

## Executive summary

This report reviews the Taranaki Regional Council's performance and achievement on its regional land transport planning and passenger transport functions for the 2008/2009 year. Set out below is a summary of the main activities carried out in 2008/2009:

- The formation of a new Regional Transport Committee and Regional Transport Advisory Group in response to the requirements of the Land Transport Management Act 2003 (as amended by the Land Transport Management Amendment Act 2008).
- Implemented the regional component of the *Regional Land Transport Strategy* and *Regional Passenger Transport Plan for Taranaki*. This implementation focused on the:
  - Continuation of the New Plymouth passenger transport services.
  - Continued provision of a subsidy to assist in the delivery of Total Mobility services to people with disabilities in the Taranaki region.
  - A range of advocacy, liaison and collaborative activities.
  - Continuation of the following three once-a-week bus services in South Taranaki under trial, with support from the South Taranaki District Council: Waverley to Hawera return, Opunake to Hawera return and Opunake to New Plymouth return. A decision was made in early 2009 to continue the provision of these services on a 5 year contract basis as of 1 July 2009.
  - Continuation of a once-a-week bus service from Inglewood to New Plymouth under trial, with support from the Inglewood Community Board and New Plymouth District Council.
- Developed a *Regional Land Transport Programme for Taranaki* in response to new responsibilities given to regional councils under the Land Transport Management Act 2003 (as amended by the Land Transport Management Amendment Act 2008).
- Carried out general advocacy activities in relation to Government funding policy proposals and funding programmes.
- Continued to facilitate the State Highway 3 Working Party, to identify priorities for safety improvements along State Highway 3 and make recommendations to the New Zealand Transport Agency.
- Continued to monitor stock truck effluent disposal facilities in Taranaki in conjunction with the district councils, New Zealand Transport Agency, Western Central Districts Road Transport Association, Opus International Ltd and Federated Farmers.
- Implement a new 5 year contract for passenger transport service provision in New Plymouth. Transit Coachlines therefore commenced operating the New Plymouth, Bell Block, Waitara and Oakura bus services as of 1 July 2008.
- Total expenditure for the urban bus services in New Plymouth, Oakura, Bell Block and Waitara was \$79,851 below budget for 2008/09. Total passenger trips on New Plymouth urban bus services for 2008/2009 were 349,607, compared with 343,686 in 2007/08.
- Continued focus on improving the Total Mobility services provided throughout the region. At the conclusion of the 2008/2009 year, the Total Mobility Scheme had a client base of approximately 1,932 involving 24 agencies working with the Disabled Persons Assembly.
- A total of 79,099 passenger trips were undertaken on Total Mobility services in New Plymouth, Bell Block, Waitara, Stratford and Hawera, compared with 87,692 in 2007/08.



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# 1. Introduction

## 1.1 Purpose

This report reviews the Taranaki Regional Council's performance and achievements on its regional land transport planning and passenger transport functions for the 2008/2009 year.

## 1.2 Background

The Taranaki Regional Council is responsible for promoting an integrated, safe, responsive and sustainable land transport system within the region. This involves a range of activities including: the preparation and implementation of a *Regional Land Transport Strategy* and *Regional Public Transport Plan for Taranaki*, preparation of a *Regional Land Transport Programme* for the region, registering public transport operators, and providing for the reasonable needs of the transport disadvantaged through the provision of passenger transport services.

The Land Transport Management Act 2003 requires the Taranaki Regional Council to prepare a regional land transport strategy for its region. This Strategy is to identify the land transport outcomes sought by the region and the strategic options for achieving those outcomes. The most recent review of the *Regional Land Transport Strategy for Taranaki* was completed in 2005/2006, with another review programmed for 2009/10.

The development of a regional public transport plan is a requirement of the Public Transport Management Act 2008. It is prepared by the regional council and specifies how the Council intends to give effect to the public transport service components of the regional land transport strategy that applies to the region. This statute replaces the previous requirements for the development of 'regional passenger transport plans' under the Transport Services Licensing Act 1989. The current *Regional Passenger Transport Plan for Taranaki* was completed during 2005/2006 under the requirements of the Transport Services Licensing Act and is included as Part II of the *Regional Land Transport Strategy for Taranaki*.

The Land Transport Management Act 2003 (as amended by the Land Transport Management Amendment Act 2008) requires regional transport committees to develop a regional land transport programme, in consultation with their community and key stakeholders, once every three years. These are therefore three year programmes setting out proposed land transport activities for the region for which the New Zealand Transport Agency and approved organisations (such as the three territorial authorities and the Taranaki Regional Council) seek national funding from the National Land Transport Fund.

The Taranaki Regional Council's role in public transport is primarily that of planning, as well as the contracting out or subsidising of passenger transport services. The Council's involvement is however limited to the provision of subsidies for users of the Total Mobility services in several urban centres, contracting bus services in the New Plymouth City area and contracting smaller rural services in other areas. The passenger transport services provided by the Council are outlined in more detail later this report.

The following report therefore outlines progress made by the Taranaki Regional Council in implementing the objectives and programmes of the Council's *2008/2009 Annual Plan* relating to regional land transport planning and passenger transport within the region.

### 1.3 Objectives

The overall objective for regional land transport planning for 2008/2009, as set out in the Council's *2008/2009 Annual Plan*, is to:

*"Promote an integrated, safe, responsive and sustainable land transport system within the region".*

The overall objective for passenger transport in Taranaki is to:

*"Promote the provision of community passenger transport in Taranaki and assist the special transport needs of the transport disadvantaged".*

### 1.4 Performance measures

In response to the above objective for regional land transport planning activities, the Council adopted the following performance measures for 2008/2009 as set out in the Council's *2008/2009 Annual Plan*:

- Implement the regional component of the *Regional Land Transport Strategy for Taranaki* as identified in each annual regional land transport programme.
- Prepare a regional land transport programme in accordance with existing or proposed new legislation (subject to legislative change).

In response to the above objective for passenger transport, the Council adopted the following performance measures for 2008/2009 as set out in the Council's *2008/2009 Annual Plan*:

- Provide Total Mobility subsidy assistance, to qualifying persons through the New Zealand Transport Agency supported Total Mobility Scheme, for people with a permanent mobility constraint which prevents them from using public passenger transport services who need access to taxi services in New Plymouth, Waitara, Inglewood, Stratford and Hawera (there is currently no taxi operator in Inglewood).
- Operate passenger transport services in the New Plymouth urban areas and regional Taranaki consistent with the *Passenger Transport Plan*, subject to funding approval from Land Transport New Zealand (now named the New Zealand Transport Agency).
- Implement longer term service arrangements for passenger transport in the region consistent with the *Passenger Transport Plan*, subject to funding approval from Land Transport New Zealand (now named the New Zealand Transport Agency).
- Provide financial assistance to the Ironside Vehicle Society subject to eligibility criteria being met.
- Receive and register within 14 days, appropriate applications to operate a passenger transport service.

## 2. Report on progress

### 2.1 Regional land transport planning

The Council's regional land transport planning activities are aimed at promoting an integrated, safe, responsive and sustainable land transport system within the region. Key mechanisms for achieving this are the implementation and maintenance of the *Regional Land Transport Strategy for Taranaki* and *Regional Land Transport Programme for Taranaki*. A wide range of land transport planning activities are undertaken to implement these statutory planning documents as summarised in the following section of this report.

#### 2.1.1 Statutory changes made during the year

The Land Transport Management Amendment Act 2008 took effect on 1 August 2008. This statute established the New Zealand Transport Agency, introduced new three-year transport planning and funding procedures, and enabled regional fuel tax schemes to be implemented. It also required the reconstitution of 'regional land transport committees' as 'regional transport committees'.

The following is an outline of the implications these changes have had on the Taranaki Regional Council and the work undertaken in the area of transport planning and operations.

##### **New Zealand Transport Agency**

A new transport Crown entity, the New Zealand Transport Agency [NZTA], came into effect on 1 August 2008 by combining the functions of Land Transport New Zealand and Transit New Zealand. Where previously the Taranaki region was aligned with the Hamilton offices of Land Transport New Zealand, a new 'Taranaki, Manawatu-Wanganui, Hawkes Bay and Gisborne Region' was established as one regional jurisdiction.

The Council has therefore retained a watching brief on the merge of these two organisations throughout the 2008/09 year. Suggestions were also provided on the preferred alignment of the Taranaki region with a more central office of NZTA, rather than the previous alignment with the Bay of Plenty and Waikato. The reasons for this were primarily that the bulk of Taranaki's economy "looks south rather than north" and that there are like-minded issues facing the southern regions within the area of transport planning and operations.

##### **Regional Transport Committee**

Further to the requirements of the Land Transport Management Act 2003, the Taranaki Regional Council was required to reconstitute its 'regional land transport committee' as a regional transport committee' during the 2008/09 year. The first regional transport committee meeting for the Taranaki region was held on 9 October 2008.

Membership on this committee includes: two persons to represent the Regional Council, one person from each territorial authority, one person to represent the New Zealand Transport Agency, one to represent each of the five objectives of the New Zealand Transport Strategy and one to represent cultural interests. This has resulted in a reduction in numbers from 19 to 12 members.

The role of the new Regional Transport Committee for Taranaki has also changed so that its four main functions are:

- To prepare and consult on, for regional council approval, a regional land transport strategy for its region (or any variations) or any reports on the strategy.
- To prepare and consult on, for regional council approval, a regional land transport programme for its region (or any variations).
- To prepare and consult on, any regional fuel tax scheme for its region, if the committee decides to recommend such a scheme.
- To provide the regional council with any advice and assistance the council may request in relation to its transport responsibilities generally.

### **Regional Transport Advisory Group**

Until July 2008 a Regional Technical Officers Group had assisted the Regional Land Transport Committee on various technical matters relating to transport planning with the region. However with amendments made to the role and functions of regional land transport committees the role and function of this officers group also needed to change.

A Regional Transport Advisory Group [RTAG] was therefore established in August 2008 to advise the RTC on matters relating to:

- The development of a Regional Land Transport Strategy for the region.
- Regional, district and state highway programme preparation and development.
- Regional prioritisation of transport projects.

Although this group is not referred to in legislation they have an important function in that they assist the RTC in co-ordinating the development of the regional land transport programme for the region. Here in Taranaki the RTAG is made up of representatives from the New Zealand Transport Agency, three district councils and Taranaki Regional Council. This Group met eight times during 2008/09.

### **New Zealand Transport Strategy**

The *New Zealand Transport Strategy* [NZTS] was released on 5 August 2008 and sets out a plan for the whole transport sector in New Zealand to 2040. The Strategy introduces defined targets and actions to achieve the targets for the first time. By setting out the government's long-term intentions for the transport sector, it is intended to provide guidance and help decision-making in local authorities, private companies and other key players within the sector. The NZTS is non-statutory, although it will be given effect to by statutory documents such as the *Government Policy Statement*.

The Council has analysed the implications of this new statutory document to ensure that any regional planning documents prepared are consistent with the NZTS's intent and purpose.

### **Government Policy Statement**

During 2008/09 two versions of the *Government Policy Statement on Land Transport Funding 2009/10 – 2018/19* [GPS] were prepared and introduced by the Ministry of Transport. Version One was released by the Ministry in August 2008 and Version Two in May 2009.

Version One of the GPS set out the Government's outcomes, objectives and high level priorities for the land transport sector for the next six years. The GPS identifies:

- What the government wants to achieve in the land transport sector to 2015.
- How it will achieve this by funding certain activity classes and providing guidance on developing and evaluating programmes and approving activities for funding.
- How much funding will be provided for land transport.
- The sources of funding for this investment.

- How the GPS should be implemented.

This version also contained a number of targets which the government wanted the land transport sector to achieve by 2014-15. These were shaped by the targets set in the NZTS, and were used by the New Zealand Transport Agency to set measurable regional targets which took into account particular issues and features of the transport system in each region.

In developing the *National Land Transport Programme* the New Zealand Transport Agency is required to allocate funds so that the outcomes supported by the funding allocations are consistent with the targets in the GPS. NZTA therefore developed indicative funding ranges for each region in response to GPS Version One to assist regional transport committees in developing their funding plan for inclusion in their regional land transport programmes.

With the change of Government in late 2008, a revised GPS was produced in May 2009. This version contained significant changes from the first version, including:

- Seven Roads of National Significance have been identified.
- National economic growth and productivity is now the primary objective.
- There are no national or regional targets - instead the GPS includes impact statements.
- No regional funding ranges have been provided for each activity class by the New Zealand Transport Agency as happened with Version One – now national funding ranges only. Funding ranges for each activity class have also been adjusted with more funds being focused on the state highway network.
- There has been a change in project assessment criteria so that where there used to be the following three assessment criteria: 'seriousness and urgency', 'effectiveness and efficiency', there is now 'strategic fit', 'effectiveness' and 'efficiency'.

Version Two of the GPS was developed at the same time as regional land transport programmes were being finalised. This created a certain level of uncertainty as to the level of funding to be made available to regions through the National Land Transport Programme due to the significant changes in funding focuses for the new Government. The true implications of Version Two of the GPS will therefore not be clear until the National Land Transport Programme is finalised on 31 August 2009.

The Council has maintained a watching brief on the implications of both versions of the GPS, especially throughout the development of the *Regional Land Transport Programme for Taranaki*.

### **Regional Land Transport Programme for Taranaki**

With the introduction of the Land Transport Management Amendment Act 2008 (which implemented the outcomes of a Government review of the land transport sector called the "Next Steps Review"), regional councils are now responsible for the development of three-yearly regional land transport programmes [RLTP's] for their region. This is a significant change from 2007/08 when regional land transport programmes only dealt with regional council expenditure.

These regional land transport programmes are required to identify all land transport activities in a region. They are prepared by regional transport committees and approved by regional councils, with the first one required to be in place for the three financial years commencing 1 July 2009.

Further information on the development of the first regional land transport programme for the Taranaki region is provided in section 2.1.3 of this report.

### **Regional fuel tax**

The Land Transport Management Amendment Act 2008 provide a new ability for regional transport committees (on behalf of a regional council) to prepare a regional fuel tax scheme. This tax could be collected over a 'region', with no more than 5 cents per litre of fuel being used for carriageways for general traffic (i.e. road related purposes). Regional transport committees were required to be satisfied that full funding for capital projects from any other source is not likely to be available within the desired timeframe before regional fuel tax can be utilised.

The Committee noted an interest during the year in assessing how such a Scheme could be utilised to progress certain transport projects in the region over the next ten years. However the Council has recently been notified that the new government intends to repeal relevant sections of the Act which makes provision for regional fuel tax schemes as it considers these taxes to be an expensive and inefficient way to generate revenue for investment in land transport.

## **2.1.2 Regional Land Transport Strategy implementation**

The current *Regional Land Transport Strategy* was adopted in February 2006. The Council was therefore active during 2008/09 on a wide range of land transport planning and associated advocacy, liaison and collaborative activities in accordance with this Strategy. These activities were undertaken to advance the land transport needs of the region and the objectives of the Strategy, and are summarised below.

### **Annual report on RLTS implementation**

An annual report on the implementation of the Strategy during 2007/2008 was developed and forwarded to the Secretary of Transport, the New Zealand Transport Agency and the Commissioner of Police within three months after the close of the 2007/08 financial year. This report was also made available to the public as required by the Land Transport Act 1998.

### **Regional Land Transport Strategy review**

Under recent changes made to the Land Transport Management Act 2003 by the Land Transport Management Amendment Act 2008, regional land transport strategies [RLTS's] set out the land transport outcomes that a region wishes to achieve. They must be prepared, and consulted on, by a regional transport committee, and are issued at least once every six years to cover a period of 30 financial years. They, therefore, have a much longer planning horizon than before 2008.

When preparing regional land transport strategies, there are a number of "core requirements" which are tests against which the content of the document is either assessed or which must be taken into account. Regional transport committees must therefore ensure that the RLTS for their region:

- contributes to the aim of achieving an affordable, integrated, safe, responsive and sustainable land transport system, and to the five NZTS objectives;
- is consistent with any national land transport strategy, relevant national policy statement, regional policy statement or plan under the Resource Management Act 1991; and
- avoids, to the extent reasonable in the circumstances, adverse effects on the environment.

The current RLTS for Taranaki was completed in February 2006. This Strategy specifies that it “may be renewed from time to time, but must be renewed once every three years”. Consequently the renewal process for the RLTS must be commenced by February 2009. Despite this, section 23(3) of the Land Transport Management Act 2003 states that the Minister may approve the extension of a regional land transport strategy by up to 18 months. Due to the tight timeframes associated with the development of a Regional Land Transport Programme for Taranaki and new requirements for the content of the RLTS, a request was made to the Ministry of Transport for an 18 month extension. This extension was granted by the Minister in January 2009 and will help ensure that the RLTS for Taranaki is reviewed in a comprehensive and co-ordinated manner in line with the new statutory requirements. A review of the current RLTS will therefore commence in the 2009/10 financial year.

As required by the Land Transport Act 1998 a 2007/08 Annual Report on the *Regional Land Transport Strategy* was also prepared and disseminated to the required agencies by the due date of 30 September 2008.

### **Waikato Inter-regional Transport Study**

During 2007/08 it was agreed that the development of a Waikato Inter-regional Transport Study would be beneficial in assessing the appropriate land transport provision and network requirements in the future for Waikato and neighbouring regions. For the Taranaki region this is important for the State Highway 3 connection between New Plymouth and Hamilton.

The purpose of this Study is to:

- Identify the inter-regional transport issues relevant to the Waikato and adjoining regions, now and into the future.
- Develop an evidence based long-term strategy to deliver a multi-modal transportation network into and through the Waikato region that meets national, regional and local economic and social objectives, and contributes to achievement of Government objectives and targets.
- Evaluate and recommend complementary policy and regulatory responses including in particular demand management initiatives.
- Establish an evaluation framework to assist the development of a co-ordinated work programme.

The Council has therefore continued discussions with the project team for this Study and has been working closely with Environment Waikato to assess the appropriate land transport provision and network requirements in the future for State Highway 3 north of New Plymouth.

During the year, two documents from this Study were produced relating to the Taranaki region:

- Waikato Inter-regional Transportation Study: Network Strategy Analysis
- Waikato Inter-regional Transportation Study: SH3 Hamilton – New Plymouth Corridor Management Plan

Further work on identifying key areas for improvement will be ongoing during 2009/10.

### **New Plymouth Strategic Transport Study**

Transit New Zealand (now referred to as the New Zealand Transport Agency) and the New Plymouth District Council have been involved in a study of New Plymouth's major transport routes, with the aim of:

- developing a long-term strategy for upgrading the road network to cater for future traffic volumes; and
- developing a traffic plan for managing the existing road network.

Following an initial round of consultation with key stakeholders and interested parties in February and March 2007, a consultation report on issues and options was compiled in April 2007. A *Summary Report of Transport Issues and Options for the New Plymouth Strategic Transport Study* was then released in March 2008, a *Consultation Report (Outcome of Stage 2 Consultation)* in August 2008 and an *Adoption of Proposal* in October 2008.

Several meetings were held during the year to discuss the structure and content of this Study and how it was to be progressed with regarding to funding applications to the New Zealand Transport Agency. As a result of the work undertaken, further analysis of the section of State Highway 3 between Bell Block and the start of the one-way system in New Plymouth is being progressed through the development of a *SH3 - New Plymouth to Bell Block Corridor Strategy*.

### **Stock Truck Effluent Disposal Working Party**

Four stock truck effluent disposal facilities are now located within Taranaki: two on the state highway network (Ahititi and Waverley), one at the Stratford saleyards and another at the Inglewood saleyards. In recent years, apart from some illegal dumping and driver safety issues at these locations, these four sites have worked very well to-date. The operation of these facilities continued to be monitored during the year.

The Taranaki Regional Council has not received any official complaints relating to stock truck effluent discharges that may have occurred throughout the region during the year. It is therefore considered that the *Regional Stock Truck Effluent Disposal Strategy* and the management systems that have been put in place to avoid or minimise stock truck effluent discharges onto roads are working reasonably satisfactorily. However, there is still a need for vigilance to ensure that the in-transit facilities are appropriately maintained and continue to be used by carriers, and that farmers continue to stand stock.

Throughout the 2008/09 year the only issues that arose were concerns relating to a lack of disposal sites being installed in neighbouring regions. As the Ahititi and Waverley sites were installed on the understanding that additional sites would be developed in neighbouring regions to reduce the pressure on these sites from transport operators travelling between regions, there are concerns that this is not actually happening. Comments on this issue were therefore included in the Regional Transport Committee's submission to Environment Waikato's draft *Regional Land Transport Programme*.

There has also been a national programme of distributing fridge magnets and other information on standing stock throughout the year by the National Stock Effluent Working Group. This information was compiled by Federated Farmers NZ, Meat and Wool NZ, Road Transport Forum NZ and Fonterra.

The Working Party continues to keep a watching brief on the situation. The members of this group include representatives from: each of the three district councils in the region, the Taranaki Regional Council, New Zealand Transport Agency, Road Transport Association (Western Central Districts), Opus International Ltd and Federated Farmers.

### **State Highway 3 Working Party**

The State Highway 3 Working Party was formed in August 2002 to promote improvements to State Highway 3 between Taranaki and Waikato and in recognition of the strategic importance of this section of the state highway network between Pio Pio and New Plymouth. It is made up of representatives from the Taranaki Regional Council, New Plymouth District Council, Environment Waikato, Waitomo District Council, Transit New Zealand, Transfield Services, Western Central Road Transport Association, Automobile Association and New Zealand Police.

The Working Party met only twice during the year to discuss highway improvements, traffic safety issues, highway promotion and publicity. These meetings focused on several matters as follows:

- Development of an Awakino Strategic Study by the New Zealand Transport Agency to assess the needs and demands for a package of projects for the Awakino Gorge area in a more strategic and systematic manner.
- Confirming the appropriate procedures to follow in the event of a road closure.
- Identifying Levels of Service set for this section of State Highway 3.
- Discussions on the PSMC001 Maintenance Contract retendering process.
- Discussions on appropriate promotional initiatives.
- Identification of projects which would benefit from the use of Regional Funds. Also discussions around what projects located between Pio Pio and Mokau would benefit from a shared Regional Funding arrangement with Environment Waikato.
- Discussions around the need for more stock truck effluent disposal sites along State Highway 3.
- Concerns relating to the lack of improvement projects included within Environment Waikato's Regional Land Transport Programme.
- Concerns relating to unsafe turning movements into the Onaero Motor Camp by campervans and discussions around better signage.
- Discussions around the need for better cellphone coverage on this section of the state highway network.
- Discussions around safety concerns at the Princess Street intersection in Waitara.

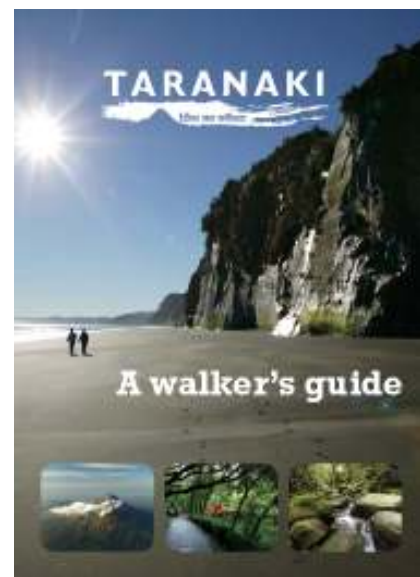
A bus tour of the section of State Highway 3 between the Onaero Motor Camp and Pio Pio was also undertaken prior to the meeting on 17 November 2008. This tour highlighted certain points of interest or concern along the route and was well attended by Working Party members.

### **Walkways brochure for the Taranaki region**

The *Regional Walkways and Cycleways Strategy for Taranaki* was adopted by the Council on 27 June 2007. This was a joint project involving the Council, each of the three district councils, Department of Conservation, Taranaki/Whanganui Conservation Board, Transit New Zealand, Federated Farmers and Venture Taranaki.

The purpose of this Strategy is to:

- Promote the economic, social, environmental, recreational, health, tourism and transport benefits of walking and cycling.
- Identify current and possible future walkways/cycleways as part of an integrated,



region-wide network connecting Taranaki's natural environment and linking with other walking and cycling infrastructure and population centres.

Following on from the development of this Strategy the project team decided to prepare a brochure of walkways located throughout the region to distribute to both domestic and international travellers visiting the region. This brochure was produced at the beginning of 2009 and showcases 28 walkways located throughout the region. This brochure includes information on a mixture of paths, short walks, walking tracks, easy tramping tracks, tramping tracks and barrier free walks.

**Hollard Gardens**

**ROUTE 23**

Type of Walkway: Walking Track  
 Distance: 1 km  
 Grade of walk: Easy  
 Time: up to 1 Hour

**Rose's Walk**  
 Rose's Walk is a short stroll that explores the maturing New Garden and the intimacy of the Old Garden.

During either walk you will experience many interesting and beautiful plants. You will also learn about the history of the Gardens and the early days of farming.

These walks are interesting at any time of the year and there are a number of shelter and lookout points throughout the property. There is also a children's playground to enjoy.

Visitors are encouraged to explore and experience other paths and walkways that interlink the two marked trails.

Hollard Gardens are owned and managed by the Taranaki Regional Council.

**Map Of Walk Area**

Further Information:  
 Stratford's i-SITE Visitors Centre  
 Prospero Place, Broadway, Stratford  
 Ph: 06 765 6708  
 or: 0800 765 670  
 Web: www.stratfordnz.co.nz

Extract from the Walker's Guide

### Sea freight issues

The Council has continued to support the work being undertaken by Port Taranaki to progress a feasibility report on opportunities available for allowing ro-ro (roll-on/roll-off) ships to berth at the Port, hence allowing for the carriage of truck and trailer units/containers between New Plymouth and Nelson. This study has received funding assistance from the New Zealand Transport Agency.

### Stratford to Okahukura Working Party

In late 2006/early 2007 ONTRACK undertook a review of the Stratford to Okahukura Railway Line [SOL] which resulted in the Federation of Rail Organisations of New Zealand (FRONZ) being advised that ONTRACK would not be sanctioning the use of the SOL by passenger excursion services as of late January 2007, unless such excursions had been previously approved.

ONTRACK advised that the main issues resulting in this prohibition were as follows:

- The impact of deferred maintenance (track, bridges and tunnels) and the need for capital improvements on the track, particularly between Te Wera and Okahukura.

- Most problems are associated with the tunnels where access in the case of a derailment is difficult.
- Several tunnels are currently subject to a 10 km/h speed restriction as a result of this deferred maintenance.

Despite the above issues restricting the use of the SOL Line by passenger services, ONTRACK considered it robust enough for freight services to continue operating.

A Stratford to Okahukura Working Party was therefore established by the Council in June 2007 to identify a way forward for reinstating passenger excursion trains on the SOL line. The purpose of the newly formed Working party is:

*“To advocate for the continued use of the Stratford to Okahukura Railway line for both passenger excursion and freight trains.”*

No meetings were held throughout 2008/09 to discuss this issue. However, discussions were held with ONTRACK representatives to investigate opportunities for opening the line to passenger excursion trains on Whangamomona Republic Day (24 January 2009). Consequently ONTRACK did agree that trains could run on this line from Auckland, Hamilton and Palmerston North for this one day due to minor improvements made to the line and speed restrictions being adhered to.

Further work will continue to ensure that the future viability and security of this route is maintained in the future for both passenger excursion trains and freight movements.

#### **General advocacy work**

The Regional Transport Committee has been involved in several general advocacy roles throughout the year, including:

- Preparing a response to the New Zealand Transport Agency’s draft *Land Transport Rule: Vehicle Dimensions and Mass Amendment [(No 2) 2009]* which outlines a proposal to increase the allowable tonnage of Heavy Goods Vehicles from 44 to 53 tonnes.
- Advocating for increased cell phone coverage on State Highway 3.
- Requesting a presentation from the New Zealand Police on proposals to lower New Zealand’s Blood Alcohol Concentration (BAC) levels.
- Noting concerns to the New Zealand Transport Agency on issues pertaining to the reissuing of the State Highway 3 North maintenance contract.

### **2.1.3 Regional Land Transport Programme**

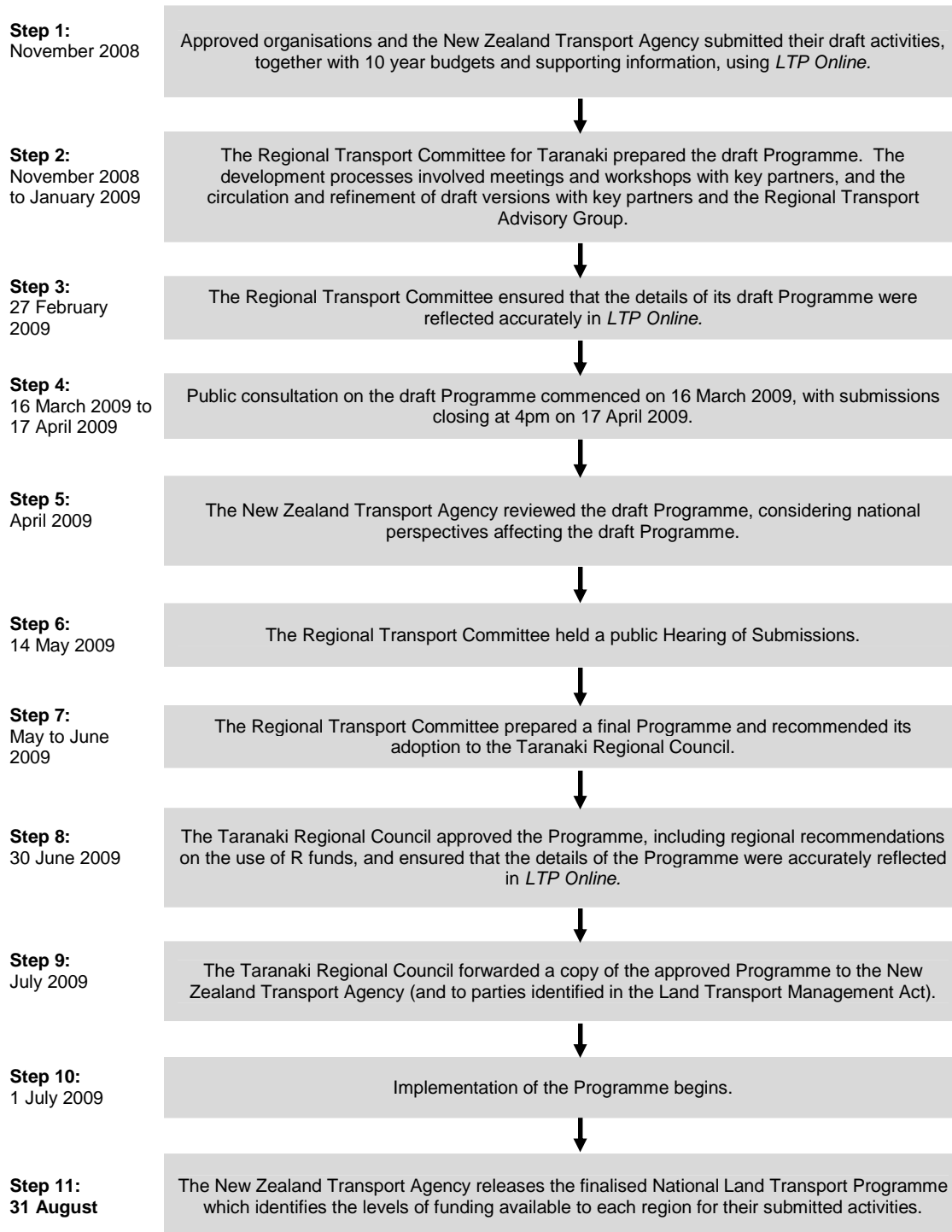
The first *Regional Land Transport Programme for Taranaki* was adopted by the Taranaki Regional Council on 30 June 2009, further to a recommendation made by the Regional Transport Committee.

#### **Development process**

As specified by the Land Transport Management Act 2003, RLTP’s are required to include the following information:

- Local road maintenance, local road renewals, local road minor capital works and existing public transport services identified by approved organisations in a region.
- Any other activities proposed by approved organisations in a region not included above (this may include large local road capital works), activities relating to the state highway network and any other activities that the New Zealand Agency may propose for the region. These activities are to be placed in order of priority by the regional land transport committee.

In recognition of these statutory requirements the following is an outline of the process undertaken by the Regional Transport Committee to develop the first *Regional Land Transport Programme for the Taranaki Region 2009/10 – 2011/12*.



The development process undertaken for the RLTP involved considerable effort and excellent co-operation from approved organisations and interested parties within the region to meet the tight deadlines imposed by the Land Transport Management Act 2003.

A draft RLTP was notified on 16 March 2009, with the submission period closing 17 April 2009. A total of 22 submissions were received by the closing date and a Hearing of Submissions was held on 14 May, with 6 submitters speaking in support of their

submission. Several changes were consequently made to the RLTP in response to both the submission points raised and also changes made to the *Government Policy Statement on Land Transport Funding*. The Regional Transport Committee then referred the Programme to the Taranaki Regional Council for final adoption on 16 June 2009. The Council adopted the RLTP without change and forwarded it to the New Zealand Transport Agency by the due date of 1 July 2009.

This was the first time the Council had been involved in the development of such a planning and statutory document. Consequently some valuable lessons were learned throughout the development process. Excellent co-operation from organisations across the region also resulted in the successful production of a transport planning document by the timeframes specified.



The Council is currently awaiting the development of the *National Land Transport Programme 2009/10 – 2011/12* to identify which projects or groups of activities included in the RLTP have been granted funding approval. This document will be available 31 August 2009.

### **Development of a Significance Policy**

Amendments to the Land Transport Management Act 2003 required the RTC to adopt a policy that determines ‘significance’ with respect to variations made to a regional land transport programme for their region. This means that if the ‘significance policy’ is triggered when making a variation to the RLTP, the RTC would be required to consult on the proposed amendments using the special consultative procedure specified by the Local Government Act 2002.

A significance policy was therefore determined and agreed to by the RTC at their 3 December 2008 Committee meeting.

### **Environment Waikato’s Regional Land Transport Programme**

Due to the Taranaki region’s interest in projects progressing in the Awakino Gorge area (which is located within the Waikato region), a submission was prepared by the Regional Transport Committee and sent to Environment Waikato in response to their draft *Regional Land Transport Programme*. The key points raised in the submission were as follows:

- SH3 between Hamilton and New Plymouth is a corridor of strategic importance to local communities and road users alike.
- The draft Programme should recognise the need for improved route security, efficiency and safety on SH3, particularly between Pio Pio and Mokau.
- No projects have been included in the draft Programme which relate to this section of the state highway. The following projects were therefore requested to be included: completion of the Awakino Gorge Strategic Study; investigation, design and construction of the Awakino Tunnel Widening Project; investigation, design and construction of projects identified in the Awakino Gorge Strategic Study; and a study into the weight restrictions on all bridges between Pio Pio and New Plymouth.
- Support was provided for a stock truck effluent disposal facility at Te Kuiti.

- Support was provided in principle for a 50/50 Regional Funding arrangement for projects located between Pio Pio and Mokau, subject to the availability of Taranaki Regional Funds.

Representatives spoke in support of this submission at Environment Waikato's Hearing of Submissions on 5 May 2009. In response some minor wording changes were made to Environment Waikato's final *Regional Land Transport Programme*, however no specific roading projects were included as requested.

## 2.1.4 Funding allocations for the region

### 2008/2009 National Land Transport Programme

The Council received a copy of the *National Land Transport Programme for 2008/09* [NLTP] in June 2008. The Programme allocated \$2.4 billion for land transport infrastructure and services nationwide, a similar amount to the 2007/2008 allocation. Total allocation to Taranaki across all output classes in 2008/2009 was \$64.3 million, a 50.9% increase from the \$42.6 million allocated in the previous year. The specific allocations were as follows:

NLTP ALLOCATIONS	2008/09	
	\$ MILLION	%
Maintenance and renewal local roads	13.2	20.5
Maintenance and renewal state highways	24.5	38.2
Improvement local roads	1.8	2.8
Improvement state highways	19.8	30.7
Use of the transport system	1.4	2.2
Passenger transport	0.8	1.2
Administration	2.8	4.4
<b>TOTAL</b>	<b>64.3</b>	<b>100</b>

State Highway roading projects included in the 2008/2009 Programme relating to the Taranaki region were as follows:

- Construction of the Bell Block Bypass, including the development of a new road between Paraita Road and Egmont Road to bypass a section of the highway with a high crash rate.
- Construction of the Rugby Road Underpass
- Construction of the Tangahoe Bridge Widening project
- Design of the Muggerridge South Realignment
- Design and construction of the Finnerty Road Right Turning Bay
- Investigation of Patea – Wanganui Curves Package
- Investigation of Hawera – Patea Curves Package
- Investigation and design of south of Egmont Village Curves
- Investigation, design and construction of 4 passing lanes at Kakaramea
- Investigation, design and construction of 4 passing lanes at Waverley
- Design and construction of passing lanes north and south of Normanby
- Devon Intermediate Pedestrian Facilities

Other district roading projects incorporated in the Programme are as follows:

- Ngatoto Road North Bridge Replacement
- Waikaramarama Road Bridge Replacement
- Forestry Impact Study
- Cycle facilities – Eastern Cycle Route
- Bridge 143 Replacement – Parihaka Road

- Wiremu Road Bridges 123 Replacement
- Link Road (Maire Street – Larlin Drive)

A number of projects in the final 2008/2009 *National Land Transport Programme* were identified as progressing with the assistance of Regional Funding, including the:

- Bell Block Bypass (construction) – part N and part R Funding
- Rugby Road Underpass (construction) – R Funding
- Tangahoe Bridge Widening (design and construction) – R Funding
- Ngatoto Road North Bridge Replacement (construction) – part N and part R Funding
- Waikaramarama Road Bridge Replacement (construction) – part N and part R Funding
- Bridge 143 Replacement – Parihaka Road (construction) – part N and part R Funding
- Wiremu Road Bridge 123 Replacement (construction) – part N and part R Funding
- Link Road (construction) – part N and part R Funding

No Awakino Gorge projects were included in Waikato's section of the NLTP which had Taranaki's Regional Funds allocated against them for 2008/09. However an Awakino Gorge Strategic Study was included in the Programme which is funded 100% through the use of National Funds.

The *National Land Transport Programme* is now guided by the *Government Policy Statement for Land Transport Funding* and is to be produced three-yearly rather than annually.

### **Regional Funding allocations**

The 2008/2009 year was the fifth year of allocating Regional Funding (or 'R Funds') in addition to National Funds, under the National Land Transport Programme. This followed a Government decision announced in December 2003 to provide an increase in land transport funds to be distributed on a regional basis, according to population. The extra funds resulted from an increase of 5 cents per litre in excise duty and road user charges for light vehicles introduced on 1 April 2004.

The R Funding allocation for Taranaki was initially estimated in 2004/2005 to be \$48.4 million over the 10 year period it was to be available. However, the Council was advised during 2008/09 that the level of Regional Funding is anticipated to be slightly higher than this at \$52 million.

The only project completed under this Regional Funding category during 2008/2009 was the Tangahoe Bridge Widening Project. Other projects occurring during the year that had Regional Funds contributing towards their completion included the Block Bypass (construction), Rugby Road (construction), Muggeridge South Realignment (Design) and the Normanby Overbridge Realignment (Design) projects.

## **2.2 Passenger transport**

The Council's progress in achieving its programmes in relation to passenger transport is set out below.

The Council maintained a general overview of passenger transport services in the region and continued, through the annual plan process, to assist transport disadvantaged persons using the Total Mobility Scheme and regional bus services.

## 2.2.1 Total Mobility Scheme

The Council continued to provide a 50% subsidy to assist in the delivery of Total Mobility services to people with permanent disabilities in the New Plymouth urban area, Bell Block, Waitara, Stratford and Hawera, with funds received in part from the New Zealand Transport Agency and in part from general rates.

Discussions were also held with the Disabled Persons Assembly Taranaki, taxi companies and user groups with regard to the operation of Total Mobility services in Taranaki.

The Total Mobility Scheme is a nationwide scheme with the New Zealand Transport Agency continuing to oversee how the Scheme is being operated. The Agency released a Guide for Local Authorities in July 2008 as means to achieve greater consistency in the application of the Scheme's rules.

The Council has continued to seek improvements in the management of the Scheme locally by adopting the Guide. It has also adopted all but one of the Ministry of Transport's Phase One conditions and also some of the Phase Two conditions.

### Total Mobility Application Form and User Guide


During the year a revised Application Form and User Guide were introduced to improve the assessment of new Total Mobility applicants and to improve the information available to both existing and prospective clients.

Both documents have been well received by all groups involved in the Scheme. They have allowed a more consistent approach to be taken in assessing and approving applications.

# Taranaki

## Total Mobility Scheme

### Application



**INSTRUCTIONS** (Please complete each of the following steps)

**Step 1** - Section A: to be completed by applicant (or on behalf of the applicant)

**Step 2** - Section B: to be completed by your doctor

**Step 3** - Section C: checklist to be completed by applicant (or on behalf of the applicant)

**Step 4** - Forward completed application to your affiliated Disability/Community Organisation (should you have one), or to: **Taranaki Mobility Co-ordinators**, Merion Wellington, 45 Parria Street, Waitara 4320.

Section A - Applicant Details

**Section A must be completed by the applicant (or on behalf of the applicant). Please print clearly and answer all questions.**

Surname:

First name(s):

Preferred first name to appear on your ID card:

Residential address:

Postal address:

Phone number:

Mobile number:

Email address:

Date of birth:

Alternative contact person and contact number:

**1. Do you use any of the following mobility aids?**

(In appropriate boxes)	Full-time	Part-time
Wheelchair	<input type="checkbox"/>	<input type="checkbox"/>
Motorised scooter	<input type="checkbox"/>	<input type="checkbox"/>
Walking frame	<input type="checkbox"/>	<input type="checkbox"/>
Walking stick	<input type="checkbox"/>	<input type="checkbox"/>
Guide dog	<input type="checkbox"/>	<input type="checkbox"/>
Other (please specify): <input type="text"/>	<input type="checkbox"/>	<input type="checkbox"/>

**2. Do you require the use of a wheelchair hoist taxi-van?**  
 Yes  No

**3. Have you previously used Total Mobility vouchers (within Taranaki or another region) and, if yes, please state region?**  
 Yes  No  Region:

**4. If you answered yes, how long have you used Total Mobility vouchers for?**

Less than one year	<input type="checkbox"/>	1-2 years	<input type="checkbox"/>
2-5 years	<input type="checkbox"/>	More than 5 years	<input type="checkbox"/>

**5. Please estimate how often you will need to use Total Mobility vouchers.** The current Policy for the use of Total Mobility Vouchers is 25 vouchers per 6 weeks (ie 4 vouchers a week) but this may change depending on availability of funds for the Total Mobility Scheme.

Hardly ever	<input type="checkbox"/>	Once or twice a month	<input type="checkbox"/>
Once a week	<input type="checkbox"/>	2-4 times a week	<input type="checkbox"/>
5-7 times a week	<input type="checkbox"/>		<input type="checkbox"/>

Total Mobility tax services were provided to people with permanent disabilities in the targeted areas of New Plymouth, Bell Block, Waitara, Stratford and Hawera. The budget for Total Mobility services was set at \$542,000 for the year, funded in part from the New Zealand Transport Agency

(40%) and in part from general rates (60%). A further \$83,600 was budgeted for the Total Mobility flat rate payment fee which is fully funded from the New Zealand Transport Agency (100%).

Demand for Total Mobility services again decreased for the second year. This can be attributed to the ongoing requirement for clients to have a photo ID card, improved screening of applicants by way of a revised Total Mobility Application Form, improved communication to prospective clients with a revised User Guide and the ongoing commitment of the Council's Total Mobility Co-ordinator.

Net expenditure for the year for Total Mobility trips in each of the urban areas came in at \$357,235,



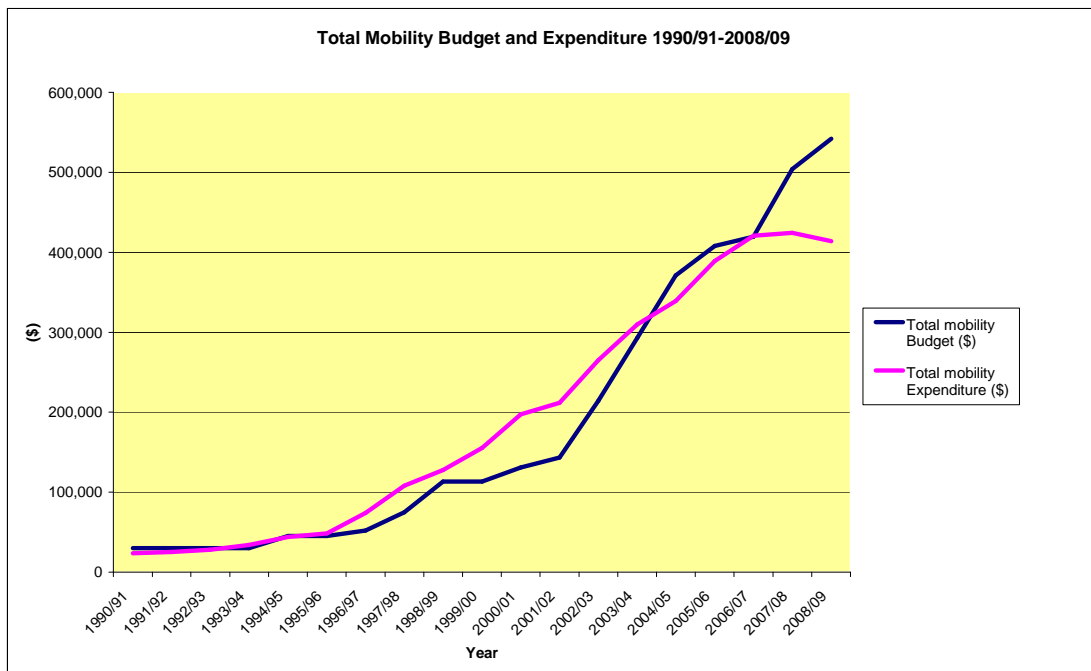
an 8.9% decrease over last year's expenditure of \$392,274 (see Table 1). In addition to this \$56,510 was spent on Council operating costs. Table 1 shows the budget for each area and the net expenditure per area for the 2008/2009 financial year.

**Table 1:** Total mobility budget and net expenditure per area for 2008/2009

Area	Budget (\$)	Expenditure (\$)	Last years expenditure
New Plymouth	362,000	277,634	
Waitara	22,100	22,231	
Stratford	15,900	12,254	
Hawera	82,000	45,116	
<b>Total for each area</b>	<b>482,000</b>	<b>357,235</b>	
Other Operating costs	60,000	56,510	
<b>Total operating cost</b>	<b>542,000</b>	<b>413,745</b>	<b>424,161</b>

Figure 1 shows the Total Mobility budget and expenditure trends over the last 19 years.

**Figure 1: Total mobility budget and net expenditure trends between 1990/91 and 2008/09**



In 2008/2009 there were a total of 79,099 Total Mobility passenger trips undertaken, a decrease of 9.8% over the previous year. This is the second year in a row the number of trips has decreased. As mentioned previously, this is attributed to improved administration systems including the requirement for clients to have a photo ID card.

At the conclusion of the 2008/2009 year the Total Mobility Scheme had a client base of approximately 1,932. This was an increase of 16.4% in client numbers from the previous year's total of 1,660. Of this total, approximately 1,315 individuals were affiliated to the Disabled Persons Assembly (DPA) and 617 to other disability agencies.

A total of five taxi organisations continue to participate in the Total Mobility Scheme: New Plymouth Taxis Ltd, Energy City Cabs, Egmont City Cabs, Stratford Taxis and Hawera Taxis Ltd.

Total Mobility services are provided to 24 agencies working with the Disabled Persons Assembly (DPA). These agencies are:

- Access Ability
- Blind and Partially Blind
- Cancer Society
- CCS Disability Action North Taranaki
- CCS Disability Action South & Central Taranaki
- DPA Individual
- Epilepsy Group
- IDEA Services – South Taranaki
- IDEA Services – North Taranaki
- Molly Ryan Lifecare Ltd
- MS Society Taranaki
- Pathways Trust
- Parafed
- Parkinsonism Society Taranaki North
- Parkinsonism Society Taranaki South
- RNZ Foundation/Blind – Hawera
- RNZ Foundation/Blind – Nth Taranaki
- RNZ Foundation/Blind – Eltham
- SF (Supporting Families) Organisation
- Stroke Foundation
- Tainui Village
- Taranaki Arthritis
- Taranaki Asthma Society
- Taranaki Head Injury Society

### **Where are we heading?**

The Council will seek further improvements in the Scheme's administration and delivery of services in the coming year. Revised Total Mobility contracts are being finalised with all taxi companies which includes improved voucher use reporting and invoicing, a focus on health and safety and reporting of incidents involving Total Mobility clients and improving driver training standards. Additional work is also to be undertaken in formalising driver training courses, working more closely with the Total Mobility Agencies and upgrading the database to further streamline procedures.

## **2.2.2 Contracted passenger transport services**

### **Passenger transport services for New Plymouth, Bell Block, Waitara and Oakura**

On 1 July 2008, the Council introduced a contracted urban bus service for New Plymouth, Oakura, Bell Block and Waitara. This replaced the Concessionary Fare Scheme previously operated by the Council in conjunction with Okato Bus lines, but continued the provision of a subsidy for children, tertiary students, beneficiaries, elderly, people with disabilities and WITT students/staff. Funds for this service were received in part from the New Zealand Transport Agency (50%) and in part from a targeted rate on New Plymouth District ratepayers (50%).

Tranzit Coachlines Ltd was the successful tenderer, with two other tenderers submitting bids. As part of establishing a base of operation in New Plymouth, Tranzit Coachlines purchased the business of the previous operator (Okato Bus Lines).

Additional services were then found to operate (mainly for school children) within New Plymouth, in addition to those services previously subsidised by the Council and the New Zealand Transport Agency. As part of seeking an integrated network of services for the New Plymouth urban area these services were brought into the contracted services as at 30 March 2009.

WITT students and staff continued to travel for free on these services due to an arrangement with WITT and its Student Association whereby they have agreed to fund the student's part of the fare (i.e. \$1.50).

Total patronage for the 2008/2009 year was approximately 349,607 passenger trips. This compares with a total of 343,686 in 2007/2008.

Figure 2 shows the approximated total monthly patronage recorded.

**Figure 2: New Plymouth Bus Service Patronage July 2008 – June 2009**

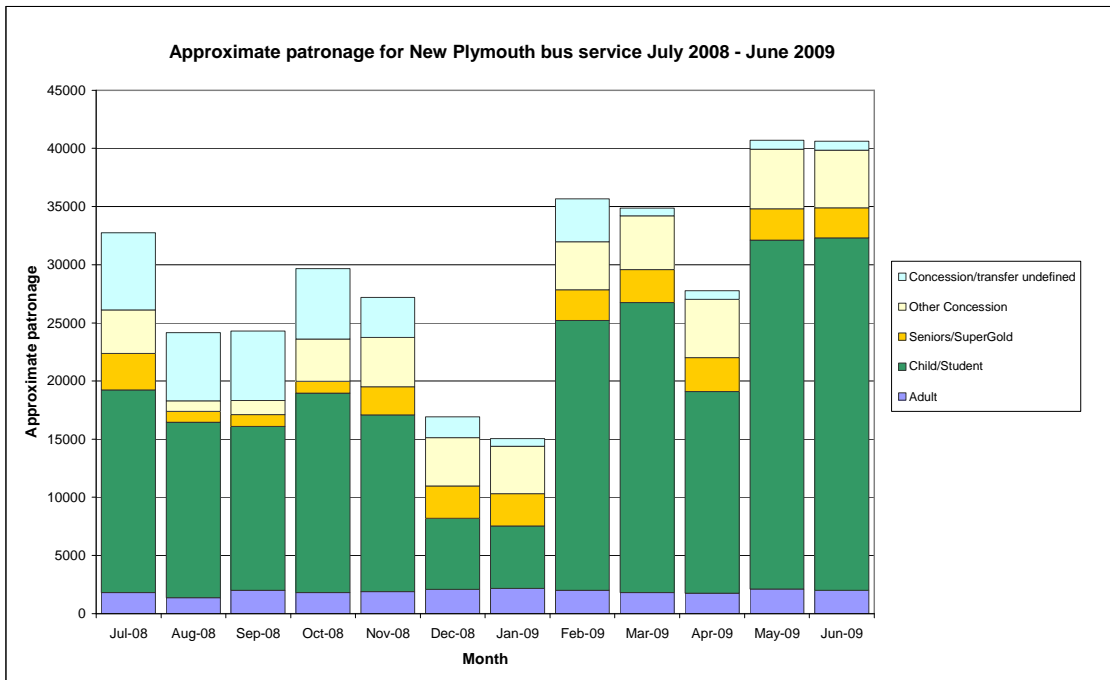
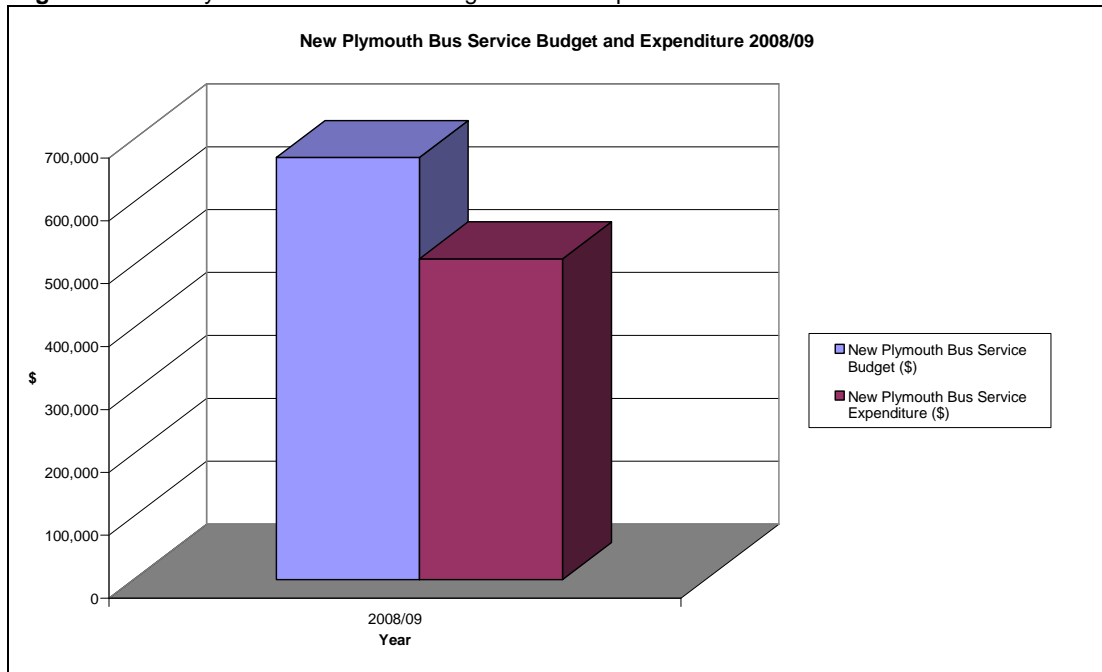


Figure 3 shows the budget and net expenditure for 2008/09. As this is the first year of a gross contracted service (where fare revenue also is collected by the Council), comparisons against the previous Concessionary Fare Scheme expenditure are not warranted.

**Figure 3: New Plymouth Bus Service budget and net expenditure for 2008/09**



As shown above, during the 2008/2009 year net expenditure was \$79,851 below budget. There were several reasons for this. Firstly, the new commuter services for Waitara and Oakura routes were not implemented, nor were the additional urban morning services. These were due to logistical difficulties found in implementing planning changes to the current services. While this accounted for some savings in expenditure, additional costs

arose from the amalgamation into the contract of the other commercial services, additional school services being provided and changes in bus capacity to cater for the high numbers of school children travelling. Secondly, revenue was approximately 2.5% above budget.

### Review of New Plymouth bus service

A comprehensive review of the New Plymouth bus service was carried out during the year by the Council with the assistance of Mr Russell Turnbull of Parsons Brinckerhoff NZ Limited. This resulted in a number of recommendations made on how to improve the service including an increase in the number of commuter services and rationalisation of school routes. These recommendations are summarised in Table 2.

An improvements proposal addressing the issues was therefore developed which included the requirement for an increase in funding from both ratepayers and the New Zealand Transport Agency. This was included in the Council's draft Long Term Council Community Plan released for public submission. Upon acceptance by the community and adoption of the LTCCP by the Council a request for the required additional funding was submitted to the New Zealand Transport Agency.

At the time of writing, funding approval has not been granted. The New Zealand Transport Agency will review the proposal again in September 2009 after approval of the National Land Transport Programme, which is due for release at the end of August 2009. Until this time the service will continue to operate as is.

Table 2 highlights the key features of the current bus service and the proposed improvements.

**Table 2:** New Plymouth bus service key features

Key features	Current bus service	Proposed improvements
Number of bus routes (peak times)	4 (+ five ad hoc commercial school services)	9 (+ orbiter services)
Number of bus routes (off peak)	4	4
Orbiter service linking schools	0	4
Bus coverage	Covers large parts of New Plymouth, excluding The Valley, Glen Avon, Whalers Gate, Ferndale	Covers the whole of New Plymouth, including The Valley, Glen Avon, Whalers Gate, Ferndale
Length of time to travel bus route	40 minutes	30 minutes (peak)
Waiting times for next bus	Max 70 minutes (mornings) to 90 minutes (afternoons)	Max 30 minutes (peak), 60 minutes (off peak)
Capacity	Approx 300 seats per day	Approx 500 seats per day
Weekend services	Yes	Yes
Time of services	-	Earlier morning services
Smartcard ticketing	On 4 buses	On 13 buses

### Passenger transport services for South Taranaki

Three passenger transport services operated once-a-week during 2008/09 between:

- Waverley – Patea - Hawera (Thursdays)
- Opunake - Hawera (Thursdays)
- Opunake - New Plymouth (Fridays)

These services were operated on a 24 month trial basis (from July 2007) with support provided by the South Taranaki District Council, with a minimum of 6 passengers per trip required as part of the evaluation criteria. In February 2009 Council approved the

contracting of these services thereby securing their longer term future. However, this is on the basis that the services are still subject to pre-determined performance criteria.

Prior to the end of these trials, Tender documents were issued to registered Tenderers for the provision of the services under a gross contract for a term of 5 years. The final results of the SouthLink Tenders, which will be effective from the 1 July 2009, are:

- Opunake to New Plymouth once-a-week bus service – Pickering Motors Limited
- Opunake to Hawera once-a-week bus service (incorporating a new service leg from Hawera via Manaia to Opunake, return) – Hawera Taxis Ltd
- Waverley to Hawera once-a-week bus service (incorporating a new service leg from Hawera to Waverley, return) – Hawera Taxis Ltd

The performance of the SouthLink services for 2008/09 is as follows:

#### Waverley – Patea – Hawera

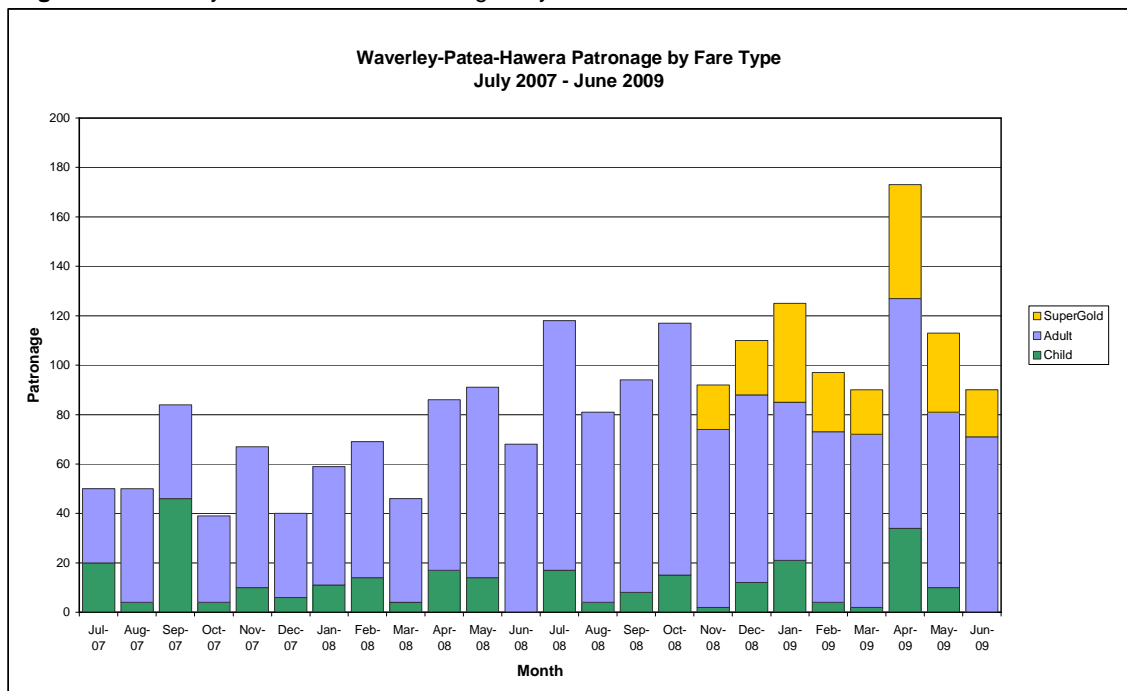
Total boardings for the year were 1300. The average number of boardings per trip for the year was 12.7, with the trial criteria set at 6 boardings per trip. Table 3 shows the total number of boardings for the year and the percentage of adult, SuperGold and child passengers.

**Table 3:** Total Patronage July 2008 to June 2009

Patronage type	Patronage number	Percentage of patronage
Adult	952	73
SuperGold Card	219	17
Child	129	10
<b>Total</b>	<b>1300</b>	<b>100</b>

Figure 4 shows the total monthly patronage recorded throughout the trial.

**Figure 4:** Waverley-Patea-Hawera Patronage July 2007 to June 2009



#### Opunake – Eltham – Hawera

Total boardings for the year were 924. The average number of boardings per trip for the year was 9.1, with the trial criteria set at 6 boardings per trip. Table 4 shows the total

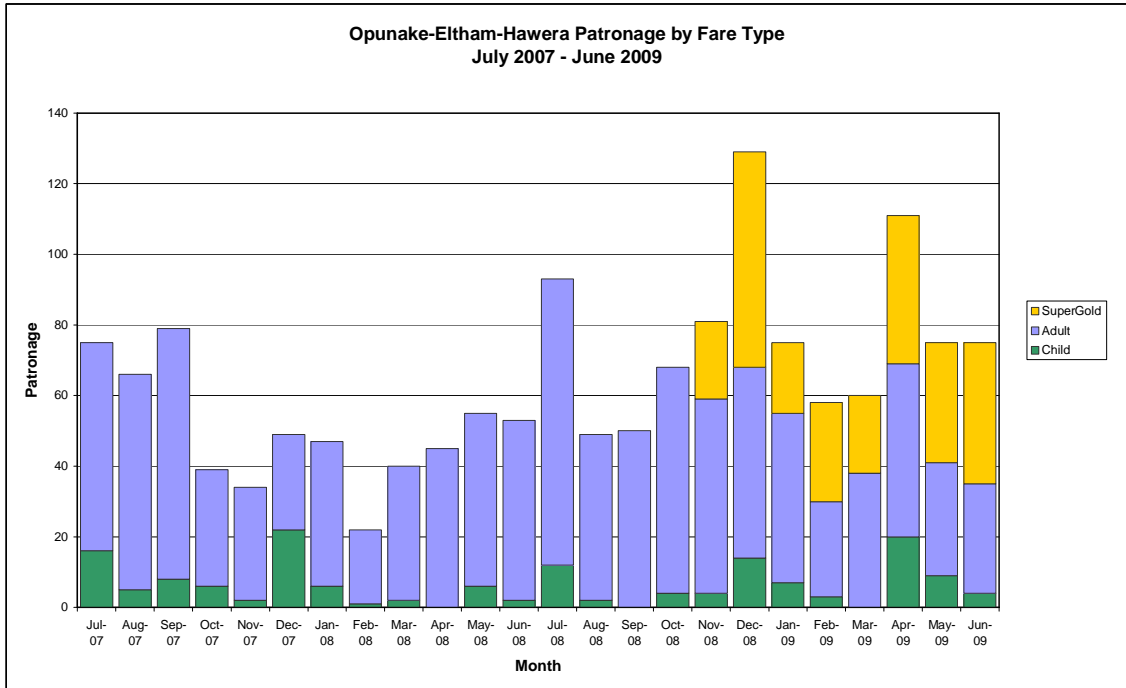
number of boardings for the year and the percentage of adult, SuperGold Card and child passengers.

**Table 4: Total Patronage July 2008 to June 2009**

Patronage type	Patronage number	Percentage of patronage
Adult	576	62
SuperGold Card	269	29
Child	79	9
<b>Total</b>	<b>924</b>	<b>100</b>

Figure 5 shows the total monthly patronage recorded throughout the trial period.

**Figure 5: Opunake-Eltham-Hawera Patronage July 2007 to June 2009**



### Opunake – New Plymouth

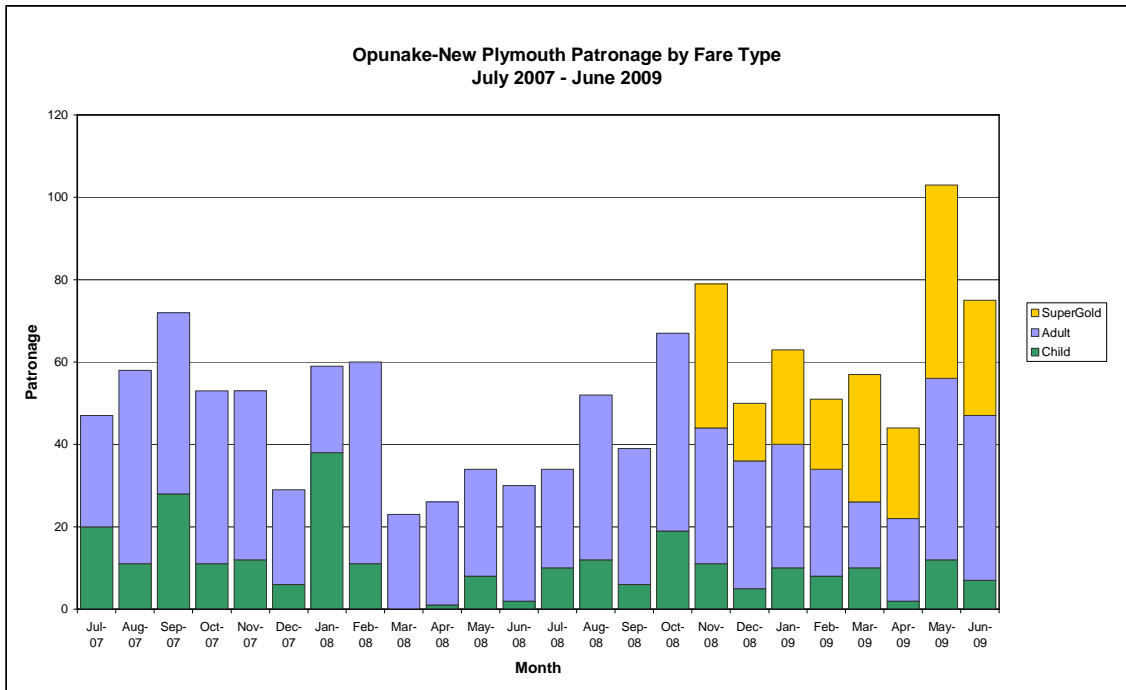
Total boardings for the year were 714. Average number of boardings per trip was 7.5, with the trial criteria set at 6 boardings per trip. Table 5 shows the total number of boardings for the year and the percentage of adult, SuperGold and child passengers.

**Table 5: Total Patronage July 2008 to June 2009**

Patronage type	Patronage number	Percentage of patronage
Adult	385	54
SuperGold Card	217	30
Child	112	16
<b>Total</b>	<b>714</b>	<b>100</b>

Figure 6 shows the total monthly patronage recorded throughout the trial period.

**Figure 6: Opunake-New Plymouth Patronage July 2007 to June 2009**



**Passenger transport services for Inglewood**

A once-a-week passenger transport service from Inglewood to New Plymouth commenced operating 1 November 2007, with support from the Inglewood Community Board. This service operates on a Thursday and was to operate initially for a trial period of twelve months. This was extended to eighteen months and was subsequently further extended to 24 months to allow further evaluation of the trial to occur.

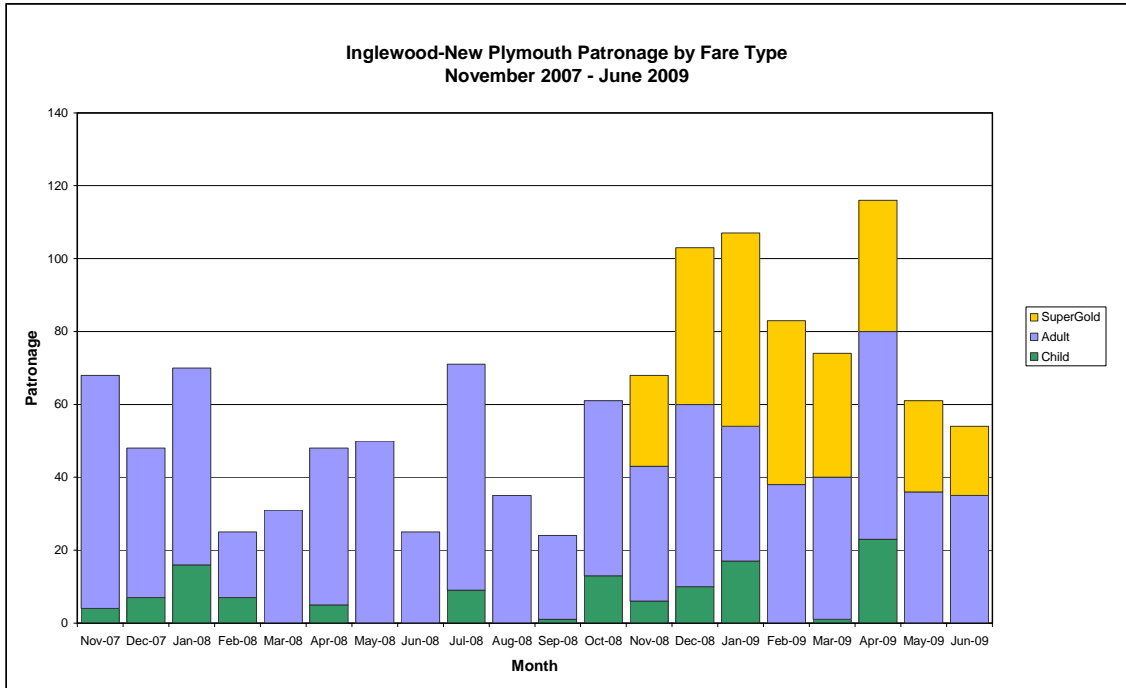
Total boardings for the year were 857. Average number of boardings per trip for the year was 8.4, with the trial criteria set at 6 boardings per trip. Table 6 shows the total number of boardings for the year and the percentage of adult, SuperGold and child passengers.

**Table 6: Total Patronage July 2008 to June 2009**

Patronage type	Patronage number	Percentage of patronage
Adult	497	58
SuperGold Card	280	33
Children	80	9
<b>Total</b>	<b>857</b>	<b>100</b>

Figure 7 shows the total patronage recorded for each month of the trial to date.

**Figure 7: Inglewood – New Plymouth Patronage November 2007 to June 2009**



### SuperGold Card Scheme

As part of the Government’s initiatives in promoting public transport a nationally funded scheme known as the SuperGold Card Scheme was introduced from 1 October 2008. The Ministry of Social Development is the lead government agency for the project.

The Scheme allows for all holders of a SuperGold Card (who are aged 65 years or over, and those aged under 65 years receiving New Zealand Superannuation or the Veterans pension) to travel for free on scheduled off-peak buses, trains and harbour ferries. Off-peak hours are between 9.00 am and 3.00 pm and from 6.30 pm until the end of the services on weekdays, any time on weekends and public holidays.

The Council introduced the Scheme throughout the region’s bus services on 1 November 2008. The introduction has had a positive impact on all of the services, especially the once-a-week rural services, by pushing passenger numbers consistently above the trial criterion of 6 passengers per trip.

### 2.2.3 Ironside Vehicle Society

Ironside Vehicle Society continued to receive funding assistance for the provision of a passenger transport service for the transport disadvantaged under a Concessionary Fare Scheme Agreement with the Council.

Ironside is eligible to claim funding assistance from the Council and the New Zealand Transport Agency for two specific categories of journey:

- Transporting individuals from home to medical or therapeutic facilities
- Contracted trips where the hireage is pre-booked and the fare confirmed at the time of booking.

These trips are to occur within the urban limits of New Plymouth and Bell Block. Other trip categories allowed are from New Plymouth to the airport; Waitara; Oakura; and Inglewood.

The budget for 2008/2009 was capped at \$40,000. Expenditure for the year came to \$23,565 for approximately 3,127 trips. This compares with 2007/08 where expenditure was \$8,746 for approximately 964 trips.

In August 2008, the Council and the New Zealand Transport Agency approved Ironside's eligibility to apply for wheelchair hoist funding during the annual application process. This is in-line with the Total Mobility Phase 2 condition that transport providers (other than taxis) can participate in the Total Mobility Scheme.

Ironside Vehicle Society were then successful in receiving funding of \$20,000 from the Council and the New Zealand Transport Agency to cover costs associated with the purchase and fit-out of a new Total Mobility vehicle's wheelchair hoist equipment.

As a result of the administrative change in recognising Ironside as a Total Mobility participant, the Council in the 2009/10 year will incorporate expenditure and report on Ironside's activities under the Total Mobility service. However, they will still be funded under a separate Concessionary Fare Scheme Agreement.

#### **2.2.4 Registration of services**

The Council received one registration for a new bus service during 2008/2009 (from ShutlTranz Ltd– Naked Bus), one variation from InterCity Coachlines, two withdrawal notices from Weir Bros and Pickerings Ltd, and one abandonment from Guthreys Coachlines.

### 3. Conclusion

Performance measures detailed in the Council's 2008/2009 Annual Plan have been achieved for the Council's passenger transport functions.

#### **Programmes and performance measures**

1. The Taranaki Regional Council continued to implement the requirements of the *Regional Land Transport Strategy* and *Regional Passenger Transport Plan* for Taranaki throughout 2008/2009.
2. The Council completed an annual report on the implementation of the *Regional Land Transport Strategy for Taranaki* in 2007/2008.
3. Total Mobility taxi services were provided to people with disabilities in the targeted areas of New Plymouth urban area, Bell Block, Waitara, Stratford and Hawera.
4. The Council provided funding through a Concessionary Fare Agreement to Ironside Vehicle Society Incorporated to provide funding assistance for the provision of a passenger transport service for the transport disadvantaged.
5. The Council commenced a new passenger transport service for New Plymouth, Bell Block, Oakura and Waitara under a contract system operated by Tranzit Coachlines Ltd.
6. The Council provided cheaper bus fares for children, tertiary students, people with disabilities, the elderly, beneficiaries and WITT students and staff using bus services in New Plymouth, Waitara and Oakura.
7. The Council completed its trials of three passenger transport services in South Taranaki (Waverley to Hawera return, Opunake to Hawera return and Opunake to New Plymouth return once-a-week services) and awarded contracts to commence operating as of 1 July 2009.
8. The Council continued to operated an Inglewood to New Plymouth once-a-week return service under a trial system. This service commenced operating in November 2007.
9. Received and registered within 14 days, appropriate applications to operate passenger transport services.
10. Carried out general advocacy activities in relation to Government transport policy proposals and funding programmes, including identifying appropriate Regional (R) Funding priorities for the region.

#### **Community outcomes**

This activity contributed to Sustainable, Prosperous, Connected, Together and Vibrant Taranaki outcomes through the Council continuing to promote the provision of passenger transport services throughout the region and staff undertaking a regional advocacy role on roading and funding issues.