



AGENDA

Infrastructure Committee Meeting Tuesday, 10 March 2020

Date Tuesday, 10 March 2020

Time following the Environmental Services Committee

Location Council Chamber
Timaru District Council Building
2 King George Place
Timaru

File Reference 1324126

Timaru District Council

Notice is hereby given that a meeting of the Infrastructure Committee will be held in the Council Chamber, Timaru District Council Building, 2 King George Place, Timaru, on Tuesday 10 March 2020, at the conclusion of the Environmental Services Committee meeting.

Infrastructure Committee Members

Clrs Sally Parker (Chairperson), Paddy O'Reilly (Deputy Chairperson), Allan Booth, Peter Burt, Barbara Gilchrist, Richard Lyon, Gavin Oliver, Stu Piddington, Steve Wills and Nigel Bowen

Quorum – no less than 6 members

Local Authorities (Members' Interests) Act 1968

Committee members are reminded that if you have a pecuniary interest in any item on the agenda, then you must declare this interest and refrain from discussing or voting on this item, and are advised to withdraw from the meeting table.

Erik Barnes

Group Manager Infrastructure

Order Of Business

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- 1 Apologies**
- 2 Identification of Items of Urgent Business**
- 3 Identification of Matters of a Minor Nature**
- 4 Declaration of Conflicts of Interest**
- 5 Chairperson's Report**

6 Confirmation of Minutes

6.1 Minutes of the Infrastructure Committee Meeting held on 28 January 2020

Author: Kate Walkinshaw, Executive Assistant, Infrastructure

Recommendation

That the Minutes of the Infrastructure Committee Meeting held on 28 January 2020 be confirmed as a true and correct record of that meeting.

Attachments

- 1. Minutes of the Infrastructure Committee Meeting held on 28 January 2020**



MINUTES

Infrastructure Committee Meeting Tuesday, 28 January 2020

Ref: 1324126

**Minutes of Timaru District Council
Infrastructure Committee Meeting
Held in the Council Chamber, Timaru District Council Building, 2 King George Place, Timaru
on Tuesday, 28 January 2020 at 9.03am**

Present: Cr Sally Parker (Chairperson), Cr Paddy O'Reilly (Deputy Chairperson), Cr Allan Booth, Cr Peter Burt, Cr Barbara Gilchrist, Cr Richard Lyon, Cr Gavin Oliver, Cr Stu Piddington, Cr Steve Wills, Mayor Nigel Bowen

In Attendance: **Community Board Representatives**
Temuka Community Board – Ali Talbot
Point Community Board – Ross Munro
Geraldine Community Board - Wayne O'Donnell

Council Officers

Acting Group Manager Infrastructure (Erik Barnes), Land Transport Manager (Andrew Dixon) for Item 7.1, Waste Minimisation Manager (Ruth Clarke) for Item 7.2, Governance Advisor (Jo Doyle)

1 Apologies

No apologies were received.

2 Identification of Items of Urgent Business

No matters of Urgent Business were identified.

3 Identification of Matters of a Minor Nature

No matters of a Minor Nature were identified.

4 Declaration of Conflicts of Interest

No conflicts of interest were declared.

5 Chairperson's Report

The Chair welcomed the Community Board members and Acting Group Manager Erik Barnes and thanked staff for the early delivery of the Committee Agenda.

Meetings attended include, Washyke Industrial Expansion Zone Stakeholder workshop, ODPT workshop, Patricia Callaghan from Deputy Leader of the London Borough of Camden, Waste Transformation, Stormwater Management Plan Tenderers Briefing.

A meeting with Acting Group Manager of Infrastructure Erik Barnes and attended the drop in session for the future of Highfield recreation area.

Committee Resolution 2020/1

Moved: Cr Peter Burt

Seconded: Cr Barbara Gilchrist

That the Chairperson's Report be received.

Carried

6 Confirmation of Minutes

6.1 Minutes of the Infrastructure Committee Meeting held on 26 November 2019

Committee Resolution 2020/2

Moved: Cr Peter Burt

Seconded: Mayor Nigel Bowen

That the Minutes of the Infrastructure Committee Meeting held on 26 November 2019 be confirmed as a true and correct record of that meeting.

Carried

6.2 Minutes of the Downlands Water Supply Committee Meeting held on 2 December 2019

Committee Resolution 2020/3

Moved: Mayor Nigel Bowen

Seconded: Cr Paddy O'Reilly

That the draft Minutes of the Downlands Water Supply Committee Meeting held on 2 December 2019 be received.

Carried

6.3 Minutes of the Extraordinary Infrastructure Committee Meeting held on 17 December 2019

Committee Resolution 2020/4

Moved: Cr Steve Wills

Seconded: Cr Barbara Gilchrist

That the Minutes of the Extraordinary Infrastructure Committee Meeting held on 17 December 2019 be confirmed as a true and correct record of that meeting.

Carried

7 Reports

7.1 Rangitata Flooding Event - Road Infrastructure Damage Funding

The Land Transport Manager provided an overview of the Rangitata flooding event in November and explained the damage is currently being repaired.

The existing budget does not have funding provision for these emergency repairs and if required to be managed within current budgets this would significantly impact on the planned and budgeted ongoing works. There is no insurance provided for road assets. However, NZ Transport Agency (NZTA) will assist with additional funding and have provisionally approved a higher financial assistance rate because of the scale of the event.

The claims are made progressively each month to NZTA.

Discussion was held that the Council Disaster Relief fund is there for this exact purpose so that funding for repairs are not removed from business as usual activities and then impact on Council's level of service. This fund may need to be reviewed and topped up when the Annual Plan is considered as the changing weather patterns could mean further funds needed in the future.

Committee Resolution 2020/5

Moved: Cr Steve Wills

Seconded: Cr Richard Lyon

1. That the road infrastructure initial response and recovery local share costs associated with the December 2019 Rangitata River flood event up to a total cost of \$1,900,000 excluding GST, requiring a Council local share of \$817,000 excluding GST to be funded from the Council Disaster Relief fund.

Carried

7.2 Reducing Waste: A More Effective Landfill Levy Consultation Submission

The Waste Minimisation Manager spoke to the report and explained that the Waste Levy has not changed from the initial \$10/tonne in 10 years which has meant there has been little incentive to change waste behaviour.

Discussions were held around the current landfill and how long it is expected to last before reaching capacity. The current landfill life is 25-27 years, however, there is a trend that the annual tonnes to landfill are increasing so this period could be shortened.

The increased Levy revenue would be used to extend the life of the landfill by an increase in recycling and waste minimisation activities and education for the community that results in removing the waste from the landfill.

The levy is projected to increase to \$50-\$60/tonne from the current \$10/tonne, however, the Waste Minimisation Manager advised that research is showing that international levels are more in line with \$100 plus for this levy and further increases are possible in the longer term.

From the levy received by government, 50% is expected to be available for Territorial Authorities as stipulated in the Waste Minimisation Act 2008 for waste minimisation projects, and the projects and budgets will be put forward during the LTP planning to comply with the legislative requirements.

Committee Resolution 2020/6

Moved: Cr Barbara Gilchrist

Seconded: Cr Steve Wills

That the Infrastructure Committee provides feedback for inclusion in the draft submission to the Reducing Waste: A More Effective Landfill Levy consultation, and provisionally approves the submission.

Carried

5 Consideration of Urgent Business Items

No matters of Urgent Business were considered.

6 Consideration of Minor Nature Matters

No matters of a Minor Nature were considered.

The Meeting closed at 9.20am.

.....
Chairperson

7 Reports

7.1 Road Safety Actions

Author: Andrew Dixon, Land Transport Manager

Authoriser: Erik Barnes, Acting Group Manager Infrastructure

Recommendation

That

1. The Infrastructure Committee supports the Government Road to Zero Road Safety Strategy 2020-2030 and Action Plan 2020-22.
2. An increase in our level of service around road safety improvements and education to be considered in the next Long Term Plan.

Purpose of Report

- 1 To update Committee members on the Governments new road safety strategy and plan 'Road to Zero' and what Council will do to assist with the achievement of the strategy.

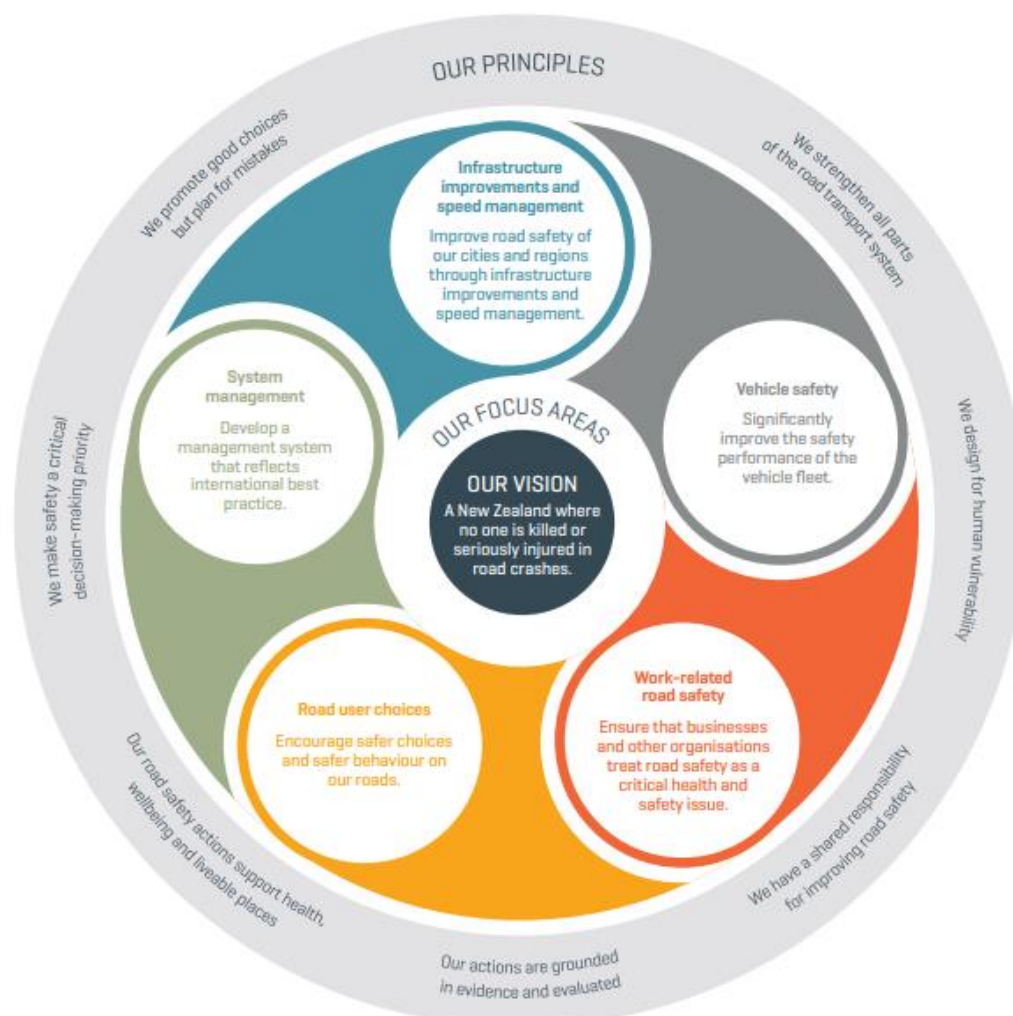
Assessment of Significance

- 2 This matter has low significance under the Council's Significance and Engagement Policy. Although this matter affects a large number of residents it is considered that there is significant support for improved road safety and that the proposed actions are consistent with the existing road safety strategy and the Long Term Plan.

Background

- 3 The number of road related fatalities and serious injuries on New Zealand roads is unacceptable. Over the last six years there has been an unprecedented rise in casualties at a faster rate than the rate of traffic growth. About half the road crash casualties are people who did not contribute to the road crash and were innocent parties in the wrong place at the wrong time. On average one person is killed every day on our roads across New Zealand. Compared to other developed countries our road safety is very poor. New Zealand has 7.9 road fatalities per 100,000 population (2017) compared to Australia at 5.0, UK at 2.8 and Norway at 2.0.
- 4 Road to Zero is a new Government strategy that has been prepared by the Ministry of Transport to improve road safety in New Zealand and reduce harm on the roads. The vision is that no one is killed or seriously injured in road crashes on New Zealand roads. This means that no death or serious injury while travelling on our roads is acceptable.
- 5 The final strategy was released in late December 2019. A copy is available here: <https://www.transport.govt.nz/multi-modal/keystrategiesandplans/road-safety-strategy/>
- 6 As a step change towards achieving this vision, the Government has set a target of 40% reduction in deaths and serious injuries by 2030. This will be achieved through action in the five key areas below:

- 6.1 Infrastructure improvements and speed management
- 6.2 Vehicle safety
- 6.3 Work related road safety
- 6.4 Road user choices
- 6.5 System management
- 7 This strategy will be supported by an action plan that will outline priority actions to deliver on the zero vision. The following diagram summarises the new vision, focus areas and priority actions. Implementation is supported by an action plan.
- 8 A summary diagram showing the key focus and actions is shown as follows:



- 9 To support the Road to Zero strategy and achieve the 40% reduction in road crash fatalities and serious injuries target by 2030 a national action plan has also been developed by the Ministry of Transport (MOT). The current action plan outlines key actions for the next three years, 2020 – 2022. There are 15 immediate actions. These include greater investment in safer road infrastructure, introduction of new approach to safe speeds, enhance safety and accessibility of footpaths, cycleways and cycle lanes, raise vehicle safety standards, prioritise road policing, support motorcycle safety, enhance drug driver testing, review road safety penalties and strengthen system leadership, support and coordination.

Discussion

- 10 The success of achieving the target reduction in fatalities and serious injuries on our roads requires a multi-agency approach between Council's, NZ Transport Agency, Police and Communities. Therefore, what does the new Government "Road to Zero" plan mean for Timaru District Council?
- 11 There will be a greater focus on the safety of our road infrastructure. The NZ Transport Agency (NZTA) through the safer networks programme (SNP) has reviewed our road network and identified a number of risks and improvements. SNP and local safety improvement projects identified in Timaru District include Winchester-Geraldine/Coach/Tiplady Roads intersection, Waiiti/Wilson/Selwyn Streets intersection, Levels Plain/Falvey/Foley Roads intersection, Earl Road, Arowhenua Road, road crossing improvements around schools and pedestrian crossing improvements in Selwyn and Waiiti Roads. There is an expectation that most of these recommended road infrastructure improvements will be completed.
- 12 There will be a greater focus on speed management to ensure safe, appropriate and functional speed. The plan sets an action to reduce speed limits around urban schools to 40km/hr and 60km/hr maximum around rural schools. The target is to have this in place for 40% of schools by 2024 and all schools by 2030. Council may be required to review the speed limit bylaw to reflect these changes.
- 13 The proposed mandatory reduction in speed limits around schools is only one element in the reduction of road safety risk to our school children. The risk to school children extends beyond the school and this is what our school travel plans focus on. In the last ten years there has been two fatalities, six serious injuries and 36 minor injuries of school aged children walking, cycling and scootering in the Timaru District.
- 14 Further Government actions include, more speed enforcement through speed cameras and police operations, improving vehicle safety and more effective road safety advertising campaigns.
- 15 The proposed speed management planning process will allow for a more streamlined approach to setting speed limits. The Transport Act amendment being considered by government increases Ministerial powers to impose speed limits on all roads. In addition the Ministry of Transport is reviewing the speed limit setting rule. Speed limits will change but the process is currently unclear.
- 16 Timaru District Council has made a submission seeking more clarity on speed limit setting and rules. A copy of this submission is appended to this report as Attachment 1.

What are we currently doing?

- 17 The overall road crashes in Timaru District in the last 12 months has resulted in 2 fatalities, 22 serious injuries and 86 minor injuries. The overall trend over the last four years has been relatively consistent with last year, 208/19 being higher than previous years. There is improvement required and will take a multi-party approach through education, enforcement, policy and engineering. Recent research shows that most fatal and serious injury crashes do not involve reckless behaviour. People make mistakes and these should not result in harm.
- 18 Council has an on-going modest programme of road safety improvements. These have included intersection upgrades, improved signage and widening of road sealed surfaces. Some of the safety improvements identified under the SNP have been completed and the major one being the Winchester-Geraldine/Coach/Tiplady Roads intersection is progressing

with design to be underway soon for construction in the 2020/21 construction season. There are other projects identified that would need additional funding.

- 19 Road safety education is an important activity that we deliver. We have a designated Road Safety Coordinator to deliver local road safety education. We also provide this service to both Waimate and Mackenzie District Council's through a multi-party funding agreement. Each year a road safety action plan is developed in partnership with NZ Police to target priority areas based on risks and historical data. The plans outline actions for Education, Engineering improvements and Enforcement and are consistent with both regional and Police road safety priorities.
- 20 In addition Timaru District Council has a School Travel Plan Coordinator. This role is contracted to Community and Public Health through the Wave programme and funded by Timaru District Council. Our school travel plan Coordinator works with schools to identify and manage the local issues generated by car travel to school. The school travel plan (STP) identifies areas of safety concern, that require road infrastructure safety improvements and plan safe routes to schools for children walking, cycling or scootering. Recent STP work has had a focus on road crossing points around schools, vehicle speeds and driver behaviour around the school gates. The school travel plans also encourage active transport to and from schools and also aim to reduce the vehicle congestion around the school gates. This includes developing safe vehicle drop off areas that children can walk to school from or other initiatives such as the walking school bus. A number of schools in Timaru District have completed a school travel plan.
- 21 To reduce vehicle speeds and improve road safety we continuously take the opportunity to install traffic calming measures in conjunction with road renewals or upgrades. Features such as narrowing of vehicle lanes, intersection islands, road platforms and cycle lanes.

Options and Preferred Option

- 22 There is no one solution to improve road safety and neither is there a quick one. Road safety is predominately a driver behaviour issue. Crashes generally result from a mistake or error of judgement. It is important that we do not just blame drivers as we can all make mistakes as we are all human. We need to minimise these mistakes and minimise the consequences when they occur.
- 23 There has to be a balance in our approach. We could engineer our roads to provide maximum safety in the event of driver mistakes but this is unaffordable. We could reduce vehicle speeds limits on all roads but this would be unacceptable and contrary to legal requirements where speed limits must be safe and appropriate with the default speeds being 50km/hr in urban areas and 100km/hr in rural.
- 24 The approach is to improve through step changes in a number of focus areas.
- 25 Potential options are:
 - 25.1 Review the District local road speed limits. This can be done on a district wide basis or targeted to areas of concern where urban development has changed the appropriate speed environment. This option is not recommended in the short term as the speed limit setting process is currently being reviewed by Government.
 - 25.2 Reduce speed limits around schools, where appropriate, as signalled in the "road to zero" action plan. This would require amending the Timaru District speed limit bylaw that will require due process including the special consultative procedure. However, the change in school speed limits may be mandated by Government.

- 25.3 Reduce speed limits on some roads. The speed limit setting rule 2017 requires speeds to be appropriate for the road hierarchy and environment. For example unsealed roads could be reduced to 80km/hr as these are low volume roads and this speed is safe and appropriate. However, an arterial or collector road such as Wai-iti Road or a freight route such as Marine Parade where the function of the road is effective vehicle movement the default speed of 50km/h is appropriate. Roads with speed limits less than 50km/hr should be area's where the environment or the operating speed desired is less than 50km/h. Examples are town centres, low volume residential areas and roads that are generally engineered to this speed environment. If a speed limit does not reflect the environment it is often not adhered to by drivers. This option would require a review of the Timaru District Council speed limit bylaw. The Government rule that outlines that process for determining and setting speed limits is currently being reviewed by the Ministry of Transport. Therefore it is not recommended to undertake speed limits changes until the new speed limit setting rule is enacted.
- 25.4 Increase engineering improvements to intersections and roads that evidence indicates there are safety risks. We currently do this within the approved funding envelope of \$800,000 per annum that limits the number and scale of projects that can be delivered. To deliver priority improvements in a shorter timeframe funding would need to increase in the 2020/21 Annual Plan budgets and next Long Term Plan to a recommended \$1.3 million per annum.
- 25.5 Enhance road safety education and school travel planning through increased funding and resources. There is currently one full time person (1 FTE) in road safety education for South Canterbury and 0.5 FTE for school travel planning. Further resources would allow more education and focus on a greater number of road safety initiatives particularly in transport modes like scooters and mobility scooters. Unfortunately the NZTA financial assistance for direct road safety education expenditure is fixed for the 2020/21 financial year but there is an opportunity to increase this in the next Long Term Plan and NZTA funding programme. However, there is an opportunity to increase staff resources for road safety. It is recommended that another 1 FTE is required to achieve improvement.
- 25.6 Continue with the current level of service and improvement programme. This will not achieve the step change that government is seeking in regard to improving road safety and reducing the fatalities and serious injuries on our roads. This is not a recommended option.

Consultation

- 26 The next long term plan will provide an opportunity to “raise the bar” with road safety and allow the conversation to be had with our community.
- 27 Should speed limits be changed, public consultation will be required in accordance with the Speed Limit Setting rule and the special consultative procedure used to amend the bylaw.

Relevant Legislation, Council Policy and Plans

- 28 The key Government strategy is “Road to Zero”. Road Controlling authorities should support this as the aim is to reduce road fatalities and serious injuries.
- 29 The Transport Act 1998 and Local Government Act 2002 provides the empowerments for setting speed limits and other road user rules.

- 30 The Land Transport Management 2003 provides the funding framework and the requirement be consistent with National and Regional strategies and plans.
- 31 Timaru District Council Long Term Plan 2018-28 outlines road safety targets in regard to fatalities/serious injury numbers and also school travel plans developed.

Financial and Funding Implications

- 32 NZTA provide financial assistance (generally 51%) for road safety education, school travel planning and engineering safety improvements.
- 33 NZTA funding is approved in three yearly cycles with the current funding approved for 2018-21. This is generally fixed for the three years.
- 34 Further special funding is available for regionally significant road safety improvements that have been identified by NZTA through the nationally driven Safer Networks Programme. Timaru District Council has been successful in gaining such additional funding with the approval of the Winchester-Geraldine/Coach/Tiplady Roads roundabout.
- 35 If there are mandated speed limit changes in our district additional funding will be required to replace and install new speed limit signage. This is not included in current or draft budgets.

Other Considerations

- 36 As stated previously road safety involves many partnerships. We work closely with NZ Police who are responsible for enforcement. Police continue to actively enforce speed, alcohol, restraint wearing and general road rules. A representative of Police will be attending.
- 37 One emerging issue is the impact of drugs particularly recreational drugs and driving. The presence of drugs in fatal and serious injury crashes is increasing. There is no roadside drug testing available at present unlike many other Countries including Australia. Government has signalled that this will be available in 2021.
- 38 Government has also signalled raising the standards of vehicles entering New Zealand. The current New Zealand fleet consists of 45 percent of vehicles with a safety rating on one or two stars. These vehicles account for about 66 percent of the fatal and serious injuries on our roads. However, raising these standards is not planned until 2022.

Attachments

1. **Timaru District Council submission on the Land Transport Act Amendment Bill**



7 February 2020

Transport and Infrastructure Committee
Parliament Buildings
Wellington

ti@parliament.govt.nz

Dear Chair

Land Transport (NZTA) Legislation Amendment Bill – Timaru District Council submission

Thank you for the opportunity to make a submission on the Land Transport (NZTA) Legislation Amendment Bill (the Bill).

Timaru District Council does not wish to speak to this submission.

It is noted that the Bill is intended to support the implementation of the new national road safety strategy 2020-2030, *Road to Zero*. This strategy was released at the end of December 2019 and we have not yet had an opportunity to fully assess the new direction outlined in the strategy and the changes that we will need to make.

Timaru District Council supports the intent of *Road to Zero*, which is to significantly reduce deaths and serious injuries on our roads but also notes that this is not a statutory document and is subject to future change.

Timaru District Council considers some of the measures in the Bill will be greatly beneficial to supporting the key outcome of a significant reduction in deaths and serious injuries on our roads. However, the Bill appears to implement some components of *Road to Zero* in a piecemeal way. It is not clear whether the remaining changes will be made through further legislation or can be made through subordinate legislation (such as through rules). This has made it difficult to assess the implications of, and express support for, some of the proposals in the Bill, as they cannot be considered in their full context.

Section 157 of the Land Transport Act 1998 allows the Minister of Transport to make rules to “empower” Road Controlling Authorities (RCAs) to set speed limits for roads within their jurisdiction. Clause 101 of the Bill amends section 157 to change this to “empower or require”. This appears to have the effect of allowing the Minister to set the speed limit for any local road. We consider the expansion of this section is too broad and without further clarity potentially removes the ability of Local Government to set appropriate local speed limits. This new power should have some scope or guidelines.

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Changes to the speed limit setting process should not be made in a piecemeal or isolated way. There is a need for more national and regional consistency of road speed limits. These should align with the One Network Road Classification and be based on sound evidence and consistent processes ensuring safe and appropriate speeds and should not be based on perception or public opinion.

The current bylaw process includes a significant consultation component which is carried out by RCAs. This process can add a number of challenges and risks where perceptions or opinion drive the outcomes. We suggest that there is a need for the speed limit setting process to be improved. However, it is not clear how the new ability for the Minister to require councils to set a certain speed limit interfaces with this requirement around consultation.

Timaru District Council understands that the Government is intending to introduce a new speed limit setting regime, including the introduction of Regional Speed Management Plans and the removal of the current bylaw-making process.

Timaru District Council is unable to support this provision in isolation without better understanding how the other changes required to implement a new speed limit setting regime will be made. These changes need to be clarified so we can consider and submit on them together.

Notwithstanding this view, should this provision be retained, we consider that the Minister should be required to have particular regard to the views of the relevant RCA, given their expertise and understanding of their local community context, before exercising this power. This would ensure that local knowledge is taken into account when identifying the safe and appropriate speed for a particular road. The Transport Agency currently uses the MegaMaps tool to identify safe and appropriate speed limits. MegaMaps is a helpful starting point, but it is not an end point and further analysis is required before the speed limit for a particular road can be determined.

Recommendations

1. That Clause 101 of the Bill is not progressed in isolation from the broader changes required to implement a new speed limit setting regime; and
2. Notwithstanding recommendation 1, that if the Minister were to exercise the power in Clause 101 of the Bill, the Minister must first in account the view of the relevant RCA before requiring an RCA to set a particular speed limit.

Yours faithfully



Andrew Dixon
Land Transport Manager

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p. 03 687 7284



7.2 MYWay, Timaru's new public transport service update**Author: Andrew Dixon, Land Transport Manager****Authoriser: Erik Barnes, Acting Group Manager Infrastructure****Recommendation**

That the report be received.

Purpose of Report

- 1 To update the Infrastructure Committee members on progress with the implementation of the new On Demand Responsive Public Transport System (DRPTS) for the Timaru Urban area. DRPTS is branded as MyWay by Metro. Environment Canterbury (ECan) officers will be presenting an update to Committee members.

Assessment of Significance

- 2 This project has low significance under the Council's Significance and Engagement Policy. However, the issue has significance to the Timaru Urban community who use public transport.

Discussion

- 3 Environment Canterbury (ECan) with the support of Timaru District Council (TDC) is changing the way public passenger transport is delivered in Timaru. The existing scheduled bus services have had declining patronage for a number of years. The decrease in patronage has been the catalyst to trial a new concept to provide public transport services to better meet the needs of the Timaru Urban community.
- 4 The new service offers greater flexibility, convenience, and is not restricted to fixed routes and timetables like a standard bus service. It has been designed from the ground up to suit Timaru, with a focus on ease of use, accessibility and increasing the customer experience by creating an on-demand service.
- 5 The implementation of the new on-demand public transport service for Timaru has been progressing since October 2019. This new innovative service has been branded as MyWay by Metro.
- 6 Ecan have appointed Ritchies Limited to provide the vehicles and operate the service and Via who provide the technology platform for the service. Via are based in New York and have had extensive experience with on demand transport.
- 7 The development has been focused on the needs of our local community identified through an extensive engagement programme. This included working closely with support agencies, businesses, schools and community groups to listen and hear what people need.
- 8 The first stage involves a small group of Environment Canterbury and Timaru District Council staff to trial the service for the first week of the pilot. This will be followed with 150 people from across the community joining the pilot on 24 February.

- 9 Participants in the pilot were selected to ensure a diverse range of residents is covered, and that the group is large enough to enable a realistic version of the on-demand service to be offered. The pilot is running for nine weeks to ensure all aspects of the service are tested.
- 10 All of the Timaru urban area including Washdyke, Gleniti and the Port area will be serviced by the on-demand MyWay service.
- 11 MyWay opens to the public later in April and the Gleniti, Watlington and Grantlea routes will cease. The Timaru Link scheduled bus service will continue to run during this trial period.
- 12 MyWay will use LDV and Mercedes Sprinter vehicles and a local call centre operated by Ritchies. Customers will request a vehicle directly from the smartphone app, through the locally operated call centre, or online. Booking functionality for members of the public will be available from 20 April.

Attachments**Nil**

8 Consideration of Urgent Business Items

9 Consideration of Minor Nature Matters