invercargill and the Southland Region being accredited as a Welcoming Community.

SAFE IN THE SOUTH

The Safe in the South programme coordinated a very successful safety village at the Southern Field Days held at Waimumu, from 14 -16 February 2018. The village included interactive displays from NZ Police, Plunket, Road Safety Southland, Future Directions Network, Emergency Management Southland, Rural Support, WorkSafe NZ, ACC, the Kindergarten Association and member organisations of the Southland Respect Network. The Police tractor was a photo opportunity drawcard.

MINUTES OF A MEETING OF THE CHILD, YOUTH AND FAMILY FRIENDLY SUB-COMMITTEE HELD IN THE COUNCIL CHAMBER, FIRST FLOOR, CIVIC ADMINISTRATION BUILDING, 101 ESK STREET, INVERCARGILL ON MONDAY 12 FEBRUARY 2018 AT 4.00 PM

PRESENT: Cr D J Ludlow
Cr A H Crackett
R Amundsen
P Ereckson
B McDermott (from 4.03 pm)
G Pope (from 4.05 pm)

IN ATTENDANCE: Ms M Napper – Community Development Manager
Ms G Crawford – Community Development Officer
Ms L Kuresa – Committee Secretary

1. **APOLOGIES**

A McSorley, A Knowles, R Thwaites, G Pope and B McDermott for lateness.

Moved P Ereckson, seconded R Amundsen and **RESOLVED** that the apologies be accepted.

2. **WELCOME**

Cr Ludlow welcomed everyone to the meeting.

3. **MINUTES OF THE MEETING HED ON 13 NOVEMBER 2017**

Moved Cr Ludlow, seconded P Ereckson and **RESOLVED** that the minutes be accepted as a true and correct record.

Note: B McDermott joined the meeting at 4.03 pm.

4. **MATTERS ARISING**

4.1 **Invercargill City Walk**

B McDermott said that at a previous meeting the footprints leading people around the City Walk was discussed and the need for these to be either close together or more visible so they looked more like an adult footprint rather than a child's. He said that could be done with the use of a larger template. The template used previously had been supplied by Council staff. They had put them closer together and repainted quite a few of them as part of the Rev Up. Feedback indicated that there were 60 who used the walk during the workplace challenge. He was not sure if they needed Council permission or if a template needed to be approved in terms of the sizing of the footprints.

M Napper said she would ask Russell Pearson about the process of repainting the footprints in a larger size.

Note: G Pope joined the meeting at 4.05 pm.

4.2 **Smokefree Areas Policy**

The Committee was informed that the policy is in place and it was just a matter of waiting for signage to be completed, which would be by the end of February. There was a meeting on this matter last week and they were hoping that they had something to show the Youth Council at their 26 February meeting. The youth council were the instigator of this initiative many years ago.

Cr Ludlow said that the vapers created an interesting challenge because they would argue that vaping was not smoking. It was about visibility and in a sense vaping was the same because it was a trendy look. Invercargill was one of the first cities to include vaping in a smokefree policy. It is an enabling process.

5. **GENERAL BUSINESS**

The report had been circulated.

5.1 **Brand Updates**

G Crawford updated the Committee on events and businesses that had been branded and took the meeting through the report.

She informed the meeting that Children's Day would be held on Sunday 4 March at the Invercargill Fire Station.

5.2 **Water Fill Station**

B McDermott said that the Water Fill Station was in New Zealand and it would be launched at the Surf to City event on 18 March.

5.3 **NZ Monitoring Report on UNCROC**

M Napper took the meeting through the report.

Cr Ludlow asked Cr Crackett for her views on whether the Youth Council felt that they were adequately heard and Cr Crackett said that she could not speak on behalf of the Youth Council. She said that the evidence base now indicated that when the Youth Council had ideas, they were heard, for example the Smokefree Policy and how they took that through to the Consultation process and followed the whole process through. This was a good reflection that was tangible to them about how the process worked. She believed that the Youth Council had a vehicle on which to be heard.

Cr Ludlow said that this could be a matter to take back to the Youth Council for their second or third meeting to get some feedback. As a Child, Youth and Family Friendly Committee, it was important to support the Youth Council to ensure that they felt their contribution was valued.

Cr Crackett said on a Council level it was appreciated that the Youth Council reported back to Council. This is another vehicle they can use to deliver what they are doing.

M Napper said that by the next Child, Youth and Family Friendly Meeting, two Youth Council representatives would have been appointed to this Committee and they could be asked directly at the next meeting.

In response to a question by Cr Ludlow, as to when the Child, Youth and Family Friendly Policy came up for review, Ms Napper said she understood it would be this year and she will check with the policy team.

Cr Crackett said that another vehicle that the Youth Council voice had was the high school representatives who went back to the schools and consulted with their peers on how they felt about particular ideas the Council was discussing.

M Napper said that with the proposed bus changes coming up in April, the Youth Council were putting in submissions on that matter.

Cr Ludlow suggested that the Committee should take into account feedback from the Youth Council when the Child, Youth and Family Friendly Policy is reviewed. The Committee agreed this was a good idea going forward.

5.4 Sugar Free Drinks/Sugar Drinks Free Discussion

Discussion was held and the Committee agreed making changes on this topic is not simple. Progress is being made using the branding templates. M Napper said that a major issue she saw was the supply of drink fridges that the water and other products were stored in and were sponsored by sugar drink manufacturers.

Initiatives under taken in Lower Hutt were outlined.

Cr Ludlow said he would go back to IVEM and ask if they could offer events that could be sugar free or involve other alternatives. He would also follow up with Lower Hutt and see what they had in place.

5.5 Annual Work Plan

M Napper said she would get a timeframe from Andrew Cameron, Council's Policy Analyst about the review of the Child Youth and Family Friendly policy.

5.6 Children's Play Area

P Ereckson said that last year a colleague of his from Christchurch attended a seminar in London. The subject of Children's Play and their Environment was an important topic over there. An initiative occurred when two women got together and agreed to close a street, for a day, and use it as a play area for the children. With the recent review of playgrounds in Invercargill he wondered if this Committee wanted to about the London initiative. He had a copy of the PowerPoint Presentation and took the meeting through it. He wonders if this should be raised with Council. The website was Child in the City Foundation.

M Napper said that this fits with a play initiative or a play philosophy that was coming out of Sports New Zealand and she was the “Play Champion” for the Council. It was a whole philosophy from play to sport.

Cr Crackett suggested that it sounded like it was more about enabling communities to do street events etc. She suggested that the Committee could put a notice on social media about its new Neighbourhood Fund from 1 July 2018, which encourages the neighbourhoods to organise their own initiatives and have events.

After discussions, the Committee agreed that if Committee members wanted more information, Mary and Darren would meet with the Barnardos representative on Monday 5 March.

5.7 **Fun Day at the Marae**

B McDermott informed the meeting about the Family Fun Day at the Marae on Saturday 24 February.

G Crawford said she was meeting with the organiser on Wednesday about this event getting Friendly branded.

Moved Cr Ludlow, seconded P Ereckson and **RESOLVED** that the report be received.

6. **NEXT MEETING**

The next meeting is scheduled to be held on Monday 26 March 2018.

There being no further business the meeting closed at 4.40 pm.

TO: COMMUNITY SERVICES COMMITTEE
FROM: THE DIRECTOR OF WORKS AND SERVICES
MEETING DATE: MONDAY 26 FEBRUARY 2018

SPLASH PALACE CONCEPT PLAN

Report Prepared by: Peter Thompson, Aquatic Services Manager

SUMMARY

The following plan shows the proposed concept for Splash Palace. In particular the location and scheduling of the different projects and how they interrelate is indicated.

RECOMMENDATIONS

That the report ‘Splash Palace Concept Plan’ be received.

IMPLICATIONS

1.	<i>Has this been provided for in the Long Term Plan/Annual Plan?</i> Yes
2.	<i>Is a budget amendment required?</i> No
3.	<i>Is this matter significant in terms of Council’s Policy on Significance?</i> No
4.	<i>Implications in terms of other Council Strategic Documents or Council Policy?</i> No
5.	<i>Have the views of affected or interested persons been obtained and is any further public consultation required?</i> No
6.	<i>Have the Child, Youth and Family Friendly Policy be considered?</i> Yes

FINANCIAL IMPLICATIONS

None

SPLASH PALACE CONCEPT PLAN

The attached concept plan (refer to Appendix 1) has come about in order to illustrate the various projects being undertaken or proposed at Splash Palace and how they interrelate.

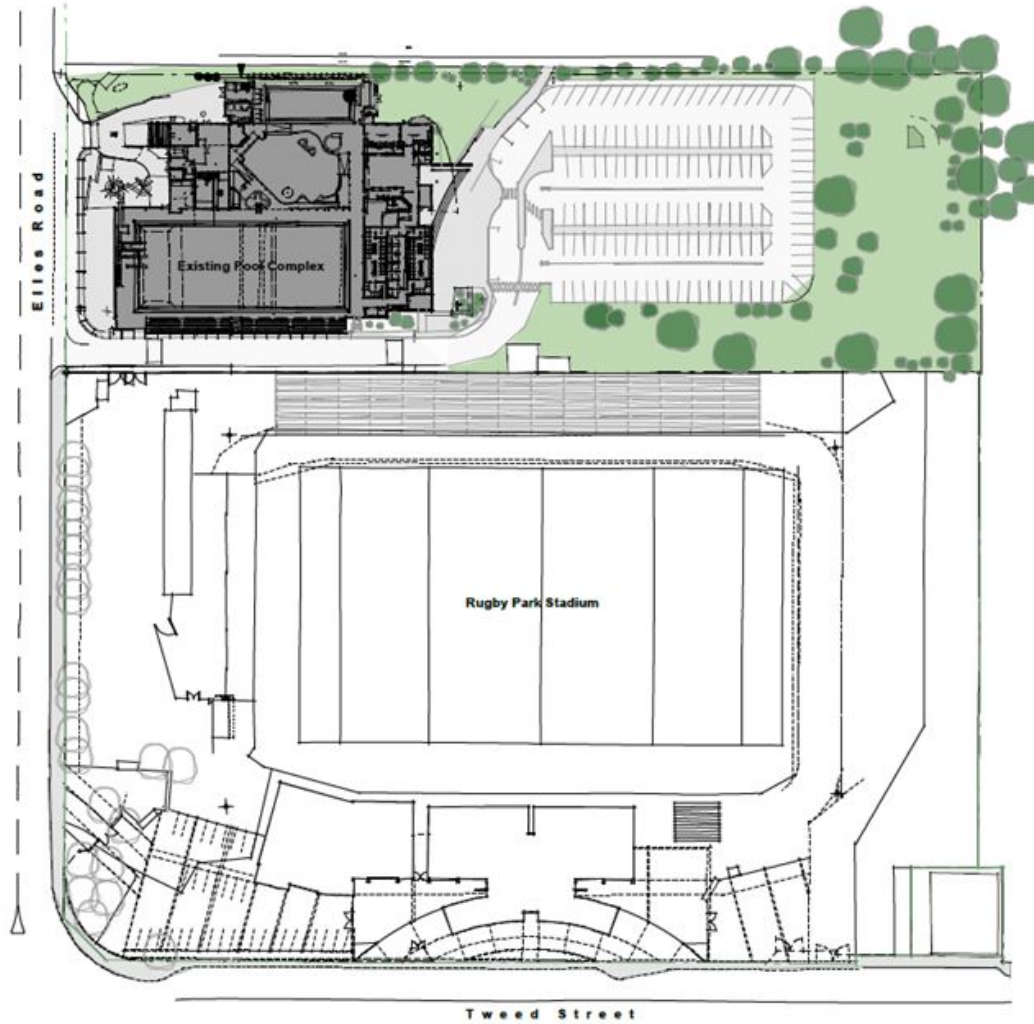
The plan is separated into five views, each showing progressive development of the projects. It should be noted here that points 3b, 4a and 4b on the plan are subject to consultation, funding and Council approval and that this plan does not predetermine consultation of the 2018 Long Term Plan (LTP) in any way.

Plan Points

1. New Changing Rooms and Foyer Upgrade (refer to page two of Appendix 1)
The new foyer and change room project is currently out for tender and is expected to be completed in 2018.
2. Hydroslide Replacement (refer to page three of Appendix 1)
The proposal for the replacement hydroslide project is to move it from its current location (at the deep end of the main pool) to a new location to the west of the Learners pool. Whilst this may cost more it will significantly improve the return on investment due to our being able to operate the slide more-or-less continuously as opposed to the intermittent operation of the slide in its current location. The indicative cost for the hydroslide project has been included in the budget for the 2018 LTP and the project itself is still in planning stages.
3a. East Carpark Extension (refer to page four of Appendix 1)
The eastern extension of the carpark has been a project that has been deferred for some years due to timing of other facility projects. Budget already exists for this extension.
3b. New Entrance Road (refer to page four of Appendix 1)
A further carpark extension is proposed that would additionally allow access and/or exit to Tweed Street from the Splash Palace carpark as well as providing additional car parks. This is subject to confirmation of the additional swimming pool project which also includes funding for said carpark extension. The extension may be required in order to build the new pool and is subject to consultation with stakeholders and a more specific design.
4a/b. New Swimming Pool (refer to page five of Appendix 1)
The proposed additional 25m x 10 lane swimming pool is one of the proposed projects to be consulted on for the 2018 LTP.

CONCLUSION

The concept plan provides for illustrative purposes an indication of the various projects being undertaken or proposed at Splash Palace. This plan may change but regardless provides some security of knowledge in the vision for Splash Palace.

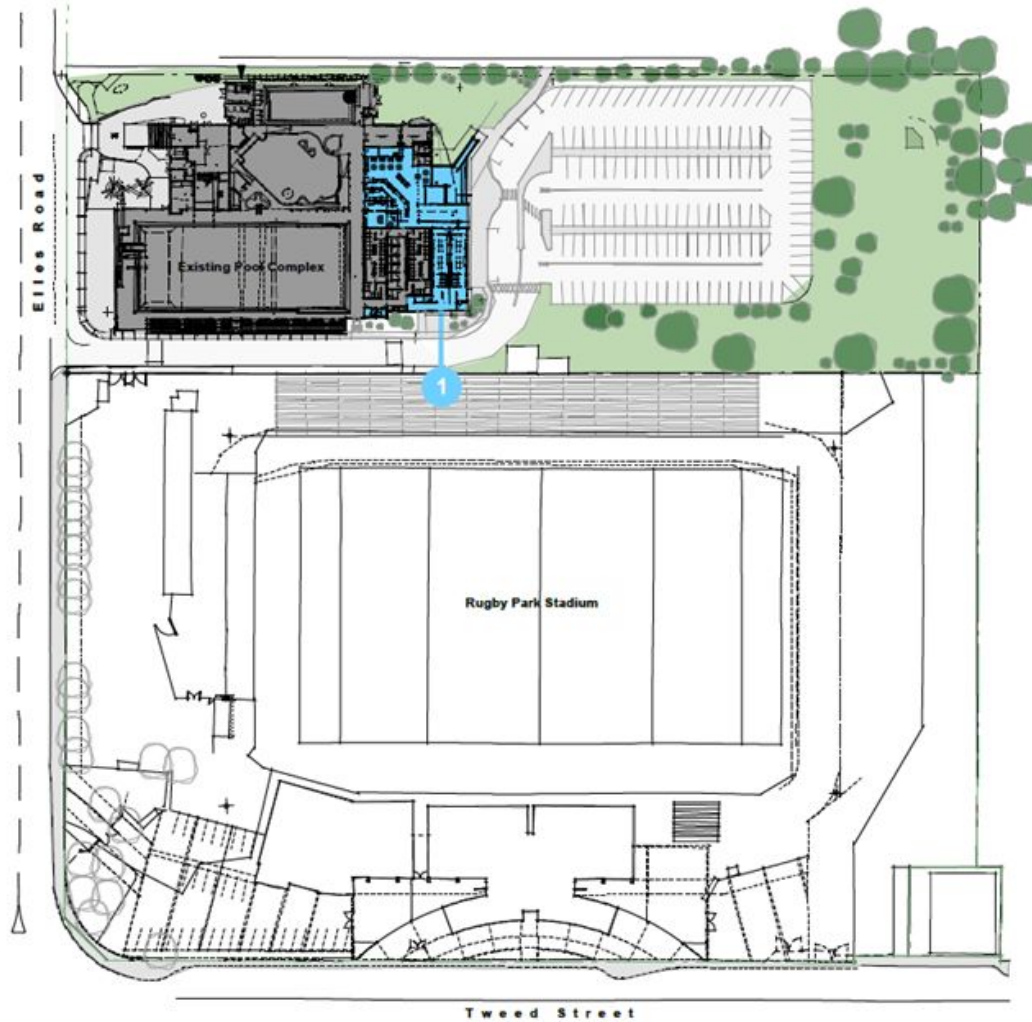


PRELIMINARY ONLY



Splash Palace Concept Master Plan
Rev. A 09/02/2018 Scale 1:1000 @ A3





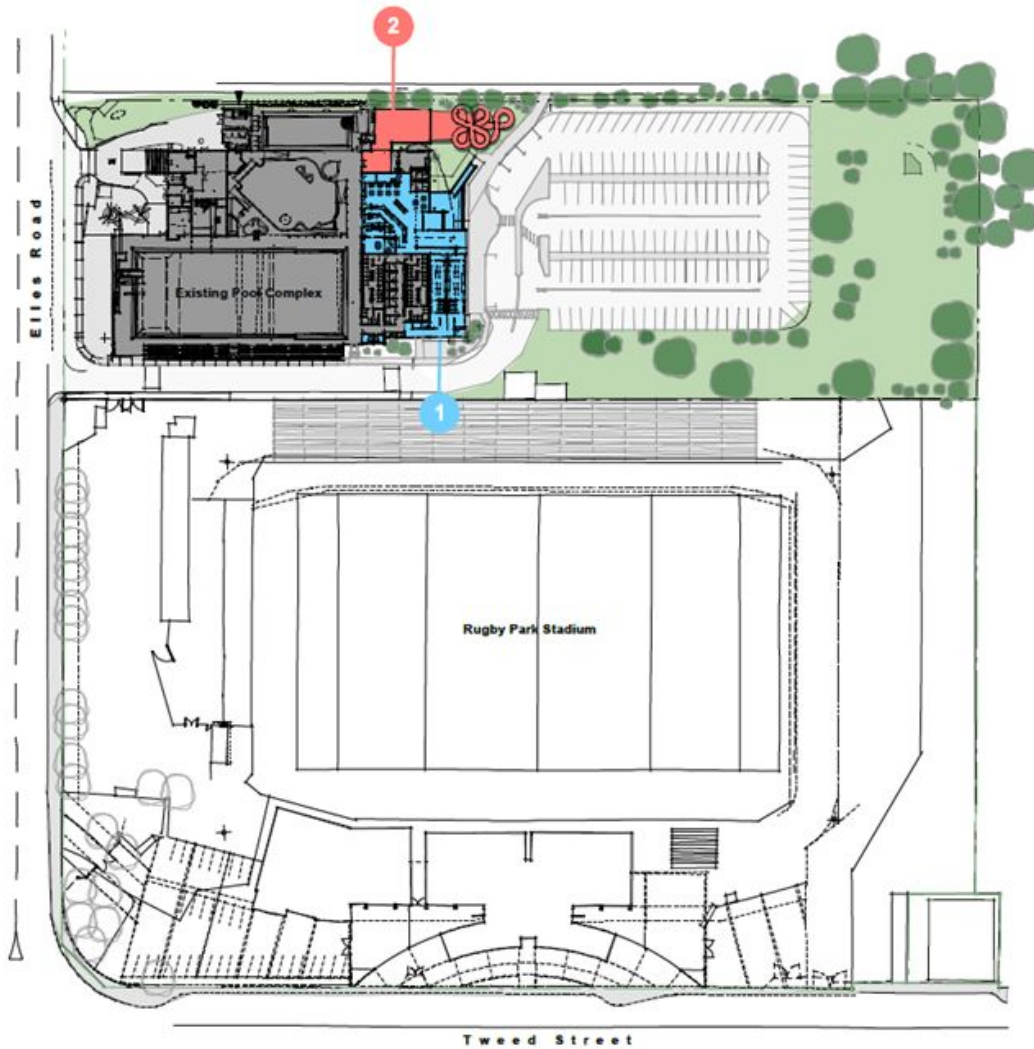
1 New Changing Rooms & Foyer Upgrade
• Confirmed to be complete in 2018

PRELIMINARY ONLY



Splash Palace Concept Master Plan
Rev. A 09/02/2018 Scale 1:1000 @ A3

Page 2 **MCCULLOCH**
ARCHITECTS



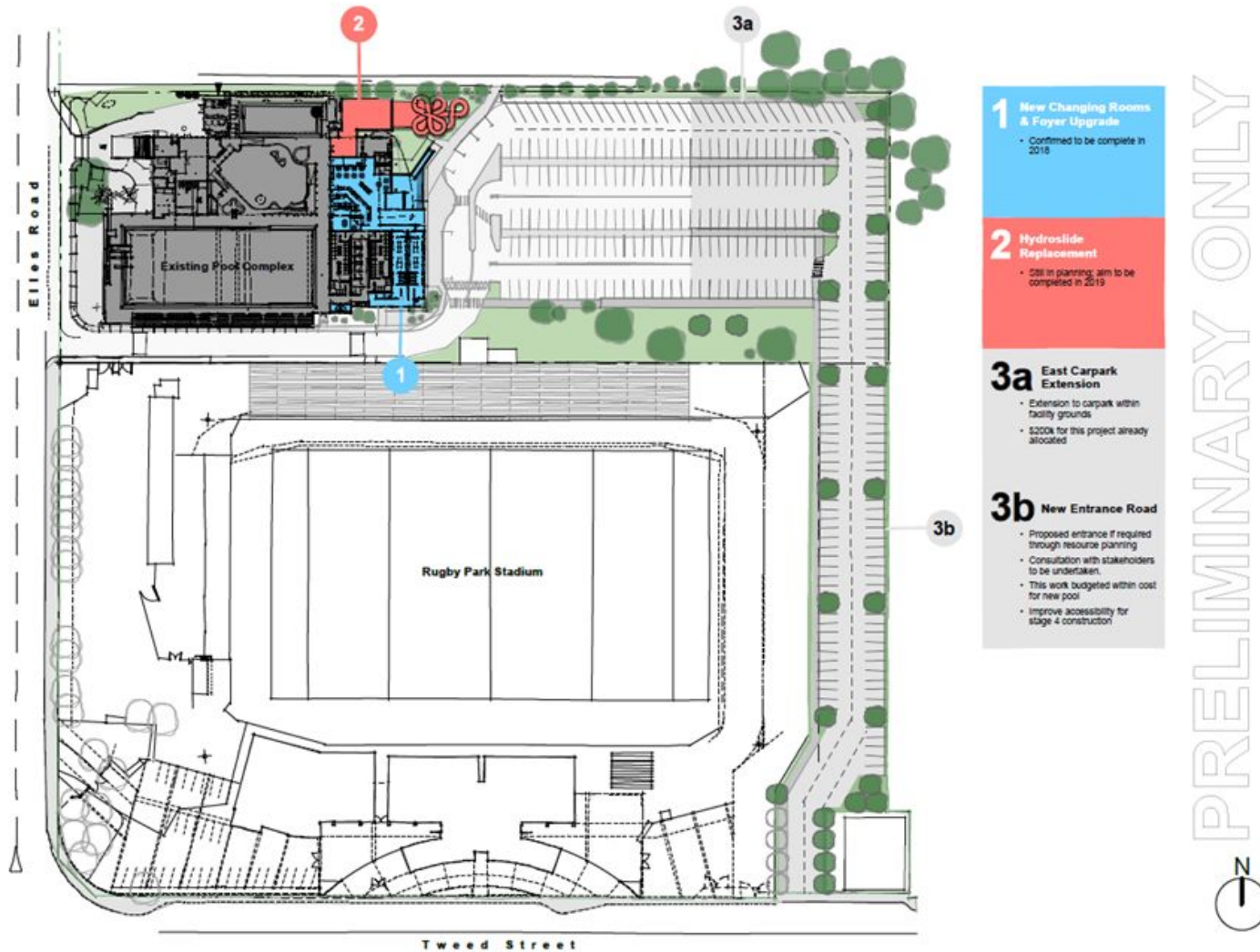
- 1** New Changing Rooms & Foyer Upgrade
 - Confirmed to be complete in 2018
- 2** Hydroslide Replacement
 - O&M in planning; aim to be completed in 2019

PRELIMINARY ONLY

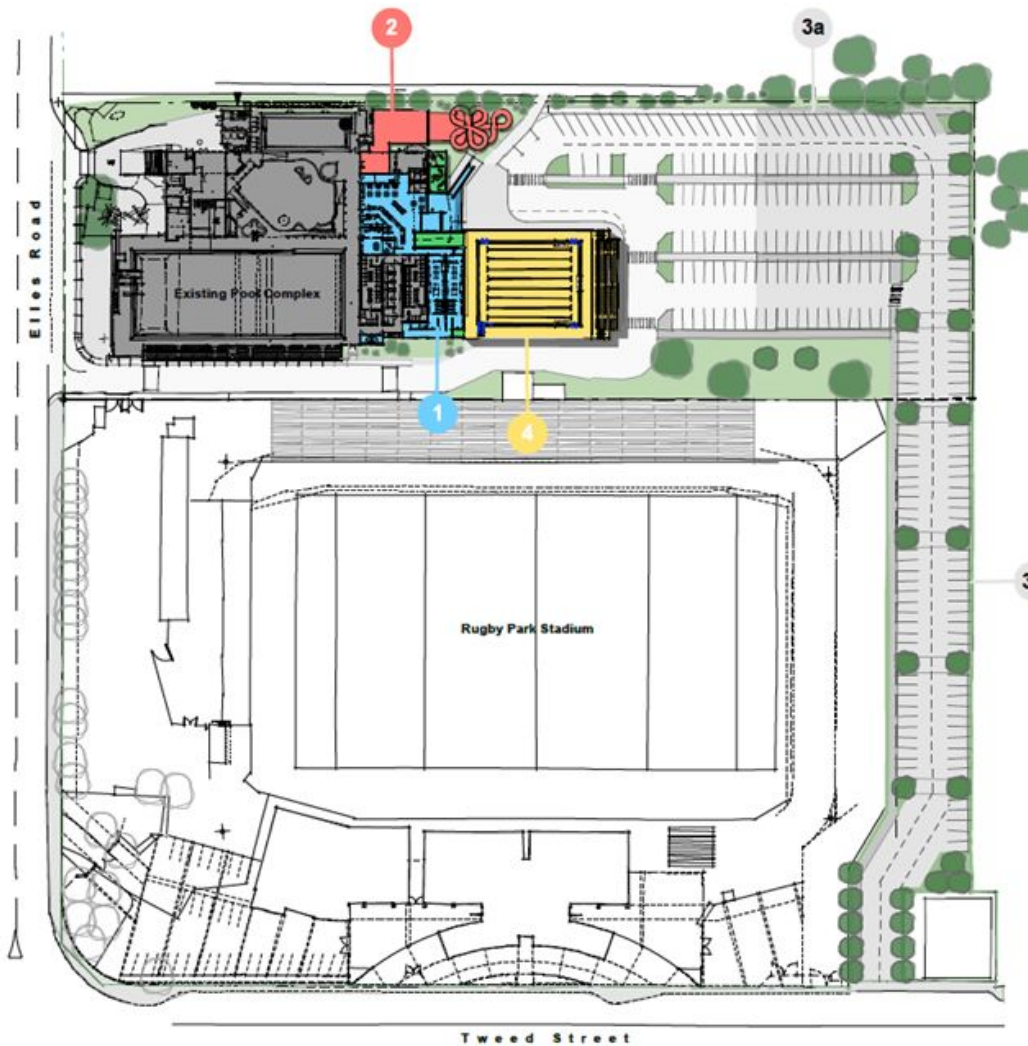


Splash Palace Concept Master Plan
Rev. A 09/02/2018 Scale 1:1000 @ A3

Page 3 **MCCULLOCH ARCHITECTS**



All illustrations are for indicative purposes only



- 1 New Changing Rooms & Foyer Upgrade**
 - Confirmed to be complete in 2018
- 2 Hydroslide Replacement**
 - Still in planning; aim to be completed in 2019
- 3a East Carpark Extension**
 - Extension to carpark within facility grounds
 - \$200k for this project already allocated
- 3b New Entrance Road**
 - Proposed entrance if required through resource planning
 - Consultation with stakeholders to be undertaken.
 - This work budgeted within cost for new pool
 - Improve accessibility for stage 4 construction
- 4a New 25m Pool**
 - Out for consultation with the 2018 LTP.
- 4b New 25m Pool**
 - Internal adjustments for access to new pool

PRELIMINARY ONLY

Note 3b is triggered only if 25m pool is approved

TO: COMMUNITY SERVICES COMMITTEE
FROM: DIRECTOR OF WORKS AND SERVICES
MEETING DATE: 26 FEBRUARY 2018

REGIONAL PUBLIC TRANSPORT PLAN

Report Prepared by: Melissa Short – Manager, Strategy and Policy
Russell Pearson – Roading Manager

SUMMARY

In October 2017, Council approved the draft Regional Public Transport Plan and invited submissions. We received 50 submissions with 11 submitters requesting to be heard. Nine submitters were available for the Hearing.

RECOMMENDATIONS

That the submissions be received and considered;

AND THAT

The proposed flat fare scheme is outlined in the Regional Public Transport Plan and is implemented from 8 May 2018;

AND THAT

The route for Route 2a is amended to include Gala and Dee Streets and Routes 2 and 3 linkages are amended as outlined in the body of this report;

AND THAT

The Ridewise card system be implemented for Total Mobility;

AND THAT

The interest in the Bluff service is acknowledged and staff will monitor the opportunity to enable further engagement to occur with the Bluff Community and any changes to be implemented from 1 July 2019. It is noted that a second unit is being signalled and may result in an amendment to the Plan following the community engagement process;

AND THAT

Subject to any further amendments arising from the hearing of submissions, Council adopts the Regional Public Transport Plan 2018-21 as amended above.

IMPLICATIONS

1.	<i>Has this been provided for in the Long Term Plan/Annual Plan?</i> Yes
2.	<i>Is a budget amendment required?</i> No, but may be required following a determination on the Bluff Service.
3.	<i>Is this matter significant in terms of Council's Policy on Significance?</i> No
4.	<i>Implications in terms of other Council Strategic Documents or Council Policy?</i> No
5.	<i>Have the views of affected or interested persons been obtained and is any further public consultation required?</i> Yes, the public have been consulted and submissions received.
6.	<i>Has the Child, Youth and Family Friendly Policy been considered?</i> Yes.

FINANCIAL IMPLICATIONS

No financial impacts arise from the recommendations included in this report.

LEGISLATIVE CONSIDERATIONS

The Local Government Act 2002 provides that the purpose of local government is to meet the current and future needs of communities in a way that is most cost effective for households and businesses. Section 10 of the Act further provides that the provision of these services are to be efficient, effective and appropriate to present and anticipated services.

SPECIFIC LEGISLATIVE POWER

Council, under delegation from Environment Southland, is required by the Land Transport Management Act 2003 to prepare a Regional Public Transport Plan (Plan). The Act sets out the requirements regarding the Plan's content and the consultation process required in preparing the Plan.

Before adopting the Plan, Council must be satisfied that the it contributes to the purpose of the Act, has been prepared in accordance with any relevant guidelines that the New Zealand Transport Agency (NZTA) has issued and that it has applied the following principles:

- Regional councils and public transport operators should work in partnership and collaborate with territorial authorities to deliver the regional public transport services and infrastructure necessary to meet the needs of passengers
- the provision of public transport services should be coordinated with the aim of achieving the levels of integration, reliability, frequency, and coverage necessary to encourage passenger growth
- competitors should have access to regional public transport markets to increase confidence that public transport services are priced efficiently

- incentives should exist to reduce reliance on public subsidies to cover the cost of providing public transport services
- the planning and procurement of public transport services should be transparent.

Section 125 of the Act sets out the manner in which Council must engage with the public. Following this engagement process we have invited submitters who wish to do so, to present their submission to the Community Services Committee. A timetable of submitters has been prepared based on an allocation of 10 minutes each and is attached (*Appendix 1*). The full submissions are attached (*Appendix 2*), with a summary, including staff responses, attached as *Appendix 3*.

CONSIDERATION OF SUBMISSIONS

Staff have considered the submissions received and provide the following to assist the Council's debate.

Bluff Bus Service

The Plan does not include a Council supported public transport service for the Bluff Community. In the past a number of community and commercial-led services have operated. In the long-term they have been unsuccessful, the biggest contributing factor being inconsistent or insufficient patronage to meet costs.

Awarua Developments Limited has recently presented proposals to the Bluff Community Board and has also submitted to the Plan. They have outlined their desire to have a bus service provided for Bluff residents, provide options for school children, community and recreational uses and for tourism access from Invercargill to Bluff. They have proposed a range of timetables and have tried to align with anticipated demands. The service has recently commenced.

The submissions received to the Plan seek Council's support for the service and a contribution to the operation of the service, together with a desire to have the NZTA also participate.

Council has a number of options to consider in respect to a new service. These include:

- directly support and provide funding through a grant
- directly support and provide funding through a targeted rate over Bluff properties
- include the service in the Plan (fund from targeted rate) and seek funding support with NZTA
- support in principle and monitor the current trial with a view to financially supporting at a later time
- encourage the proposal but not provide funding
- not amend the Plan

Currently, a targeted rate (based on capital value) provides the funding for the buses provided within the Invercargill urban area. The Transport Rate is not levied on rateable properties within the Bluff area.

The purpose of the Plan is to signal what services will be provided as a subsidised service. To qualify for, and be considered as, a subsidised service, the proposed service is run and

managed by Council, needs to meet a number of criteria from NZTA including having buses compliant to the Requirements for Urban Buses (RUB), be supported by a Better Business Case, be procured in an approved manner (via a publicly tendered approach) and have a suitable ticketing approach.

While it is being trialled, the new service will provide key information to assess if it is viable and whether the community wishes to support the availability of such a bus service.

No funding is currently provided for any additional service so a decision to include additional service would need to be supported either through a submission to Councils Long-term Plan or a staff report identifying the necessary changes to the Long-term Plan and any associated policies, or fees and charges schedules.

Fares

The Plan proposes to change the fare structure to a flat fare for all users at all times. A lower cost would be available where the user has a Bus Smart card, and tags on and off when the new ticketing system is implemented. The cost for a cash fare is \$3.00 which is higher than the current off-peak travel and also for the current peak travel cash rate for students and senior citizens.

The tag on and off system provides data about travel movements for future decisions and network modelling. This will be consistent across the ticketing consortium. The easiest way for a passenger to reduce their travel cost is to have the Bus Smart card. These are only \$5.00 and many of our users currently have them. It is anticipated that this fare change will further incentivise use of the card and also make cash management on the buses much more efficient and with lower risk.

Some submitters have queried the value of not offering a discount for specific user groups such as students. The service that is provided is not heavily focused on peak travel and in Invercargill the service as a whole is about access for the community. Accordingly, a flat fare is seen as both easy to understand and fair for all users.

The new fare structure approach is revenue neutral at current usage, but it is anticipated that the lower costs for business travellers will increase passenger numbers. This has been a trend in other areas who have implemented this fare structure. The \$2.00 per trip fare, when paid for by BusSmart card, otherwise \$3.00 for cash on the bus, is considered a reasonable and realistic cost, but does potentially impact travellers paying by cash in off-peak times. A transfer is also available for all trips where the next bus, within 30 minutes, can be used to complete a cross city ride.

Although the implementing the fare structure could be delayed until the 1 July when Council's other fees and charges are amended, it is recommended that an earlier date be set. This date will be subject to understanding the current system changes needed and communicating this to our customers. A date of 8 May 2018 is recommended as a suitable timeframe to achieve this.

The Plan allows an earlier implementation from adoption.

Routes

Feedback from the submissions fall into three areas:

1. General issues

The new routes are designed to generally have a common path both outward and inward so that users can select the direction that will give the quickest travel time. The routes have focused on actual current usage patterns and where the greatest potential passenger catchment is.

Each route needs to be completed within 30 minutes return to the hub so that transfers and connections can be made. This timeframe impacts the coverage achieved. While staff agree that some locations it is desirable to have stops close by, for example rest homes, in reality the stops have very few passengers and only at specific times. A balance is needed against creating routes which have passengers only at specific times. That is the design challenge.

Staff have also noted that the pending RITS ticketing system implementation is likely to have some delay being delivered and the impact of this will be that new routes are not able to be introduced until later in the 2018 calendar year, most likely the last quarter. This Plan's new routes will be delayed until this is introduced.

2. Travel Times

The routes proposed have a 30 minute travel time, with additional buses in the mornings and evenings. This means that during the middle of the day there will be 60 minutes between buses but only 30 minutes between buses at the busier times. This is achieved by having six buses running rather than three buses. The current timetable provides for a bus every 45 minutes.

3. Coverage issues

Some submitters have raised the issue of a lack of coverage in some areas. This is acknowledged, but given the desire to make trips quicker there is a resulting limitation on the coverage available. The consultant engaged by Council to develop the Plan considered these areas as part of the design. Staff have not been able to identify any additional opportunities for providing more coverage other than a full redesign and additional buses. It is considered that doing so would make the overall service uneconomical and not viable.

Staff have also reviewed the 3a Route and agree that it could utilise Gala Street rather than Yarrow Street. This would provide a transport link closer to the Southland Museum and Art Gallery, Queens Park and the office of Work and Income.

Staff recommend reassigning the routes so that we have 2a - 3b and 2b - 3a as linked routes. Each route has a slightly different travel time and this mix will help the combined time with a short and long trip. It is important that the combined times do not exceed 60 minutes. The testing and trialling that has been undertaken indicates that the service provided is close to that time, allowing for passenger entry and exit, but at an acceptable position. To remain within the 60 minutes the routes cannot add any extra travel on. For this reason staff recommend that some of the requests for buses to specific locations should not be accepted.

Total Mobility

No submissions were received which strongly opposed the introduction of the Ridewise card. There appears to be support from many users and it is now becoming a nationally common operating platform. The system offers many benefits in administering the system and extra security for users in having their photo identification printed on the card. The system implementation is planned for early July (to coordinate with, and avoid the reprinting of, the traditional stickers). The background has begun so that we are ready for implementation.

INCONSISTENCY

The proposed Plan is not inconsistent with any existing bylaw, policy or plan.

RISKS

There is a risk that the proposed routes, fee structure and other amendments contained in the Plan do not have the desired effect and result in better usage of the service. This has been mitigated by utilising existing usage data and by engaging with the community on the proposed changes.

There will be risks that need to be identified and addressed as part of any potential Bluff Service. This work has not yet been undertaken.

RPTP Hearing

Hearing Time	Submission Number	Speaker	Page
4.00 pm	S002	Hamish Muhl and Calvin Jenkins on behalf of Youth Council	49
4.10 pm	S007	Hayden Scott-Chambers	61
4.20 pm	S015	Crystal Osbourne-Cooper on behalf of Kara Foal	79
4.30 pm	S019	Karen Barnett	89
4.40 pm	S037	Eleanor Mary Easton	128
4.50 pm	S025	Kathleen Kelland	103
5.00 pm	S029	Amanda Taylor	111
5.20 pm	S020	Andrea Courtney and Victor West on behalf of the Southland Branch of the Association of Blind Citizens	91
5.30 pm	S043	Awarua Developments Limited	145



Submission Number:

001

**INVERCARGILL CITY COUNCIL SUBMISSION FORM:
REGIONAL PUBLIC TRANSPORT PLAN**

CONTACT DETAILS (Please print clearly)

Name: John Milne

Postal Address:

24 Helmsdale Street Rosedale Invercargill 9810

Daytime Telephone: 03 2177499 **Email:** jdmilne@xtra.co.nz

A handwritten signature in cursive script, appearing to read "John Milne".

Signature:

I DO NOT wish to speak to the Mayor and Councillors about my submission: No

MY SUBMISSION ON THE REGIONAL PUBLIC TRANSPORT PLAN IS:

The timetable and fares are all acceptable and should be to the liking of the majority of passengers.

However, the planned routes do not enhance a city-wide service that links the CBD and suburban shopping centres. All services should ideally be able to access the two major shopping centres (South City and Windsor) but the proposed plan does not allow the Waikiwi and Glengarry to service the Windsor area nor does the Kew and Newfield service have direct access to South City. Although the amendments do not allow for a return journey from the shopping centres – all passengers can use the transport system to interchange buses at the Hub.

The following amendments (highlighted) to the routes would add a maximum of 3mins to any one circuit thus not disadvantaging the 30mins time period allocated to each return trip.

Email this form to policy@icc.govt.nz

Submissions close on Friday, 15 December 2017

Please note that submissions will be included in papers which are available to the public



Windsor

Hub/Yarrow/Mary/Sydney/King/Windsor/**Herbert/Racecourse**/Lamond/Matai/Layard/Windsor/King/Sydney/Mary/**Gala/Dee**/Hub.

- This service would allow a connection with Queens Park and I-Site
- The removal of outward leg along Layard Street alongside James Hargest College would alleviate the congestion directly outside the school
- Allow better services to the Herbert/Chelmsford Street area

Glengarry

Hub/Tay/Lithgow/GlengarrySC/**Cree/Lyon/StAndrew/Exmouth**/George/Ward/St Andrew/Derwent/Yarrow/**Carnarvon/Duncan/West/Stuart**Tay/Hub

- The bus service would best be suited to the south side of St Andrew Street (not the park side as in proposed plan) – hence opposite direction after Glengarry S/C
- Only one circuit of the Glengarry S/C
- Additional service to Hawthorndale would only add an additional 3mins (using current Windsor Comment route)

Waikiwi

Hub/Dee/North/Bay/Patterson/Heywood/Ross/Elgin/North/Moa/Kereru/West Plains/North/**Bainfield/Myers/Cargill/Edinburgh/O'Bryne/Bruce**/North/**Duke/Queens/Layard/Windsor/Herbert**/Dee/Hub

- Direct access to Southland Boys High School and James Hargest Junior Campus
- Closer proximity to the Windsor Shopping Centre
- Route encompasses two additional rest homes

Kew

Hub/Tay/Conon/Janet/Yathan/O'Hara/Ness/Kew/**Hospital loop**/Elles/Dipton loop/Elles/Wicklow loop/**Elles/Janet**/Conon/Tay/Hub

- Hospital stop on outward journey only
- Passengers can access Kew bus on inward journey from west side of Elles Road adjacent to the Hospital (a shelter should be provided)
- Inward service from Clifton direct to South City Shopping Centre

Strathern

Hub to John Street as proposed then **Regent/Tramway**/Chesney loop/Tramway/Newbie/John/Pomoan/Martin/**Janet/Ness/Dalrymple**/Elles return to Hub

- Direct access to Auroa College
- Transit area for Newfield service

Newfield

Hub to Regent Street as proposed then /**John/Mavora**/John/Regent to Hub

- Access to Auroa College
- Transit are for Strathern service to South City Shopping Centre

Email this form to policy@icc.govt.nz

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Transit Points

North

Windsor/Glengarry – corner Ward/Herbert Street (75m walk)

Windsor/Waikivi – corner Windsor/Herbert Street (opposite Police Station)

South

Strathern/Kew – corner Janet/Martin/Elles Road

Strathern/Newfield – corner John/Regent Streets

Email this form to policy@icc.govt.nz

Submissions close on Friday, 15 December 2017

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.....

SCANNED
29 NOV 2017


28 NOV 2017

28 11 17
002

Invercargill

Submission Form REGIONAL PUBLIC TRANSPORT PLAN CONSULTATION

Submitter Details

First Name		Surname	
Organisation <small>(if appropriate)</small>	Invercargill City Youth Council	Postal Address	Private Bag 90-14, Invercargill
Phone (daytime)	03 2111669	Postcode	9840
Email	youth.council@icc.govt.nz	Date	14/11/17
IF NON-RESIDENTIAL RATEPAYER, PROPERTY(IES) LOCATED IN		Signature	

Returning your submission

Return by 5pm, Friday, December 15.

Deliver to: Civic Administration Building
101 Esk Street
Invercargill

Email: Policy@icc.govt.nz

Post to: Submission - RPTP
Invercargill City Council
Private Bag 90104
Invercargill 9840

Presentation of submission

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My submission is:

REGIONAL PUBLIC TRANSPORT PLAN  CONSULTATION 

Fare Structure:

\$3 per trip for youth if using cash is very expensive. Families often don't have the money to "top-up" the Bus Smart Card. The handing out of \$3 or \$6 for a return trip to children uses up the money for milk and bread. This will discourage the use of the buses. We acknowledge it may be designed to encourage the use of the bus smart card. Where will top-up be available, can it be done on the buses? Having a 40 year old pay the same as a 6 year old is unfair. Children and young people have no income to use to pay the fare. The fare structure is disregarding the student population and their value in the community.

New Card System -

This will require a period of education and adjustment. The new card could offer a discount to youth rather than the same fare for all.

Hubs:

The introduction of a second hub may reduce confusion about which buses are traveling north or south. In wet and windy weather it will be very unpleasant making the transfer to the other side of Dee Street.

Proposed Option 3 New Routes -

We believe the proposed new routes are great, they will be quicker and be more accessible in the distance covered. The proposed distance between a persons home and the nearest bus stop is acceptable. Bus shelters are essential at each stop.

Timetable -

It is disappointing that the buses finish mid afternoon and there are no Sunday buses.

Additional Ideas:

Has the inclusion of the Airport been considered. No buses go near the airport. Are we wanting to encourage tourists and the use of the airport?

Oreti Beach - could a service be available in the summer to take people out to the beach mid morning and back later in the day.

Major Events - in other cities there are usually buses supplied to get to the venue when major events are being held.

Youth Voice -

We would like to suggest that in the future a young person is appointed to any review panel. This is very important.

* Please add extra pages if needed.

Submission Form

REGIONAL PUBLIC TRANSPORT PLAN



CONSULTATION

Submitter Details

First Name	Neil Rex	Surname	McArmoitt
Organisation <small>(if appropriate)</small>		Postal Address	749 Queens Drive Invercargill 9810
Phone (daytime)	2158 259	Postcode	9810
Email	neilandsue.mcarmoitt@gmail.com	Date	7-12-17
IF NON-RESIDENTIAL RATEPAYER, PROPERTY(IES) LOCATED IN		Signature	

Returning your submission

Return by 5pm, Friday, December 15.

Deliver to: Civic Administration Building
101 Esk Street
Invercargill

Email: Policy@icc.govt.nz

Post to: Submission - RPTP
Invercargill City Council
Private Bag 90104
Invercargill 9840

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My submission is:

REGIONAL PUBLIC TRANSPORT PLAN



As a regular user of the City bus services, I am concerned about the proposed changes to the bus routes. Currently my nearest bus stop is Gimblett and Queens Drive.

With the proposed new routes it would mean a walk of 2kms to North Road or some distance to Windsor St.

I feel that a large part of Town will be missing out. Nothing for Eastern Waitkiri / Kildare and other parts.

I understand that working people require a more direct route with time savings.

May I suggest that the direct routes apply in peak time and in off peak times something like the old purple circle service covering a bigger area of both South & North Invercargill.

The off peak users have more time to travel. More people travelled on the purple circle routes in the past. 1/2 hour frequency would be great. A good public transport service is needed for people who are unable to drive. The purple circle routes need to be travelling near City Pensioner flats and tourist attractions like the stadium etc to increase patronage.

I trust that you will review your proposed service which I feel will do little to increase patronage.

004

Submission Form

REGIONAL PUBLIC TRANSPORT PLAN



CONSULTATION

Submitter Details

First Name	Lenore	Surname	Mathieson
Organisation <small>(if appropriate)</small>		Postal Address	7 Banks St Richmond Postcode 9810
Phone (daytime)	03 2171310	Date	5 - 12 - 17
Email		Signature	L.M. Mathieson
IF NON-RESIDENTIAL RATEPAYER, PROPERTY(IES) LOCATED IN			

Returning your submission

Return by 5pm, Friday, December 15.

Deliver to: Civic Administration Building
101 Esk Street
Invercargill

Email: Policy@icc.govt.nz

Post to: Submission - RPTP
Invercargill City Council
Private Bag 90104
Invercargill 9840

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6/12/17
SCANNED

23m
R108/12/17



My submission is:

REGIONAL PUBLIC TRANSPORT PLAN



CONSULTATION

Why have 2 buses going
up and down Yarrow Street
at the same time?

Could one - serving Windsor area -
be shifted to Gala St.

This would give those without cars
or unable to drive the chance
to get to Winz and the
iSite, Museum & Queens Park.

The new plan suits those who go in
out regularly & like workers in CBD

Very little help to older people
& young families.

Hard to access community based
activities - hairdressers, physio /
massage, podiatry etc.

* Please add extra pages if needed.

005

Submission Form REGIONAL PUBLIC TRANSPORT PLAN CONSULTATION



Submitter Details

First Name	Sue	Surname	Russell
Organisation <small>(if appropriate)</small>		Postal Address	50 Bandon ST Bluff
Phone (daytime)	0274 60 8861	Postcode	9814
Email	grey.sue@xtra.co.nz	Date	28-11-17
IF NON-RESIDENTIAL RATEPAYER, PROPERTY(IES) LOCATED IN		Signature	S Russell

Returning your submission

Return by 5pm, Friday, December 15.

Deliver to: Civic Administration Building
101 Esk Street
Invercargill

Email: Policy@icc.govt.nz

Post to: Submission - RPTP
Invercargill City Council
Private Bag 90104
Invercargill 9840

Presentation of submission

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My submission is:

REGIONAL PUBLIC TRANSPORT PLAN

CONSULTATION

Public Transport in Bluff

- I am writing in response for public Transport plan, we haven't had public transport in Bluff for years and it would definitely prove very helpful.
- Elderly people have trouble getting to places in Invercargill such as - Southland Hospital, groceries, appointments, maybe visiting friends and family - not just elderly but this would apply to all in Bluff who don't have transport available to them.
- Getting school children to school especially year 7 & 8 - being able to catch a bus, would prove very beneficial to them.
- For sports, appointments or just having the availability and choice to catch public transport would be great, and alot more independent for many people. Thank you

* Please add extra pages if needed.

SCANNED

11 DEC 2017



Submission Form

REGIONAL PUBLIC TRANSPORT PLAN



CONSULTATION

Submitter Details

First Name	Debbie	Surname	Jamieson
Organisation	Bupa Care Services	Postal Address	211 Racecourse Road Invercargill
(if appropriate)	Ascot Retirement Village and Ascot Care Home	Postcode	9810
Phone (daytime)	03 948 2605	Date	8/12/17
Email	debbie.jamieson@bupa.co.nz	Signature	<i>[Signature]</i>
IF NON-RESIDENTIAL RATEPAYER, PROPERTY (IES) LOCATED IN			

Returning your submission

Return by 5pm, Friday, December 15.

Deliver to: Civic Administration Building
101 Esk Street
Invercargill

Email: Policy@icc.govt.nz

Post to: Submission - RTPP
Invercargill City Council
Private Bag 90104
Invercargill 9840

Presentation of submission

Please tick as appropriate. If neither of the boxes is ticked, it will be considered that you do not wish to be heard.

- I wish to speak to the Mayor and Councillors about my submission.
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My submission is:

REGIONAL PUBLIC TRANSPORT PLAN



CONSULTATION

We would like to have a Bus Service
on Racecourse Road between

149 Care Home and 211 The Retirement
Village.

Many residents & visitors would use
this service.

The Village has 95-99 residents & The Care
Home has 90-100 residents and many
visitors.

If the bus route could be Racecourse Road
→ St Andrew St → (instead of
Derwent St → St Andrew St).

Hoping you find this alternative route
favourable.

* Please add extra pages if needed.

8.12.17 UU /

SCANNED
11 DEC 2017

Submission Form

REGIONAL PUBLIC TRANSPORT PLAN



Submitter Details

First Name Hayden Hayden	Surname Scott-Chambers
Organisation (if appropriate)	Postal Address 2 Rannoch Street Invercargill Postcode 9812
Phone (daytime) 027 352 9871	Date 8/12/2017
Email haydenscottchambers@gmail.com	Signature
IF NON-RESIDENTIAL RATEPAYER, PROPERTY(IES) LOCATED IN	

Returning your submission

Return by 5pm, Friday, December 15.

Deliver to: Civic Administration Building
101 Esk Street
Invercargill

Email: Policy@icc.govt.nz

Post to: Submission - RPTP
Invercargill City Council
Private Bag 90104
Invercargill 9840

Presentation of submission

Please tick as appropriate. If neither of the boxes is ticked, it will be considered that you do not wish to be heard.

- I wish to speak to the Mayor and Councillors about my submission. - depends on work
- I do NOT wish to speak in support of my submission and ask that the following written submission be fully considered.

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8/12/2017

BUS Transport Plan

Buses

- While I am impressed about these Plans, I am unimpressed of

→ Childrens fare cost

- Bike racks being taken off the buses
- No subsidised Buses to Bluff or Oatara.
- No Code of Conduct

The Children fare needs to be at a cheaper ~~low~~ price as well as a CSC (Community Service Card) discount on top of that. While I like the new modern buses it's sad that there not putting Bike racks, they need to stay as they could be a asset during the winter months. There should also be ~~subsidised~~ subsidised Bus services to Bluff and Oatara as there is no Bus service especially Oatara which is famous for Oreti Beach.

- A Code of Conduct must be in place as it's useful in other cities.

Total Mobility

- The new TM Card should also be used in other cities as there has been some issues over the past 12 months.

Thank you for hearing my submission and I hope you take it into consideration.

 Scott

Hayden Scott-Chamber

008

12/12/17



Submission Form REGIONAL PUBLIC TRANSPORT PLAN CONSULTATION

SCANNED

12 DEC 2017

Submitter Details

First Name	Sonya Stacey	Surname	Tohariki
Organisation <small>(if appropriate)</small>	Bus User	Postal Address	220 Regent Street Invercargill 9812 Postcode
Phone (daytime)	0211243053	Date	5-12-2017
Email		Signature	I I Tohariki
IF NON-RESIDENTIAL RATEPAYER, PROPERTY(IES) LOCATED IN			

Returning your submission

Return by 5pm, Friday, December 15.

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101 Esk Street
Invercargill

Email: Policy@icc.govt.nz

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Invercargill City Council
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My submission is:

REGIONAL PUBLIC TRANSPORT PLAN



CONSULTATION

Passenger Transport

I am writing ⁱⁿ protest at the proposed Bus Route changes.

I have been in Regent Street for more than 40 years, and

when the buses started down this end of the street, it

went right passed my house, then in 2012 they changed.

The bus then came down Regent St on to John Street

at Number 223 John Street where I catch it now.

The proposed new stop will be Regent and Launder Cres, even

further away which is so inconvenient considering my age

and health. I don't see why the 223 John St stop can not

be included considering there is quite a number of people

who use that stop. Maybe the bus could do a loop around

Mavora Cres and come back on to Regent Street. Thankyou.

I / I Richard



Public Health South

Dunedin: Private Bag 1921, Dunedin 9054
Ph: 03 476 9800 Fax: 03 476 9858

Invercargill: PO Box 1601, Invercargill 9840
Ph: 03 211 8500 Fax: 03 214 9070

Queenstown: PO Box 2180, Wakatipu, Queenstown 9349
Ph: 03 450 9156 Fax: 03 450 9169

SUBMISSION ON REGIONAL PUBLIC TRANSPORT PLAN

To: **Submission - Regional Public Transport Plan**
Invercargill City Council
Private Bag 90104
Invercargill 9840

Details of Submitter: **The Southern District Health Board**

Address for Service: **Public Health South**
Southern District Health Board
PO Box 1601
INVERCARGILL 9840

Contact Person: **Ellyn Robertson**
Ellyn.robertson@southerndhb.govt.nz
03 211 8620

Our Reference: **17Nov15**

Date: **27 November 2017**

Introduction

Southern District Health Board (Southern DHB) presents this submission through its public health service, Public Health South. This Service is the principal source of expert advice within Southern DHB regarding matters concerning Public Health. Southern DHB has responsibility under the New Zealand Public Health and Disability Act 2000 to improve, promote and protect the health of people and communities. Additionally there is a responsibility to promote the reduction of adverse social and environmental effects on the health of people and communities. With 4,250 staff, we are located in the lower South Island (South of the Waitaki River) and deliver health services to a population of 319,200.

Public health services are offered to populations rather than individuals and are considered a “public good”. They fall into two broad categories – health protection and health promotion. They aim to create or advocate for healthy social, physical and cultural environments.

This submission is intended to provide general commentary to the Invercargill City Council (ICC) on the draft Regional Public Transport Plan (RPTP).

General Comments

Health in All Policies (HiAP)

Health begins where we live, work and play. It is clear that many organisations which influence health and wellbeing, including local government, are outside the health sector. The World Health Organisation acknowledges this and advocates for considering health in all policies.

HiAP is an approach that “Assists leaders and policy makers to integrate considerations of health, wellbeing and equity during the development, implementation and evaluation of policies and services. It tends to work best when leaders and policy makers at all levels of government and across the different sectors are engaged”.¹

The health sector’s role is to support other sectors in achieving their goals in a way that also improves health and wellbeing. Public Health South (PHS) would like to work in partnership with Council, especially in regards to transportation matters.

Public Transport

PHS promotes public transport as a priority means of commuting, along with active transport (for example, walking and cycling) due to the many public health benefits. PHS supports the RPTP and its changes as it has the potential to deliver positive health outcomes for our community. Providing suitable transport choices and creating a shift in behaviour towards using public and active transport is beneficial for health, the environment and the community. This occurs from increased physical activity getting to and from public transport, improved social connections, as well as improved air quality and road safety.²

PHS is strongly committed to reducing health disparities in the population in order to improve public health outcomes and supports changes to the fare structure. We also support the use of a Bus Smart Card discount to encourage regular use. It has been recognised that different rates for on and off peak rates are a disincentive for patrons during peak times. Extra services during early morning times will encourage continued use of the service.

PHS recommends that buses and shelters are easily accessible for those with bikes and prams; this encourages use of the public transport system, along with access for families and those who use active travel as a means of transport.

Recommendations:

- PHS supports the new fare structure to encourage use of the system.
- Ensure buses have access and space for bikes and prams.

Route Changes

PHS supports changes based on customer feedback to make routes more direct and convenient in order to increase use of the system. However, PHS would like to ensure routes continue to prioritise areas of higher deprivation, as we know those living in these areas have poorer health outcomes.³ Additionally, including routes to supermarkets and the Central Business District from high deprivation areas allows families of low income to access affordable food; therefore reducing a common barrier to healthy eating which is an important factor for decreasing obesity.

Recommendation:

- Ensure areas of high deprivation and low income (for example, South Invercargill) have easy access to the service.

Physical Activity

Being physically active can reduce the risk of cardiovascular disease, obesity and type 2 diabetes, as well as some cancers and depression.⁴ With only 48% of the New Zealand population meeting the recommended guidelines for physical activity⁵, it is important we look for practical ways to increase physical activity in our daily lives. Along with active transport, evidence shows that those who use public

¹ Christchurch City Council, Greater Christchurch Urban development Strategy and Canterbury District Health Board. (2011). *Canterbury Health Impact Assessment Project Annual report: Christchurch*: Christchurch City Council, Greater Christchurch Urban Development Strategy, Canterbury District Health Board.

² Litman, T. Transportation and public health. *Annu Rev. Public Health.* 2013;34; 217-33

³ Ministry of Health. 2016. *Annual Update of Key Results 2015/16: New Zealand Health Survey*. Wellington: Ministry of Health.

⁴ Genter, J; Donovan, S; Petrenas, B; Badland, H. Valuing the health benefits of active transport modes (research report 359); New Zealand Transport Agency. Wellington, 2008.

⁵ Ministry of Health. 2016. *Annual Update of Key Results 2015/16: New Zealand Health Survey*. Wellington: Ministry of Health.

transport are also more physically active than those who use their personal vehicles.⁶ Additionally, having a system that supports those who use active transport, such as cycling, is also important. PHS supports the buses' capacity to carry bikes and advocates for the bus system to be supportive and encouraging for cyclists.

Where patrons have longer distances to walk or cycle to bus stops, it is vital that these areas are safe and sheltered. Having bus stops more spread out may however be a disadvantage for some patrons (elderly and disabled persons). PHS notes the RPTP has been updated to the Total Mobility Scheme which ensures all new services have wheelchair access, and encourages council to consult organisations representing this group on future plans.

Recommendations:

- Ensure footpaths surrounding bus stops are safe for pedestrians, are well lit and have appropriate bus shelters.
- Ensure that cycle lanes are not jeopardised by bus stops or lanes.
- Consult with organisations representing people with disabilities.

Environment

Having a reliable and affordable public transport system encourages the shift away from the use of personal vehicles, thus reducing vehicle emissions and having less impact on the environment. Research in Queensland has shown that reduced car use leads to improved air and water quality, and results in lower cost transport.⁷

Community Outcomes

PHS supports the focus of the RPTP on improving community connectedness and the wellbeing of residents. We advocate for people engaging in social opportunities as there is evidence that increased social connection leads to improved physical and mental health, especially for elderly people who may be at risk of isolation and loneliness.⁸

Summary

PHS support a public transport system that is affordable and convenient especially for low income, elderly and disabled persons. Encouraging a shift towards active and public transport has the potential to improve health outcomes in our community.

We do not wish to be heard in regards to this submission.

Yours sincerely



Ellyn Robertson
Health Promotion Advisor

⁶ Strategies to prevent Obesity and Other Chronic Diseases: The CDC Guide to Strategies to Increase physical activity in the Community; Centres for Disease Control and Prevention, Department of Health and Human Services. Atlanta, US, 2011.

⁷ Fishman, E; Gerrard, J; Ker, I; Litman, T. Cost and health benefit of active transport in Queensland: research and review (Stage one report); Queensland Health Promotion, Queensland, 2011.

⁸ Umberson, D; Karas Montez, J. Social Replationships and Health: A Flashpoint for health Policy. J Health Soc Behav. 2010. 51 (Suppl), S54-S66.

010



CONSULTATION

Submission Form REGIONAL PUBLIC TRANSPORT PLAN



Submitter Details

First Name *Dean*

Surname *Jones*

Organisation
(if appropriate)

Postal Address *61 prospect Terrace
Invercargill*

Postcode

Phone (daytime) *021 063 4895*

Email *deanj@slingshot.co.nz*

Date *2/12/17*

IF NON-RESIDENTIAL RATEPAYER, PROPERTY(I)ES LOCATED IN

Signature *[Handwritten Signature]*

Returning your submission

Return by 5pm, Friday, December 15.

Deliver to: Civic Administration Building
101 Esk Street
Invercargill

Email: Policy@icc.govt.nz

Post to: Submission - RPTP
Invercargill City Council
Private Bag 90104
Invercargill 9840

Presentation of submission

Please tick as appropriate. If neither of the boxes is ticked, it will be considered that you do not wish to be heard.

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I do NOT wish to speak in support of my submission and ask that the following written submission be fully considered.

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My submission is:

REGIONAL PUBLIC TRANSPORT PLAN

CONSULTATION

- No Centre city loop - Getting dropped off and picked up at one remote inner city point, reduces the appeal of using buses for elderly, mothers with prams, and those with reduced mobility.
- New routes do not connect areas of the city
- Six routes increases confusion of where they are going
- No connection of new routes, only way to get from north to south is by coming into town.
- More buses during peak time - great idea.

011



Submission Form REGIONAL PUBLIC TRANSPORT PLAN

CONSULTATION

Submitter Details

First Name *Misty*

Surname *Johnson*

Organisation *N/A*
(if appropriate)

Postal Address *13 Spencer Street
Bluff*

Phone (daytime) *027 432 8868*

Postcode *9814*

Email *bradandmistye@xtra.co.nz*

Date *10-12-17*

IF NON-RESIDENTIAL RATEPAYER, PROPERTY(IES) LOCATED IN

Signature *[Handwritten Signature]*

Returning your submission

Return by 5pm, Friday, December 15.

Deliver to: Civic Administration Building
101 Esk Street
Invercargill

Email: Policy@icc.govt.nz

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My submission is:

REGIONAL PUBLIC TRANSPORT PLAN

CONSULTATION

I oppose the 'Regional Public Transport Plan' due to the fact that Bluff is excluded. Reasons to include Bluff:

- Bluff residents need to have access to the CBD, hospital, sporting facilities ie: Stadium Southland + Splash Palace
- Bluff has no taxi service.
- Year 7 + 8 students have no way of accessing the school of their choice.
- Children are missing out on opportunities that are available in Invercargill.
- With no independence it is difficult to form relationships out of town.

* Please add extra pages if needed.

4 ← 012

Page 1

Submission Form

REGIONAL PUBLIC TRANSPORT PLAN



Submitter Details

First Name **AMY STRONGMAN** Surname

Organisation (if appropriate) Postal Address **15 BRADSHAW ST
BLUFF**

Phone (daytime) Postcode **9814**

Email **amass.212@gmail.com** Date **14/12/2017**

IF NON-RESIDENTIAL RATEPAYER, PROPERTY(IES) LOCATED IN Signature **AMS**

Returning your submission

Return by 5pm, Friday, December 15.

Deliver to: Civic Administration Building
101 Esk Street
Invercargill

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Post to: Submission - RPTP
Invercargill City Council
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Invercargill 9840

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Page 2.

Amy Strongman

My submission is:

REGIONAL PUBLIC TRANSPORT PLAN



CONSULTATION

I oppose the recent draft RTP due to circumstances in Bluff not being considered our community is in desperate need of public transport. The need is definitely there. Public transport supports the foundations of infrastructure which Bluff needs, in regards to tourism. Intermediate children that need transport on a daily basis, SIT students that can't attend school due to lack of transport, our elderly citizens that have no way of getting to & from IVC. In regards to connections to other services that aren't available e.g Hospital, CBD, other connecting transport services. Please re-evaluate your draft plan & consider Bluff. Awarua Developments are requesting help with setting up a service, please consider working together with them & the community.

* Please add extra pages if needed.

013



Submission Form REGIONAL PUBLIC TRANSPORT PLAN CONSULTATION

Submitter Details

First Name	NIKI	Surname	WHAANGA
Organisation		Postal Address	39 Shannon St Bluff
<small>(if appropriate)</small>		Postcode	9814
Phone <small>(daytime)</small>	03 212-7688	Date	5/12/17
Email	nikiwhaanga@hotmail.com	Signature	Niki Whaanga
<small>IF NON-RESIDENTIAL RATEPAYER, PROPERTY(IES) LOCATED IN</small>			

Returning your submission

Return by 5pm, Friday, December 15.

Deliver to: Civic Administration Building
101 Esk Street
Invercargill

Email: Policy@icc.govt.nz

Post to: Submission - RPTP
Invercargill City Council
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Invercargill 9840

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My submission is:

REGIONAL PUBLIC TRANSPORT PLAN

CONSULTATION

Advantages for Go Bus Service for Bluff

- * Safer to travel on the Bluff Road with amount of trucks, which use Road.
- After nightshift I would send my family on bus instead of driving fatigued on highway
- More opportunities for my children to play sport or learn music after school
- Elderly would have better access to facilities in Invercargill.
- Instead of making x amount of trips to town and back, I would send them on bus.
- Cost saving on petrol. Spend money on more items of needs.
- Send my children to attend High School.

* Please add extra pages if needed.

014

Submission Form

REGIONAL PUBLIC TRANSPORT PLAN



CONSULTATION

Submitter Details

First Name

Kristina

Surname

Moore

Organisation

(if appropriate)

Postal Address

39 Shannon St
Bluff

Phone (daytime)

0273121070

Postcode

9814

Email

Date

28.11.17

IF NON-RESIDENTIAL RATEPAYER, PROPERTY(IES) LOCATED IN

Signature

[Handwritten Signature]

Returning your submission

Return by 5pm, Friday, December 15.

Deliver to: Civic Administration Building
101 Esk Street
Invercargill

Email: Policy@icc.govt.nz

Post to: Submission - RPTP
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Invercargill 9840

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My submission is:

REGIONAL PUBLIC TRANSPORT PLAN

CONSULTATION

Go Bus Service for Bluff

A bus service would be a huge asset to the Bluff community.

* My children would use it to attend High School in Invercargill as there is more choices and opportunities in subjects, sports and languages, and so they are able to start year 7 the same as most Invercargill students

* Elderly would be able to get to hospital appointments and shops without having to rely on friends, caregivers.

* Would make it easy for children and teenagers to get to sports, movies and friends places.

✦ Please add extra pages if needed.

SCANNED

14 DEC 2017

015



Submission Form REGIONAL PUBLIC TRANSPORT PLAN CONSULTATION

Submitter Details

First Name	KARA	Surname	FOAI
Organisation <small>(if appropriate)</small>		Postal Address	29 BURROW ST BLUFF
Phone (daytime)	0272169189	Postcode	9814
Email	kfoai@scmferal.co.nz	Date	30-11-2017
IF NON-RESIDENTIAL RATEPAYER, PROPERTY(IES) LOCATED IN		Signature	

Returning your submission

Return by 5pm, Friday, December 15.

Deliver to: Civic Administration Building
101 Esk Street
Invercargill

Email: Policy@icc.govt.nz

Post to: Submission - RPTP
Invercargill City Council
Private Bag 90104
Invercargill 9840

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My submission is:

REGIONAL PUBLIC TRANSPORT PLAN



CONSULTATION

This is an issue that needs to be addressed we have both young & old people here that have no means of transport, I have seen young kids hitchhiking on our Bluff roads which is dangerous & older people that are in homes in Invercargill that simply just want to come home to look at the sea, after spending there whole's life's in our hometown (70-80-^{old} guys) but cannot due too no transport.

* Please add extra pages if needed.

016

PLANNED
14 DEC 2017



Submission Form REGIONAL PUBLIC TRANSPORT PLAN CONSULTATION

Submitter Details

First Name	Sandra Kap	Surname	Kapo
Organisation <small>(if appropriate)</small>	Rate payer	Postal Address	17 A Spence St
Phone (daytime)	212 7140	Postcode	9814
Email		Date	30.11.17
IF NON-RESIDENTIAL RATEPAYER, PROPERTY(IES) LOCATED IN		Signature	

Returning your submission

Return by 5pm, Friday, December 15.

Deliver to: Civic Administration Building
101 Esk Street
Invercargill

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My submission is:

REGIONAL PUBLIC TRANSPORT PLAN



CONSULTATION

Bluff public bus

for the elderly to get to appointments

children to get to sport & school.



* Please add extra pages if needed.

017

SCANNED
14 DEC 2017



Submission Form REGIONAL PUBLIC TRANSPORT PLAN CONSULTATION

Submitter Details

First Name	Tania Phillipson	Surname	Phillipson
Organisation <small>(if appropriate)</small>		Postal Address	74 Foyle St Bluff
Phone (daytime)	03 2128047	Postcode	9814
Email	tania.g.p@hotmail.com	Date	30/11/17
IF NON-RESIDENTIAL RATEPAYER, PROPERTY (IES) LOCATED IN		Signature	

Returning your submission

Return by 5pm, Friday, December 15.

Deliver to: Civic Administration Building
101 Esk Street
Invercargill

Email: Policy@icc.govt.nz

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Invercargill 9840

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My submission is:

REGIONAL PUBLIC TRANSPORT PLAN



CONSULTATION

Bluff public bus transport.

Would be great to have access to

J.I.T

Appointments

males

Hospital

Bars.

C.B.D.

Stadium Southland.

shopping.

Swimming Pool.



* Please add extra pages if needed.

018

SCANNED

14 DEC 2017



Submission Form

REGIONAL PUBLIC TRANSPORT PLAN



CONSULTATION

Submitter Details

First Name	Swanke	Surname	Pautu
Organisation <small>(if appropriate)</small>	ratespayer	Postal Address	63 Palmer St Bleff
Phone (daytime)	03 212 7202	Postcode	
Email		Date	30-11-2017
IF NON-RESIDENTIAL RATEPAYER, PROPERTY(IIES) LOCATED IN		Signature	<i>S Pautu</i>

Returning your submission

Return by 5pm, Friday, December 15.

Deliver to: Civic Administration Building
101 Esk Street
Invercargill

Email: Policy@icc.govt.nz

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My submission is:

REGIONAL PUBLIC TRANSPORT PLAN



CONSULTATION

Lined area for submission text. The page contains approximately 25 horizontal lines for writing.



* Please add extra pages if needed.



My submission is:

REGIONAL PUBLIC TRANSPORT PLAN



CONSULTATION

Bluff as a small port town needs a constant transport system.

With the needs of young and senior citizens a bus could provide a solution.

For the non-car families who have children that need to get to Invercargill to participate in, school, sporting, cultural activities this would be an ideal solution.

For the senior citizens it would be an advantage for them to still feel they are capable of tending for themselves as independence is greatly valued as you get older.

Final point - we pay Invercargill rates and what has been shown in improvements for Bluff and its people

* Please add extra pages if needed.

019

EM
14/12/17
SCANNED
15 DEC 2017



Submission Form REGIONAL PUBLIC TRANSPORT PLAN CONSULTATION

Submitter Details

First Name *Karen*

Surname *Barnett*

Organisation

Postal Address *124 Crawford St
Glengarry*

(if appropriate)

Phone (daytime) *0273055956 or
2179938*

Postcode *9810*

Email

Date

IF NON-RESIDENTIAL RATEPAYER, PROPERTY(IES) LOCATED IN

Signature

K. Barnett

Note address to stay confidential from public as currently on unpublished electoral roll for a very good reason.

Returning your submission

Presentation of submission

Return by 5pm, Friday, December 15.

Please tick as appropriate. If neither of the boxes is ticked, it will be considered that you do not wish to be heard.

Deliver to: Civic Administration Building
101 Esk Street
Invercargill

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Draft.



My submission is:

REGIONAL PUBLIC TRANSPORT PLAN

CONSULTATION

Route 3 Leg one

Hawthornedale area

* I note there isn't a bus going around Stuart, West and Duncan Streets, where a family with disabilities are currently regular users of the bus from this area. School children get bus home in this area also.

I note that I have been told by the family they had to shift to another area when the bus changed routes last time. Now looks like it might happen again to them.

Recommend

I recommend the council consider this when making their final bus route proposal.

Route 3 Leg one

Glengarry area

I note on your new bus route proposal that the bus ~~isn't~~ ^{isn't going} near any supermarkets.

* Windsor New World is closest to Glengarry.

on current route, people from Glengarry ~~get off~~ ^{take a} bus to Windsor for their shopping, GP at the Medical Centre, pharmacy, postal service etc

For some people with physical disabilities it could be too far to walk down to Windsor shopping centre.

* Could be easier on a budget to get bus to Windsor and a taxi home of choice.

* I feel it could cause more stress going on a bus into town, then back out again to Windsor as it could make it a too long a day for appointments and grocery shopping etc

I recommend the council consider this when making their ^{bus route} final proposal.

* Please add extra pages if needed.



Blind Citizens NZ
Southland

Submission on the ICC's Regional Public Transport Plan

The Southland Branch welcomes this opportunity to express our views on this Plan. We thank Nathan Gill for attending our November Committee Meeting which allowed us to learn more about this proposed Plan and how the Invercargill bus service would look in the near future.

We also look forward to having a new bus visit the Blind Foundation premises in the new-year so blind, deafblind and vision impaired Invercargill residents can examine the new bus, identifying the layout, etc. This is critical so we will have confidence in using the new bus system.

Whilst we understand there will be changes to bus routes and time-tables which will have an impact on many blind and vision impaired citizens, in this submission we wish to focus on ensuring that all public transport will be accessible to us.

Accessible Bus Service: Currently, Invercargill enjoys an accessible bus service for blind and vision impaired people. We want this to continue.

We currently have audio announcements at the Bus hub (outside Movieland 5 on Dee St) and in the future we will need audio announcements at both the Central Bus stops in Dee St, Audio announcements indicate which bus is parked in which position so we have no problem finding the bus we need.

Under the UNCRPD (United Nations Commission on the Rights of Persons with a Disability), the recent NZ Disability Strategy and ICC's own Equity and Access for People with disabilities Policy, Council must ensure audio announcements continue to be heard at the two Central Bus stops, when buses stop at all other bus stops throughout the city and whilst people travel on the bus so we know what the next stop is, ensuring we can get off the bus at the right stop.

It is reassuring when waiting at our neighbourhood bus stop, hear the bus come to a halt. The door opens and the audio announcement says, "This is the Kew Connection". We also appreciate hearing the names of each bus stop as we journey along. Like our sighted peers, this enables us to know exactly where we are on the bus route and how long we can expect until we reach our destination.

Nathan informed us that on the new buses, drivers will have control over the audio announcement system, turning it off and on and determining the volume of the

Charity No. CC41040 Association of Blind Citizens of New Zealand Inc.

Secretary: Mrs Carolyn Weston | 20 Ingram Street | Kingswell | Invercargill 9812
Phone: 03-216-4616 | Email: cgweston@clear.net.nz



announcements. We have some issues with this stance because we again become reliant on the bus driver to ensure our access on buses.

A number of our members are now deafblind, meaning that they have both visual and hearing impairments. Bus drivers will not know this and they may have the audio announcements volume too low for a deafblind person to hear. These people have the same rights as anyone else to travel on a bus and enjoy their ride, knowing they can get off at the right stop.

Our DVD "let's Go, Assisting Blind Passengers ", demonstrates how accessible our current Invercargill bus service is for blind people. We don't want this compromised due to the ICC lack of understanding. We don't want our access to our city's buses heading backwards.

Correspondence with colleagues from Auckland and Wellington cause us some concern over the new BusSmart Card machines. Nathan assures us, we will be able to use these independently but we won't know this until we see one. These machines are to be located in a standard place in each bus so we should have no problem finding them when we get on and off the bus. For those people with a visual impairment, they have the added advantage of looking for a bright yellow screen. However most of us will not be able to read the print on the screen. We urge Council to insert a screen reader into each BusSmart Machine so we can independently use the machines like our sighted peers can.

By not addressing our needs stated above, Council will create new barriers so blind citizens will no longer be able to travel on our buses with confidence.

Shortly the UN will be monitoring New Zealand's Government's progress on the UNCRDP and publishing its report. Accessible public transport is one major area the UN will examine and report on, which will incorporate all local bodies' commitment to the UNCRDP. Currently Invercargill enjoys a good reputation within the blind community of having an accessible bus service; it would be a shame to undermine our national and international reputation.

Currently, in New Zealand, the disability movement are campaigning Government to pass legislation making our communities accessible to disabled people. Blind Citizens NZ is a partner in "the Access Alliance" comprising twelve disability organisations campaigning for this legislation. We are calling our Government to establish legislation based on the Canadian act. All three Parties within our current Government have pledged their support to this legislation being presented to the House. It's important the ICC ensures that our public transport is accessible to blind, vision impaired and deaf people. Once legislation is passed, it will be law that councils will have to make our cities and towns accessible to disabled citizens.

Bus Stop at Blind Foundation Centre: As you know, blind, vision impaired and deafblind people cannot drive vehicles. For transport, we are reliant on family or friends' goodwill or public transport. We are disappointed no proposed bus route will

travel near the Blind Foundation located at 172 Queens Drive and stop so we can use the bus to go to and from our Centre. Before the last bus route changes, one bus route went along Gala St, with a bus stop near the corner of Gala St and Queens Drive. This enabled blind people to use a bus to get to and from our centre. Since then we discussed this issue with Eddie Cook and there was talk of creating a new bus stop around near the water tower corner in Yarrow St so we could walk from there to our Centre. However this has never been pursued. We would like to discuss the possibility of creating a bus stop near the Blind Foundation so we can again use the bus when visiting this centre.

Members are expressing concern over some of the relocations of bus stops, not being close to community services such as the Southland Stadium, the Museum and the Truck Museum, etc. Members are also worried about bus stops not so close to shopping centres such as Windsor, Glengarry and South City. Blind people have to know how to get from their home to the nearest bus stop, then from the bus stop nearest to where they are heading then walk to their destination. Shifting bus stops have serious implications for us, as we will have to learn new routes walking from our homes to our nearest bus stop, then to shops, recreation or other venues. In many cases we will require some Orientation and Mobility training from the Blind Foundation so we can use our buses again. O&M services are provided once every three weeks to Southlanders so some of us will have to wait some time before we learn new walking routes to and from bus stops and our residents or destinations thus not being able to use the bus.

Total Mobility: We are all grateful for the Total Mobility service. Many blind people, (especially the elderly), would be totally dependent on family and friends if it wasn't for this service). We were confused when reading your Regional Transport Plan regarding the limited times of operating Total Mobility between 7am and 11pm. When discussing this with Nathan Gill he informed us this was only for passenger transport services and not registered taxi companies? That is great however is Council aware that when the new Act came into effect on the 1st October 2017, all services are classified as passenger transport services and not taxi companies. We believe that Council needs to bring this passage in your Plan up-to-date, ensuring that at least traditional passenger transport providers (what were taxi companies), do still provide a 7 day, 24 hour service and that those companies providing specific transport services such as "Riding with Miss Daisy" must provide a Total Mobility Service during the hours they operate. If they don't offer the public a service from 11pm to 7am then they cannot provide Total Mobility either. This ensures that total Mobility discount is available whilst that transport provider is operating. This ensures Council complies with international and national laws, conventions and your own policies. Blind people do travel on the first two flights early in the morning, departing prior to 7am and we know of at least one of our members who work until mid-night. The only

form of public transport is by a passenger transport service provider such as Blue-star Taxis.

We are also concerned over the make-up of the Total Mobility Finance and Policy Committee. Consumer representation was covered by DPA NZ Southland however this Regional Assembly has not been operational for a number of years. Disabled Southlanders currently have no consumer representation, even though a current DPA NZ member still sits on this committee. In the past, DPA Nz Southland members were able to elect a representative to fulfil this position but as this group no longer meets, the incumbent continues to fulfil this role. Blind Citizens NZ Southland asks where is this person now getting their mandate from and who do they report to? As a disability consumer organisation (DPO), how can we have more input into the policy development and monitoring of our Total Mobility Scheme? We wish to discuss this and suggest that a public forum of Total Mobility users be held where people can decide how our representation on the TM F&PC can be elected in the future. It's only right that disabled people using Total Mobility have our say as "Nothing about us without us".

Contact Persons:

Carolyn Weston
Branch Secretary
20 Ingram St
Kingswell
Invercargill 9812

Andrea Courtney
Branch Chairperson
70 Tanner St
Grasmere
Invercargill 9810

Email Addresses:

cgweston@kinect.co.nz

andyoute@gmail.com

Do you wish to present an oral submission to Council?

Yes.

We would also like to ask some Councillors, especially some who are on the Community Services Committee to take a ride with some of our members on a bus. We believe it is critical that at least some Councillors should have some first-hand experience riding an Invercargill Bus. We don't mind if Council wishes to use this ride for marketing purposes, promoting the buses.

Carolyn Weston QSM (Mrs)
Branch Secretary

The Southland Branch of Blind Citizens NZ supports any submission which is presented to Council by any of our members.

SCANNED

15 DEC 2017

15.12.17 1021



Submission Form

REGIONAL PUBLIC TRANSPORT PLAN



CONSULTATION

Submitter Details

First Name	Charmian	Surname	FOGEO
Organisation <small>(if appropriate)</small>	Rate Payer	Postal Address	7 Pilcher Ave
Phone (daytime)	0773273281	Postcode	9850
Email		Date	30-11-17
IF NON-RESIDENTIAL RATEPAYER, PROPERTY(IES) LOCATED IN		Signature	

Returning your submission

Return by 5pm, Friday, December 15.

Deliver to: Civic Administration Building
101 Esk Street
Invercargill

Email: Policy@icc.govt.nz

Post to: Submission - RPTP
Invercargill City Council
Private Bag 90104
Invercargill 9840

Presentation of submission

Please tick as appropriate. If neither of the boxes is ticked, it will be considered that you do not wish to be heard.

- I wish to speak to the Mayor and Councillors about my submission.
- I do NOT wish to speak in support of my submission and ask that the following written submission be fully considered.

Other Ideas?

If you have a different option for any of the issues that you think Council should consider, please tell us.

Tips for making an effective submission

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Make it clear what you are supporting or opposing and give reasons why.
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Please note: Submissions received on the Regional Public Transport Plan will be made available to the public as required by the Local Government Act 2002 and subject to the Local Government Official Information and Meetings Act 1987. This will include the name and address of submitters.





My submission is:

REGIONAL PUBLIC TRANSPORT PLAN



CONSULTATION

Bluff public Transport
for sports
and school and after school.



* Please add extra pages if needed.

13.12.17

022

SCANNED

15 DEC 2017



Submission Form REGIONAL PUBLIC TRANSPORT PLAN CONSULTATION

Submitter Details

First Name	<i>hazel</i>	Surname	<i>Gillan</i>
Organisation <small>(if appropriate)</small>		Postal Address	<i>167 Hagery St Bluff</i>
Phone (daytime)	<i>212 7511</i>	Postcode	<i>9812</i>
Email		Date	<i>30-11-17</i>
IF NON-RESIDENTIAL RATEPAYER, PROPERTY(IES) LOCATED IN		Signature	<i>H M Gillan</i>

Returning your submission

Return by 5pm, Friday, December 15.

Deliver to: Civic Administration Building
101 Esk Street
Invercargill

Email: Policy@icc.govt.nz

Post to: Submission - RPTP
Invercargill City Council
Private Bag 90104
Invercargill 9840

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My submission is:

REGIONAL PUBLIC TRANSPORT PLAN



CONSULTATION

Bluff public Transport
For young teen Granddaughter
who loves to stay in town
every weekend.



* Please add extra pages if needed.

SCANNED

15.12.17

023

15 DEC 2017



Submission Form

REGIONAL PUBLIC TRANSPORT PLAN



CONSULTATION

Submitter Details

First Name	Adeline	Surname	Isiah
Organisation <small>(if appropriate)</small>	ratespayer	Postal Address	23 Payne St Bluff
Phone <small>(daytime)</small>	(03) 212 7039	Postcode	
Email		Date	30-11-2017
IF NON-RESIDENTIAL RATEPAYER, PROPERTY(IES) LOCATED IN		Signature	A. Isiah

Returning your submission

Return by 5pm, Friday, December 15.

Deliver to: Civic Administration Building
101 Esk Street
Invercargill

Email: Policy@icc.govt.nz

Post to: Submission - RPTP
Invercargill City Council
Private Bag 90104
Invercargill 9840

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My submission is:

REGIONAL PUBLIC TRANSPORT PLAN



CONSULTATION

Bluff is a small community and needs transport within this town.

With the needs of our young and senior citizens a bus could provide a solution.

For the non car families who have children that need not only to go to polytech but other parts of town,

We would not like to see our children hitch hike to town.

* Please add extra pages if needed.

SCANNED

15 DEC 2017

15-12-17

024

Submission Form

REGIONAL PUBLIC TRANSPORT PLAN



CONSULTATION



Submitter Details

First Name	Shona Jamieson	Surname	Jamieson
Organisation <small>(if appropriate)</small>	Ratepayer.	Postal Address	7 Henderson St B.A.
Phone (daytime)	012-7592	Postcode	
Email		Date	30/11/17
IF NON-RESIDENTIAL RATEPAYER, PROPERTY(IES) LOCATED IN		Signature	

Returning your submission

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Invercargill

Email: Policy@icc.govt.nz

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Invercargill City Council
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Invercargill 9840

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My submission is:

REGIONAL PUBLIC TRANSPORT PLAN



CONSULTATION

This would be a great asset to Bluff
and am sure it would prove to be
very popular and well utilised.



* Please add extra pages if needed.

27 O'HARA STREET

D CANNED

INVERCARGILL

15 DEC 2017

DECEMBER 13 2017

TO WHOM IT MAY CONCERN

INVERCARGILL CITY BUS SERVICE

GO BUS / INVERCARGILL CITY COUNCIL

INVERCARGILL

DEAR SIR OR MADAM

AS A FREQUENT USER OF THIS CITY'S BUS SERVICE

I WISH TO PUT MY OPINION FORWARD.

I FIND THE 45 MINUTE JOURNEY FROM THE CITY TO THE SUBURBS AND RETURN TO THE CITY FAR

TOO LONG AS THE ELDERLY AND DISABLED ARE THE MAIN PASSENGERS. THERE ARE STILL LARGE AREAS OF THE CITY WITHOUT A BUS ROUTE BEING CLOSE ENOUGH FOR PEOPLE TO CATCH A BUS.

AS FOR PEOPLE IN AUCKLAND TELLING THE COUNCIL RESIDENTS OF OUR CITY THAT THE CURRENT ROUTES ARE THE MOST SUITABLE FOR US. HOW DO THEY KNOW WHEN THEY DO NOT LIVE HERE TO TRAVEL ON THE BUSES.

IN MY HUMBLE OPINION THE BUS ROUTES NEED TO BE SHORTER WITH BUSES RUNNING BOTH WAYS, THAT IS CITY TO SUBURBS AND SUBURBS TO CITY.

THE RESIDENTS AT BAINFIELD PARK REST HOME AND ASCOT BUDA REST HOME HAVE A CONSIDERABLE DISTANCE TO WALK TO THE NEAREST BUS STOP AND SOME OF THEM ARE UNABLE TO DO SO OR ARE SCARED TO GET TO THE BUS STOPS.

YESTERDAY, DECEMBER 12 2017, I WAS TOLD THAT THE KEW CONNECTION BUSES WERE NOT GOING TO TRAVEL DOWN STIRRAT STREET. ONCE AGAIN NO CONSIDERATION FOR THE ELDERLY AND DISABLED.

I AM PREPARED TO SPEAK AT A MEETING.

YOURS FAITHFULLY

Kathleen Kelland

KATHLEEN KELLAND.

SCANNED
15 DEC 2017

15.12.17

026



Submission Form REGIONAL PUBLIC TRANSPORT PLAN CONSULTATION

Submitter Details

First Name <i>Joyce</i>	Surname <i>Manahi</i>
Organisation <small>(if appropriate)</small>	Postal Address <i>15 Budd St Bluff</i>
Phone (daytime)	Postcode <i>9814</i>
Email <i>joyfgm@extra.co.nz</i>	Date <i>23 November 2017</i>
IF NON-RESIDENTIAL RATEPAYER, PROPERTY(IES) LOCATED IN	Signature <i>J. Manahi</i>

Returning your submission

Return by 5pm, Friday, December 15.

Deliver to: Civic Administration Building
101 Esk Street
Invercargill

Email: Policy@icc.govt.nz

Post to: Submission - RPTP
Invercargill City Council
Private Bag 90104
Invercargill 9840

Presentation of submission

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My submission is:

REGIONAL PUBLIC TRANSPORT PLAN



CONSULTATION

Public Transport in Bluff:

Although we are at times forgotten about here in Bluff, please include Bluff in your Regional plan.

* Passenger Transport.

Transport is becoming more of a 'NEED' within our community, whether it be whānau executing their 'right' for higher education for their children, those unable to drive to, or, for medical appointments; or due to circumstances, need to get to and from work in town or Bluff and no longer have a drivers license. The Regional Public Transport Plan should also include Bluff. not just the City Limits.

* Universal Cards for the use in other Territorial Authorities eg: Queenstown and Dunedin; would be very useful and highly likely be more attractive to those going to other destinations.

Another option to consider is a service offered to and from Bluff, leaving Bluff at 7:45am and drop off around school stops including other areas of the CBD, with the option of transferring to another bus within a 20min period to cater for the working community. There could be two possible return to Bluff times to cater for school students and workings.

Remember - 'Regional' refers to areas within the Invercargill District NOT only the Invercargill City Limits.

Kia ora.

Joyce.

SCANNED
15 DEC 2017

15.12.17
027
Invercargill
CITY COUNCIL

Submission Form REGIONAL PUBLIC TRANSPORT PLAN CONSULTATION

Submitter Details

First Name	Wayne	Surname	Mangan
Organisation (if appropriate)		Postal Address	283 Barrow St Bluff
Phone (daytime)	212 7236	Postcode	9814
Email		Date	30/11/17
IF NON-RESIDENTIAL RATEPAYER, PROPERTY(IES) LOCATED IN		Signature	Wayne

Returning your submission

Return by 5pm, Friday, December 15.

Deliver to: Civic Administration Building
101 Esk Street
Invercargill

Email: Policy@icc.govt.nz

Post to: Submission - RPTP
Invercargill City Council
Private Bag 90104
Invercargill 9840

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My submission is:

REGIONAL PUBLIC TRANSPORT PLAN



CONSULTATION

For Public Transport. Bluff

A series of horizontal lines for writing a submission.



* Please add extra pages if needed.

012-1 028

RECEIVED
15 DEC 2017



Submission Form REGIONAL PUBLIC TRANSPORT PLAN CONSULTATION

Submitter Details

First Name	Terry	Surname	Osborne
Organisation <small>(if appropriate)</small>	Rde papev	Postal Address	59 Theodore St Bluff
Phone (daytime)	03 227279	Postcode	9814
Email		Date	30-11-17
IF NON-RESIDENTIAL RATEPAYER, PROPERTY(IES) LOCATED IN		Signature	

Returning your submission

Return by 5pm, Friday, December 15.

Deliver to: Civic Administration Building
101 Esk Street
Invercargill

Email: Policy@icc.govt.nz

Post to: Submission - RPTP
Invercargill City Council
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Invercargill 9840

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My submission is:

REGIONAL PUBLIC TRANSPORT PLAN



CONSULTATION

Please consider Bluff for the 2018 Regional
Public Transport Plan.



* Please add extra pages if needed.

SCANNED
15 DEC 2017

029



Submission Form REGIONAL PUBLIC TRANSPORT PLAN CONSULTATION

Submitter Details

First Name	AMANDA	Surname	Taylor
Organisation <small>(if appropriate)</small>	Rate Payer	Postal Address	18 McDougall Street BLUFF
Phone (daytime)		Postcode	9814
Email	ataylor-1147@hotmail.com	Date	30 NOV 17
IF NON-RESIDENTIAL RATEPAYER, PROPERTY(IES) LOCATED IN		Signature	<i>Amanda Taylor</i>

Returning your submission

Return by 5pm, Friday, December 15.

Deliver to: Civic Administration Building
101 Esk Street
Invercargill

Email: Policy@icc.govt.nz

Post to: Submission - RPTP
Invercargill City Council
Private Bag 90104
Invercargill 9840

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My submission is:

REGIONAL PUBLIC TRANSPORT PLAN



CONSULTATION

Bluff public bus transport
would be great for all ages and all kinds of
things to do around invercargill.....
appointments
movies
school
sports

I think this will benefit everyone at some stage *
and people of all ages can and would use it.

* Please add extra pages if needed.

030

ANNED
15 DEC 2017



Submission Form REGIONAL PUBLIC TRANSPORT PLAN CONSULTATION

Submitter Details

First Name <i>Gina</i>	Surname <i>Thomson</i>
Organisation <i>Rate payer</i>	Postal Address <i>176 Lagan St Bluff</i>
Phone (daytime)	Postcode <i>9814</i>
Email <i>Coabextra.co.nz</i>	Date <i>30.11.17</i>
IF NON-RESIDENTIAL RATEPAYER, PROPERTY(IES) LOCATED IN	Signature <i>[Signature]</i>

Returning your submission

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Invercargill

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My submission is:

REGIONAL PUBLIC TRANSPORT PLAN



CONSULTATION

BLUFF public transport.
would be great for the
community to have a transport
service in Bluff. for young &
old.



* Please add extra pages if needed.

SCANNED
15 DEC 2017

15.12.1 1031



Submission Form REGIONAL PUBLIC TRANSPORT PLAN CONSULTATION

Submitter Details

First Name	Teresa	Surname	Trow
Organisation <small>(if appropriate)</small>	Rate Payer	Postal Address	16 Marine Parade Bluff.
Phone (daytime)	212 8356	Postcode	9814
Email		Date	30.11.2017
IF NON-RESIDENTIAL RATEPAYER, PROPERTY(IES) LOCATED IN		Signature	T. A. Trow

Returning your submission

Return by 5pm, Friday, December 15.

Deliver to: Civic Administration Building
101 Esk Street
Invercargill

Email: Policy@icc.govt.nz

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Invercargill City Council
Private Bag 90104
Invercargill 9840

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My submission is:

REGIONAL PUBLIC TRANSPORT PLAN



CONSULTATION

Bluff - public bus transport.

would be great for people

like me a pensioner that ~~can't~~ can't

drive. & I like movies.

Children school sports.

Thank you.

✂

* Please add extra pages if needed.

SCANNED
15 DEC 2017

15.12.17

032

Submission Form REGIONAL PUBLIC TRANSPORT PLAN CONSULTATION



Submitter Details

First Name Lauren	Surname Wardrop
Organisation (if appropriate)	Postal Address 6 Pilcher Ave Bluff Postcode 9814
Phone (daytime) 032127991	Date 28.11.17
Email kirileefish@outlook.co.nz	Signature 2.m Wardrop.
IF NON-RESIDENTIAL RATEPAYER, PROPERTY(IES) LOCATED IN	

Returning your submission

Return by 5pm, Friday, December 15.

Deliver to: Civic Administration Building
101 Esk Street
Invercargill

Email: Policy@icc.govt.nz

Post to: Submission - RPTP
Invercargill City Council
Private Bag 90104
Invercargill 9840



Presentation of submission

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My submission is:

REGIONAL PUBLIC TRANSPORT PLAN

CONSULTATION

Public Transport in Bluff

KIA ORA MY NAME IS LAUREN WARDROP I AM A HOMEOWNER
 FACTORY WORKER AND MOTHER OF TWO BOYS AND CURRENTLY
 LIVE IN BLUFF. I THINK IT IS OF THE UTMOST IMPORTANCE
 THAT BLUFF BE INCLUDED IN THE REGIONAL PUBLIC TRANSPORT
 PLAN FOR THE FOLLOWING REASONS..... * SCHOOL SPORTS / TOURNAMENTS
 RUGBY TRAINING
 * I BELIEVE THAT CHILDREN IN BLUFF ARE RECEIVING
 SUB STANDARD EDUCATION AND THAT SOME PARENTS ARE
 HAVING TO TRAVEL INTO INVERCARGILL FOR THINGS LIKE ^{AT AN EXTRA COST.} ✓
 NUMBER WORDS & WORKS A MY SON IS CURRENTLY IN YR 7
 AT SBHS AND HE HAS THRIVED IN THIS ENVIRONMENT BUT
 PARENTS HAVE BEEN PLACED UNDER CONTINUED FINANCIAL
 STRESS AS OUR CHILDREN ARENT ABLE TO RIDE ON THE
 NORMAL BUS SYSTEM. * NO TAXI SERVICE IN BLUFF
 * THIS WILL BENEFIT PEOPLE OF ALL AGES INCLUDING MYSELF
 AS I DONT DRIVE. SO I KNOW FROM PERSONAL EXPERIENCE
 THAT HOSPITAL VISITS, DENTAL APPOINTMENTS, DOCTORS, OPTOMETRIST
 AND EVEN HAIR APPOINTMENTS ARE MADE TO SUIT THE PERSON
 BRINGING ME INTO TOWN.
 * I COULD AND MOST DEFINATELY WOULD USE IT IN THE
 HOLIDAYS TO GO SHOPPING OR TAKE MY KIDS TO THE MOVIES

RECEIVED
15 DEC 2017

15.12.17

033



Submission Form REGIONAL PUBLIC TRANSPORT PLAN CONSULTATION

Submitter Details

First Name STORM	Surname WARDROP
Organisation <small>(if appropriate)</small>	Postal Address 6 PILCHER AVENUE BLUFF
Phone (daytime) 032127991	Postcode 9814
Email shangybroz@hotmail.com	Date 28.11.17
IF NON-RESIDENTIAL RATEPAYER, PROPERTY(IES) LOCATED IN	Signature <i>B.R. Wardrop</i>

Returning your submission

Return by 5pm, Friday, December 15.

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Invercargill

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My submission is:

REGIONAL PUBLIC TRANSPORT PLAN



Invercargill
1912 1949

CONSULTATION

Public Transport in Bluff.

* IT WILL BENEFIT PEOPLE OF ALL AGES.

* BLUFF HAS NO OTHER TRANSPORT SERVICES E.G TAXIS.

* PEOPLE WILL USE IT FOR -HOSPITAL VISITS, SUPERMARKETS,

* MY CHILDREN COULD USE IT TO TRAVEL TO SCHOOL,

SPORTS E.G RUGBY, SOFTBALL & SWIMMING OR IN THE

HOLIDAYS TO GO TO THE MOVIES, THE SWIMMING POOL ETC

* EDUCATION - OUR CHILDREN HAVING PROPER ACCESS

TO SIT, INTERMEDIATE OR THINGS LIKE NUMBER

WORDS AND WORKS, MUSIC LESSONS ETC.

* BLUFF HAS NO GYM OR BOXING CLASSES A BUS SYSTEM

IN PLACE HERE WOULD BENEFIT PEOPLES HEALTH

* AS ONE OF THE PARENTS OF A CHILD TRAVELLING BY

PRIVATE ARRANGEMENT TO SBHS IT HAS BEEN A HUGE

STRAIN FINACIALLY NOT TO MENTION THE ADDED STRESS

FROM THE FUNDRAISING

* MY KIDS AND THERE FRIENDS & FAMILY COULD

CATCH UP MORE EASILY

* Please add extra pages if needed.

SCANNED

15 DEC 2017

10.12.17 034



Submission Form REGIONAL PUBLIC TRANSPORT PLAN CONSULTATION

Submitter Details

First Name LANA	Surname WAST
Organisation (if appropriate)	Postal Address 20 THEODORE ST. BLUFF
Phone (daytime) 032127002	Postcode 9814
Email LWast@sonford.co.nz	Date 30/11/17
IF NON-RESIDENTIAL RATEPAYER, PROPERTY(IES) LOCATED IN	Signature <i>[Handwritten Signature]</i>

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My submission is:

REGIONAL PUBLIC TRANSPORT PLAN



Bluff Public Transport

I need to get 1 child to intermediate school next year & then have one following her in 2 years. I also have loads of hospital appointments so this could be helpful as all 3 of my children are seen frequently there.

* Please add extra pages if needed.

Submission

Date: 15th December 2017
To: Invercargill City Council
From: Carolyn Weston QSM
Subject: Proposed Regional Public Transport Plan

Thanks for this opportunity for having my say about this proposed plan.

I wish to support Blind Citizens NZ Southland Branch's submission.

Linking this Plan with the Strategic Plan:

I am disappointed to see no linkages between this proposed plan and the Ten Year Regional Public Transport Plan which is still operational. Within your ten year strategic plan there are a number of headings. I believe this proposed plan does address issues around our Invercargill bus service's financial stability and it is obvious that you are endeavouring to comply with Central Government's wish to share the costs between, Central Government, the ICC and the bus passengers. This is why pre-2012, we had 8 bus routes, then the updated plan at that time reduced the routes from 8 to 4 circular routes. Now our bus routes will be reduced from 4 to 3, having two legs within each route. Whilst Council will increase the number of buses from 4 to 6 during the peak hours, at all other times, there will only be 3 buses traversing the routes, travelling leg 1 from the top of each hour and then travelling leg 2 from the half hour. I am not opposed to this structure but it would have been good if Council had been more transparent with bus passengers and piloted one of these routes for say a month to seek feedback and make any adjustments which could benefit passengers, bus drivers and Council. Piloting changed programmes are not uncommon in our modern World.

Increasing bus fares also assists Council in their obligations to the NZTA however does it address the Ten Year Strategic Plan which identifies a number of cohorts within Invercargill who require a bus service? The Strategic Plan called some of these people vulnerable such as people on fixed or low incomes, children, disabled people and the elderly. Whilst Councillors and Council staff may not think that an extra dollar or two will cause hardship to bus passengers, in reality people on low or fixed incomes will not be able to ride the bus as often as they did or may not be able to ride the bus at all. This is important as this proposed plan doesn't address or even recognise the groups listed above and mentioned in your Ten Year Plan.

I'm a Board Director for a leading national disability service provider and our annual budget is around \$36m. Our Business Plans and project plans are linked to our goals within our Strategic Plan. This enables our Board to measure the organisation's performance (and that of our CE), against long and short term goals. I don't understand how Councillors can measure our City's public transport Service against this Plan and your 10 Year Regional Transport Plan. Where are your long-term goals and how does this Plan they link in with

them? I wish Councillors well in evaluating the performance of this plan as I can't identify any performance measurements goals such as one of the RBA tools (Results Based Accountability).

Bus Routes and Timetables: I appreciate the proposed changes to the bus time-table which will make it a shorter duration to travel from my home to town. My main concern is the change of the bus stop at the South City shopping area. Now that I will be able to travel to and from home to the South City shops on the bus, without going into town, I will probably do this. However I don't know how far the new bus stop will be from the shopping area and I will have to get a referral for orientation and mobility training to learn this new walking route for me. As the Blind Foundation only provides O&M training four days a week, every third week to Southlanders; there will be other blind city residents needing to learn new walking routes to get to and from a new bus stop so it may be some time before I can use the bus to go to the South City Shops. I am also concerned when it rains as one can get very wet walking in a heavy downpour. Is it possible to shift the proposed bus-stop nearer to the South City shopping centre?

BusSmart Cards Machine: I know that whilst I may see a bright yellow screen (if it is large enough), I will not be able to see or read the writing on the screen. These machines must be fully accessible to all bus passengers so I urge Council to ensure these machines have screen readers on them, (like banks' ATMs have), so I can use my BusSmart Card independently. I do not want to have to ask someone to assist me in paying and logging on and off the buses when I ride them. This creates a new barrier for me riding our new buses. It is best to purchase the audio screen readers now, before these machines start to be used. If blind people cannot use these machines currently we could make a case of discrimination to the Human Rights Commission and when the "Access Alliances" proposed Bill is past in Parliament we will have other legal tools in to insist for accessible buses.

Audio Announcements: The last time I rode Invercargill's buses on Friday, 24th November 2017, I found that no audio announcements were working. I asked the bus driver to put the audio announcements on for me but this wasn't installed in that bus. It was unfortunate that the bus company used that bus on the Kew Connection that day as I travelled to and from town and both trips used this particular bus. All buses must have audio announcements installed so people like me who depend on them know when their stop is coming up. Luckily I was traveling with my daughter-in-law that day and she could see however she had only just moved from Wellington to Invercargill 3 days before so she wasn't familiar with our city. This experience demonstrated how beneficial audio announcements are to me whilst traveling on our buses. .

Barrier to Accessing Buses: My main barrier in using the buses is the lack of a seat at my neighbourhood bus stop. Due to my physical limitations and pain in my back, I am unable to stand still very long, it's better for me to be moving, such as walking. I don't need a bus shelter but I do need a seat at the bus stop on Elles Rd near Dipton St. I'd then be able to use the bus more frequently, with ease. I have seen several people catch the bus at this stop so I

know I am not the only person who would appreciate somewhere to sit whilst waiting for the bus.

Central Bus Stops: Some years ago, when Council discussed the 10 Year Regional Public Transport Plan, there was talk of building a bus depot in town. I think the cost was so high, that this concept was dropped. For the long-term I would like to see a Bus Hub built in the CBD. This doesn't have to be a large flash building but for example could be located on the ground floor of the proposed Arts Centre which may be built in West Esk St. Council should examine pros and cons of establishing a bus hub in our CBD.

Otago/Southland Regional Public Transport Plan: This week my husband informed me of this proposed plan which is available from Environment Southland. I am curious why ICC has published a transport plan weeks prior to the overall Otago/Southland Regional Public Transport Plan. It appears Councils are working in isolation of one-another. Environment Southland are the entity legally responsible for public transport, they contract ICC to operate public transport in Southland. This being so, I would have thought ICC would be accountable to Environment Southland and there would be on-going communications between the two local bodies. I haven't read the Otago/Southland Transport Plan yet so it is difficult for me to comment on both of these plans, comparing them and identifying common ground and conflicts. It is a pity that a more collaborative approach between our two local councils, working together on public transport for our community. In the future I would like to see a more collaborative working style between ICC and Environment Southland and Otago councils when drawing up plans on regional public transport plans. It would be more beneficial and sensible working together. If collaboration (a partnership between ICC and Environment Southland is occurring, then why isn't this transparent to rate payers and people using public transport?

Contact Details:

Carolyn Weston QSM (Mrs)

20 Ingram St

Kingswell

Invercargill 9812

Email Address: cgweston@kinect.co.nz

Do you want to make an oral submission?

Yes, but I will be in the North Island on the 26th February and I would have to make my submission via teleconference or skype. The Board I am on always uses teleconferencing for some reports and other communications. It is easy to operate if you have the correct equipment; just one teleconference phone in your Council Room is all you need.

15 DEC 2017

14 Dec 2017.

18.12.2017

SCANNED

To Whom it may concern

I live in John St between John Court & Mavosa Cres, & catch the bus from there frequently to various parts of the city. This is my only means of transport and I rely on this heavily as I do others & do not want changes to the routes as they stand as it will be a big inconvenience.

My thoughts are that maybe could the routes be shorter for the workers in the morning and have a bus that does the same route as at present during the day

Thank you for your consideration

J.L. Cranston

SCANNED

18.12.17

15 DEC 2017

037

Submission Form

REGIONAL PUBLIC TRANSPORT PLAN



CONSULTATION



Submitter Details

First Name	ELEANOR MARY	Surname	EASTON
Organisation (if appropriate)	Retired	Postal Address	198 LORN STREET Glengarry Postcode 9810
Phone (daytime)	027 4457 504	Date	15 DECEMBER, 2017
Email	emeaston@gmail.com	Signature	G. Mv. Easton
IF NON-RESIDENTIAL RATEPAYER, PROPERTY(IES) LOCATED IN			
<input checked="" type="checkbox"/>			

Returning your submission

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Invercargill

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My submission is:

REGIONAL PUBLIC TRANSPORT PLAN



CONSULTATION

- Large residential areas ^{not within} ~~without~~ easy walking distance ^{public} to transport
- Apart from the Bus Hub in the CBD, there are only 2 locations where 2 bus routes intersect.
- Elder care homes, especially in the Waikiwi area, will be without access to public transport, making visiting difficult for pedestrians. Current bus links also enable rest home residents access to transport to shopping centres and to CBD, (library etc)
- Kew residents will be obliged to travel to CBD, to access bus transport to South City service centre, medical, laundromat, hair dressers & supermarket facilities in Martin St.
- Does the red route service Verdon & Aurora Colleges?
- Work & Income Office, Medical facilities and i Site / Museum isolated from public transport, since no public bus transport along Gala St.
- How are families & individuals involved in weekend & other sports supposed to travel to sports grounds? Thompsons Bush Reserve? Barnfield Park?

* Please add extra pages if needed.

Further to this submission, I do appreciate that buses will run more often and with return services on the proposed routes.

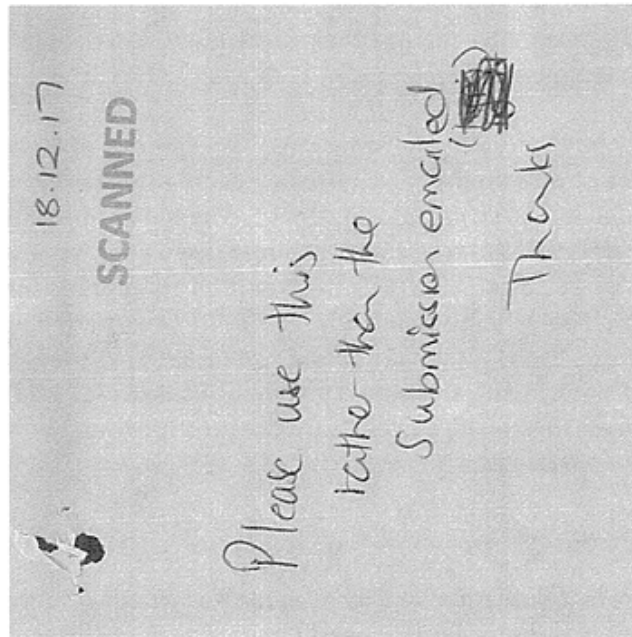
However, I would like to see a return of the Purple Bus that used to provide a cross-city service by linking across all bus routes. It was generally well-patronised but the Saturday afternoon services were not well advertised.

The Circular Bus was appreciated by those who used it. Had it stopped in the grounds of the iSite/Museum, I believe it would have been better patronised. But, this service needed to have been better advertised and promoted by the travel agents at the iSite.

I would appreciate being able to speak to these issues.

E. M. Easton

038



18.12.17

137 Tanner Street
Invercargill
15 December 2017

DM
RIS/12/17

submission on Regional Transport Plan

I would like to submit that Council invest in research on alternative vehicle options , other than large buses, that could allow more frequent, and smaller/shorter bus-runs using smaller vehicles, such as mini-vans or small buses.

Around the world small buses, small cut-away buses , and mini-vans are used as public transport options.

In Vanuatu bus-vans are used, and the route is decided by the passengers who 'order' the Bus-Van. eg as one person gets on, they request their destination, and the bus driver keeps all the destinations in his head, dropping off each person as to what is 'logical' in terms of route or priority of passenger.

Anywhere within the city boundary was the same fare. Irrespective of distance.

There are large numbers of vans on the road, all taking people constantly in totally variable routes- as directed/needed by the paying passengers:i The timeframe of the trip might vary somewhat, but nevertheless within say a 25 minute maximum timeframe you are at your destination , lets say for New Zealand \$3. (Or whatever is an appropriate but small fee) .

In Invercargill such a 'creative' scheme could only work with a centralised phone/contact centre that directed the van-drivers to the pickup destination (whereas in Vanuatu customers just flag a bus down from the road-side). Likely this would mean bus-vans owned as a fleet by an Individual Transport Provider- whereas in Vanuatu the bus-vans are mostly privately-owned, but Registered with the City Authority to operate as a Bus-Van.

Does Council have access to information and ideas around alternative "more-inventive' public transport options that are in place around the world.

And has Council considered a wide review of transport method, to one which could facilitate a higher volume of users.

Why cannot shared mini- vans be used on Invercargill public transport routes?

I would appreciate if these concepts could be discussed and debated as a vehicle for change to what is arguably a struggling Public Transport System

2. Invercargill Airport does not offer a reliable shared -Transport Option to and from the airport. There are only taxis . This cost me a large amount which i found unacceptable and spoiled my travels- i wished for Invercargill Airport to be serviced by a more affordable transport option that would return me to the City.



The one operator who has the contract for an Airport Shuttle does not find it viable to consistently provide a shuttle. There are no shuttles after 5pm, and a call out would arguably be at the operators loss.

I would submit that Invercargill City Council as owner of the airport- should seek to ensure that a range of transport options are available at the airport.

L L O'Callaghan

I wish to speak to my submission

18.12.17 039



Submission Form

REGIONAL PUBLIC TRANSPORT PLAN



CONSULTATION

Submitter Details

First Name <i>Aroha</i>	Surname <i>Phillipson</i>
Organisation <small>(if appropriate)</small>	Postal Address <i>310 Barron St Bluff</i>
Phone (daytime) <i>021 0265 3343</i>	Postcode <i>9814</i>
Email <i>aroha_ben22@hotmail.com</i>	Date <i>12-12-2017</i>
IF NON-RESIDENTIAL RATEPAYER, PROPERTY(IES) LOCATED IN	Signature <i>A Phillipson</i>

Returning your submission

Return by 5pm, Friday, December 15.

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Invercargill

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My submission is:

REGIONAL PUBLIC TRANSPORT PLAN

CONSULTATION

Lack of Public Transport in Bluff / oppose current "transport" plan
Bluff needs an easy transport system for our community

- Kids not eligible for ^{school} bus transport need a reliable alternative, elderly who cannot drive.

- we pay rates in Bluff but always seem to be forgotten or missed out.

- need access to hospital or important appointments and lots of elderly have no family to help

- yr 7+ 8 kids unable to use ministry of Education funded transport - we are an isolated community

one road in/out. ^{Parents} Are having to pay privately for

our kids to get the same opportunities as town kids. Its unfair we need to miss out.

* Please add extra pages if needed.

SCANNED
18.12.17

15 DEC 2017

040



Submission Form REGIONAL PUBLIC TRANSPORT PLAN CONSULTATION

Submitter Details

First Name	Keiley	Surname	Woods
Organisation		Postal Address	157 Duke St Gladstone Invercargill Postcode 9810
Phone (daytime)	021 292 3590	Date	14.12.17
Email	keileyrob@zira.co.nz	Signature	[Signature]
IF NON-RESIDENTIAL RATEPAYER, PROPERTY(IES) LOCATED IN			

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My submission is:

REGIONAL PUBLIC TRANSPORT PLAN



CONSULTATION

~~bus routes~~

- 1) The existing bus routes are very well planned, as opposed to the new proposed bus routes.
The proposed routes will leave dozens of streets un serviced.
- 2) The elderly and disabled won't be able to walk the extra distance to stops on the proposed new routes, especially in wet and frosty weather.
- 3) Please keep the bus routes as they are now. Consider buses traveling in the opposite direction, ^{(also} therefore shortening commuting time.
- 4) As mentioned above, elderly and disabled passengers will be stranded during winter if they have to walk a considerable extra distance to bus stops.
The result will be a drop off in patronage, with these vulnerable people forced to use taxis instead of buses.

* Please add extra pages if needed.

Melissa Short

From: Barbara McKee <kiwibushbaby@yahoo.com.au>
Sent: Friday, 15 December 2017 4:54 p.m.
To: Policy
Subject: Regional Public Transport Plan

Follow Up Flag: Follow up
Flag Status: Completed

I live on Isabella St, work in Glengarry, have arthritis and currently use the Windsor Coment

Submission for the proposed RPTP

Bus Routes

- To go to the supermarket and return using the proposed routes will involve me catching 4 buses, crossing roads and walking a couple of blocks carrying heavy bags.
- To go to work as I am unable to walk the 20 minutes it took me I will have to either walk 20 minutes to the bus on Yarrow St or to Exmouth St working out if it is worth \$2 for 5 minutes bus trip to my volunteer work
- I have a friend who lives in Glengarry with children who attend James Hargest. At present they just catches one bus but they will have to catch 2 with the new proposal
- I don't see the point of putting on extra buses for the current peak times as they will be running every 30 minutes and covering the same way
- None of the new proposed routes go past the Museum or Queens Park which I think is a disadvantage

Length of Trip and frequency

- The length of the current and previous routes has only been a disadvantage for unexpected users like drivers who have to use the bus. Regular patrons who have no alternative get use to the length and use their time to read, use the free wi-fi or admire the passing gardens and scenery
- Regular users adapt to the timetable and length and plan their day accordingly making appointments that take in the timetable even if they have to arrive early

General

- This proposal is going to affect the current patrons who: have no other alternative other than taxis, elderly or have to use a mobility aid like a walker or cane. The statement "a longer walk distance to a bus stop." I feel is insensitive to those who have a mobility problem. A 5 minute walk when fit turns into 10 and can leave you tired.
- As I limit my trips on peak travel at present the new fares are going to be worse as I have to allow for 60 cents more per trip
- Would it not be possible to reintroduce the Purple Circle routes and the Freebie that went around town. You could introduce a fare of \$1 for the circular Freebie
- I have felt for a while that the council should have been promoting the advantages of taking the buses like saving your petrol, not having to find parking and being able to see our beautiful city in comfort. but I wouldn't recommend the proposed bus service to anyone who didn't have to use it

Submitter Details

My name is Barbara McKee
I live at
195 Isabella Street
Invercargill 9810
My phone number is 03 2170188



**SUBMISSION ON THE SOUTHLAND REGIONAL PUBLIC
TRANSPORT PLAN 2018-2021**

To: Southland Regional Public Transport Plan 2018-2021,
Invercargill City Council,
Private Bag 90104
Invercargill

Details of Submitter: WellSouth Primary Health Network

Address: WellSouth Primary Health Network
40 Clyde Street
PO Box 649
Invercargill 9810

Contact Person: **Bridget Rodgers**
Health Promotion Specialist
Bridget.rodgers@wellsouth.org.nz

Due Date: 15th December 2017

Introduction

This submission was developed by the Health Promotion Team at WellSouth Primary Health Network (WellSouth).

WellSouth is a charitable trust funded by the Southern District Health Board to provide primary health care services to residents enrolled with general practices in Otago and Southland. These services include first contact support to restore people's health when they are unwell, as well as range of programmes to improve access to health care services to promote and maintain good health. The health promotion programme facilitates the process of enabling people to increase control over, and to improve, their health. One aspect of health promotion is to advocate for healthy social, cultural and physical environments.

Background

Local government is an important and powerful influence on the health and wellbeing of communities and populations. One of the principles local government should act in accordance with is *the social, economic, and cultural interests of people and communities*,¹ and to take a role in meeting the current and future needs of their communities².

The decisions local government makes affect the determinants of health – public policy has a profound impact on health status – in fact, some of the most profound health improvements of all time are due to public policy changes. As such, local government has the ability to improve population health, and reduce inequalities. A population that is healthy is more able and more likely to fully participate in employment, and contribute to a vibrant and productive local community.

General Comments

Thank you for the opportunity to submit on the Southland Regional Public Transport Plan. WellSouth supports the Regional Public Transport Plan and the changes suggested, because of the public health benefits associated with public and active transport. Providing suitable transport choices and encouraging behaviour change towards using public and active transport is beneficial for health, the environment and the community. Active transport facilitates increased physical activity, improved social connections, improved air quality, and road safety.³

Fare Changes

WellSouth supports the suggested changes to the fare structure and support the use of the Busmart card system.

Route Changes

WellSouth Primary Health Network agrees with the changes to the current route system based on customer feedback. WellSouth recommends the council continue to prioritise routes covering areas of higher deprivation as those living in these areas have less access to personal transport. Well South supports the addition of services during early morning periods which supports and encourages the use of the system.

We do not wish to be heard in regards to this submission.

¹ Section 14 *Local Government Act 2002* post 2012 amendments.

² Section 3 *Local Government Act 2002*.

³ Litman, T. Transportation and public health. *Annu Rev. Public Health.* 2013;34; 217-33

Name : Tyron Strongman

Organisation: Awarua Developments Limited

Address: 88 Gore Street, Bluff

Phone: 0279087924

Email: tuggas_101@hotmail.com

Submission: RPTP

(We wish to speak to the mayor and councilors about our submission)

Awarua Developments Limited (ADL) is seeking council funding consideration through the RPTP which would see public transport links re-established between Bluff and Invercargill and in time integrated into the city urban bus network. Bluff, like any other town or city in New Zealand cannot sustain a public service without ample support from local and central government. This is an urgent issue for many Bluff residents and the council needs to be more proactive about considering strategic transport links outside the urban city zone.

ADL has researched the business case for a realistic and sustainable service to serve as a 1-3 year pilot scheme. The service, which is based on a 'social enterprise' model requires a collaborative strategy with key businesses, local demographics and government agencies. As of December 2017 ADL have:

- Ascertained the current numbers of fare paying passengers on the route
- Surveyed the Bluff community and assessed the strategic, social and business requirements – Survey available to be presented
- Developed the optimal start up schedule and pricing structure
- Secured a competitive contract to outsource the operations of our initiative
- Collaborated with key groups and businesses to ensure the venture would have the support to be viable and sustainable in the long term

This service would guarantee the most vulnerable and isolated residents in our community have access to key services and facilities in our city including inter-regional transport links, Southland hospital, Splash palace, SIT and desired high schools. It is critical to the long term economic and social development of our town. It will make Invercargill more user-friendly and livable, not just for the locals living here but to the growing numbers of tourists, many of whom find it a real mission getting to and from Bluff.

Bringing transport capacity and capability back to Bluff will open up new opportunities for school, sports and community groups. It will also enable Bluff to realize its tourism potential providing the capability for local tours over the summer season or when cruise ships are in port. Other key developments such as the proposed 'Oyster World' venture will require strategic transport links to be in place to successfully manage the growing flow of visitors. Busing capability could also be a potential tool in managing the overcrowding situation at Stirling point in the coming future. The proposed vehicle also has storage space for baggage, bikes, prams etc.

We're seeking a subsidy level similar if not cheaper to that being offered per passenger to other rate payers in the city. Based on current volumes on the services we're looking to absorb (13,000 annual passengers) we calculate the subsidy level required to be around \$2.30 per passenger (approx \$30,00 annually) to be matched by both the ICC rate payer and NZTA.

Whilst we're requesting a total subsidy of around \$60,000 annually, this is a worst-case scenario should yearly passenger numbers remain flat at 13,000 we anticipate reasonable growth as many residents have indicated they would use the service (refer survey results). We will be confidently targeting annual passenger growth of 20%. Subject to us reaching our targets, our 5 year objectives are as follows:

- Double passenger numbers on Bluff-Invercargill route from 13,000 now to 26,000
- Increase frequency of services (possible lunchtime and evening buses)
- Reduce fares by 20% to better compete with private cars and grow patronage
- Gradually reduce the required subsidy level.

We urge council to seriously consider this opportunity and liberate our community. The benefits and opportunities are endless. It will give our elderly their independence and allow our young people to be the masters of our own destinies academically, physically, economically, culturally and professionally. Think big ICC.

044



13 December 2017

Russell Pearson
Invercargill City Council
Civic Administration Building
101 Esk Street
Private Bag 90104
Invercargill 9840

Level 2, AA Centre
450 Moray Place
PO Box 5245, Moray Place
Dunedin 9058
New Zealand
T 64 3 951 3009
F 64 3 951 3013
www.nzta.govt.nz

Dear Russell

Draft Regional Public Transport Plan 2018–21

Thank you for the opportunity to make a submission on Invercargill City Council's draft "Southland Regional Public Transport Plan 2018–2021".

We support the changes signalled in the draft Plan to Invercargill's public transport service.

We appreciate you have reviewed the service through an external expert who has developed some practical and cost effective solutions to address the existing service's problems as set out in the draft Plan. You have also considered customer feedback and have set out the programme required to enable successful delivery.

We look forward to continuing to work with you as you make changes to the existing service and as you transition in full to the Public Transport Operating Model following the expiry of your current contract in June 2022.

We do not wish to talk to this submission during the hearings process.

Yours sincerely

Jim Harland
Director Regional Relationships (South Island)

19.12.17
SCANNED

18.12.17

045

Submission Form

REGIONAL PUBLIC TRANSPORT PLAN



CONSULTATION



Submitter Details

First Name	Craig	Surname	Muir
Organisation <small>(if appropriate)</small>		Postal Address	120 Mavora Court Heidelberg Invercargill Postcode 9812
Phone (daytime)	027 269 4686	Date	15/12/2017
Email	cjmuir@xtara.co.nz	Signature	
IF NON-RESIDENTIAL RATEPAYER, PROPERTY (IES) LOCATED IN			

Returning your submission

Return by 5pm, Friday, December 15.

Deliver to: Civic Administration Building
101 Esk Street
Invercargill

Email: Policy@icc.govt.nz

Post to: Submission - RPTP
Invercargill City Council
Private Bag 90104
Invercargill 9840

Presentation of submission

Please tick as appropriate. If neither of the boxes is ticked, it will be considered that you do not wish to be heard.

- I wish to speak to the Mayor and Councillors about my submission.
- I do NOT wish to speak in support of my submission and ask that the following written submission be fully considered.

Other Ideas?

If you have a different option for any of the issues that you think Council should consider, please tell us.

Tips for making an effective submission

- + Head each of your topics with a title so we clearly know what issue you are submitting on.
Make it clear what you are supporting or opposing and give reasons why.
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My submission is:

REGIONAL PUBLIC TRANSPORT PLAN  CONSULTATION

We notice the bus changes, will not go down John Street like it use too, nearest bus stop would be newbie Street and would take at least 10-15mins to walk. And wouldn't be much fun walking in pouring rain. Our bus stop is on John Street, not far from Elizabeth Park. John Street is very handy where we live as my partner has recently got over from having sciatica, but she cannot walk far as her back plays up big time

We notice the bus service will go back to its old ways and doubles back the way it comes.

Is it possible for the buses to run near the similar route, without travelling up Yarrow Street or Inglewood Road.

Can you consider the bus going up John Street from Regent Street.

Hope you consider our situation, ~~or~~ or otherwise we will not be able to use the bus service again as it's too far from where we live.

Submission to Passenger Transport

From Victor West. 421 Yarrow Street. Invercargill

I would firstly like to thank the committee for the opportunity to submit in this decision. I am a blind man near 80 years old who has been a long user of busses for Transport for both pleasure and in my advocacy for most of my adult life. The submission is in support of the submission from Southland Blind Citizens and an opportunity for me to explain some of my priorities and thoughts for the future.

Over Arching Philosophy

We recognize that the service as offered is not striking a cord with the possible service users. To encourage them to even trial buses. However continually reducing services and lengthening seems to be counter productive to what we know is best for the environment and for our aging population. Perhaps the question asked should not be, how do we improve the bus system? but what public transport is best for the town therefore, I think that one possibility you should consider, is that, outside the main peak usage times eg start/end of work and school opening and closing when busses are full the present services are retained, however during off peak times could there be a pick up system in minibuses or vans from home to end point. Granted it would need a specialist dispatcher but would allow people to move and for the elderly etc to use public transport without having to walk further and further to bus stop as the present routes are reduced and those distances increase.

Priority 1.

I believe that the services should allow Invercargill people to access the services that are provided within the city, it should enable the users to move between these points easily rather than the aim of the service being to bring people to the CBD as an end point. These services include but are not restricted to: The Hospital, the Stadium, the Velodrome, The Museum, Any Potential Art Gallery, Schools, Intercity and other travel providers different commercial centres and services like the library that are within the CBD. In line with this we commend the present cross over points on the present routes that allow transfers from Bus route to bus route where the routes cross, we sincerely hope that these cross overs are taken retained and expanded as possible. Having a ring in system to allow clients to use this service is fine but services like this need to be publicized disabled people and the elderly are not the only users. I also believe that the bus service should be responsive to the users needs and not be an undercover method to popularize or repopularise a particular area of town

Priority 2

I wish to commend the proposal for our potential change to bus routes as set out in the Southland blind citizens submission'

Priority 3

I believe that the bus time table should be designed to allow maximum participation of users in the services provided. Eg the library opens at 9.30 on Saturday morning but the busses don't start till 10 it would seem reasonable for the bus service to be timed to match.

Priority 4

I again bring to your attention our submission's contention that the best place for the terminus is the stop outside the library this allows people to use the atrium of the library where they are away from the very occasional cold wind and rain Invercargill may have.

As a bus user i am very invested in seeing the bus service be the success both seeing it be something the city is proud of and is a exemplar to other TLAs and that that is accomplished at minimum cost to Rate Payers, 'We Want this Service to be a Success not a millstone therefore I wish you consider setting up a user's refence group to help the council, I am sure there is a lot of interest in the disabled community, Grey Power and perhaps the drivers could identify some regular commuters shoppers and school students who would also provide insight.

In the disability community we have appreciated the work the council and Passenger Services have done in the accessibility and information technologies both on bus and at stop the council was an early adopter of lowfloor buses and we hope to see this continue.

To butcher a Trump quote 'Let's make Invercargill passenger services great again"

047

15 JAN 2018

SCANNED



Invercargill
CITY COUNCIL



CONSULTATION

Submission Form REGIONAL PUBLIC TRANSPORT PLAN

Submitter Details

First Name Dean	Surname Steele
Organisation <small>(if appropriate)</small>	Postal Address 41 Pilcher Ave Dunedin
Phone (daytime) 027 344 5169	Postcode 9814
Email Dean.Steele@Dunedin.govt.nz	Date 10-12-17
IF NON-RESIDENTIAL RATEPAYER, PROPERTY(IES) LOCATED IN	Signature

Returning your submission

Return by 5pm, Friday, December 15.

Deliver to: Civic Administration Building
101 Esk Street
Invercargill

Email: Policy@icc.govt.nz

Post to: Submission - RPTP
Invercargill City Council
Private Bag 90104
Invercargill 9840

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Regional Public Transport Plan

I strongly oppose the current transport plan as there is no service made available for the Bluff Community.

- ***Where is there a provision for Bluff residents to access the CBD and surrounding areas ?***
- ***Everyone should be able to access the Invercargill shopping areas and help support local businesses and avoid buying online.***
- ***People need to be able to access Southland Hospital, appointments and checkups.***
- ***Bluff children (11-13 year olds) need to be able to access bus transport as they are not able to access the MOE funded transport at this time.***
- ***Bluff children and adults need to be able to access Stadium Southland and Splash Palace and other sporting facilities in the Invercargill area.***
- ***Bluff Highway is not a safe option as a pedestrian and it is extremely dangerous for both local people and tourists, especially with the high volume of large truck traffic. This is a serious safety issue becoming more and more common.***

SCANNED

048

Submission Form REGIONAL PUBLIC TRANSPORT PLAN CONSULTATION



Submitter Details

First Name <i>DEBRA</i>	Surname <i>STEELE</i>
Organisation <small>(if appropriate)</small>	Postal Address <i>41 PILCHER AVE BLUFF</i>
Phone (daytime) <i>027 315 9696</i>	Postcode <i>9814</i>
Email <i>ddsteele@xtra.co.nz</i>	Date <i>11/12/17</i>
IF NON-RESIDENTIAL RATEPAYER, PROPERTY(IES) LOCATED IN	Signature <i>[Signature]</i>

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Invercargill 9840

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Regional Public Transport Plan

I strongly oppose the current transport plan as there is no provision made for Bluff Residents in the so called "REGIONAL" plan.

- Where in the regional plan is there a provision for Bluff residents to access the CBD and surrounding areas and why are we not included in this plan if it is set as a "Regional Plan".
- How do Bluff children, teenagers, unlicensed drivers and the elderly access Invercargill facilities, hospital, schools, the stadium, appointments or work commitments if there is NO service available.
- Everyone should be able to access the Invercargill shopping areas and help support local businesses. There is already a decline in the CBD area.
- People need to be able to access Southland Hospital and are foregoing their appointments due to the lack of transport options to get them to and from Invercargill. This can cause serious health issues.
- Most Bluff students at year 7 and 8 are unable to access the Ministry of Education funded transport. Our children deserve the same opportunities as any other child. The academic, sporting and social opportunities in Invercargill high schools are not available in Bluff. Currently the parents fund this transport privately at extreme cost to local families. The impact of children being able to attend high school in Invercargill has far reaching effects for these children as they move through their teenage years.
- Many Bluff children and adults are involved in sporting clubs in Invercargill due to a lack of these opportunities in such a small town. Access to Invercargill and especially Stadium Southland and Splash Palace would encourage more people to be able to be involved in sport. We have a large number of very talented people that are unable to fulfil

- their sporting commitments due to transport solutions to and from Invercargill.
- There is a social impact on our children/teenagers who are unable to form good strong relationships with their peers from out of our community due to the unavailability of independent access to and from Invercargill. These out of school relationships in their teenage years play a major role in our children's mental health which is a serious issue in current times. Parents struggle with this on a daily basis.
- There is an extreme danger as a pedestrian on the Bluff Highway. We need safe access to and from Invercargill for both tourists and the local community to ensure there is no need for hitch hikers and walkers on such a dangerous stretch of road.
- A bus to service the community around typical working times could be a great asset. There is a high cost involved in funding your own vehicles together with rising petrol costs. The daily costs can make working in Invercargill an unattractive financial option.

Thank you for the opportunity to provide feedback on your proposed plan

Please remember we are part of your community too !!

049

SCANNED 15 JAN 2018



Submission Form REGIONAL PUBLIC TRANSPORT PLAN CONSULTATION

Submitter Details

First Name DANIEL
Surname YOUNG
Organisation
(if appropriate)
Postal Address 15 BRADSHAW ST
 BLUFF
Postcode 9814
Phone (daytime) 0272538862
Email danny_matrix@hotmail.com
Date 12.12.17
Signature

IF NON-RESIDENTIAL RATEPAYER, PROPERTY(IES) LOCATED IN

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My submission is:

REGIONAL PUBLIC TRANSPORT PLAN

CONSULTATION

Please consider Bluff in your regional transport plan, like alot of essential services Bluff lacks, we need a bus service!!



✦ Please add extra pages if needed.

SUMMARY OF SUBMISSIONS ON THE REGIONAL PUBLIC TRANSPORT PLAN

No.	Name	Submission	Staff Comment
001	J Milne	Supports the timetables and fares. Suggests amendments to the routes to enable all to access the major shopping areas that will only add around three minutes to the current journey time. (See full submission for additions to routes and transit points.)	Careful design of the routes has been undertaken by an experienced consultant who has considered many aspects of the demand on the network which includes access to services and facilities, existing higher usage bus stops and demographics of the City. We have also undertaken test runs over the proposed routes to check the operating times for each route in both a car and using a bus. The times for the routes is reasonably tight (travel time takes most of the available 30 minutes), as none of the routes can exceed 30 minutes (otherwise the linking and timing gets out of sequence) adding some extra distances is not supported.
002	Invercargill Youth Council	Submits that the proposed Fare Structure disregards the student population and their value in the community. Submits that \$3 per trip for youth is very expensive.	The proposed flat fare of \$2 via the Bus Smart card is an incentive for all passenger users and is a very reasonable travel cost. Invercargill does not have a significant peak and off peak difference and accordingly the suggested flat fare is proposed as an equitable way for all travel.
		Queries where bus smart cards can be topped up. Submits the card could offer a discount to youth.	The new card system (in 2018) will allow users to top up their card either on the bus or online (web based).
		Submits that introducing a second hub could reduce confusion around the direction of bus travel and be useful in inclement weather.	Bus shelters will be positioned where demand exists. It is not financially practical to have a shelter at each stop and we have great difficulty find agreed locations.

Community Services Committee Agenda - OTHER BUSINESS

		Supports the proposed new routes but submits that bus shelters are essential at each stop.	Bus shelters will be positioned where demand exists. It is not financially practical to have a shelter at each stop and we have great difficulty find agreed locations.
		Submits that it is disappointing that the bus finish mid-afternoon and have no Sunday buses.	The proposed routes will need six buses in the mornings and evenings and will need to have buses outside the library again.
		Submits that a route should include the airport, Oreti Beach in summer, and to major events.	The passenger service is focused on regular network connections rather than events or locations. If major events are planned then the organisers can arrange a commercial service and this does occur. Council may wish to do support these ideas through specific grants.
		Submits that a young person be appointed to any future review panel.	Noted.
003	N McDermott	<p>Submits that a large area of Invercargill (Eastern Waikiwi / Kildare) is missing out on bus routes. Change of bus routes will mean a 2km walk to a bus stop.</p> <p>Recommends that the direct routes apply in peak time and that during off peak a larger area is covered as off-peak users have more time to travel.</p> <p>Urges that the purple circle route travel near the city, pensioner flats and tourist attractions to increase patronage.</p>	<p>The proposed routes do have areas where the walk distance is larger than desired, but we have not been able to find an alternative which makes sense. These areas have from our records historically had low patronage from the existing service. This is a potential weakness of the proposed routes but a network change such as these needs to be viewed from a high level and recognise that some customers will get an improved service whilst unfortunately some will have less service.</p> <p>We have considered different peak and off-peak approaches but still recommend that the proposed routes and times is the best overall solution. This approach offers a much more easily understood timetable and route approach.</p>
004	L Mathieson	Submits that one of the buses on Yarrow Street be shifted to Gala Street to enable access to Museum,	We have also considered this option and it is a recommendation to move the route to Gala Street as

Community Services Committee Agenda - OTHER BUSINESS

		Queens Park etc. Submits that the new plan is suited to CBD workers but is little help to older people and young families.	recommended. The service utilises the CBD as a distribution point where transfers can occur and links travel opportunities for all ages.
005	S Russell	Submits that public transport is necessary in Bluff to get the elderly and people without access to transport to places in Invercargill, i.e. Hospital, appointments. Submits that it would assist getting children to school.	See comments in the main report regarding a proposed Bluff service.
006	D Jamieson – Bupa Care Services	Submitter requests that the bus service include Racecourse Road rather than Derwent Street to enable access for their residents and visitors of the residents.	A bus stop is provided in Derwent Street which is accessible through the walkway. The route is planned to maximise the access catchment for all users.
007	H Scott-Chambers	Submits that there should still be a lower children's fare and a Community Services Card discount. Submits that bike racks should be installed on the buses. Submits that there should be a bus service to both Bluff and Otatara. Submits that a Code of Conduct would be useful. Submits that the new Total Mobility card should be used in other cities.	The fare proposal is to ensure a balanced model is used for funding the service. \$2 per trip (including a transfer) is a very affordable option for travel. Bike racks are useful but the current buses are difficult to fit them onto. Bluff has a proposed service but no submissions from Otatara. The proposed Ridewise TM card will be more widely available across the country.
008	S Tohiariki	Submits against the new route. Submits that the 223 John Street stop still be included as there are a number of people who use the stop.	The routes have been carefully developed to maximise passenger catchment and current usage. Unfortunately this may disadvantage some but bring the bus closer to others. The closest stop to this particular location is about 165m away.
009	Southern District Health Board	Supports the proposal due to its potential to deliver health positive outcomes for the community. Supports the new fare structure. Submits that the buses and shelters should be easily accessible for those with bikes and prams.	Submission noted. The routes have looked closely at both the demographic and deprivation information for Invercargill.

Community Services Committee Agenda - OTHER BUSINESS

		<p>Submits that Council should ensure that areas of high deprivation and low income have easy access to the service.</p> <p>Submitter recommends that Council ensure footpaths surrounding bus stops are safe for pedestrians, well-lit and have appropriate bus shelters.</p> <p>Submitter requests that Council ensure that cycle lanes are not jeopardised by bus stops or lanes.</p> <p>Submitter further requests that Council consult with organisations representing people with disabilities.</p>	
010	D Jones	<p>Submits that getting dropped off and picked up in remote inner city point reduces the appeal of the bus service.</p> <p>Submits that the new routes do not connect areas of the City and that there is no way to go from north to south without going into town.</p> <p>Supports more buses during peak times.</p>	<p>The current hub location in the CBD has been accepted for many years.</p> <p>The routes do use the CBD as a connecting link location which is mid distance in our urban areas.</p>
011	M Johnson	<p>Opposes the Plan based on the exclusion of Bluff.</p> <p>Submits the following reasons for including Bluff:</p> <ul style="list-style-type: none"> • Access to hospital etc. for Bluff residents; • No taxi service in Bluff; • Year 7 & 8 students have no way to access the school of their choice; • Children missing opportunities in Invercargill. • Difficult to form relationships out of town. 	<p>See comments in the main report regarding a proposed Bluff service.</p>
012	A Strongman	<p>Opposes the Plan based on the exclusion of Bluff.</p> <p>Submits that public transport will support tourism and enable children, students and elderly to access services (school, SIT, hospital etc.) in Invercargill.</p> <p>Requests that Council work with Awarua Developments who are requesting assistance to set</p>	<p>See comments in the main report regarding a proposed Bluff service.</p>

Community Services Committee Agenda - OTHER BUSINESS

		up a service.	
013	N Whaanga	Submits that there are numerous advantages for having a bus service for Bluff including safer travel, ability for children to get to school as well as sport and music lessons, elderly enabled to access services in Invercargill.	See comments in the main report regarding a proposed Bluff service.
014	K Moore	Submits that a bus service would be a huge asset to the Bluff Community. Enable kids to attend high schools with a greater choice of subjects, elderly gain independence for getting to services in Invercargill, teenagers and children more easily able to access sports, movies and other friends houses.	See comments in the main report regarding a proposed Bluff service.
015	K Foai	Submits that the issue needs to be addressed as both young and elderly people have no means of transport.	See comments in the main report regarding a proposed Bluff service.
016	S Kapo	Submits that there should be a Bluff public bus for the elderly to get to appointments and children to get to sport and school.	See comments in the main report regarding a proposed Bluff service.
017	T Phillipson	Submits in support of a Bluff public bus service. Submits that it would be great to have access to a range of different Invercargill services / sites.	See comments in the main report regarding a proposed Bluff service.
018	S Poutu	Submits that a bus service could provide a solution to Bluff's needs for a transport system. Submits that it would assist non-car families to get children to school, sports and cultural activities. Submits that it would assist senior citizens in retaining independence.	See comments in the main report regarding a proposed Bluff service.
019	K Barnett	Submits that the bus route should include Stuart, West and Duncan streets to provide for a family with disabilities who currently use the service. Submits that the bus servicing Glengarry goes past Windsor New World.	The routes are designed to address the existing usage and best opportunity to the user catchment. Stuart Street is approximately 215m from the bus route.

Community Services Committee Agenda - OTHER BUSINESS

020	Blind Citizens NZ Southland	<p>Submits that the accessible bus service for blind and vision impaired people should continue. Concerned that bus drivers will now have control of the audio, both volume and whether it is playing.</p> <p>Submits that Council should insert a screen reader on each BusSmart machine to allow blind and vision impaired to independently use the machine.</p> <p>Submits disappointment that no proposed bus route will travel near the Blind Foundation located at 172 Queens Drive.</p> <p>Submits that clarification is required regarding the limited times of operating Total Mobility between 7am and 11pm to ensure that it is available in taxis outside of this time.</p> <p>Requests that some Councillors take a ride with some of their members on a bus.</p>	<p>The audio control is installed so that all customers can get the best travel experience possible and would expect that there would be no issue for the drivers to adjust volumes on request.</p> <p>The new RITS system has both visual and audible acknowledgement of successful tag on or off.</p> <p>Suggested the best access point for travel to the Blind Centre is in fact St Andrew – Mary Street direction which has signalised pedestrian crossings at Queens Drive.</p> <p>Total Mobility times are unchanged from the current RPTP. These are 7am to 11pm as a minimum for Private Hire companies.</p> <p>Noted</p>
021	C Foggo	Submits that there should be a bus service to Bluff for sports, school and after school.	See comments in the main report regarding a proposed Bluff service.
022	L Gillan	Submits that there should be a bus service to Bluff for young people.	See comments in the main report regarding a proposed Bluff service.
023	A Isiah	Submits that there should be a bus service to Bluff for senior citizens and young people. Submits that it is necessary for people who need to get to Polytech and other areas of town.	See comments in the main report regarding a proposed Bluff service.
024	S Jamieson	Submits that a Bluff bus service would be a great asset and would be popular and well utilised.	See comments in the main report regarding a proposed Bluff service.
025	K Kelland	<p>Submits that the 45 minute journey from the City to the suburbs is far too long.</p> <p>Submits that there are still large areas of the City that are not serviced.</p>	<p>Noted, new routes are specifically designed to improve this with much quicker travel available.</p> <p>The proposed routes do have areas where the walk distance is larger than desired, but we have not been able to find an alternative which makes sense. These</p>

Community Services Committee Agenda - OTHER BUSINESS

		<p>Submits that the bus routes need to be shorter with buses running both ways.</p> <p>Submits that there should be a bus stop close to Ascot Bupa Rest Home and the Bainfield Park Rest Home.</p> <p>Submits that a bus route should go down Stirrat Street.</p>	<p>areas have from our records historically had low patronage from the existing service. This is a potential weakness of the proposed routes but a network change such as these needs to be viewed from a high level and recognise that some customers will get an improved service whilst unfortunately some will have less service.</p> <p>Bus routes are designed to run on same roads in and out to shorten travel times.</p> <p>Bupa has a stop available in Derwent Street and Bainfield Park has similar access to current service. The additional time and the infrequent passengers suggest that extending the route would not allow the route to be complete within 30 minutes.</p> <p>The proposed routes are planned to use a section of Stirrat Street.</p>
026	J Manahi	<p>Submits that Bluff should be included in the Plan.</p> <p>Submits that transport is becoming more of a need within her community.</p> <p>Submits that there should be a universal card for use in other territorial authorities.</p> <p>Suggests that a service to and from Bluff one in the morning and two returning would cater for school and working people.</p>	<p>See comments in the main report regarding a proposed Bluff service.</p> <p>The new card system will achieve this for nine regions of New Zealand.</p>
027	W Mangu	<p>Submits that there should be Public Transport for Bluff.</p>	<p>See comments in the main report regarding a proposed Bluff service.</p>
028	T Osborne	<p>Submits that Bluff should be included in the Public Transport Plan.</p>	<p>See comments in the main report regarding a proposed Bluff service.</p>
029	A Taylor	<p>Submits that there should be a bus service to Bluff for</p>	<p>See comments in the main report regarding a</p>

		sports, school and appointments.	proposed Bluff service.
030	G Thomson	Submits that there should be a bus service to Bluff for senior citizens and young people.	See comments in the main report regarding a proposed Bluff service.
031	T Trow	Submits that there should be a bus service to Bluff for senior citizens and young people.	See comments in the main report regarding a proposed Bluff service.
032	L Wardrop	Submits that Bluff should be included in the RPTP for children to access the school of their choice, cost affordable for those children and their families, there is no taxi service in Bluff, independence for people who do not drive.	See comments in the main report regarding a proposed Bluff service.
033	S Wardrop	Submits that Bluff should have public transport for the following reasons: <ul style="list-style-type: none"> - Benefit people of all ages - No other transport services - Use to get to services in Invercargill - Children use for school and sports - Use for SIT etc - Use to get to a gym and improve health - Friends could catch up more easily. 	See comments in the main report regarding a proposed Bluff service.
034	L Wast	Submits that Bluff should have public transport to enable easy access to the hospital and also to schools.	See comments in the main report regarding a proposed Bluff service.
035	C Weston	Submits that the routes should have been piloted to seek feedback and make necessary adjustments.	This approach would be difficult to achieve in a practical sense, with the changes needed to stops, timetable etc.
		Submits that the new fare structure and the Plan do not address or recognise vulnerable people.	The new fares are fair for all users.
		Submits that the Plan will not be able to be evaluated as there are no performance measures.	Measures are included in section 3.2 of the RPTP.

		<p>Requests that the proposed bus stop for the South City shops is moved closer to the South City Shopping Centre.</p>	<p>Exact locations of stops have yet to be concluded but a stop within the shopping area will require parks to be given up. The existing stop in Martin Street will be retained.</p> <p>Equipment used is suitable and is used internationally.</p> <p>Noted.</p> <p>An improved shelter is budgeted in the 2019/20 year.</p>
		<p>Submits that the Bus Smart cards machines must be accessible to all customers, for instance by having screen readers installed.</p> <p>Submits that all buses must have audio announcements.</p>	
		<p>Submits that seating is required at high use bus stops as this can be a barrier to accessing the buses.</p>	
		<p>Submits that a bus hub should be built in the CBD.</p>	
036	J Cranstoun	<p>Submits in opposition to changing the routes. Suggests that the routes could be shorter for working people in the morning and keep the existing routes throughout the day.</p>	<p>As noted above the routes have been designed to have shorter travel times but need to be on a consistent timetable for ease of understanding, which addresses one of the issues previously raised by customers.</p>
037	E Easton	<p>Submits that large residential areas are not within easy walking distance to public transport.</p> <p>Submits that elder care homes, especially in Waikiwi, will be without access to public transport.</p> <p>Submits that Kew residents will have to travel to the CBD to access South City service area.</p> <p>Queries if the red route services Verdon and Aurora Colleges?</p> <p>Submits that the Museum, medical centres and Work and Income office is isolated from public transport.</p> <p>Submits that the purple bus should return to provide cross-city services.</p>	<p>The proposed routes do have areas where the walk distance is larger than desired, but we have not been able to find an alternative which makes sense. These areas have from our records historically had low patronage from the existing service. This is a potential weakness of the proposed routes but a network change such as these needs to be viewed from a high level and recognise that some customers will get an improved service whilst unfortunately some will have less service.</p> <p>Agreed that Clare House and Cargill Home are not as accessible as would be desired but others are reasonably accessible.</p>

Community Services Committee Agenda - OTHER BUSINESS

			<p>Some travel needs to be through the hub which is unavoidable.</p> <p>Schools also have specific buses which allow for travel.</p> <p>Cross city travel can be achieved through the hub and using a fare transfer.</p>
038	L O'Callaghan	<p>Submits that Council should invest in researching alternative transport options rather than buses to allow more frequent or shorter bus runs. For example mini-vans used for public transport.</p> <p>Submits that as the owners of the Airport, the Council should ensure that a range of transport options are available at the airport.</p>	<p>Future technologies are being monitored to see what options these may bring.</p> <p>Transport services to the airport have not previously been raised as an issue. This type of service would not be likely to attract a subsidy.</p>
039	A Phillipson	<p>Opposes current Plan as it does not cater for Bluff. Submits that Bluff needs an easy transport system.</p> <p>Submits that the bus would enable children and elderly to have reliable transport, would enable access to the hospital and would enable children unable to use Ministry of Education funded transport to have transport.</p>	<p>See comments in the main report regarding a proposed Bluff service.</p>
040	K Woods	<p>Submits that the new routes will leave dozens of streets unserved and that the elderly and disabled will struggle to walk the extra distance to stops.</p> <p>Submits that the current bus routes should remain and that the bus should travel both directions.</p> <p>Submits that the new proposal will result in a drop off in patronage as vulnerable people are forced to use taxis rather than the bus service.</p>	<p>It is acknowledged that any change has the potential to create some issues for individuals but the proposed changes are developed to provide the greatest overall improvement of access to Invercargill. These changes need to be balanced with the cost to provide and the willingness to support services.</p> <p>The proposals developed have been evaluated by several experts who advise that the proposed changes are the most appropriate for our patronage and road network.</p>
041	B McKee	<p>Submits that the new routes are not as convenient and gives examples.</p>	<p>Agree users have adapted but current patronage continues to decline.</p>

Community Services Committee Agenda - OTHER BUSINESS

		<p>Submits that regular users have adapted to the current timetable.</p> <p>Submits that this proposal is going to affect the current patrons who have no other alternative other than taxis, the elderly or those who have to use a mobility aid. Submits that the statement "a longer walk distance to a bus stop" is insensitive to those who have a mobility problem. A 5 minute walk when fit turns into 10 and can leave you tired.</p> <p>Submits that the Circle route should be re-introduced.</p> <p>Submits that Council should be promoting the advantages of taking the bus.</p>	<p>Comments are noted but the passenger service provides opportunities to a wide range of users.</p> <p>Others parts of the scheme include Total Mobility which offers assistance where access to Public Transport services is not achievable by customers.</p>
042	WellSouth	<p>Supports the proposed fee structure and use of BusSmart card system.</p> <p>Supports changes to current routes based on customer feedback. Submits that Council continue to prioritise routes in areas of higher deprivation.</p>	Noted.
043	Awarua Developments Ltd	<p>Seeking Council funding consideration to re-establish public transport links between Bluff and Invercargill and in time integrated into the city urban bus network. Submits that Bluff cannot sustain a service without Council and Central government support.</p> <p>Submitter has researched the business case for a realistic and sustainable service for a 1 – 3 year pilot scheme based on a 'social enterprise' model.</p> <p>Submits that the service would guarantee the most vulnerable and isolated residents would have access to key services and facilities.</p> <p>Submits would also assist with tourists travelling between Invercargill and Bluff.</p> <p>Submitter is requesting a subsidy level similar to that being offered per passenger to other rate payers in</p>	See comments in the main report regarding a proposed Bluff service.

		<p>the city. Based on 13,000 annual passengers we calculate the subsidy level required to be around \$2.30 per passenger (approximately \$30,000 annually) to be matched by both Council and NZTA.</p> <p>Submitter anticipates reasonable growth to lower the total annual subsidy of \$60,000. Are targeting annual passenger growth of 20% each year.</p>	
044	NZTA	Support the changes signalled in the draft Plan to Invercargill's public transport service.	Noted.
045	C Muir	<p>Submits that it would be a 10 – 15 minute walk to the nearest bus stop under the new proposal and that the bus route should still include John Street. Submits that they will no longer use the bus service if John Street is not included due to health reasons.</p>	<p>Redeveloping a change to services is very difficult to meet everyone's needs and the advice we have says that the proposal is suitable.</p> <p>As noted above there are operational pressures where decisions are required to provide a functioning and timely service. This does mean not all customers' current needs can be fully satisfied.</p> <p>The closest stop would be via Elizabeth Park walkway to Lauder Cres.</p>
046	V West	<p>Submitter supports the Blind Citizens NZ Southland's submission.</p> <p>Submitter suggests during off peak times a pick up system in minibuses or vans from home to end point allowing elderly etc. to use public transport without having to walk further than needed. Highlighted the fact that this option would need a specialist dispatcher, while also having a ring in system service, this would need to be publicised as disabled people and the elderly are not the only users.</p> <p>Submitter suggests the services include but are not restricted to pick up/drop off points such as: The Hospital, the Stadium, the Velodrome, The Museum and Schools.</p>	<p>Noted.</p> <p>The use of minivans unfortunately does not meet the requirements for Urban Bus Standards. It is noted that with the development of technology, on demand services may become more available.</p> <p>The routes have been designed to capture as many destinations as possible but do hub into and out of the CBD which given the Invercargill shape is a central location.</p>

		<p>Submitter supports the cross over points on the present routes that allow transfers from Bus route to bus route and hopes the points are retained and expanded when and as possible.</p> <p>Submitter suggests the bus times start to coincide with the services open times for example the library opens at 9.30am on Saturday morning but the busses don't start till 10am.</p> <p>Submitter suggests the terminus be outside the library to allow passengers to use the atrium of the library to shelter from cold wind and rain.</p> <p>Submitter would like all the above accomplished at minimum cost to Ratepayers.</p>	<p>Timetables are proposed which align to current timings and the usage on Saturday morning is such that earlier starts are seen as not currently being needed.</p> <p>The inner city hub location and usage will be looked at over the term of the Plan and some services will start from the library area.</p>
047	D Steel	<p>Submitter strongly opposes the current transport plan as there is no service made available for the Bluff Community.</p> <p>Submitter would like to see a service that caters for Bluff residents to access the CBD, The Hospital, Stadium Southland and Splash Palace to name a few.</p> <p>Submitter would like to see Bluff children to access bus transport as they are not able to access the MOE funded transport at this time.</p> <p>Highlighted that Bluff Highway is not a safe option for pedestrians and dangerous for not only the locals but also tourists especially with the high volume of large truck traffic creating a serious safety issue.</p>	<p>The RPTP process is where these are considered and during the period when the plan was being prepared there had been no feedback via the Bluff Community Board which would have indicated otherwise during the previous years.</p> <p>See comments in the main report regarding a proposed Bluff service.</p>
048	D Steel	<p>Submitter strongly opposes the current transport plan as there is no provision made for bluff residents in the so called "Regional" plan.</p> <p>Highlighted that there was no option/service for Bluff children, teenagers, unlicensed drivers and the elderly to access Invercargill facilities such as the hospital, schools, the stadium, Splash Palace, appointments or</p>	<p>See comments in the main report regarding a proposed Bluff service.</p>

Community Services Committee Agenda - OTHER BUSINESS

		<p>work commitments. Submitter added that if access was made to the CBD the local businesses would be supported financially.</p> <p>Highlighted that most Bluff students are unable to access the Ministry of education funded transport resulting in hindering their education opportunities.</p> <p>Suggested that the service be able to fulfil sporting commitments by creating a service to deliver to popular sporting venues/events.</p> <p>Submitter is concerned that there is a social impact affect due to lack of transport service and children/teenagers of the Bluff community are unable to build strong relationships with their peers from out of the Bluff community which plays a major role to children's mental health.</p> <p>Submitter highlighted that Bluff needs a safe access to and from Invercargill for both tourists and locals to ensure there is no need for hitch hikers and walkers on such a dangerous stretch of road.</p> <p>Suggested the service be run at typical working times.</p>	
049	D Young	Submitter says it is essential that the bus service is introduced in Bluff.	See comments in the main report regarding a proposed Bluff service.
050	Tenants of 60 Stirrat Street	Submitter requests that the bus stop across the road from their flats remains.	Staff note that if residents exist via the Ranguru walkway on the east side it is a 60m walk to Waiiau Crescent where the bus will stop.