

TRANSPORT



TRANSPORT ACTIVITIES

Transport comprises the following activities:

Regional land transport planning — promoting an integrated, safe, responsive and sustainable land transport system within the region.

Passenger transport — promoting the provision of community passenger transport in Taranaki and assist the special transport needs of the transport disadvantaged.

Harbour management — promoting safe navigation for all users of the waters of Port Taranaki.

TRANSPORT AND COMMUNITY OUTCOMES

The Transport group of activities contributes to community outcomes by promoting an integrated, safe, responsive and sustainable transport system that assists economic development and safety and personal security, improves access and mobility, protects and promotes public health and ensures environmental sustainability.

Specifically this group of activities contributes to the following community outcomes:

- **Secure and Healthy Taranaki**
- **Prosperous Taranaki**
- **Sustainable Taranaki**
- **Connected Taranaki.**

RATIONALE AND BACKGROUND

Land transport is a core function of the Council. Various statutes oblige the Council to engage in a range of land transport planning, passenger transport, and harbour management activities.

The preparation of a *Regional Land Transport Strategy* is a requirement of the Land Transport Management Act 2003. The strategy is required to be prepared and reviewed in consultation with a wide range of specified bodies. The strategy provides an expression of regional needs and priorities in respect of land transport infrastructure and public passenger transport. The regional land transport strategy is required to be taken into account by road controlling authorities and the New Zealand Transport Agency during the formulation of their own land transport programmes. The Council is responsible for implementation

of the regional component of the strategy and the oversight of other activities incorporated within the strategy.

Under the requirements of the Land Transport Management Act 2003 regional transport committees must ensure that the strategy for their region:

- contributes to the aim of achieving an affordable, integrated, safe, responsive and sustainable land transport system, and to the five New Zealand Transport Strategy objectives (economic development, safety and personal security, access and mobility, the protection and promotion of public health, and environmental sustainability)
- is consistent with any national land transport strategy, relevant national policy statement, regional policy statement or plan under the Resource Management Act 1991

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- avoids, to the extent reasonable in the circumstances, adverse effects on the environment.

The Council's *Regional Passenger Transport Plan* sets out the public passenger services the Council proposes for the region. The *Plan* must consider in particular, the needs of the transport disadvantaged.

The Council provides a subsidised fare scheme for taxi-based total mobility services in New Plymouth, Bell Block, Waitara, Inglewood, Stratford and Hawera and a subsidised fare for trips taken on the Ironside Vehicle Society vans. Council funding for these services are supplemented by New Zealand Transport Agency grants.

In 2008/2009 the Council completed a review of its role in the provision of total mobility services. The Council believes there may be more appropriate providers of these services. The Council is intending to commence a process of determining whether appropriate alternative providers exist and whether they would provide the service. The Council is seeking the community's views on its role in the provision of total mobility services.

In addition, the Council has made provision to provide funding under a tendered contract system for urban bus services within the New Plymouth urban area. This follows the successful conclusion of trial services over a two year period. The contract provides for a continuation of reduced fares for the disabled, elderly, beneficiaries and students to meet the needs of the transport disadvantaged. The contract will be reviewed and retendered during the term of this *Plan*.

Provision has also been made to continue to fund other services in South Taranaki and an Inglewood to New Plymouth service, subject to the maintenance of reasonable passenger levels. Again Council funding for these services are supplemented by New Zealand Transport Agency grants.

If the Council is unable to secure adequate funding support from the New Zealand Transport Agency then the Council will need to readdress the provision of passenger transport services in Taranaki.

The Council continues to work with the contracted bus service provider to fine tune services to enable improved services to be provided especially in the area of morning commuter services. Funding has been provided for these service improvements.

The Council is to significantly step up the level of service of the New Plymouth bus service. There will be an increase in the number, coverage and frequency of urban bus services.

The recent amendments to the Land Transport Management Act 2003 significantly change the way in which regional land transport programmes and the national land transport programme are prepared. These changes require regional councils to establish Regional Transport Committees and then to prepare and consult on a regional land transport

programme that identifies all land transport activities in a region that are to receive funding assistance from the National Land Transport Fund, in addition to the Council's own proposals in the area of public passenger transport and regional land transport planning. These are to be three-yearly Programmes that are submitted to the New Zealand Transport Agency for final funding approval once an extensive special consultative procedure has occurred in conjunction with the Council's own long-term council community plan consultative procedures.

The Land Transport Management Act sets out the requirements relating to the content and process of preparing the regional land transport programmes. Specifically, these programmes are required to include:

- a list of all local road maintenance, renewals and minor capital works, and existing public transport services submitted by local authorities in the region in each of their respective land transport programmes
- a list of all activities that do not fit in one of the above groups (e.g., larger capital projects and new public transport services) and the priority order for these activities
- a list of all state highway activities in the region and the priority order for these activities
- any other New Zealand Transport Agency activities (e.g., travel planning and road safety projects).

As well as the activities listed above, each regional land transport programme is required to list activities from previous programmes that are either not completed or are being abandoned or suspended.

The *Regional Transport Programme for Taranaki 2009/2010 – 2011/2012* has been developed as a separate document.

The Council is required as a transport function, to promote safe navigation within the harbour waters associated with Port Taranaki and its approaches. A contracted harbourmaster and volunteer wardens administer the Council's bylaw for this purpose.

The Council reviewed its harbour bylaw in the 2002/2003 year and the bylaw came into effect on 1 July 2003. To comply with the *Port and Harbour Marine Safety Code*, a Port Risk Assessment and Harbour Safety Management System were prepared in 2005 for Port Taranaki. The Council continues to administer only those waters within Port Taranaki and its approaches, whilst the Maritime Safety Authority continues to manage all other waters in the region. Currently, the overall resource requirements are small and at this stage, no materially significant changes are projected for the future.

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LEVELS OF SERVICE

1. Maintaining a Regional Land Transport Strategy that delivers efficient and effective management of the Council's land transport planning functions and is acceptable to the community.

- **Measure:** Presence of an appropriate Regional Land Transport Strategy for Taranaki.

Target: A Regional Land Transport Strategy for Taranaki that is kept current in accordance with statutory requirements.

The Regional Land Transport Strategy for Taranaki 2006 is current and operational.

2. Providing community passenger transport services and encouraging the use of those services.

- **Measure:** Annual number of passenger trips on New Plymouth urban services and community services.

Target: Increase by 3% pa the number of passengers carried.

In 2007/2008 345,948 passengers were carried on financial assisted transport services in the region.

- **Measure:** Route coverage and capacity of bus services in New Plymouth.

Target: Increase in routes by 100% and capacity to approximately 500 seats per day.

In 2007/2008 New Plymouth was serviced by 4 routes and seat capacity was approximately 380 seats per day.

- **Measure:** Reduction in average passenger travel times and maximum peak period waiting times.

Target: Reduce average passenger travel times by 25% and maximum peak period waiting times by 50%.

In 2007/2008 average passenger travel times were approximately 45 minutes and maximum peak period waiting times were approximately 70 minutes.

3. Providing community passenger transport services that satisfy the needs of users.

- **Measure:** Passenger rating of level and quality of service and value for money.

Target: 90% of passengers rate the service as good, very good or excellent.

In 2007/2008 94% of the passengers surveyed rated the services as good, very good or excellent.

- **Measure:** Transport disadvantaged people's rating of the level and quality of service and value for money.

Target: 90% of passengers rate the service as good, very good or excellent.

In 2007/2008 100% of total mobility users surveyed rated the services as good, very good or excellent.

4. Continuing community support for Council funded transport services.

- **Measure:** Residents' views expressed through submissions to the Council's annual plans and long-term council community plans on whether transport services are meeting community needs and are affordable.

Target: No more than 1% of the Taranaki population raise concerns through the Council's annual plans and long-term council community plans about whether transport services are meeting community needs and are affordable.

In the last five years less than 1% of the Taranaki population have raised concerns.

5. Promoting safe navigation for all users of the waters of Port Taranaki and its approaches.

- **Measure:** The number of reported navigation safety incidents within Port Taranaki and its Approaches.

Target: No significant incidents.

There were no significant incidents in 2006/2007 or 2007/2008.

FURTHER INFORMATION ON POLICIES AND PROGRAMMES

Further detailed information on the specific strategies, policies and plans relating to this group of activities can be found from the following sources:

- Local Government Act 2002
- Land Transport Act 1998
- Transport Services Licensing Act 1989
- Regional Land Transport Strategy for Taranaki
- Maritime Transport Act 1994
- Land Transport Management Act 2003
- Regional Passenger Transport Plan for Taranaki.

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ACTIVITIES – WHAT WE PLAN TO DO

Years 2009/2010 to 2018/2019 unless otherwise noted

1. REGIONAL LAND TRANSPORT PLANNING

- Complete preparation/full reviews and interim reviews of the transport policies, plans and strategies:
- *Regional Land Transport Strategy*: Full review 2009/2010 and 2014/2015.
- *Regional Passenger Transport Plan*: Full review 2009/2010 and 2014/2015.
- Implement and report on the regional component of the *Regional Land Transport Strategy for Taranaki* as identified in each annual land transport programme.
- Prepare a regional land transport programme in accordance with existing or proposed new legislation.

2. PASSENGER TRANSPORT

- Provide total mobility subsidy assistance, to qualifying persons through the New Zealand Transport Agency supported Total Mobility Scheme, for people with a permanent impairment, which prevents them from using public passenger transport services, who need access to taxi services in New Plymouth, Waitara, Inglewood, Stratford and Hawera. Eligible applicants granted an ID card within 20 days of application. Commence an investigation of appropriate alternative providers of total mobility services in Taranaki.

- Operate passenger transport services in the New Plymouth urban areas and regional Taranaki consistent with the Passenger Transport Plan subject to funding approval from the New Zealand Transport Agency.
- Fine tune the existing contracted New Plymouth bus services to enable more efficient use of buses and allow additional morning commuter services.
- Provide financial assistance to the Ironside Vehicle Society subject to funding eligibility criteria being met.
- Receive and register within 14 days, 100% of appropriate notifications relating to operating a passenger transport service.

3. HARBOUR MANAGEMENT

- Provide harbourmaster and harbour warden services for Port Taranaki to implement relevant harbour bylaws and regulations. Contract for harbourmaster services let. No significant incidents of unsafe navigation.
- Review the *Navigation Bylaw for Port Taranaki and Approaches*. Commence the reviews in 2014/2015 and 2019/2020. No significant breaches of the requirements of the New Zealand Port and Maritime Safety Code, including the Port Taranaki Harbour Safety Management System.



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INDICATIVE COSTS AND SOURCES OF FUNDS

2008/2009		2009/2010	2010/2011	2011/2012	2012/2013	2013/2014	2014/2015	2015/2016	2016/2017	2017/2018	2018/2019
Estimate \$		Estimate \$	Indicative \$	Indicative \$	Forecast \$	Forecast \$	Forecast \$	Forecast \$	Forecast \$	Forecast \$	Forecast \$
Expenditure											
209,369	Regional land transport planning	330,763	330,804	321,104	330,782	315,383	326,633	346,117	333,021	346,584	367,707
2,179,595	Passenger transport	3,040,944	3,448,035	3,620,514	3,836,654	4,037,242	4,258,410	4,465,722	4,712,718	4,958,047	5,274,042
30,304	Harbour management	27,500	28,435	29,117	29,816	30,502	31,234	31,984	32,751	33,570	34,409
2,419,268	Total expenditure	3,399,208	3,807,274	3,970,735	4,197,252	4,383,127	4,616,277	4,843,823	5,078,490	5,338,201	5,676,159
Income											
300,282	General rates	400,724	412,864	424,665	439,040	441,981	457,253	482,074	480,330	497,041	515,673
387,725	Targeted rates	611,101	740,750	778,132	844,416	901,092	959,594	1,013,807	1,088,060	1,152,850	1,255,573
513,550	Direct charges	646,500	759,737	826,385	881,672	941,145	1,013,622	1,082,937	1,147,889	1,226,063	1,302,046
996,942	Government grants	1,419,267	1,573,602	1,632,830	1,716,619	1,793,487	1,874,233	1,954,161	2,052,492	2,141,751	2,270,359
220,769	Investment funds	321,615	320,322	308,723	315,505	305,422	311,575	310,844	309,720	320,495	332,509
2,419,268	Total income	3,399,208	3,807,274	3,970,735	4,197,252	4,383,127	4,616,277	4,843,823	5,078,490	5,338,201	5,676,159
0	Operating surplus/(deficit)	0	0	0	0	0	0	0	0	0	0
Capital expenditure											
0	Land	0	0	0	0	0	0	0	0	0	0
0	Buildings	0	0	0	0	0	0	0	0	0	0
0	Motor vehicles	0	0	0	0	0	0	0	0	0	0
0	Plant and equipment	0	0	0	0	0	0	0	0	0	0
0	Office furniture	0	0	0	0	0	0	0	0	0	0
0	Computer equipment	0	0	0	0	0	0	0	0	0	0
0	Flood and river control assets	0	0	0	0	0	0	0	0	0	0
0	Computer software	0	0	0	0	0	0	0	0	0	0
0	Total capital expenditure	0	0	0	0	0	0	0	0	0	0
Funded by:											
0	Transfer from retained earnings	0	0	0	0	0	0	0	0	0	0
0	Total funding	0	0	0	0	0	0	0	0	0	0