



Te Mahere Waka Whenua Tūmatanui ā-rohe o Te Tairāwhiti 2021

Te Tairāwhiti Regional Public Transport Plan 2021



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Introduction

Tō Tātau Tirohanga Whakamua

Our Vision

To provide efficient, accessible and financially sustainable public transport services that support the needs and wellbeing of our communities as part of a safe, sustainable and resilient transport network in Te Tairāwhiti.

Kupu Arataki

Introduction

Gisborne District Council (Council) provides the public transport services to the Gisborne urban area. This includes the urban bus service known as GizzyBus, Waka Kura (school buses) and the Total Mobility Scheme for people with disabilities. These services are provided under contract with funding from three sources: passenger ticket sales, Council rates and Waka Kotahi NZ Transport Agency (Waka Kotahi).

This plan provides Council with the strategic framework for making decisions around public transport services. Its preparation is a requirement under the Land Transport Management Act 2003 (LTMA).

The Land Transport Management Amendment Act 2013 requires regional councils to produce Regional Public Transport Plans with a 10 year horizon, to be reviewed every 3 years and aligned with the Regional Land Transport Plan. A Regional Public Transport Plan may also be reviewed at any stage to respond to changes in strategic or funding conditions.

Background

Ngā whakature me te anga kaupapa here

Legislative requirements and policy framework

A number of statutes and policy documents provide the legislative and policy context for land transport planning and investment at the national, regional and local level. Figure 1 illustrates the strategic relationships between this plan and other relevant legislation, government policies and plans.

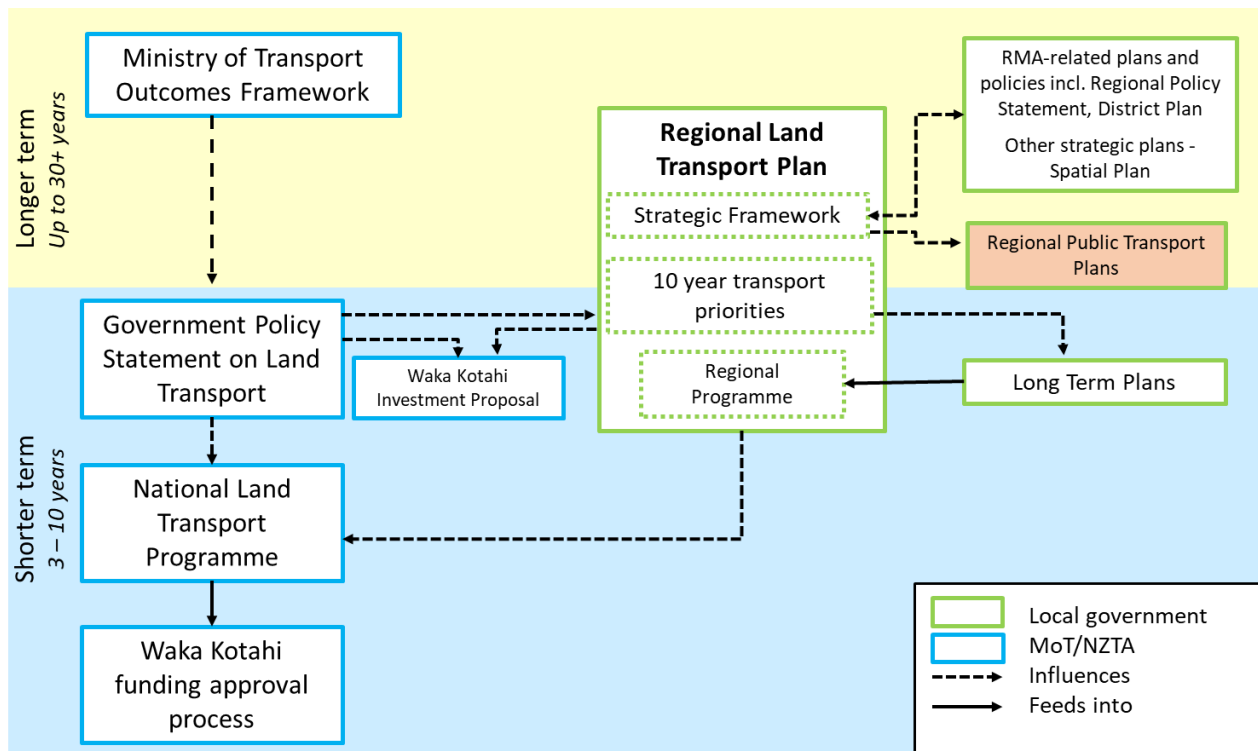


Figure 1: Strategic policy framework for Regional Public Transport Plans.



Land Transport Management Act

The Land Transport Management Act (LTMA) is the principle statute guiding land transport planning and funding in New Zealand. The purpose of the Act is to contribute to achieving an affordable, integrated, safe, responsive and sustainable land transport system. The LTMA sets out the core requirements of regional land transport plans and regional public transport plans for every region.

The Land Transport Management Amendment Act 2013 established the Public Transport Operating Model (PTOM)¹. The PTOM provides direction for the planning, procurement and delivery of public transport services. It provides an opportunity for regions to work in partnership with operators to achieve improved competition and value for money while improving the effectiveness of services delivered to communities. Over time all regions are expected to review their procurement strategies to incorporate PTOM requirements.

Transport Outcomes Framework

The Ministry of Transport developed the Transport Outcomes Framework² in 2018 which sets out the long-term strategic goals for the transport system. The framework includes five key transport outcomes:

- Inclusive access
- Healthy and safe people
- Environmental sustainability
- Resilience and security
- Economic prosperity

The Te Tairāwhiti Regional Land Transport Plan 2021-2031 has included these outcomes as the foundation of its strategic framework, to align with this enduring long term direction. Our public transport network is a key part in contributing to the outcomes, particularly inclusive access, healthy and safe people and environmental sustainability.

Government Policy Statement on Land Transport

The Government Policy Statement on Land Transport (GPS) 2021³ outlines how the outcomes will be achieved by setting out the government's priorities for expenditure from the National Land Transport Fund over a 10-year period, and how funding should be allocated. The current GPS strategic priorities are:

- Safety
- Better travel options
- Improving freight connections
- Climate change

The RPTP has taken account of the current GPS direction and priorities, particularly in relation to providing better travel options.

¹ [Public Transport Operating Model | Ministry of Transport](#)

² [Transport Outcomes Framework | Ministry of Transport](#)

³ [Government Policy Statement on land transport 2021 | Ministry of Transport](#)





Regional Land Transport Plan

The Te Tairāwhiti Regional Land Transport Plan 2021-31 (RLTP) is also a requirement under the LTMA. The RLTP sets out the current state of our transport network, the challenges we face, and the priorities for future investment. It also includes a prioritised regional programme of transport activities including public transport provision and planning. RLTPs must be consistent with the GPS.

Long Term Plan

The Gisborne District Council 2021-2031 Long Term Plan (LTP) outlines the activities and services Council is planning to provide over the next 10 years and how we will pay for them. The LTP includes Council's Financial Strategy and Infrastructure Strategy. The amount of land transport funding available from rates is set through the LTP, prioritised alongside all of Council's activities.



Te Take Utu Pūtea Āwhina mō te Waka Tūmatanui

Why Council subsidises public transport?

The Council, on behalf of its rate payers, makes a considerable investment in public transport. It is therefore important to understand why we make that investment and what our objectives are. There are four interconnected factors that drive our public transport investment.

The four factors are:

Network pressure

Public transport eases pressure on our roading network in a variety of ways. Some are obvious like lowering traffic congestion and demand for parking, but some are more subtle such as reduced wear and tear on the roading network, decreasing the need for maintenance and renewals.

Safety

Public transport use reduces exposure to crashes that result in deaths and serious injuries when compared with private vehicle use. Greater use of public transport therefore supports the safety objectives of the Transport Outcomes Framework and the GPS.

Accessibility

A key objective of this public transport plan is increased accessibility to employment, healthcare, community facilities and social activities for all users. Of particular importance is expanding accessibility for those with sensory and mobility impairments and those who have limited access to their own transport. By subsidising public transport we provide opportunity and inclusion for all members of our community.

Environmental

Using public transport reduces the number of vehicles on the road, lowering emissions and noise pollution. Easing network pressure also reduces overall transport emissions by decreasing maintenance and renewal requirements.

Te Arotakenga

Review

The LTMA requires the RTP be reviewed every three years. Council will then assess the plan's operational success and decide whether to leave, amend or formally review the plan.

Reviews of this plan will be aligned with those of the Regional Land Transport Plan (RLTP). As the parent document to the public transport plan, the RLTP outlines the high level objectives and budgetary forward planning for the public transport network and any review of the RLTP will likely trigger a review of both plans.

Variations to the existing plan may be undertaken at any time. The Significance Policy (Appendix C), will inform how widely Council must consult with the community on a proposed variation. In addition, Council will consult with persons who will or may be affected by or have an interest in the proposed variation in accordance with sections 126(4) and 125(2) (a) of the LTMA and Section 82 of the Local Government Act 2003.



Current Services

GizzyBus

The Gisborne metropolitan area is serviced by the GizzyBus unit. There are two buses, operated by our contract provider Go Bus Transport Limited. The service currently utilises two modern, sign written, wheelchair accessible buses that operate across four routes. The GizzyBus contract was reviewed in 2019 and extended for three years to June 2022.

Waka Kura School Bus

The council subsidises the Waka Kura School Bus network which currently operates services to several schools in Gisborne, as well as fully funding the Kaiti School Bus Initiative. The Waka Kura services are provided to enhance educational accessibility and to play a role in increasing attendance to Gisborne's high schools.

This service is also managed by Go Bus Transport Limited under contract to Gisborne District Council. The buses are branded with Waka Kura signage. The Waka Kura service contract was awarded in 2015 for a duration of nine years.

Kaiti School Bus Initiative

Students living in Kaiti experience unique geographical and socio-economic challenges in traveling to and from school. For the last six years, Council has provided \$40,000 per annum (subsidised at 68% from Waka Kotahi) to the Kaiti school bus initiative. This initiative allows high schools to provide free bus tickets to students from Kaiti, with the aim of improving school attendance. The initiative has been included in the RLTP 2021-2031 to continue for the next three years (2021-24), subject to approval from Waka Kotahi.

The provision of fully funded bus travel for all Gisborne school students will be considered as part of the strategic network review.

Total Mobility

The Total Mobility Scheme is a nationwide program that provides discounted transport for people with disabilities which prevent them from easily accessing public transport. Once assessed as eligible for the scheme, individuals can access discounted taxi fares for travel in Te Tairāwhiti.

Te Āhua Waka Tūmatanui Āiane i Te Tairāwhiti

The Current Status of Public Transport in Te Tairāwhiti

Customer Survey

In November 2020, a survey was conducted with GizzyBus customers. Passengers were asked to rate the bus service they use and to comment on possible improvements, the reason for their journey, whether they use the bus as often now as they did prior to the COVID-19 pandemic, and if they use Smartcard or have considered it. Figure 2: CUSTOMER SURVEY RESPONSES shows responses to key questions from the survey with passengers giving a rating out of 10, with 10 being very good.

Feedback was generally positive, with passengers reporting good punctuality of the service, and pleasant interactions with the drivers who were reported to remember many passengers by name. Most of the users travelling at the time of the survey used cash or SuperGold cards, with only one using Smartcard. When asked about ease of access to timetable information, users reported that the timetables displayed on the shelters were difficult to see or read. Users were generally satisfied with the bus service and reported their bus usage was relatively unchanged compared to pre-COVID.

Specific requests for future changes included a new bus shelter on Murdoch Road⁴ and the addition of weekend services. A majority of customers surveyed were travelling in to the CBD to go shopping or attend appointments. A strategic review should include a wider survey including people who are not currently bus users.

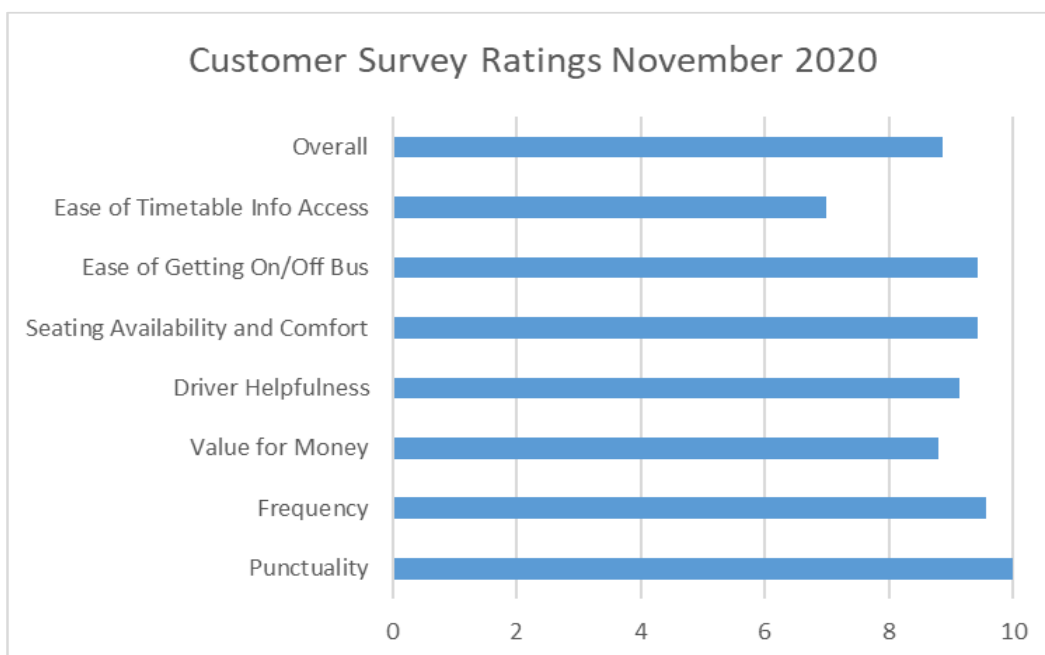


Figure 2: Customer survey responses

⁴ in the suburb of Tamarau



Requests for Service

Another key tool for measuring community satisfaction with the public transport network is the number and type of requests for service (RFS) received by Council. Figure 3: Public transport related Requests for Service (RFS) shows the number of public transport related RFS's received in the last 3 years, grouped by the type of request.

Many of the RFS relate to the maintenance and cleaning of bus stops/shelters in response to incidents. In terms of the planning of the bus network, most feedback is in regard to the locations of bus stops and the routes travelled.

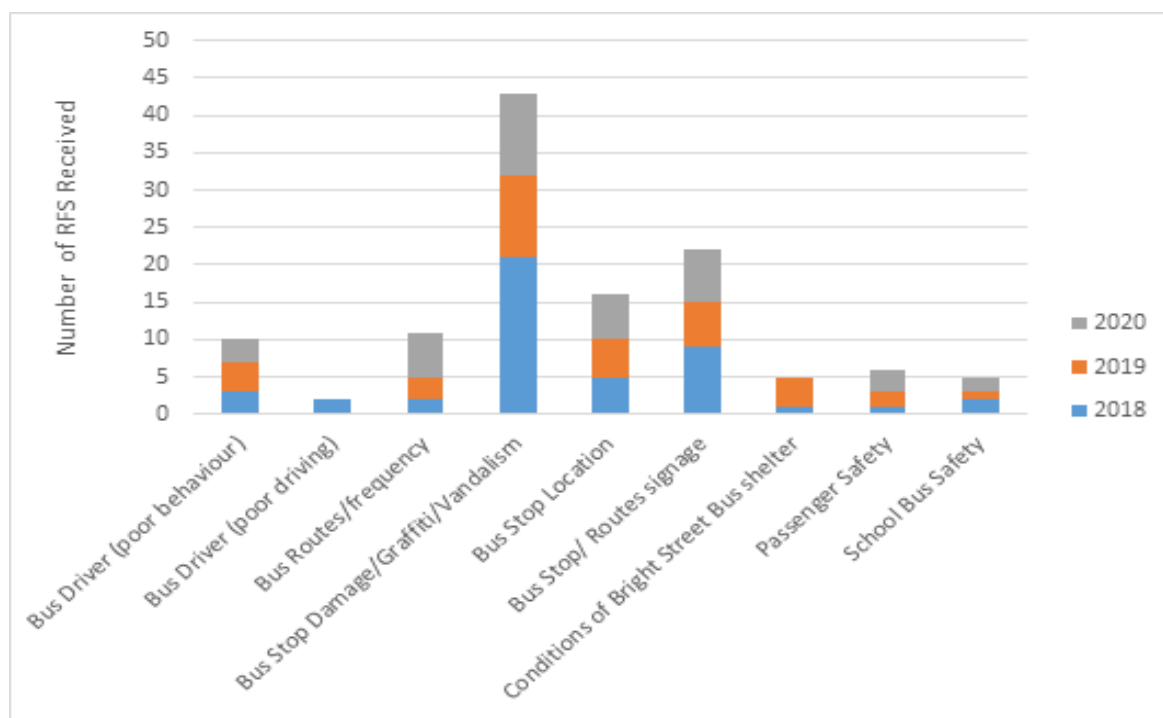


Figure 3: Public transport related Requests for Service (RFS)

Patronage

Urban Bus Patronage

Figure 4: Urban bus patronage 2012/13 – 2019/20 displays the urban bus patronage for the last eight financial years, separated into the three main user groups. The patronage data shows an overall pattern of a steady decline in urban bus patronage over recent years, particularly for the adult user group. A strategic network review is required to investigate the reasons for the pattern of decline and identify opportunities to improve patronage.

In 2020, the impact of the COVID-19 pandemic meant that the urban bus service was disrupted for significant periods.

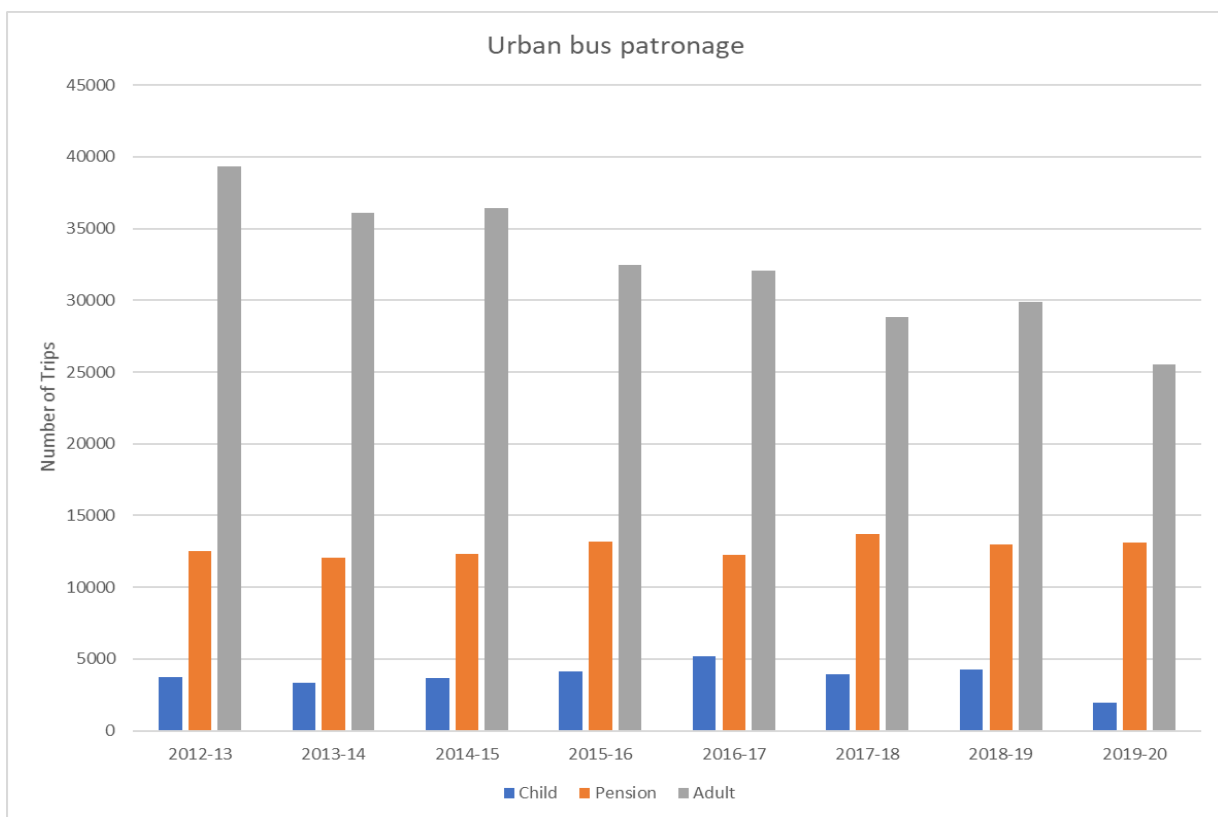


Figure 4: Urban bus patronage 2012/13 – 2019/20

School Bus Patronage

Waka Kura patronage data shows school bus patronage for the last 3 years with monthly volumes. COVID-19 resulted in reduced patronage from March-May 2020; this appears to have stabilised in the last quarter. Generally, patronage for school buses has been steady over the past three years.

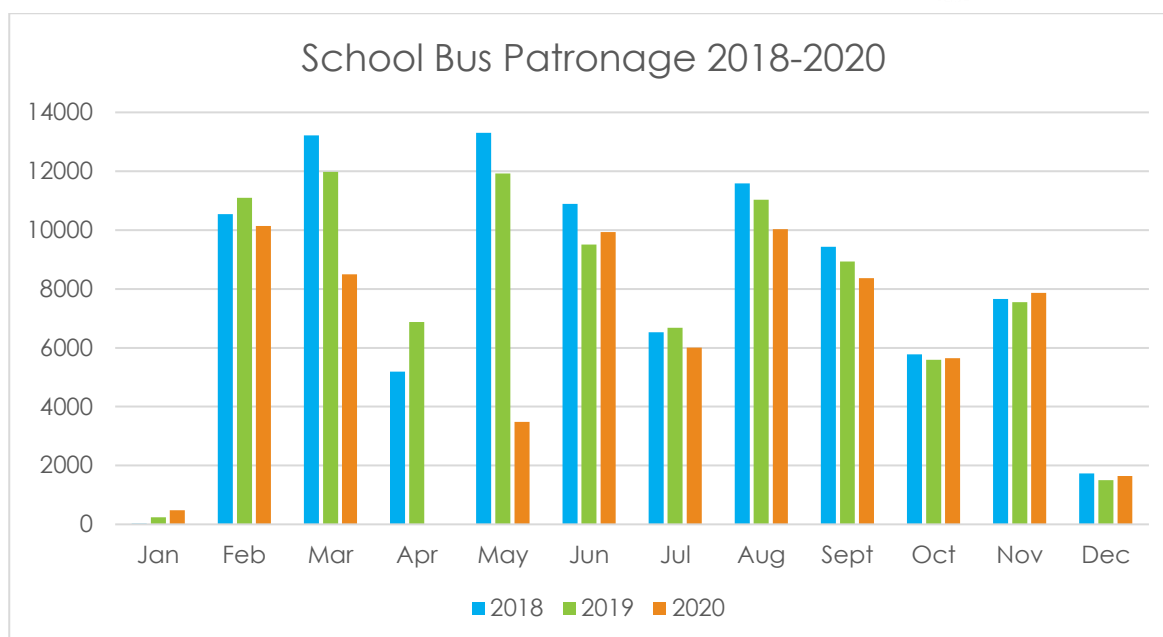


Figure 5: School bus patronage 2018 - 2020

Smartcard Uptake

A Smartcard was introduced for use on GizzyBus services in mid-2019 to reduce cash handling, improve boarding times and replaced the 10-trip concession ticket. Overall uptake of the Smartcard has been slow with approximately only 15% of all adult trip using the Smartcard.

Possible reasons for the slow uptake include the availability and convenience of loading trips onto the Smartcard. Passengers can use the TransportMe app to load trips or otherwise they need to visit the Go Bus depot in the industrial area, or Paper Plus in the CBD. If loading trips in person, the added amount won't appear until the next day. The minimum recharge is \$10.

The discount for Smartcard fares is also relatively minor and not likely to be a strong attractor except for those already using the bus regularly. Due to the limitations of the Smartcard technology, a longer-term solution is to be selected and implemented over the next three years (see electronic ticketing, page 18).

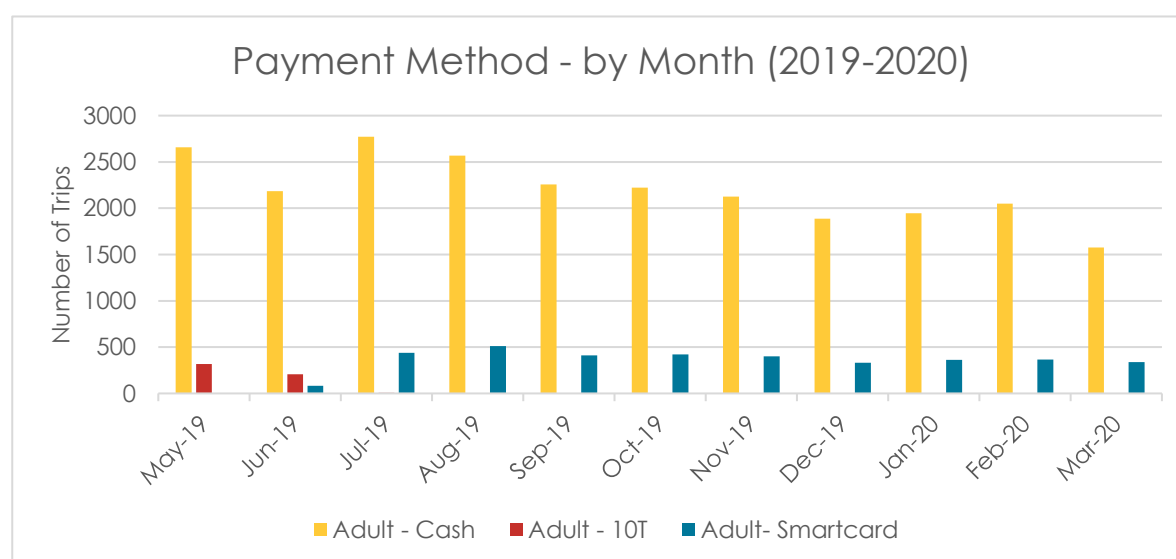


Figure 6: Payment method 2019/20 showing smartcard usage

The Influence of the COVID-19 Pandemic

Between March and May 2020, varying levels of travel restrictions were introduced by the New Zealand government in response to the COVID-19 pandemic. Under Alert Level 4, travel was restricted and all education facilities, public venues and non-essential businesses were closed. Bus usage was limited to essential travel for workers and for visits to a supermarket, medical facility or pharmacy.

In Alert Level 3, some activities were able to be resumed, but with physical distancing requirements in place and limitations on school attendance levels. In Level 2 most activities were resumed and schools were able to fully open; physical distancing was still required on public transport.

Gisborne is Level 1 as at the time of publishing this plan. Under Level 1, physical distancing is no longer required on buses and there are no restrictions on domestic transport or business activities.

Figure 7: 2019/20 patronage by ticket type showing trips during COVID-19 restrictions. Transfers excluded. illustrates the impact that COVID-19 and the associated response measures had on bus patronage in Gisborne. During Level 4 and Level 3 (April – May), bus travel was made free in Gisborne, however patronage was limited to a maximum of 10 people per bus at any one time. In June and July patronage recovered fairly well as the alert levels reduced and work-related travel resumed. Waka Kura school buses were resumed in Level 2.

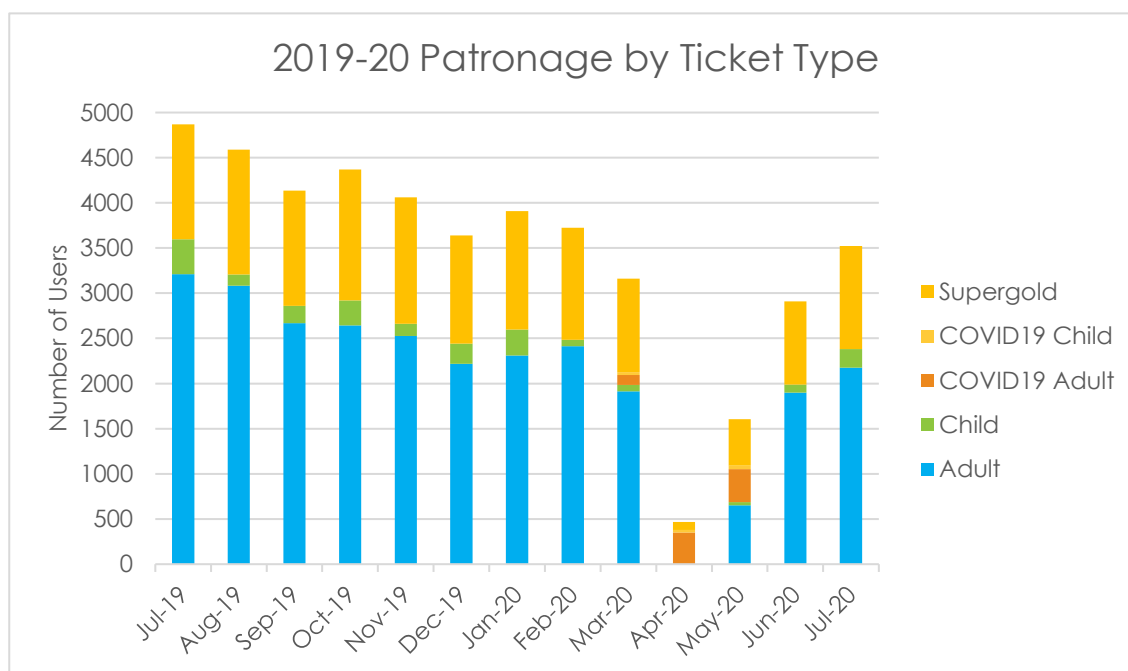


Figure 7: 2019/20 patronage by ticket type showing trips during COVID-19 restrictions. Transfers excluded.

Total Mobility Trips

Figure 8 shows the total annual trips made under the Total Mobility Scheme. Overall scheme usage decreased significantly between 2004 and 2012, and has been relatively stable since 2014-15 with minor fluctuations. While the capped subsidy rate has remained constant for several years, the costs of taxi services have increased, therefore reducing the relative attractiveness of the service. The Total Mobility Scheme will be included in the 2021 Strategic Network Review – key considerations will be how the scheme can be made more accessible and affordable for those who would benefit from it the greatest.



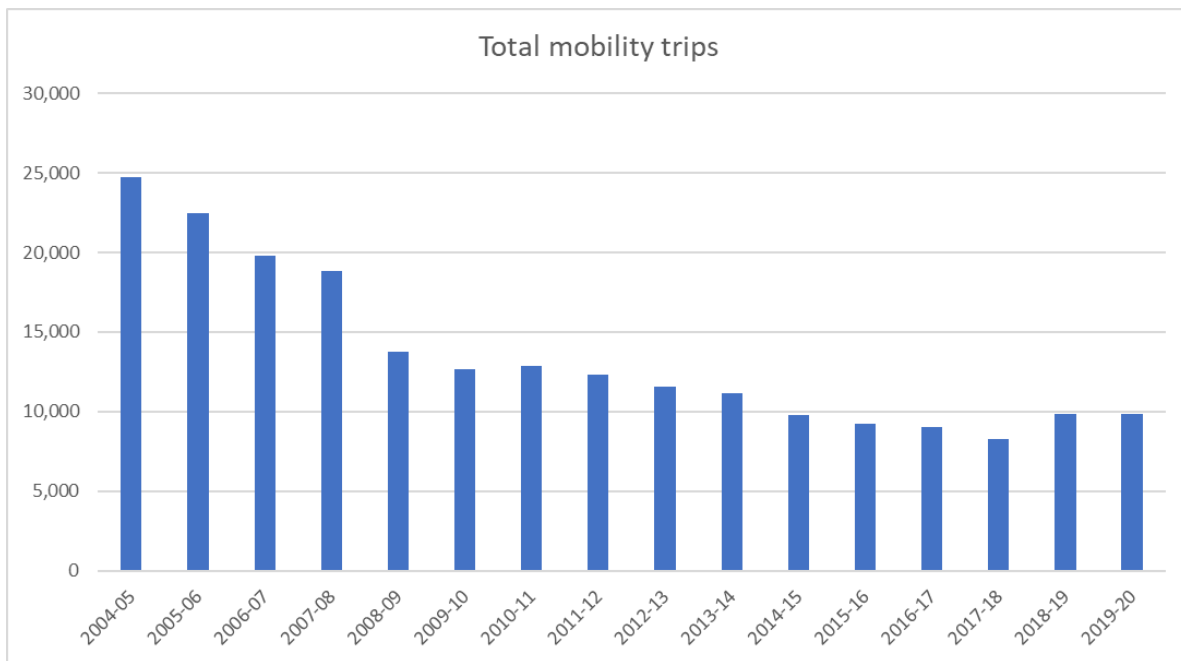


Figure 8: Total mobility trips from 2004 to 2020



Funding

Where our Funding comes from

The bus services are funded from three sources:

1. Passenger ticket sales, also referred to as fare revenue or farebox recovery
2. Council rates – Council is invoiced the cost of service, minus the fare revenue. This is covered by a targeted rate on Gisborne City residents.
3. Waka Kotahi NZ Transport Agency – subsidises Council's share of the public transport services at the 68% Funding Assistance Rate (FAR). Note – the FAR rate will decrease incrementally over the next three years to 66%⁵.

Farebox Recovery

Farebox recovery refers to the percentage of service provision costs that are met by fare revenue. If the fare revenue decreases as a result of a reduction in passenger numbers, Council's share and the Waka Kotahi subsidy increases. Figure 9: Cost of bus services compared to farebox revenue shows that the farebox recovery rate has been declining in recent years.

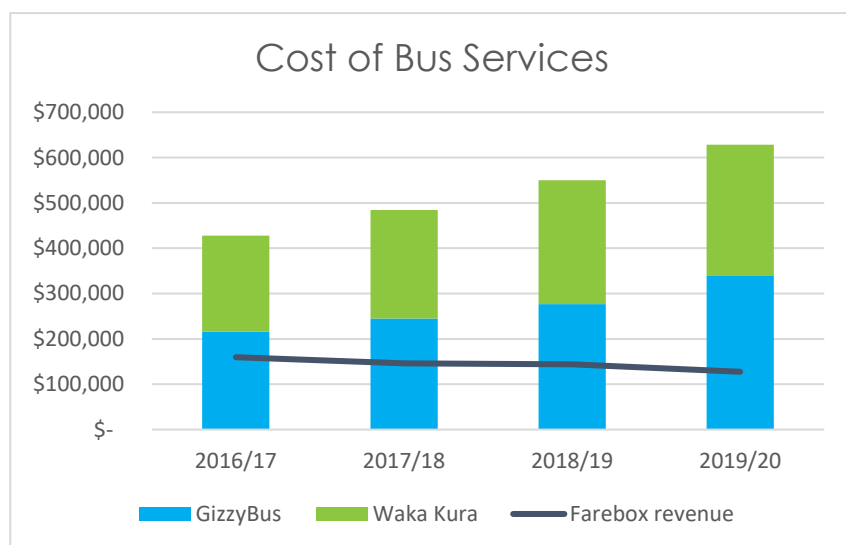


Figure 9: Cost of bus services compared to farebox revenue

Waka Kotahi previously (until 2018) had a National Farebox Recovery Policy which required regional councils to aim for a 50% farebox recovery (so that passengers were paying for at least half the cost of service). As illustrated in the table below showing farebox recovery rates (FRR), Gisborne has not met this target in recent years.

⁵ [2021-24 NLTP Funding Assistance Rates](#)

Table 1: Farebox recovery rates from 2016-2020

FRR	2016/17	2017/18	2018/19	2019/20
GizzyBus	30%	24%	20%	15%
Waka Kura	36%	38%	29%	26%

While Waka Kotahi no longer have a formal farebox recovery policy, it is still expected that councils will encourage farebox recovery where possible. Council is committed to ensuring that fare policies are consistent with the wider objectives of the RLTP and contribute to the government's priorities through ensuring fare levels remain appropriate while supporting patronage growth.

As with many other regional centres, Gisborne's urban bus service is primarily a social service, as opposed to the more commuter orientated services found in larger metropolitan centres. The reality for our users is they often have few transport options and limited capacity to support significant fare increases.

Over the coming three years GDC has requested NLTP funding for passenger services at \$640,476 per year (with inflation) which will maintain the current public transport services provided.

What we plan to do in the next three years

Council has already committed to undertaking improvements to its public transport services over the next three years. They include:

Strategic Network Review

This will be a comprehensive review of public transport provision in Te Tairāwhiti. It will include an assessment of the sustainability, efficacy and community value of current services (both bus services and the Total Mobility Scheme).

The review will also include an investigation into on-demand bus services which allows users to book a pick-up and drop-off, rather than following set routes and timetables. This model is currently being investigated by Waka Kotahi and a number of other regional councils – including Hawkes Bay and Bay of Plenty – and could be an opportunity for Gisborne. Waka Kotahi have identified on-demand services as an area of focus for 2021–2031 in the Gisborne regional summary of their strategic plan Arataki.

The Strategic Network Review is intended to be undertaken in the first year of the RPTP (2021/22).

Electronic ticketing

Electronic ticketing was identified in the 2018 RPTP as a way to improve bus services and encourage bus use. Electronic ticketing has the advantages of enabling variable pricing, simplifying boarding, reducing opportunities for fraud and providing better patronage data.

Smartcard was introduced for use on GizzyBus services in mid-2019 with usage among patrons approaching 15%. Unfortunately the Smartcard system has not offered the improvements to service that were expected. The low uptake of Smartcards means that the associated benefits around boarding and data collection are not being realised.

Waka Kotahi are developing a National Ticketing Solution which aims to deliver a modern, integrated, nationally consistent ticketing system for public transport users across New Zealand. It is expected that roll out will begin at the end of 2021 and continue in a phased approach by region, starting with the bigger cities.

Nine of the smaller regional councils have joined the Regional Consortium and introduced the Regional Interim Ticketing Solution (RITS) to bridge the gap until the national solution is developed. Council are currently investigating whether there is benefit in Gisborne joining the Consortium and implementing RITS.

The RLTP 2021-2031 includes a budget for \$350,000 in year one and \$46,000⁶ per annum over the 2021-27 period to implement a longer-term electronic ticketing solution.

⁶ Annual budgets increase by inflation across the life of the plan (2021-27).



Renewals and improvements

Budgets for facilities operations and maintenance have been maintained from the RLTP 2018-2021 with an annual budget of \$5,000⁷ for the maintenance and general security of public transport infrastructure such as bus shelters. Budgets for public transport infrastructure renewals and improvements has increased to \$60,000⁷ per year (up from \$18,000).

⁷ Annual budgets increase by inflation across the life of the plan (2021-27).



Objectives and policies

The objectives describe Council's strategic priorities for the public transport network. The policies then outline how we will deliver on the objectives. Where appropriate, policies have been ordered into response areas for ease of reading.

Objective	Policies
<p>Service Delivery</p> <p>To enhance levels of service to promote customer loyalty and increase system patronage.</p>	<p>Services</p> <ul style="list-style-type: none"> Undertake a Strategic Network Review of the public transport services in Gisborne, focused on how patronage can be increased and services made more accessible and appealing to a greater proportion of residents and visitors. Consider variations to existing routes where a positive effect on service delivery can be demonstrated. Such variations would be subject to a minimum trial period of six months before Council considers permanency. Regularly review all routes, stops and departures to ensure they meet the travel needs of the population. Route coverage: Design routes to ensure wide accessibility throughout residential areas, linking them to commercial hubs and community facilities. <p>Marketing and Information</p> <ul style="list-style-type: none"> Ensure the GizzyBus brand and colour scheme are applied to all vehicles providing urban services under contract to Council. Ensure the GizzyBus brand and colour scheme are featured on all publications and marketing materials for the service. Ensure service information is readily available, easy to understand and well-integrated with current and future electronic ticketing systems. <p>Infrastructure</p> <ul style="list-style-type: none"> Develop and implement bus-stop service level standards, requiring high use stops to have correct signage, shelters and timetable information; and medium/low use stops to have a minimum of road markings and signage. <p>Ticketing</p> <ul style="list-style-type: none"> Ensure fare payment systems are easy to use and accurately record passenger trip information.
<p>Access and Mobility*</p> <p>Our people have access to public transport services that connect them to where they want to go.</p>	<ul style="list-style-type: none"> Maintain the Total Mobility Scheme as an alternative for those unable to use public transport due to disability. Include a review of the Total mobility Scheme subsidy rates in the public transport Strategic Network Review. Continue to provide step-free accessible vehicles to ensure easy access for wheelchair users, parents with young children and passengers with mobility difficulties. Provide readily available and easy to understand information on the Total Mobility Scheme. Ensure all parties to the Total Mobility Scheme are appropriately trained and equipped to meet the needs of all customers. Review the Kaiti School Bus initiative as part of the Strategic Network Review and consider further viable ways of reducing barriers to secondary school access for the transport disadvantaged. Consider options for regional public transport solutions outside of the city in the Strategic Network Review.

Objective	Policies
	<ul style="list-style-type: none"> Continue engagement in this space to seek better outcomes for the transport disadvantaged.
Fares and ticketing Our funding system for public passenger services is fair to ratepayers and users, while covering a reasonable proportion of operating costs.	<ul style="list-style-type: none"> Review fare levels annually through the fees and charges process to support the achievement of higher fare box recovery rates. Set fares on bus routes at levels that incentivise patronage and frequent use, while balancing user contributions against public funding. Ensure fare payment systems are easy to use and accurately record passenger trip information. Determine and implement a long-term electronic ticketing solution that supports user convenience, flexibility for fare price setting and regional and cross-regional integration.
Contracting requirements Council's procurement process continues to deliver an efficient and effective network of public transport services.	<ul style="list-style-type: none"> Ensure vehicles operated under contract to Council meet the environmental standards as set out in the New Zealand Transport Agency Requirements for Urban Buses. Enforce strict adherence to all health and safety standards required by law and to the requisite standards for quality set out in the New Zealand Transport Agency Requirements for Urban Buses. Complete monitoring and reporting of safety through the New Zealand Transport Agency's Operator Rating System. Procurement will be conducted in accordance with the Public Transport Operating Model (PTOM) as outlined in the Land Transport Management Act.

*The LTMA requires regional authorities to consider and assist people who are "transport disadvantaged".

The LTMA defines the "transport disadvantaged" as any group who Council has identified as least able to access transport to activities such as work, education, health care and shopping. Council has identified the following groups as being transport disadvantaged.

- Children
- The elderly
- People with disabilities
- Tertiary students
- People on low incomes
- People who are unable to drive or have no access to a vehicle.

Monitoring and Reporting

In order to measure the success of the plan and its implementation Council will monitor the achievement of the plan's objectives and the quality of services provided.

In accordance with the Public Transport Operating Model (PTOM), Council will closely manage, monitor and evaluate the performance of its urban and school bus units. This requires a cooperative approach between Council and its contractors.

Regular reporting will be done and regular meetings will be held to evaluate progress against the key performance indicators for the service.

The Key Performance Indicators that contractors will report on and will be assessed against are:

- Patronage
- Farebox revenue
- Service reliability and punctuality
- Customer satisfaction
- Complaints – number received and quality of resolution
- Incidents – the number and type of incidents occurring on the services
- Fleet quality – compliance with national Requirements for Urban Buses standards, age of fleet.
- Operator safety ratings provided by Waka Kotahi

Procurement will be conducted in accordance with the Public Transport Operating Model (PTOM) as outlined in the Land Transport Management Act and will be reported on as a measure of the success of the PTOM in our region.

Monitoring criteria include:

- The number of bids received per tender
- The final agreed price for service units

Appendices

Tāpiritanga A: Te Ture Whakahere mo te RPTP

Appendix A: Legislative Context for the RPTP

The Land Transport Management Act 2003

The Land Transport Management Act 2003 (LTMA) requires a council to consider certain matters when preparing its plan.

Section 124 requires councils to:

- 1) Be satisfied that the plan:
 - a) Contributes to the purpose of the LTMA
 - b) Has been prepared in accordance with any relevant guidelines that the Agency has issued
 - c) Is, if it includes a matter that is not within the scope of the RLTP, otherwise consistent with that plan.
- 2) Be satisfied that it has applied the principles specified within Section 115(1).
- 3) Take into account:
 - a) Any national energy efficiency and conservation strategy
 - b) Any relevant regional policy statement, regional plan, district plan or proposed regional plan or district plan prepared under the RMA
 - c) The public transport funding likely to be available within the region
 - d) The need to obtain the best value for money, having regard to the desirability of encouraging a competitive and efficient market for public transport services; and
 - e) The views of public transport operators in the region.
- 4) Consider the needs of persons who are transport disadvantaged.

Council has complied with all the above requirements when preparing this Plan.

Tāpiritanga B: Ngā Ratonga e Whakarawe ana

Appendix B: Services to Be Provided

Below is the current schedule of services and fares for the GizzyBus urban service as of 2020. These services may be reviewed and altered as part of the upcoming Strategic Network Review or as GDC identifies route improvements, simplifications or additions in the course of regular reviews and customer requests.

Bus Routes

There are 4 bus routes servicing the Gisborne area.

Route 1A - City - Hospital - Te Hapara – City

Route 1B - City - Elgin - City

Route 2A - City - Kaiti - Tamarau - City

Route 2B - City - Elgin - Hospital - City

Fares

Fare Prices for the GizzyBus:

Adult - \$2.20 cash, \$2.06 Smartcard

Child - \$1.60 cash, \$1.54 Smartcard

SuperGold - free between 9am - 3pm. Just show your card to the driver when boarding. Under 5 – free.

Same day continuous transfer is free.

A child fare is ages 5-15 inclusive, or still at school. A high school student not in school uniform just needs to show their student ID.



waka kura

SCHOOL BUS TIMETABLE



- Bus Stops**
- R1 Gisborne Girls' High School
 - R2 Gisborne Boys' High School
 - R3 Lytton High School/Nga Uri A Maui
 - R4 Gisborne Girls' High School
 - R5 Gisborne Boys' High School
 - R6 Lytton High School/Nga Uri A Maui
 - R7 Gisborne Intermediate (via Mangapapa)
 - R8 Campton College/St Mary's
 - R9 Campton College/Lytton High School



QR Code
Scan to read



Route 1: GBHS	Route 2: GBHS	Route 3: Lytton	Route 4: GBHS	Route 5: GBHS	Route 6: Lytton	Route 7: Gis Int	Route 8: Campton	Route 9: Campton/Lytton
Times	Times	Times	Times	Times	Times	Times	Times	Times
Monday	Monday	Monday	Monday	Monday	Monday	Monday	Monday	Monday
Tuesday	Tuesday	Tuesday	Tuesday	Tuesday	Tuesday	Tuesday	Tuesday	Tuesday
Wednesday	Wednesday	Wednesday	Wednesday	Wednesday	Wednesday	Wednesday	Wednesday	Wednesday
Thursday	Thursday	Thursday	Thursday	Thursday	Thursday	Thursday	Thursday	Thursday
Friday	Friday	Friday	Friday	Friday	Friday	Friday	Friday	Friday

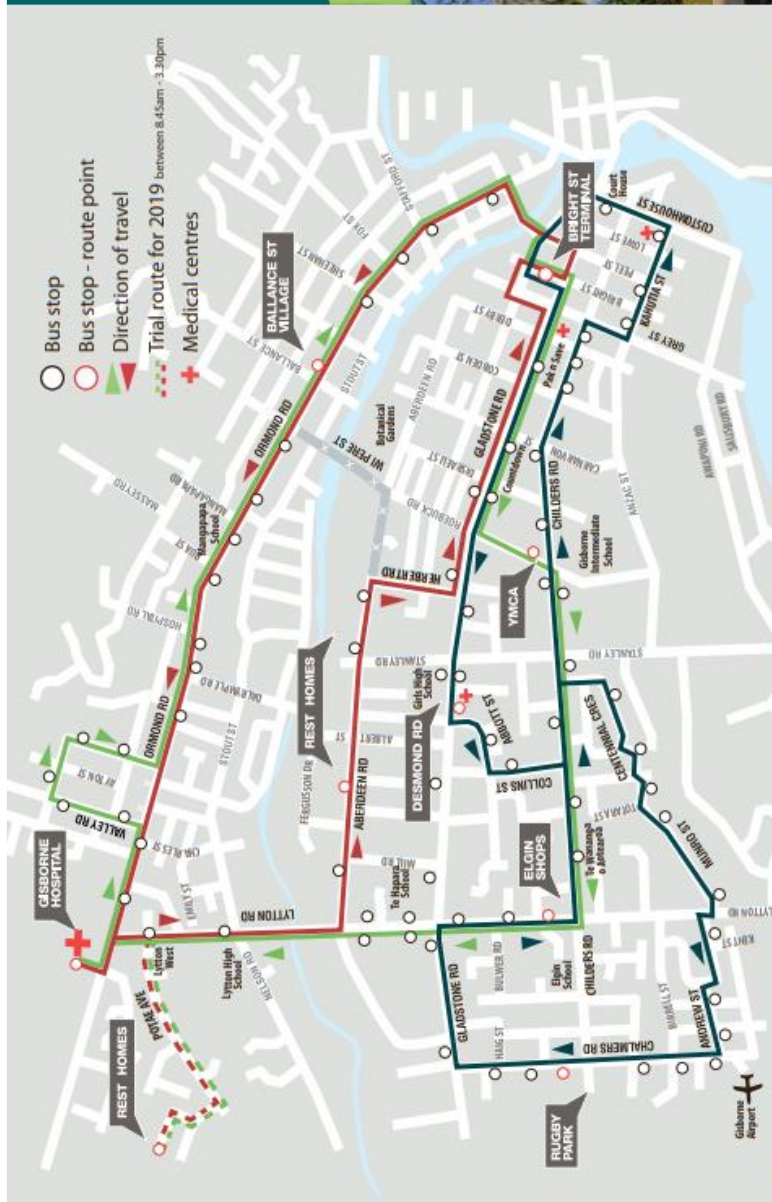
FARE
One way \$1.00
10 ticket pass available

Gisborne District Council | Freephone: 0800 653 800 | Email: service@gdc.govt.nz | www.gdc.govt.nz/school-bus-waka-kura
For timetable enquiries and lost property – contact GoBus ph: 867 5290

Gizzy Bus Timetable



**GizzyBus services
in Gisborne city
Monday to Friday
(except public holidays)**

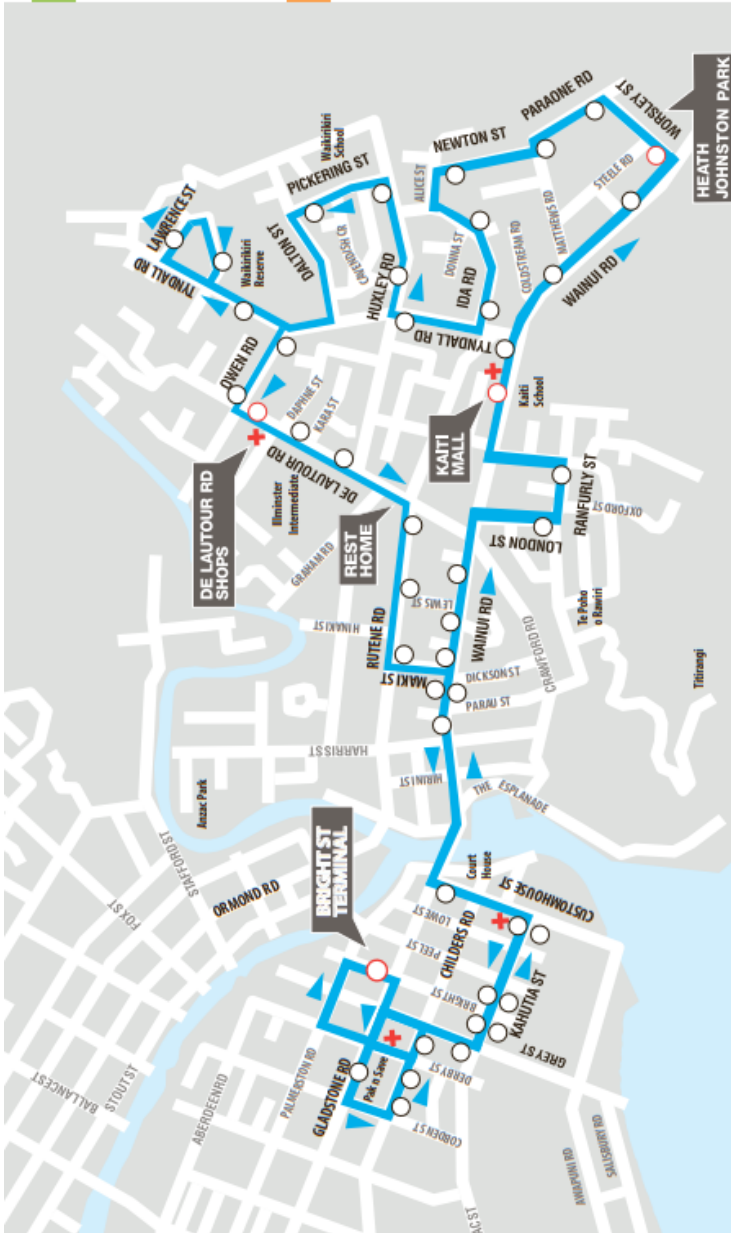


CITY – ELGIN – HOSPITAL – CITY					
2B	Bright St Terminal	YMCA	Elgin Shops	Hospital	Bright St Terminal
AM	7.00	7.05	7.15	7.30	7.45
AM	8.45	8.50	9.00	9.15	9.30
PM	9.45	9.50	10.00	10.15	10.30
PM	10.45	10.50	11.00	11.15	11.30
AM/PM	11.45	11.50	12.00	12.15	12.30
PM	12.45	12.50	1.00	1.15	1.30
PM	1.45	1.50	2.00	2.15	2.30
PM	2.45	2.50	3.00	3.15	3.30
PM	5.15	5.20	5.30	5.45	6.00

CITY – HOSPITAL – TE HAPARA – CITY					
1A	Bright St Terminal	Balmain Street	Hospital	To Wiremu Rest Home	Bright St Terminal
AM	7.45	7.55	8.05	8.20	8.30
AM	9.45	9.55	10.05	10.20	10.30
AM/PM	11.45	11.55	12.05	12.20	12.30
PM	1.45	1.55	2.05	2.20	2.30
PM	3.45	3.55	4.05	4.20	4.30
PM	5.10	5.20	5.30	5.45	5.55

CITY – ELGIN – CITY					
1B	Bright St Terminal	Desmond Road	Rugby Park	Elgin Shops	Bright St Terminal
AM	7.00	7.10	7.20	7.30	7.45
AM	8.45	8.55	9.05	9.15	9.30
AM	10.45	10.55	11.05	11.15	11.30
PM	12.45	12.55	1.05	1.15	1.30
PM	2.45	2.55	3.05	3.15	3.30
PM	5.15	5.25	5.35	5.45	6.00





- Bus stop
- Bus stop - route point
- ▶ Direction of travel
- ✚ Medical centres

CITY – KAITI – TAMARAU – CITY

2A	Bright St Terminal	Kaiti Mall	Heath Johnston Park	De La Tour Shops	Bright St Terminal
AM	7.45	7.55	8.05	8.20	8.30
AM	9.00	9.10	9.20	9.35	9.45
AM	9.45	9.55	10.05	10.20	10.30
AM	10.45	10.55	11.05	11.20	11.30
AM/PM	11.45	11.55	12.05	12.20	12.30
PM	12.45	12.55	1.05	1.20	1.30
PM	1.45	1.55	2.05	2.20	2.30
PM	3.45	3.55	4.05	4.20	4.30
PM	5.10	5.20	5.30	5.45	5.55

QR CODE - SCAN TO READ



Contact us if you have any questions or comments about GizzyBus services
 24hr Freephone: 0800 653 800
 Email: service@gdc.govt.nz
www.gdc.govt.nz/gizzybus-timetable
 @GisborneDC on Facebook and Twitter



03.2017

FARES – one way

Child	Under 5	FREE
Child	6-15 years	\$1.50
Adult	16+ years	\$2.00
SuperGold	9am-3pm outside 9am-3pm	FREE
SmartCard	Purchase price	\$6.00

TRAVELLING WITH GIZZYBUS

GizzyBus SmartCard

No need for loose cash, swipe and go! One off purchase of \$6 per card. The cards can be purchased from Go Bus Depot or Paper Plus. More info can be found on the GDC Website.

Transferring buses

One way fare prices cover transfers to a connecting service to reach your destination.

Wheelchair and pushchair access

GizzyBuses are wheelchair and pushchair friendly. Please let the driver know if you need the accessibility ramp to be lowered.

Put your bike on the bus

All GizzyBuses are fitted with bike racks. There's no extra cost to put your bike on a GizzyBus. You're responsible for loading and unloading your own bike.

SuperGold card

The SuperGold card is available to all eligible New Zealanders aged 65 years or over and those who receive the New Zealand Superannuation or the Veterans Pension. You just need to show the driver your SuperGold card to receive the fare concession.

Child fares

School students may be asked to show the driver a valid student ID to receive a fare concession.

No more wondering how far away your bus is, you can track it as it comes closer to you!

Keep track of your balance, and top up your SmartCard on the easy to use Transportme Passenger App



Available for download on



Tāpiritanga C: Kaupapa Here Matua

Appendix C: Significance Policy

As conditions and requirements change over time, the contents of this plan can be altered accordingly. When variations arise, Council will first determine the significance of proposed changes, in accordance with section 120(4) of the Land Transport Management Act, and if required, undertake an appropriate level of consultation.

General Determination of Significance

Proposed variations to the plan, which necessitate a council decision, will be considered against the following criteria set out by Council's Significance and Engagement Policy:

- The effects on all or a large part of the Gisborne district
- The effects on individuals or specific communities including the impact on Maori.
- The level or history of public interest in the matter or issue
- The financial impact
- Consistency with Council's current strategies and policies including the Strategic Priorities in the Long Term Plan.
- Impacts on Council's Long Term Plan, Annual Plan and levels of service (also including the Regional land Transport Plan, if applicable).
- Whether the decision is reversible

Significant and Non-Significant Matters

Determining the significance of most variations to this plan will be decided upon by Council on a case by case basis, unless they fall into one of the following categories:

Variations that will always be considered significant are:


- Any variation that amends this policy on significance
- Any variation that introduces a new public transport unit
- Any variation that alters the cost of the provision of public transport services by more than 10% in one financial year.

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

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

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

- A variation that has already been consulted on
- Minor changes to the description of services following a service review, e.g. changes to the route, frequency and hours of a service that may include a reduction in service levels on a route or routes, but which result in the same, or better, overall level of service across the network
- Changes to the description of services or grouping of services as a result of an area wide service review, provided that there is no significant increase in cost
- Any variation that alters the cost of the provision of public transport services in one financial year by less than 10%.



This policy also recognises certain potential variations can be considered 'routine' or 'time critical' and therefore Council will generally not consult upon these.

- Organisational decisions (e.g. staff changes and operational matters) that do not materially reduce a level of service
- Emergency management activities during a state of emergency – Civil Defence Emergency Management Act 2002
- Decisions taken to manage an urgent issue, or
- Decisions to act where it is necessary to:
 - comply with the law
 - save or protect life, health or amenity
 - prevent serious damage to property
 - avoid, remedy or mitigate an adverse effect on the environment
 - protect the integrity of existing and future infrastructure and amenity
- Decisions that are commercially sensitive (e.g. awarding contracts)
- Any decisions that are made by delegation/sub-delegation to officers
- Entry or exit from a development agreement (private contract) under section 207A Local Government Act 2002 (LGA)
- Decisions in relation to regulatory and enforcement activities.