

## Long-Term Plan consultation – key themes and outcomes

### What you told us and what we decided

Ninety-one individuals and organisations submitted on the TRC's Long-Term Plan 2021/2031. Twenty-two also presented their case in person to the Council at a hearing on 10 May.

The Council sought opinions on a range of specific issues and indicated its own preferred option for most. A small number of submitters discussed additional matters separate to these.

Here's a breakdown of what you told us and what we decided as a result:

### Delivering on NZ's freshwater aspirations

*At what pace should the Council respond to the Government's Essential Freshwater package and the extensive and expensive new requirements it brings? Should we move quickly to boost capacity to meet Government requirement and public expectations (the preferred option)? Or should we move gradually, doing only what is needed to meet requirements?*

53 submitters expressed direct support for the first option (moving quickly), with others expressing indirect support.

12 submitters expressed direct support for the second option (moving gradually).

Outcome: The Council has adopted the first option (moving quickly).

### Alternative fuels for bus fleet

*Should we continue with an all diesel fleet? Should we investigate options for a mixed alternative-diesel fleet, with full conversion considered later (the preferred option)? Should we switch to a full alternative-fuel fleet as soon as the best option is identified?*

35 submitters expressed direct support for the second option (investigate options for a mixed fleet, with full conversion later).

17 submitters expressed direct support for the third option (fully alternative fleet once preferred option identified).

8 submitters expressed direct support for the first option (stick with all-diesel fleet).

Outcome: the Council adopted the second option (mixed fleet for now), with fuel options to be studied over the coming year and conversion to begin mid-2022.

### **Bus service upgrades**

*Should we leave current services unchanged (preferred option)? Should we trial two new Citylink routes? Should we provide extra peak and off-peak services on existing Citylink routes?*

25 submitters expressed direct support for the first option (no change).

12 submitters expressed direct support for the second option (trial new routes).

23 submitters expressed direct support for the third option (trial extra services on existing routes).

Key feedback themes:

- A desire for smaller buses to be used in New Plymouth.
- A desire for more services in rural areas.

Outcome: The Council will pursue both the second option (new routes) and the third option (extra services on existing routes), and also investigate the use of smaller buses. Plans will be finalised in the coming year and the new services launched mid-2022. After costs are finalised, budgeting provision will be made in the 2022/2023 Annual Plan

### **Regional Recovery Fund**

*Should the Council make no contribution to funding a Regional Recovery Plan that will ensure the region's Councils and other agencies are talking with one voice when seeking COVID-19 recovery assistance from the Government? Should we contribute \$100,000 (preferred option)? Or \$200,000? Or \$300,000?*

15 submitters expressed direct support for the first option (no contribution).

33 submitters expressed direct support for the second option (\$100,000).

8 submitters expressed direct support for the third option (\$200,000).

3 submitters expressed direct support for the fourth option (\$300,000).

Outcome: The Council will make a contribution of \$100,000 to the Regional Recover Plan.

### **TRC office accommodation**

*Should the Council refurbish its existing building (preferred option), which is outdated and no longer fit for purpose? Should it invest in a new building on the same site or elsewhere? Should it rent office space?*

42 submitters expressed direct support for the first option (refurbishment).

4 submitters expressed direct support for the second option (new build).

13 submitters expressed direct support for the third option (renting).

Key feedback themes:

- Support for the Council continuing to be centrally based in Stratford.

Outcome: The Council will press ahead with refurbishment of its existing building.

## **Māori input to Council decisions and processes**

*Noting that there are new and emerging requirements for the Council to ensure there is an effective Māori voice in its decision-making and processes, we were keen to hear from the community on how this could ideally be achieved.*

Key feedback themes:

- A divergence between those who believe greater Māori inclusion is healthy and desirable, and those who believe all sectors should be treated as being the same.
- A clear and strong desire by iwi groups for greater involvement in decision-making processes and stronger engagement at the strategic and governance level.

Outcome: The Council agree to continue working to strengthen its working relationship with tangata whenua, including at the governance and strategic levels.

## **Port Taranaki ownership review**

Ahead of a formal review of the Council's 100% ownership of Port Taranaki Ltd (PTL), we sought the community's views on whether our investments should be more diversified, and whether people would support a full or partial sell-off of PTL.

**24** submitters supported TRC's investments being diversified.

**19** submitters opposed TRC's investments being diversified.

**16** submitters supported a full or partial sell-off of PTL.

**30** submitters opposed a full or partial sell-off.

Outcome: The Council noted the feedback ahead of the formal review of PTL ownership. If changes are recommended as a result of the review, further public consultation will take place before a final decision is made.

## **Other issues**

The Council has decided increase its direct funding of Wild for Taranaki (the Taranaki Biodiversity Trust) by \$65,000 a year, restoring it to pre-COVID levels. The issue was raised by a number of submitters.