



**West Coast Resource Management Committee – Hearing on
submissions on the Draft Regional Public Transport Plan**

**Wednesday, 13 March 2024
9.30am**

**To be held at the West Coast Regional Council Chambers, 388 Main South
Road, Greymouth**

And Live Streamed via Council’s Facebook Page:

<https://www.facebook.com/WestCoastRegionalCouncil>

Meeting ID for submitters presenting online: TBC

Passcode for submitters presenting online: TBC

Membership of the West Coast Resource Management Committee for the Hearing of submissions on the Draft Regional Public Transport Plan:

Chairperson: Clr Brett Cummings

Members:

Clr Peter Haddock

Clr Peter Ewen

Clr Mark McIntyre

Clr Andy Campbell (backup)

West Coast Resource Management Committee

(Te Huinga Tu)

Agenda for Hearing of submissions on Draft Regional Public Transport Plan

(Rarangī Take)

1. Welcome and Introductions
2. Declarations of Interest
3. Draft Regional Public Transport Plan – Hearing Page 1
4. Submitters to be heard:
 - Sam Duckor-Jones
 - Disabled Persons Assembly New Zealand (Chris Ford)
 - Disabled Persons Assembly West Coast (Mike Nolan)
 - Active West Coast (Rosie McGrath)
5. Hearing closed
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6. Draft Regional Public Transport Plan – Deliberations

D. Lew
Chief Executive

Purpose of Local Government

The reports contained in this agenda address the requirements of the Local Government Act 2002 in relation to decision making. Unless otherwise stated, the recommended option promotes the social, economic, environmental and cultural well-being of communities in the present and for the future.

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Report to: Resource Management Committee	Hearing Date: 13 March 2024
Title of Item: Draft Regional Public Transport Plan - Hearing and Deliberations	
Report by: Ben Douglas, Contractor	
Reviewed by: Lillie Sadler, Acting Planning Team Leader, and Darryl Lew, Chief Executive Officer	
Public excluded? No	

Report Purpose

The purpose of this report is to summarise the Draft 2023 Regional Public Transport Plan (RPTP or the Plan) and the submissions received on it, assess the submissions, and make recommendations to the Resource Management Committee (RMC or the Committee) on accepting or rejecting the submissions.

The report also recommends that the Draft Plan be approved by the Committee, subject to the outcome of the hearings.

Report Summary

The current Regional Public Transport Plan (2015) was reviewed and a new Draft version was publicly notified for submissions in August 2023.

Nine submissions were received on the Draft Plan, all supporting a baseline of continuing the Total Mobility Scheme and subsidised taxi service, but also seeking development of alternative public transport options on the West Coast.

The three submitters who wish to be heard at a Hearing are:

- Sam Duckor-Jones
- Disabled Persons Assembly New Zealand (Chris Ford)
- Active West Coast (Rosie McGrath)

Draft Recommendations

It is recommended that the Committee resolve to:

1. Receive the report.
2. Receive the attached submissions.
3. Receive and note the staff report and recommendations on the submissions.
4. Hear from the submitters who wish to be heard on their submissions.
5. Note the guidelines for deliberating on submissions.

Issues and Discussion

Background

The Land Transport Management Act (2003) (LTMA) requires Regional Councils to maintain a regional public transport plan (RPTP) if they enter into contracts for the supply of public transport services, or provide financial assistance to operators or users of passenger services.

Three of the West Coast Councils are captured by this requirement because WCRC subsidises the Total Mobility Scheme, and the Buller and Westland District Councils subsidise taxi services in Westport and Hokitika respectively.

The LTMA defines the purpose of a RPTP as providing:

- a) *“a means for encouraging regional councils and public transport operators to work together in developing public transport services and infrastructure; and*
- b) *an instrument for engaging with the public in the region on the design and operation of the public transport network; and*
- c) *a statement of—*
 - i. *the public transport services that are integral to the public transport network; and*
 - ii. *the policies and procedures that apply to those services; and*
 - iii. *the information and infrastructure that support those services.”*

The first RPTP was adopted by Council in 2015 and has a maximum term of 10 years. Earlier in 2023, the current RPTP was reviewed, and a new 2023 Draft Plan was publicly notified for submissions on 28 August 2023. This report summarises the changes proposed in the new Draft RPTP, the submissions received, and recommends the Plan is approved subject to the outcomes of the hearings.

Current situation

Review of Operative 2015 Regional Public Transport Plan

As with the 2015 RPTP, the 2023 Draft RPTP focuses on maintaining the services offered currently - the subsidised taxi service and the Total Mobility Scheme. While providing for other public transport options to be investigated, the Draft Plan recognises the geographic and funding challenges involved and the need for any increased provision of public transport to be accompanied by a strong business case from a prospective service provider demonstrating sustainability. A copy of the Draft 2023 RPTP is included as Attachment 1.

Changes proposed in Draft 2023 Regional Public Transport Plan

As the change analysis (Attachment 3) shows, the policies and actions in the Draft 2023 RPTP have largely been carried over from the 2015 Plan.

Only three substantive changes are introduced in the new Plan. Firstly, the introduction of specific objectives for public transport, secondly a more specific requirement for proposals for new transport services to demonstrate sustainability and funding availability, and thirdly a commitment to exploring the potential for on-demand services on the West Coast in the coming 2024-2034 LTP period. These changes are described in more detail below:

- *Specific objectives*

The 2015 Plan contains policies and actions to implement those policies, but no objectives. Objectives are a critical component of strategic plans. Policies are generally set to achieve objectives. Accordingly, introducing objectives specifically into the new Plan is a positive change.

- *A requirement to demonstrate sustainability and funding availability*

Whereas the 2015 Plan's Passenger Transport Service Policy states that other passenger transport services will be supported 'where appropriate', and couches this in terms of 'where demand is sufficient' (page 6), it doesn't specifically list the sustainability or available funding as prerequisites for any such service. The new Draft Plan more specifically states that other passenger transport services will be supported 'where there is demand, taking into account funding availability and the sustainability of services' (page 9).

- *Exploring the potential for on-demand services*

The third substantive change introduced in the new Draft Plan is to explore the potential for on-demand services on the West Coast. This system is being trialled in various towns around the country, including

Timaru, Napier, Hastings, and Tauranga. Rather than the traditional public transport model of fixed transport routes and schedules supplied by the operator, on demand systems operate flexibly with routes and timing determined based on the users' demand, booked mostly on smart phone apps but with call and text options also available for the less tech-savvy.

On-demand systems are growing in popularity globally as vehicle automation and mobile technology, especially ride-sharing apps, increase. They have the potential to operate more efficiently than traditional models of public transport, particularly in lower population areas such as the West Coast. The Ministry of Transport is strongly supportive of on-demand systems and recent legislative changes have enabled on-demand systems to be more easily implemented by Councils.

Analysis of Submissions

Ten submissions on the Draft Plan were received following its notification over the period 28 August 2023 – 29 September 2023. Attachment 2 is copies of the submissions. The submission points are also provided below, along with staff analysis, and a recommendation that they be accepted or rejected.

Submissions on definitions	
Te Mana Ora (S5.1)	Te Mana Ora supports the explanation of transport disadvantaged provided, however seek that it is expanded to acknowledge that people who overcome a lack of transport choice by paying more than they can reasonably afford are also transport disadvantaged. For example, people may be forced to own a car or pay for a taxi that they cannot afford. This amendment aligns with the explanation of transport disadvantaged in Aotearoa New Zealand's first emissions reduction plan.

Te Mana Ora's points are correct, however, the RPTP has been drafted under the provisions of the Land Transport Management Act (LMTA) and it is the definition in this Act that the RPTP definition must be consistent with, as it currently is. This submission is recommended to be rejected.

Submissions on overall draft objectives and policies	
CCS Disability Action (S1.1)	Needs to be more emphasis on walking and biking Need for cycle routes protected from vehicle traffic by physical barriers
Sam Duckor-Jones (S2.1)	The West Coast needs a public transport system if it wants to be part of a modern, fair, thriving, and healthy society. The population is sufficient for public transport, as per daily traffic movements between Hokitika and Greymouth. 'If you build it, they will come' thinking and not short-term thinking is required. Providing public transport is a moral as well as statutory responsibility . Public transport is necessary to cope with resurgence in tourism
John Caygill (S3.1)	Objectives and policies are appropriate but there are further actions required

Staff agree that walking and cycling are an important aspect of land transport. However, they are not included in the definition of public transport so are not considered in this Plan. Strategic development of walking and cycling is provided for in *The West Coast Regional Walking and Cycling Strategy 2009*, and in the overarching *West Coast Regional Land Transport Plan 2021-2031*. The CCS Disability Action's submission is recommended to be rejected.

Regarding Sam Duckor-Jones' submission, several other submitters share the same view, and Sam's submission point is addressed further in this report alongside their submissions.

John Caygill's submission point is also addressed further in this report.

Submissions on specific objectives and policies	
<i>Objective 1: To consider the needs of the transport disadvantaged and maintain accessibility for mobility-impaired persons</i>	
Te Mana Ora (S5.2)	Support the objective, however those who are not eligible for the scheme (including due to where they live) are further disadvantaged
Disabled Person's Assembly (S8.1)	Submits that the Total Mobility System (TMS) is inadequate and expensive. Seeks that Council undertakes full, targeted consultation focused on changes to TMS with disabled people and disability organisations throughout the West Coast before approving the transport plan.
Disabled Person's Assembly (S8. (S2)	Submits that interregional transport is difficult for disabled people also, largely due to guidance for users being issued only for routes within cities and regions. Seeks that Council collaborates with the West Coast's disabled community to lobby central government to strengthen transport accessibility standards so that they apply to all city, regional and inter-regional services and make other public transport platforms accessible nationwide including inter-regional bus and train services.
Michael Nolan (West Coast Disability Steering Group) (S10.1)	Transport needs for the disabled and impaired on the West Coast are not being met and taking onboard the 820 west coast members signed to the Total Mobility Scheme should not be considered an accurate gauge on the number of disabilities or impairments that could potentially utilise public and mobility services transport should adequate services be available.
Michael Nolan (West Coast Disability Steering Group) (S10.3)	Bus transport providers e.g. Intercity, Atomic Shuttles, Coast to Coast Shuttle, have not done enough to cater for the disabled on any coaches travelling up and down, to and from the West Coast.
Michael Nolan (West Coast Disability Steering Group) (S10.5)	Decision makers [should] come to the table, to invite disability advocates and those with the lived experience of disabilities into the discussion to support the provision of suitable, fit for purpose transport solutions.

Staff agree with Te Mana Ora's point, however, every such scheme must have limits to eligibility, and inevitably some people will benefit while others miss out. Eligibility criteria for the Total Mobility System has not been reviewed in this Plan review. Council's Resource Management Committee may wish to consider this matter.

Disabled Persons' Assembly's (DPA) and Michael Nolan's concerns are acknowledged. Although accessibility requirements are provided for in the 2022 *Requirements for Urban Buses in New Zealand*, the requirements of interregional transport are less clear. Staff recommend that Council continues to advocate for appropriate access to transport for disabled people in its role in the South Island Regional Transport Committee Chairs Group, but are unable to commit to the initiative proposed by DPA at this time.

DPA also seeks full targeted consultation with disabled people and organisations before the RPTP is approved. Council notified CCS Disability Action when the Draft Plan was released for consultation on the understanding that they are the primary pan-disability support and advocacy organisation in the country. Council does not have the resources for consulting with all smaller groups and individuals in West Coast communities. These two submission points are accepted in part, and no changes are recommended to the Draft Plan.

<i>Policy 1: Understand and monitor demand for services to meet the needs of the transport disadvantaged.</i>	
Te Mana Ora (S5.3)	Supports the policy. Suggests that the Council works with the community and organisations already consulting with the local community. For example, Tākiwa Poutini have consulted and collected information with communities and whānau to understand how to improve wellbeing in Te Tai o Poutini and have found that transport is a barrier to improving wellbeing.

Te Mana Ora’s suggestion is a sensible one, and their support is acknowledged. The better the communication and coordination between the various players, the more efficient the process and better the outcomes should be. This submission point is recommended to be accepted. No change is sought or needed to the Draft Plan.

<i>Action 1: Undertake investigation as to the demand for alternative transport options for consideration in the future.</i>	
Te Mana Ora (S5.4)	Recommends Council considers how their proposed investigation of transport demand can reach the transport disadvantaged. People who face barriers to using transport might also face barriers to engaging in consultation, for example, they may lack time, literacy skills, access to the internet, and confidence to engage in the process. It is important that people who are affected by decisions are empowered to have input into decision making.

Te Mana Ora makes another helpful suggestion in terms of making sure the views of transport disadvantaged groups are heard in consultation. This submission point links with their previous point, that the Council works with organisations who work with transport disadvantaged in the community. This submission is recommended to be accepted in part. No change is needed to the Draft Plan.

<i>Policy 2: Maintain and expand, where practicable, support for services to meet the needs of the transport disadvantaged who meet the Total Mobility eligibility criteria</i>	
Te Mana Ora (S5.5)	Supports the policy because this service provides people with mobility and health issues with a transport option.
Active West Coast (S4.1)	Supports the policy. Believes the service is essential for people who would otherwise be reliant on family, friends or community organisations for travel and social participation. Conscious that many people do not benefit from the services because they don’t meet the required criteria or because of geographical location

The support from Te Mana Ora and Active West Coast (AWC) is acknowledged. Their submissions are recommended to be accepted. No change is needed to the Draft Plan.

<i>Action 2: Continue to support and fund the Total Mobility Scheme, including: 2(a): Contracting taxi and shuttle services to provide targeted services</i>	
Te Mana Ora (S5.6)	Supports the action to assist funding access for hoists in specialist vehicles to allow wheelchairs to be carried because this will improve accessibility for people who use wheelchairs.
Active West Coast (S4.2)	Supports the extra subsidy to enable services to carry wheelchair users. However, Westport Taxis is the only service that operates an on-demand service for people in wheelchairs. Hokitika offers this service although the passenger needs to book a day in advance to allow the operator to prepare the vehicle. Taxis in Greymouth are not wheelchair capable.

Active West Coast (S4.3)	Seeks that Council advocates strongly for continued investment in the TMS in light of its current review by Waka Kotahi.
Disabled Persons' Assembly (S8.3)	Seek that Council transition all TMS users to a card-based system by agreeing to phase out the current voucher-based system as soon as possible.
Michael Nolan (West Coast Disability Steering Group) (S10.4)	The majority of regions in New Zealand issue a magnetic type swipe card (the West Coast Regional Council still provides a paper voucher system – one of only two regions in New Zealand still doing this. The paper voucher system requires a large amount of explaining with the taxi company, and again with the driver, in order for the driver to accept the details and process the transaction.

Support from Te Mana Ora and Active West Coast for Action 2 is acknowledged. Council cannot commit in the Draft Plan to specifically fund hoists for people in wheelchairs. Any increased funding for wheelchair-capable vehicles is a matter to be addressed through the Council's Long Term Plan process. Advocacy for continued Central Government investment in the TMS is supported. These submissions are recommended to be accepted in part accordingly. No change is recommended to the Plan.

The value in DPA's and Michael Nolan's submission points (S8.3 and S10.4) is recognised, however this is a matter for the Council's Long-Term Plan process. These submission points are therefore recommended to be rejected. No change is recommended to the Plan.

<i>Action 7: Continue to improve the administration of the scheme where practicable, and to meet any Waka Kotahi NZ Transport Agency requirements;</i>	
Jane Neale (S6.1)	Supports this action. Suggests investigating ways it can be made more efficient so more people can benefit, such as working with the Greymouth Hospital to timetable people from the same location for appointments at the same time

Support from Jane Neale is acknowledged. Suggestions such as the one she makes above have the potential to increase the efficiency of the scheme. The suggested change is an administrative matter and does not need to be added to the Draft Plan.

<i>Policy (of objective 3): Support the provision of other passenger transport services where there is demand, taking into account funding availability and the sustainability of services.</i>	
Te Mana Ora (S5.7)	Supports the policy. Recommends Council engages with communities who operate community van services already to understand transport demand, as well as how the Council can support them to operate these services.
Active West Coast (S4.4)	The Plan acknowledges that various communities provide transport options through community van services, but it also says that 'Council has no direct involvement in these services', although it maintains a schedule of these services. We believe this provides an opportunity for Council to formally link with communities to gauge how it can offer support in the operation of the vans. This community facility may also be an opportunity to expand the Total Mobility Scheme into communities outside the three main towns.
Te Mana Ora (S5.8)	The Regional Public Transport Plan is an opportunity to create a comprehensive public transport system that services the communities' needs now and in the future. Although the region has a small and dispersed population, there is anecdotal evidence that more people are moving to the West Coast, as highlighted in the Plan. Providing public transport will make the West Coast an even more attractive place to live.

Active West Coast (S4.5)	Supports the policy. Argues strongly there is sufficient evidence to indicate that investigation into developing a public transport system should be given high priority within the Regional Public Transport Plan.
Sam Duckor-Jones (S2.2)	Investment in a modern public transport system is an imperative. Train rides should not be a luxury item. Ease of movement is a human right. At a minimum, a bus service should be put on twice a day between our larger towns- all of which are small and flat- ie walkable and cycle friendly.
Sam Duckor-Jones (S2.3)	Please have courage. Please do something valuable and morally good that will benefit our community for years to come. Please think long-term. Please be a part of the solution rather than plugging your ears and kicking the can down the road- this will only lead to bigger costs, bigger losses, bigger clean up. The West Coast deserves better. Better than what? Better than four taxis.
Safer Westland (S7.1)	Submits that a regional public transport system should be given high priority to enable access to services, education, employment opportunities, health, sport and social services, particularly for the aging population
Safer Westland (S7.2)	West Coast has a high deprivation index. An appropriate public transport system could help address this. For a number of years, WCRC have ignored studies carried out across the West Coast that have identified transport issues and transport barriers. WCRC have a responsibility to highlight public transport as an immediate concern for the West Coast.
John Caygill (S3.2)	As you have noted, the West Coast does not have a comprehensive public transport network. This further disadvantages those who are already disadvantaged by not owning or not being able to drive a car. The proportion of West Coast residents in this category is higher than the national average (higher median age, higher proportion of disabled, and significantly lower median household income). Furthermore, fuel costs and their daily expenses are expected to keep rising.
Jane Neale (S6.2)	The Regional Public Transport Plan needs to give high priority to ensuring an accessible and affordable public transport system that meets the needs of all, especially the elderly, the rural, the disability sector, and the lower socio-economic demographic. Also, those that wish to limit their carbon footprint. This needs to happen sooner not later.
Safer Westland (S7.3)	Seeks that a public transport system is highlighted now as a necessity, not in 2033.
Te Mana Ora (S5.9)	Seeks that Council considers an on-demand public transport service, such as MyWay in Timaru, to respond to passengers' pre-booked pick-up locations and destinations instead of having fixed route services.
Disabled persons' assembly (S8.4)	Consult on the possibility of providing funding to support the establishment of other community-based mobility services on the Coast.
Michael Nolan (West Coast Disability Steering Group) (S10.2)	More needs to be done about the availability of public transport for the disabled. A consolidated effort must be made to ensure the availability of public transport that is accessible including subsidies for private operators to adequately offer mobility transport options for our disabled community members. The Total Mobility Scheme should extend into the tools and vehicles required to fully support all inclusive transport options.

Various submitters seek that a more comprehensive public transport system is established or at least investigated for the West Coast. The prevailing view is that funding limitations and a small population spread over a large area makes public transport in the form of buses and trains unviable on the West Coast, and this is still likely the case. However, as discussed previously, public transport systems these days don't necessarily need to be based on trains and buses, and modern on-demand systems (as

raised by Te Mana Ora above) do offer potential for further development of public transport opportunities.

The Draft Plan commits to a level of investigation of on-demand services and, pending reasonable Central Government funding, this is likely to be the best option for increasing public transport options on the West Coast. The Plan does, however, leave the door open to other options, pending a strong business case demonstrating demand, sustainability, and funding availability. Such a business case is outside the scope of this Draft Plan, and the commitment toward investigating on-demand services is seen as an appropriate first step toward development of the West Coast public transport system at this point. The submission points seeking the establishment of a comprehensive public transport system beyond what is proposed in the Plan are therefore recommended to be rejected at this point in favour of the proposed investigation into on-demand public transport.

Te Mana Ora and Active West Coast’s submissions refer to community-run van services, and recommend Council engages with these groups. Cooperation between Council and other providers makes obvious sense in terms of maximising efficiency and levels of service gains and is supported, subject to sufficient staff resourcing. These submission points are recommended to be accepted in part. No change is needed to the Draft Plan.

<i>Action 10: Explore the potential for undertaking investigation for on-demand services through the 2024-2034 Long-term Plan</i>	
John Caygill (S3.3)	The action is too diffident- the potential to investigate shouldn’t be explored, the investigation should just be carried out.
Te Mana Ora (S5.10)	Supports the action in part, but recommends Council commits to undertaking an investigation of on-demand services, rather than exploring the potential to investigate.
Active West Coast (S4.6)	Believe the action falls short of Council’s obligations to meet its objectives within the Plan and that the information provided with their submission justifies a comprehensive investigation into the development of a public transport service that provides for the needs of the region’s communities.
Jane Neale (S6.3)	Submits that the sentence does not give her any confidence that change will happen

Various submitters consider the action is too weak and Council should commit to undertaking the investigation. While this is appreciated, the fact remains that even the investigatory stages of such developments entail reasonable cost, particularly given the importance of an accurate business case in what is an uncertain market. It is possible that Central Government funding may be available for this work, particularly given the need to implement recent changes in public transport legislation and frameworks. However, there is uncertainty around how much funding there would be. Furthermore, committing to an investigation of on-demand services would need to be approved via the LTP process. Given the uncertainty around whether there will be sufficient Central Government funding available, staff recommend the submission points are rejected. No change is needed to the Draft Plan.

<i>Action 11: Maintain a schedule of exempt services</i>	
Jane Neale (S6.4)	Submits that it would be more effective to maintain a schedule of compliant rather than exempt services

Council is required to maintain a schedule of exempt services under 131 of the LTMA (2003). Being a legislative requirement, Council has no option to vary this action. This submission point is recommended to be rejected.

<i>Recommendations of other services that should be available</i>	
CCS (S1.2)	Cycle lanes should be fully and safely accessible for children, elderly and disabled people. Seeks that a ramp meeting the building code is constructed at the railway station and that safety improvements be made to ensure it is a safe and enjoyable journey to bike to Cobden or Paroa.
John Caygill (S3.4)	Urgent need for a wheelchair taxi in Greymouth.

CCS seeks improvements made for cycling access. As discussed previously, walking and cycling are not included in the definition of public transport so are not considered in this Plan. The submitter is referred to *The West Coast Regional Walking and Cycling Strategy 2009* and the overarching *West Coast Regional Land Transport Plan 2021-2031*. This submission point is recommended to be rejected.

Regarding John Caygill's submission, this is a matter that requires a business case, support from the Greymouth taxi provider and approval via the Council's Long Term Plan process. Council cannot commit in the Draft Plan to specifically fund a wheelchair taxi in Greymouth. No change is recommended to the Plan.

<i>Further actions sought</i>	
Disabled Persons' Assembly (S8.3)	Seek that Council require all urban buses servicing the main centres of Westport, Hokitika and Greymouth be made fully accessible and compliant with the Requirements for Urban Buses (RUB) Standards
Michael Nolan (West Coast Disability Steering Group) (S10.6)	Consideration should be given to the United Nations Convention on the Rights of Persons with a Disability (UNCRPD). The New Zealand Government has signed to the UNCRPD and ratified it in 2008, taking a leading role in the development of the Convention. The UNCRPD is a commitment to disabled people enjoying the same human rights and opportunities as all other citizens.

Regarding the DPA submission, the Requirements for Urban Buses Standards apply only to vehicles seating 13 or more people. Council does not currently subsidise any vehicles meeting the definition and therefore subject to these requirements. This submission point is recommended to be rejected. No change is needed to the Plan.

With respect to Mr Nolan's submission, Council acknowledges the importance of the UNCRPD. Since the Government has signed up to the Convention, it is the Government's role to ensure they pass legislation that is consistent with the UNCRPD, including the Land Transport Management Act. The RPTP must then meet the Act's requirements for the purpose and preparation of RPTPs. The submission point is therefore more relevant for central government to consider.

Furthermore, the WCRC has functions under several other pieces of legislation, and with a small rating base, can only allocate a certain amount of funds to the Total Mobility Scheme. It is recommended to reject this submission, with no change to the Plan.

Options Analysis

Maintaining a current RTP is a statutory requirement of Council. Council may decide to adopt the Draft Plan as recommended or to make amendments.

Clause 124 of the LTMA requires that before adopting a regional public transport plan Council must:

(a) be satisfied that the plan—

(i) contributes to the purpose of this Act; and

(ii) has been prepared in accordance with any relevant guidelines that the Agency has issued; and

(iii) is, if it includes a matter that is not within the scope of the regional land transport plan, otherwise consistent with that plan; and

(b) be satisfied that it has applied the principles specified in section 115(1); and

(c) take into account—

(i) any national energy efficiency and conservation strategy; and

(ii) any relevant plans in force under the Natural and Built Environment Act 2023; and

(iii) the public transport funding likely to be available within the region; and

(iv) 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

(v) the views of public transport operators in the region; and

(d) consider the needs of persons who are transport-disadvantaged.

An analysis of these requirements has been carried out and staff consider these requirements have been met.

An overall analysis of the submissions is that no changes are recommended to the Draft Plan. Some suggestions are recommended to be accepted or accepted in part, however they are administrative or implementation actions, and are details that do not need to be specified in the Plan.

If the Resource Management Committee agrees with all of these recommendations, they can proceed to adopt the Regional Public Transport Plan 2023 as an operative plan.

Hearing

The hearing for the four submitters who wish to be heard will be held on 13 March 2024. A copy of this report, with the staff assessment of submissions and recommendations on whether to accept or reject what submitters are seeking, will be sent to the four submitters. The Hearing process will involve each submitter presenting further evidence to the Committee in support of their submission. The Committee can ask questions of clarification after each submitter has finished presenting. When the last submitter has finished presenting and there are no further questions from the Committee, the Hearing will be closed.

Deliberations

Following closing of the Hearing, deliberations will be held 'public excluded' under section 48 of the Local Government Official Information and Meetings Act. The Committee will deliberate on the submissions and the staff report recommendations, and make decisions on submissions.

Considerations

Implications/Risks

The existing forms of public transport on the West Coast are well-established and the risks are well known. There is good data on user numbers and costs over time (Attachment 4), though given ongoing increases in costs of living and fuel, these are likely to change.

Increasing the levels of public transport service increases the level of risk, both for Council and ratepayers and for service providers, though checks and balances via a robust business case will serve to manage this.

Missing out on potential Central Government funding is a risk of acting too slowly.

Significance and Engagement Policy Assessment

There are no issues within this report which trigger matters in this policy.

Poutini Ngāi Tahu views

Poutini Ngāi Tahu were informed when the Draft Plan was notified for submissions, and have not lodged a submission.

Views of affected parties

A list of parties who were consulted with in the notification of the Draft Plan is shown below. Those italicised lodged submissions on the Draft Plan.

Greymouth Taxis	<i>Active West Coast</i>
Hokitika Taxis Ltd	Work and Income New Zealand
Buller Taxis Ltd	Grey District Council
East West Coaches 2012	Westland District Council
Karamea Motors 2014 Limited	Buller District Council
InterCity Group NZ Limited	<i>Te Whatu Ora</i>
Atomic Shuttles	Te Rūnanga o Ngati Waewae
Kiwirail	Waka Kotahi NZ Transport Agency
Ministry of Education	<i>CCS Disability Action</i>
	Te Rūnanga o Makaawhio

Financial implications

The costs of the Total Mobility Scheme (TMS) to date are shown in Attachment 4. In recent years, costs of the Scheme have decreased as user numbers have increased. Given there are no changes proposed to the TMS or the taxi subsidies in the draft Plan, the costs are likely to stay largely the same, though increasing fuel costs and the potential for Central Government funding to change (either increasing or decreasing) add a degree of uncertainty.

Attachment 5 shows the draft level of expenditure budgeted for public transport in the current WCRC Regional Land Transport Plan 2021-2031. The 2021 expenditure forecast is being reviewed as part of the Council's Draft Long Term Plan (LTP) for 2024-2034. Submitters are encouraged to use the Draft LTP process when it is released for consultation.

Legal implications

The Land Transport Management Act requires Council to hold a current RPTP. Given the current Plan was adopted in 2015 and no term is specified, the maximum 10 year term allowable under the Act can be assumed, allowing Council until 2025 to replace the current Plan with a reviewed version.

Attachments

Attachment 1: Draft Regional Public Transport Plan (accompanying this report as a separate document)

Attachment 2: Copies of the submissions (accompanying this report as a separate document)

Attachment 3: Change Analysis

Attachment 4: Data on user numbers and costs over time

Attachment 5: Public Transport Expenditure budgeted in the 2021-2031 RLTP

WEST COAST REGIONAL COUNCIL

To: Chair, West Coast Resource Management Committee

*I move that the public be excluded from the following parts of the proceedings of this Hearing, namely – **agenda item 6 Deliberations**; and that*

- 1. Darryl Lew, Ben Douglas and Lillie Sadler be permitted to remain at the Deliberations after the public have been excluded due to their knowledge of the subjects. This knowledge will be of assistance in relation to the matters to be discussed; and*

Agenda Item No.	General Subject of each matter to be considered	Reason for passing this resolution in relation to each matter	Ground(s) under section 48 of LGOIMA for the passing of this resolution
6	Deliberations on submissions and staff report on Draft Regional Public Transport Plan – 13 March 2024	The Land Transport Management Act requires that the Council have a RPTP, and that public consultation be undertaken under the Local Government Act. The Committee needs to be able to discuss in private whether they agree or disagree with the staff recommendations and submissions, and whether they want any changes to the staff recommendations or the Plan.	To enable the Committee to deliberate in private on its decisions s48(1)(d).

Attachment 1: Draft Regional Public Transport Plan (accompanying this report as a separate document)

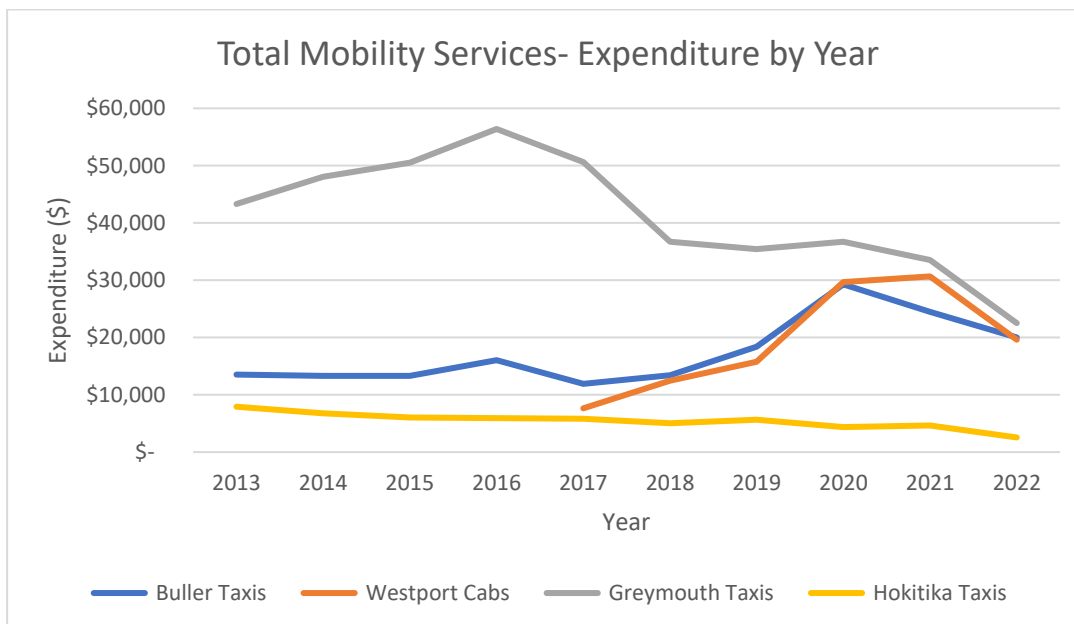
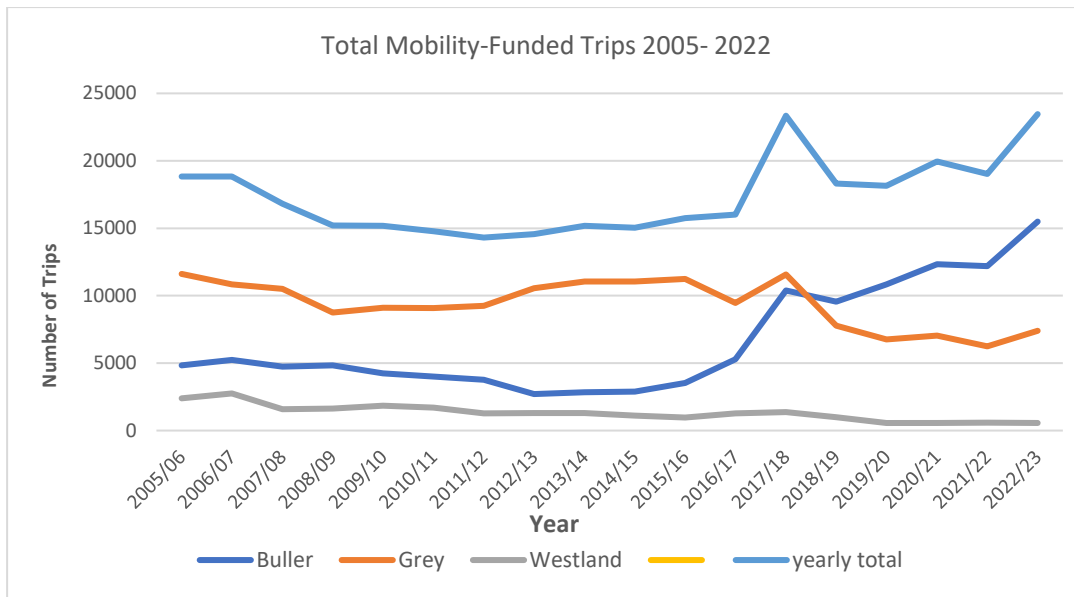
Attachment 2: Copies of the submissions (accompanying this report as a separate document)

Attachment 3: Change Analysis: Text recommended to be added is shown in underline; text recommended to be deleted is shown in ~~strike through~~

	Current 2015 RPTP	2023 Draft RPTP	Change summary
Total Mobility Objectives	No specific objectives	<u>Objective 1: To consider the needs of the transport disadvantaged and maintain accessibility for mobility-impaired persons</u>	Specific objective for Total Mobility Service introduced
Total Mobility Policies	<p>Policy 1 Provide a transport service to meet the needs of the transport disadvantaged who meet the Total Mobility eligibility criteria.</p> <p>Actions <i>Continue to support and fund the Total Mobility Scheme, including:</i></p> <ul style="list-style-type: none"> - <i>Contracting taxi and shuttle services to provide targeted services;</i> - <i>Providing a discount on qualifying travel (up to a specified limit);</i> - <i>In eligible cases, assisting with accessing funding for the installation of hoists in specialist vehicles so that wheelchairs can be carried;</i> - <i>Providing the ongoing administration of the service including response to questions of scheme users and other agencies;</i> - <i>Managing the day-to-day operation of the scheme which is comprised of the 4 Councils, taxi companies and eligibility assessors;</i> - <i>Continue to improve the administration of the scheme where practicable, and to meet any NZTA requirements;</i> - Allowing <i>new operators to join the Total Mobility scheme where</i> - <i>appropriate;</i> - Review subsidies as required. 	<p>Policy 1 Understand and monitor demand for services to meet the needs of the transport disadvantaged.</p> <p>Actions</p> <ul style="list-style-type: none"> - <i>Undertake investigation as to the demand for alternative transport options for consideration in the future.</i> <p>Policy 2 Maintain and expand, where practicable, support for services to meet the needs of the transport disadvantaged who meet the Total Mobility eligibility criteria</p> <p>Actions <i>Continue to support and fund the Total Mobility Scheme, including:</i></p> <ul style="list-style-type: none"> - <i>Contracting taxi and shuttle services to provide targeted services;</i> - <i>Providing a discount on qualifying travel (up to a specified limit) <u>and review of this subsidy as required;</u></i> - <i>In eligible cases, assisting with accessing funding for the installation of hoists in specialist vehicles so that wheelchairs can be carried;</i> - <i>Providing the ongoing administration of the service including response to questions of scheme users and other agencies;</i> - <i>Managing the day-to-day operation of the scheme which is comprised of the 4 Councils, taxi companies and eligibility assessors;</i> 	<p>Shift from allowing new operators to join the TMS, to enabling them</p> <p>Shift from enabling review of subsidies across the whole scheme, to those specific to travel discounts only</p>

		<ul style="list-style-type: none"> - Continue to improve the administration of the scheme where practicable, and to meet any Waka Kotahi NZ Transport Agency requirements; - <u>Enabling</u> new operators to join the Total Mobility scheme where appropriate. 	
Taxi service subsidy objectives	No specific objectives	<u>Objective 2: Ensure the continuation of services that provide a public transport function which meet the needs of both the community and the transport disadvantaged</u>	Specific objective for the Taxi Service Subsidy introduced
Taxi service subsidy policies	<p>Policy 2 Provide a subsidy to the taxi services within Westport and Hokitika to ensure the continuation of a service which meet the needs of both the community and the transport disadvantaged.</p> <p>Actions Continue to fund the subsidy and support the taxi services within Westport and Hokitika.</p>	<p>Policy 3 Provide a subsidy to the taxi services within Westport and Hokitika to ensure the continuation <u>of services such as Total Mobility, and for the community as a whole</u></p> <p>Actions For the relevant district councils to continue to fund the subsidy to support the taxi services of Westland and Hokitika.</p>	Funding responsibility shifted from Regional to District Councils
Passenger Transport Services Objectives	No specific objectives	<u>Objective 3: Support other passenger transport services where appropriate</u>	
Passenger Transport Services Policies	<p>Policy 1 Support the provision of other passenger transport services where appropriate.</p> <p>Actions — Encourage the provision of new viable passenger transport services where demand is sufficient; — Continuing with the provision of ongoing support for exempt services;</p> <ul style="list-style-type: none"> - Continue to identify exempt services and maintaining a register of these services. 	<p>Policy 1 Support the provision of other passenger transport services where <u>there is demand, taking into account funding availability and the sustainability of services.</u></p> <p>Actions</p> <ul style="list-style-type: none"> - <u>Explore the potential for undertaking investigation for on-demand services through the 2024-2034 Long-term Plan.</u> - Maintain a schedule of exempt services. 	Introduces specific consideration of funding availability and sustainability in addition to demand Introduces ‘on-demand services’ model

Attachment 4: Total Mobility Trips and Expenditure over Time



Attachment 5: Public Transport Expenditure budgeted in the [West Coast Regional Land Transport Plan 2021-2031](#)

Table 1: West Coast Regional Council transport expenditure

	2021-2022	2022-2023	2023-2024	2024-2025	2025-2026	2026 - 2027	2027 - 2028	2028-2029	2029 - 2030	2030-2031
Expenditure										
Public Transport Services (TMS)	\$105,000	\$107,100	\$ 109,242	\$111,427	\$ 113,655	\$115,928	\$ 118,247	\$ 120,612	\$ 123,024	\$ 125,485
Investment Management (investment in transport planning, research, and funding allocation management)	\$65,000	\$ 60,000	\$ 70,000	\$ 65,000	\$ 65,000	\$ 75,000	\$ 67,000	\$67,000	\$80,000	\$ 75,000
<i>Total Expenditure</i>	<i>\$170,000</i>	<i>\$ 167,100</i>	<i>\$ 179,242</i>	<i>\$ 176,427</i>	<i>\$ 178,655</i>	<i>\$190,928</i>	<i>\$ 185,247</i>	<i>\$ 187,612</i>	<i>\$203,024</i>	<i>\$ 200,485</i>
Revenue										
WCRC	\$70,900	\$ 70,900	\$ 70,900	\$ 70,900	\$ 70,900	\$ 70,900	\$ 70,900	\$ 70,900	\$ 70,900	\$ 70,900
National Land Transport Fund	\$99,100	\$ 97,050	\$ 104,623	\$ 102,619	\$ 103,840	\$ 111,485	\$ 107,634	\$ 108,929	\$ 118,570	\$ 116,718
<i>Total Revenue</i>	<i>\$ 170,000</i>	<i>\$ 167,950</i>	<i>\$ 175,523</i>	<i>\$ 173,519</i>	<i>\$174,740</i>	<i>\$ 182,385</i>	<i>\$ 178,534</i>	<i>\$ 179,829</i>	<i>\$189,470</i>	<i>\$ 187,618</i>

Table 2: District Council public transport expenditure

	2021-2022	2022-2023	2023-2024	2024-2025	2025-2026	2026 - 2027	2027 - 2028	2028-2029	2029 - 2030	2030-2031
Buller DC (taxis)	\$52,000	\$52,000	\$52,000	\$52,000	\$52,000	\$52,000	\$52,000	\$52,000	\$52,000	\$52,000
Westland DC (taxis)	\$30,000	\$30,000	\$30,000	\$30,000	\$30,000	\$30,000	\$30,000	\$30,000	\$30,000	\$30,000
Grey DC	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

