



AGENDA

Taranaki Passenger Transport Joint Committee

Taranaki Passenger Transport Joint Committee

17 April 2025 10:00 AM



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Health and Safety Message

Emergency Procedure

In the event of an emergency, please exit through the emergency door in the Committee Room by the kitchen.

If you require assistance to exit, please see a staff member.

Once you reach the bottom of the stairs make your way to the assembly point at 43 Cloten Road. Staff will guide you to an alternative route if necessary.

Earthquake

If there is an earthquake - drop, cover and hold where possible. Please remain where you are until further instruction is given.



Whakataka te hau

Karakia to open meetings

Whakataka te hau ki te uru	Cease the winds from the west
Whakataka te hau ki te tonga	Cease the winds from the south
Kia mākinakina ki uta	Let the breeze blow over the land
Kia mātaratara ki tai	Let the breeze blow over the ocean
Kia hī ake ana te atakura	Let the red-tipped dawn come with a sharpened
He tio, he huka, he hauhu	air
Tūturu o whiti whakamaua kia tina.	A touch of frost, a promise of glorious day
Tina!	Let there be certainty
Hui ē! Tāiki ē!	Secure it!
	Draw together! Affirm!



Date: 17 April 2025

Subject: Election of a Chair and Deputy Chair for the Taranaki Passenger Transport Joint Committee

Author: N Chadwick, Executive Assistant to the Chief Executive and Chairperson

Approved by: M J Nield, Director – Corporate Services

Document: TRCID-1492626864-549

Purpose

1. The purpose of this memorandum is to elect a Chair and Deputy Chair for the Taranaki Passenger Transport Joint Committee.

Recommendations

That the Taranaki Regional Council:

- a) receives the Election of a Chair and Deputy Chair for the Taranaki Passenger Transport Joint Committee
- b) notes the process for electing a Chair and Deputy Chair as outlined in this report
- c) elects Councillor _____ as Chair of the Taranaki Passenger Transport Joint Committee
- d) elects Councillor _____ as Deputy Chair of the Taranaki Passenger Transport Joint Committee
- e) determines that this decision be recognised as not significant in terms of section 76 of the Local Government Act 2002
- f) determines that it has complied with the decision-making provisions of the Local Government Act 2002 to the extent necessary in relation to this decision; and in accordance with section 79 of the Act, determines that it does not require further information, further assessment of options or further analysis of costs and benefits, or advantages and disadvantages prior to making a decision on this matter.

Background

2. The Taranaki Passenger Transport Joint Committee (the Committee) is a newly formed joint committee that will contribute to the planning, implementation, monitoring and reviewing of passenger transport services in the Taranaki rohe.
3. A Committee Chair is pivotal to ensuring the Committee's effectiveness, moderating discussions and encouraging follow through on action items.

Issues

4. The issue to be resolved is the appointment of a Chair and Deputy Chair to the Committee.

Discussion

5. Councillors are to nominate one of their members as chair. Where there is more than one nomination, a vote will be required in accordance with the provisions of clause 25 of schedule 7 of the Local Government Act (2002) (LGA). Should a vote be required, members are required to determine by resolution that the appointments made under one of two voting systems (A or B).
6. System A allows for a progressive vote requiring election by a majority of members present and voting. The person receiving the fewest votes is excluded from further rounds until a majority outcome is reached. A tied vote, for the lowest polling candidate is resolved by lot.
7. The two options available for resolving by lot are a toss of a coin or random selection of names.
8. System A has the following characteristics:
 - Each member can vote for one candidate in each round of voting; and
 - There is a first round of voting for all candidates; and
 - If no candidate is successful gaining a majority of votes in that round, there is a second round of voting from which the candidate with the fewest votes in the first round is excluded; and
 - If no candidate is successful gaining a majority of votes in that round, there is a second round of voting from which the candidate with the fewest votes in the first round is excluded; and
 - In any round of voting, if two or more candidates tie for the lowest number of votes, the person excluded from the next round is resolved by lot.
 - System B provides for election of the person receiving the highest number of votes in one round only. A tie is resolved by lot. A person is elected if they receive more votes than any other candidate. System B has the following characteristics:
 - There is only one round of voting in which each member can vote for one candidate; and
 - If two or more candidates tie for the most votes, the tie is resolved by lot.
9. Irrespective of the system chosen it is also recommended that the Committee agree to have the results of voting recorded by way of a division. In this way there will be a level of certainty about the vote made by each member and the overall outcome.

Process

10. The Principal Advisor to the Committee will conduct the process to elect a chair.
11. Standing Orders apply and the process is set out below:
 - The Principal Advisor will call for nominations for the position of chair. Each nomination requires a seconder.
 - If there is only one nomination, the Committee will resolve to appoint the unopposed nominee by moving and seconding the appointment and resolving the vote
 - Where there is more than one nominee, the Principal Advisor will call for members to move the adoption of a voting system to determine the appointment. A motion will require a seconder and will be put to the vote. Where the motion fails, a motion for the adoption of the alternative voting system will be called for, seconded and put to the vote.
 - A result is reached once a motion for a voting system is carried
 - The Principal Advisor will call for a motion to decide the method of resolving a tied vote. The motion will be moved and seconded and put to the vote.
 - A result is reached once a motion is carried.
 - Once a new chair has been elected, they will assume their responsibilities and conduct the election of a deputy chair using the same process.

Significance

12. The election of a chair is an internal governance matter that is required to ensure the effective management of Committee meetings, therefore a decision in accordance with the recommendations is not considered to have a high degree of significance.

Financial considerations—LTP/Annual Plan

13. This memorandum and the associated recommendations are consistent with the Council's adopted Long-Term Plan and estimates. Any financial information included in this memorandum has been prepared in accordance with generally accepted accounting practice.

Policy considerations

14. This memorandum and the associated recommendations are consistent with the policy documents and positions adopted by this Council under various legislative frameworks including, but not restricted to, the *Local Government Act 2002*, the *Resource Management Act 1991* and the *Local Government Official Information and Meetings Act 1987*.

Climate change considerations

15. There are *no* climate change impacts to consider in relation to this item.

Iwi considerations

16. This memorandum and the associated recommendations are consistent with the Council's policy for the development of Māori capacity to contribute to decision-making processes (schedule 10 of the *Local Government Act 2002*) as outlined in the adopted Long-Term Plan and/or Annual Plan.

Community considerations

17. This memorandum and the associated recommendations have considered the views of the community, interested and affected parties and those views have been recognised in the preparation of this memorandum.

Legal considerations

18. This memorandum and the associated recommendations comply with the appropriate statutory requirements imposed upon the Council.



Date: 17 April 2025

Subject: Taranaki Passenger Transport Joint Committee Terms of Reference

Author: N Chadwick, Executive Assistant to the Chief Executive and Chairperson

Approved by: M J Nield, Director - Corporate Services

Document: TRCID-1492626864-547

Purpose

1. The purpose of this memorandum is to present the Terms of Reference for the Taranaki Passenger Transport Joint Committee for receiving.

Recommendation

That the Taranaki Regional Council:

- a) receives and notes the Taranaki Passenger Transport Joint Committee Terms of Reference memorandum and attached Terms of Reference.

Appendices/Attachments

Document TRCID-1492626864-546: Taranaki Passenger Transport Joint Committee Terms of Reference

Taranaki Passenger Transport Joint Committee

Terms of Reference

Document TRCID-1492626864-546

Statement of Purpose

The purpose of the Taranaki Passenger Transport Joint Committee (TPTJC) is to contribute to the planning, implementation, monitoring and reviewing of passenger transport services in the Taranaki region rohe.

Responsibilities

Taranaki Regional Council is responsible for managing public transport in the Taranaki region rohe, this includes the planning, tendering and management of the public transport network. Taranaki Regional Council is also responsible for marketing and promoting the public transport network, and preparing and providing all information that relates to its operation.

New Plymouth District Council, Stratford District Council and South Taranaki District Councils are territorial local authorities and road controlling authorities. Hence they have responsibilities for planning for the future of their rohe, including land-use and growth planning, setting strategic direction and how it will be achieved. They are also responsible for managing the local road network, on and off-street car parking and public transport infrastructure.

Waka Kotahi is the government's operational land transport agency which is responsible for delivering the government's desired land transport outcomes. It is a co-investor, responsible for investing the allocated funding contained in the National Land Transport Programme in public transport services and infrastructure.

Committee Membership

The Committee consists of voting and non-voting members. Invites are extended to the following groups/entities. Those groups/entities will take up their membership on a non-compulsory manner. That is, if a group does not wish to participate, they are free to not participate. The non-participation of one or more groups does not impact or restrict the ability of the TPTJC to undertake its purpose. The Local Government Act 2002 states that a Mayor is automatically an appointee of all Committees. The Mayors will not always be able to attend all committees and forums, and for that reason, the Joint Terms of Reference enable the Councils to appoint one alternate member. This means that the Mayors need not attend the Joint Committee meetings and their absence would not affect the quorum (provided the alternate was able to attend).

The voting membership is:

- 2 members appointed by the Taranaki Regional Council
- The Mayor and 1 member, plus an alternate, appointed by the New Plymouth District Council
- The Mayor, plus an alternate, appointed by the Stratford District Council
- The Mayor, plus an alternate, appointed by the South Taranaki District Council
- 1 member appointed by Waka Kotahi/New Zealand Transport Agency
- 1 member appointed by Ngā Iwi o Taranaki.

The non-voting advisory membership is:

- 1 member to represent passenger transport users.

The TPTJC will seek applications for the Non-voting Advisory Member position. Applications will be assessed against a skills matrix to determine the most suitable candidate for the position. The skills matrix will include, but is not limited to, experience in the public transport sector, connections with vulnerable users such as elderly, disabled and/or youth; and education (if relevant) along with any other skills the TPTJC request be assessed before making an appointment.

The TPTJC will elect the Chairperson and Deputy Chairperson for the three-year local government triennium. Election of a Chairperson and Deputy Chairperson will be conducted in accordance with the Administrating Authorities Standing Orders.

Quorum

A quorum will consist of half the members if the number of members (including vacancies) is even or a majority (if the number (including vacancies) is odd, with at least one member from both the Taranaki Regional Council and the New Plymouth District Council.

Powers

The TPTJC has the ability to make recommendations to the Taranaki Regional Council and the New Plymouth, Stratford and South Taranaki district councils, but has no decision-making powers.

The TPTJC has no power to establish a subcommittee.

Funding Decisions

It is acknowledged that:

- The TPTJC has no authority to make decisions regarding revenue or expenditure on public transport services, and
- Decisions to fund the public transport network or supporting projects will rest exclusively with the authority or authorities that holds responsibility to deliver public transport network or supporting projects.

Role of Group Members

Each member of the TPTJC will give priority to preparing for, attending and contributing to meetings. Adequate quality time, good judgement, good communications skills, intellectual curiosity and genuine interest will enable members to provide maximum value.

Frequency of Meetings

The TPTJC meets as required, but generally quarterly.

Functions of the Committee

The TPTJC's primary function is:

- To make recommendations on all matters which impact upon the delivery of public transport services in Taranaki

Specifically, the TPTJC will:

- Gain an understanding of passenger transport needs.
- Contribute to the preparation the Regional Public Transport Plan (as required by the Land Transport Management Act 2003) for approval by the Taranaki Regional Council.
- Provide advice to the Taranaki Regional Council on funding policy for passenger transport services in the rohe.
- Provide advice to the New Plymouth, Stratford and South Taranaki district councils on district planning, infrastructure and parking policy in relation to passenger transport services in the rohe.
- Provide advice and oversight to the Taranaki Regional Council and the New Plymouth District Council regarding the high-frequency public transport public transport trial included in the New Plymouth District Council 2024/2034 Long-Term Plan. This includes route planning, frequency of services, length of the trial and the monitoring of the delivery of the trial.
- Provide a forum for public transport users to provide feedback on the planning, implementation, monitoring and reviewing of passenger transport services in the Taranaki region rohe.

Administering Authority

The Taranaki Regional Council will be the administering authority for the TPTJC.

The Standing Orders and Code of Conduct of the administering authority will apply along with all requirements of the Local Government Official Information and Meetings Act 1987.

Officers of the Taranaki Regional Council and the New Plymouth, Stratford and South Taranaki district councils will provide technical and research support to the TPTJC.

General

- **Media or public communications:** The Chair of the TPTJC has the responsibility to be the media liaison on behalf of the Committee.
- **Remuneration of members:** Remuneration and expenses is the responsibility of the host council that they are appointed by. The Administating Authority will be responsible for the remuneration and expenses of externally appointed members, specifically the member appointed by Ngā Iwi o Taranaki and the non-voting advisory member, in accordance with their relevant policy on remuneration of external members.



Date: 17 April 2025

Subject: Proposed 2025 meeting dates

Author: N Chadwick, Executive Assistant to the Chief Executive and Chairperson

Approved by: M J Nield, Director – Corporate Services

Document: TRCID-1492626864-559

Purpose

1. The purpose of this memorandum is to propose meeting dates for the Taranaki Passenger Transport Committee for 2025.

Recommendations

That the Taranaki Regional Council:

- a) receives the proposed 2025 meeting dates memorandum
- b) selects and approves option one and agreeing to hold the next Taranaki Passenger Transport Joint Committee meeting on 4 December 2025
- c) determines that this decision be recognised as not significant in terms of section 76 of the Local Government Act 2002
- d) determines that it has complied with the decision-making provisions of the Local Government Act 2002 to the extent necessary in relation to this decision; and in accordance with section 79 of the Act, determines that it does not require further information, further assessment of options or further analysis of costs and benefits, or advantages and disadvantages prior to making a decision on this matter.

Background

2. The Taranaki Passenger Transport Joint Committee is a newly formed joint committee that will contribute to the planning, implementation, monitoring and reviewing of passenger transport services in the Taranaki rohe.

Issues

3. The issue to be resolved is the frequency of joint committee meetings and confirmation of committee meeting dates.

Discussion

4. The Taranaki Regional Council (the Council) currently administrates 3 other joint committees that meet either 4 times per year (every 12 weeks) or 2 times per year.
5. The Terms of reference note that this committee will meet as often as required but generally quarterly.
6. Given the time of year that the Committee has been established it is likely that the next cycle of the Committee's meeting would be during the election period.
7. The date suggested for the next meeting is Thursday 4 December 2025 as this will allow each council to complete their induction and for each Mayor or Chair to consider and make appointments to this committee.
8. The date options to hold quarterly meetings during the 2025-2028 triennium will be put to Council for consideration when they are presented with the 2026 Calendar of meetings for consideration and approval.

Options

9. The options available to the Committee are as follows:
10. Option one: agree to hold the next meeting of this Committee on 4 December 2025.
11. This is the recommended option as it aligns with the election period and allows time for each council to be inducted and appointments to various committees made.
12. Option two: recommend alternate meeting dates.
13. Officers are open to alternative meetings dates that the Committee recommends noting that there may be other operational matters that need to be considered such as other Joint Committee meetings that members or officers need to attend.

Significance

14. As this is an administrative matter, the decision in relation to this item is considered to be not significant.

Financial considerations—LTP/Annual Plan

15. This memorandum and the associated recommendations are consistent with the Council's adopted Long-Term Plan and estimates. Any financial information included in this memorandum has been prepared in accordance with generally accepted accounting practice.

Policy considerations

16. This memorandum and the associated recommendations are consistent with the policy documents and positions adopted by this Council under various legislative frameworks including, but not restricted to, the *Local Government Act 2002*, the *Resource Management Act 1991* and the *Local Government Official Information and Meetings Act 1987*.

Climate change considerations

17. There are *no* climate change impacts to consider in relation to this item.

Iwi considerations

18. This memorandum and the associated recommendations are consistent with the Council's policy for the development of Māori capacity to contribute to decision-making processes (schedule 10 of the *Local Government Act 2002*) as outlined in the adopted Long-Term Plan and/or Annual Plan.

Community considerations

19. This memorandum and the associated recommendations have considered the views of the community, interested and affected parties and those views have been recognised in the preparation of this memorandum.

Legal considerations

20. This memorandum and the associated recommendations comply with the appropriate statutory requirements imposed upon the Council.



Date: 17 April 2025

Subject: Proposed skills matrix for appointment of a non-voting advisory member

Author: N Chadwick, Executive Assistant to the Chief Executive and Chairperson

Approved by: M J Nield, Director – Corporate Services

Document: TRCID-1492626864-550

Purpose

1. The purpose of this memorandum is to present the proposed skills matrix, and process for appointment, to guide the appointment of a non-voting advisory member to the Taranaki Passenger Transport Committee.

Recommendations

That the Taranaki Regional Council:

- a) receives the proposed skills matrix for appointment of a non-voting advisory member to the Taranaki Passenger Transport Joint Committee.
- b) approves the skills matrix consisting of the following skills:
 - User Representation & Advocacy
 - Public Transport Sector Knowledge
 - Communication & Contribution
 - Analytical Skills & Judgement
 - Commitment & Engagement
- c) approves the prescribed recruitment and appointment process for the non-voting advisory member which will be led by the Principal Advisor to the Taranaki Passenger Transport Joint Committee
- d) notes Councillor _____ will represent the Taranaki Passenger Transport Joint Committee, in their capacity as Chair, in interviews as a part of the recruitment process if required.
- e) determines that this decision be recognised as not significant in terms of section 76 of the Local Government Act 2002
- f) determines that it has complied with the decision-making provisions of the Local Government Act 2002 to the extent necessary in relation to this decision; and in accordance with section 79 of the Act, determines that it does not require further information, further assessment of options or further analysis of costs and benefits, or advantages and disadvantages prior to making a decision on this matter.

Background

2. The Taranaki Passenger Transport Joint Committee (the Committee) is a newly formed joint committee that consists of members appointed by each of the district councils, the regional council, the New Zealand Transport Agency/Waka Kotahi and Ngā Iwi o Taranaki.
3. In developing the Terms of Reference for the committee, it was identified that having a representative to represent passenger transport users could be beneficial.

Issues

4. The issue to be resolved is the development of a skills matrix which will influence the selection criterion to appoint the non-voting advisory member to the TPTJC.

Discussion

5. A skills matrix serves as a critical tool for appointing someone to a role by clearly defining the essential technical competencies, soft skills, and experience levels required for success in that specific position.
6. Once these criteria are established, and weighted if necessary, potential candidates can be systematically evaluated against the matrix, scoring their proficiency in each required area.
7. This provides a clear, visual, and data-driven comparison, allowing decision-makers to objectively identify individuals whose skill sets most closely align with the role's demands, thereby facilitating an informed and evidence-based appointment of the most suitable candidate.
8. The following are the proposed matrix that Officer's recommend should be form the initial basis for the skills matrix to identify and appoint the Non-Voting Advisory Member (Passenger Transport User Representative)
 - User Representation & Advocacy
Ability to genuinely represent and articulate the diverse needs and perspectives of passenger transport users, including specific connections with vulnerable groups (elderly, disabled, youth) as explicitly required. Essential for providing user feedback.
 - Public Transport Sector Knowledge
Demonstrated understanding or experience within the public transport sector (operations, planning, policy, user experience). Explicitly mentioned as a desired skill for assessment.
 - Communication & Contribution
Possesses good communication skills to effectively contribute insights, provide advice during meetings, and engage constructively with other committee members. Derived from "Role of Group Members" (good communication, contributing) and the committee's advisory function.
 - Analytical Skills & Judgement
Ability to understand complex information (plans, reports, user feedback), exercise good judgement, and contribute thoughtfully to the committee's advisory role on planning, monitoring, and reviewing services. Derived from "Role of Group Members" (good judgement, intellectual curiosity) and committee functions (understanding needs, providing advice).
 - Commitment & Engagement
Demonstrates genuine interest in passenger transport in Taranaki and willingness to dedicate adequate time to prepare for, attend, and actively participate in committee meetings. Derived from "Role of Group Members" (priority to preparing/attending, genuine interest).
9. Officer's welcome any additional feedback or skills areas that Committee members would like to add or amend to the skills matrix.

Process

10. The recruitment and appointment process for the Non-voting Advisory Member representing passenger transport users will be managed by the Principal Advisor to the TPTJC, following these steps:
 - Advertisement: The Principal Advisor will coordinate the advertising of the vacancy through appropriate channels to reach potential candidates within the Taranaki region. The advertisement will clearly state the purpose of the role, the expected time commitment, and highlight the key skills and experiences being sought, referencing the areas outlined in the approved skills matrix (User Representation & Advocacy, Public Transport Sector Knowledge, Communication & Contribution, Analytical Skills & Judgement, Commitment & Engagement).
 - Application Receipt: Applications, likely consisting of a Curriculum Vitae and a cover letter addressing the skills matrix criteria, will be received by the administering authority (Taranaki Regional Council) on behalf of the TPTJC, coordinated by the Principal Advisor by a specified closing date.
 - Skills Matrix Assessment & Shortlisting: The Principal Advisor will systematically assess all eligible applications against the 5-area skills matrix. Each candidate's application will be reviewed for evidence demonstrating their proficiency and experience in each skill area. Based on this assessment, the Principal Advisor will create a shortlist of the most suitable candidates who strongly align with the required skills profile.
 - Interviews (Optional but Recommended): The Principal Advisor may conduct interviews with the shortlisted candidates, potentially involving the TPTJC Chair or another designated member. Interview questions will be structured to further probe the candidates' capabilities against the skills matrix areas, particularly focusing on communication, judgement, and user advocacy experience.
 - Recommendation: Following the assessment (and interviews, if conducted), the Principal Advisor will compile a summary report for the TPTJC voting members. This report will outline the process undertaken, summarise the assessment of shortlisted candidates against the skills matrix, and provide a clear recommendation for the appointment of the most suitable candidate.
 - Appointment Decision: The TPTJC voting members will consider the Principal Advisor's report and recommendation at a committee meeting (or via an agreed process) and make the final decision on the appointment.
 - Notification & Onboarding: The Principal Advisor will formally notify the successful candidate of their appointment and inform unsuccessful applicants. They will also liaise with the administering authority regarding any necessary administrative setup, including remuneration arrangements as per policy.

Options

11. The appointment of a non-voting advisory member is required as a part of the ToR for the TPTJC.
12. The Committee have the option to approve the skills matrix with the skills outlined in this report or to amend these skills as the Committee sees fit.
13. The Committee also has the option to approve or amend the proposed process for this appointment as it sees fit.

Significance

14. The appointment of a non-voting advisory member to this committee is an internal governance matter that is required to fulfil the terms of reference for this committee, therefore a decision in accordance with the recommendations is not considered to have a high degree of significance.

Financial considerations—LTP/Annual Plan

15. This memorandum and the associated recommendations are consistent with the Council's adopted Long-Term Plan and estimates. Any financial information included in this memorandum has been prepared in accordance with generally accepted accounting practice.

Policy considerations

16. This memorandum and the associated recommendations are consistent with the policy documents and positions adopted by this Council under various legislative frameworks including, but not restricted to, the *Local Government Act 2002*, the *Resource Management Act 1991* and the *Local Government Official Information and Meetings Act 1987*.

Climate change considerations

17. There are no climate change impacts to consider in relation to this item.

Iwi considerations

18. This memorandum and the associated recommendations are consistent with the Council's policy for the development of Māori capacity to contribute to decision-making processes (schedule 10 of the *Local Government Act 2002*) as outlined in the adopted Long-Term Plan and/or Annual Plan.

Community considerations

19. This memorandum and the associated recommendations have considered the views of the community, interested and affected parties and those views have been recognised in the preparation of this memorandum.

Legal considerations

20. This memorandum and the associated recommendations comply with the appropriate statutory requirements imposed upon the Council.



Date: 17 April 2025

Subject: NZTA update on Government Policy Statement and priorities for public transport

Author: N Chadwick, Executive Assistant to the Chief Executive and Chairperson

Approved by: M J Nield, Director - Corporate Services

Document: TRCID-1492626864-562

Purpose

1. The purpose of this memorandum is to allow the New Zealand Transport Agency (NZTA) to provide an update on the Government Policy Statement (GPS) and priorities for public transport.

Recommendations

That the Taranaki Regional Council:

- a) receives and notes the New Zealand Transport Agency update on Government Policy Statement and priorities for public transport.

Attachments

Document TRCID-1492626864-581: Presentation Taranaki Passenger Transport Update – April 2025

Strategic investments and priorities in public transport

An update from NZ Transport Agency – April 2025



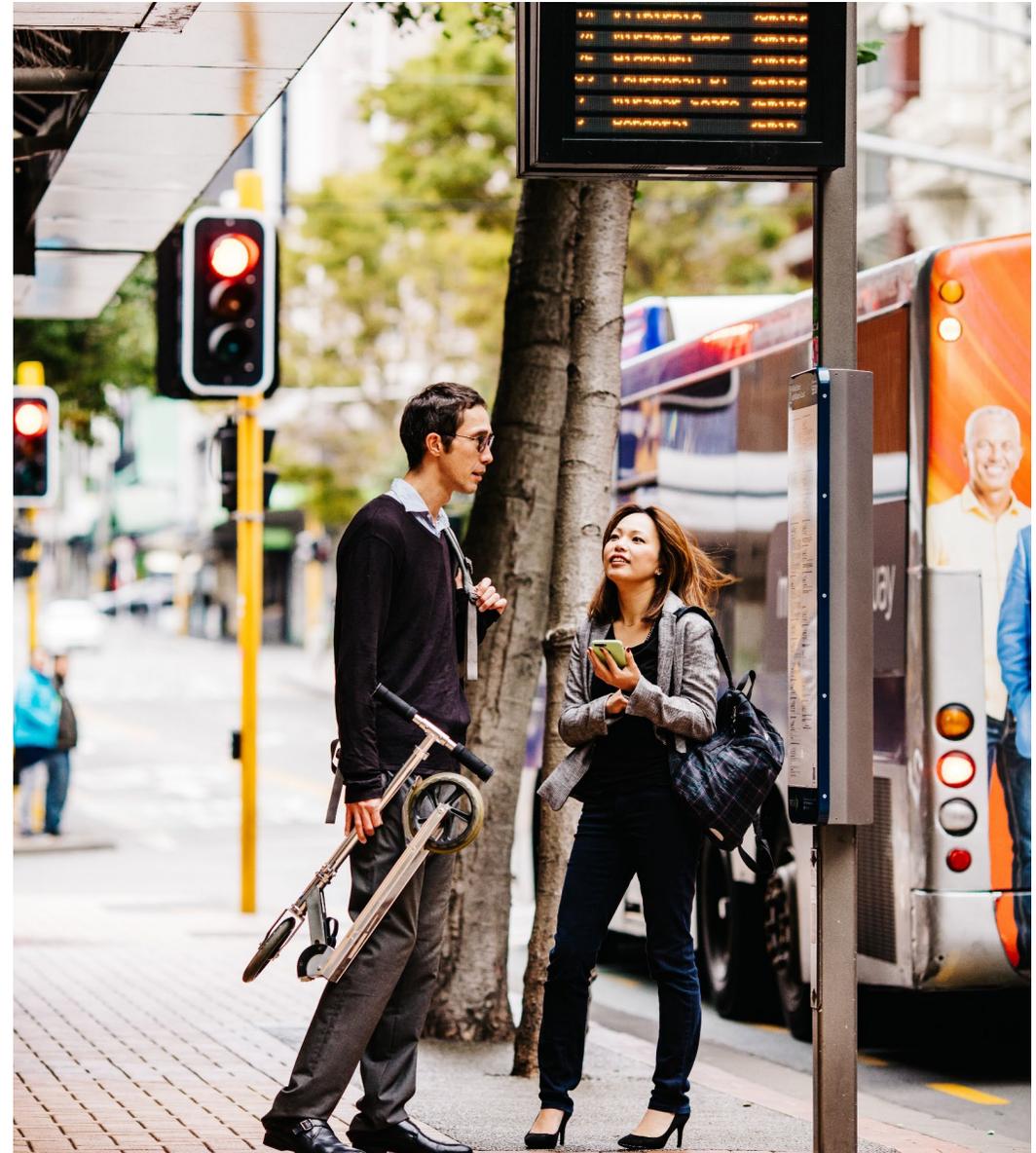
Te Kāwanatanga o Aotearoa
New Zealand Government

GPS 2024 and PT

Effective public transport provides commuters with more choice and helps to reduce travel times, congestion, and emissions

- NZTA is expected to consider new ways of thinking and delivery models to increase delivery speed.
- Existing public transport services will continue to be funded where they achieve value for money, and contribute to less congestion and increased patronage.
- The GPS prioritises a need for increasing private share funding of public transport.
- The GPS expects delivery of the National Ticketing Solution to improve the efficiency of public transport.
- GPS 2024 will invest in public transport with up to \$2.3 billion available for public transport services, and up to \$3.1 billion available for public transport infrastructure over the next three years.
- Major projects include Completion of City Rail Link, Completion of Eastern Busway, Northwest Rapid transit corridor, Airport to Botany Busway, Lower North Island Rail Integrated Mobility.

NZ Transport Agency



Roles and responsibilities in the PT system

- Our public transport system has a largely decentralised structure, with a mixture of regional councils and city/district councils responsible for the delivery of public transport services and infrastructure.
- Regional councils, unitary authorities and Auckland Transport are collectively referred to as Public transport authorities (PTAs). PTAs have had a statutory PT role since 1989 to plan, procure and fund PT services.
- Public transport operators are entities that operate integral PT services under contract with a PTA.
- NZTA's statutory functions include managing the funding of the land transport system; overseeing the planning, operation, implementation, and delivery of public transport; assisting, advising, and cooperating with approved organisations; and delivering or managing the delivery of activities for ticketing systems and payments.



Improving PT through collaboration

- Collaboration ensures that PT services are well-coordinated, integrated, and reliable, facilitating efficient PT investment.
- Effective coordination meets passenger needs and encourages greater service usage.
- Strategic/system levers to support the development of other modes of transport include:
 - PTAs, local authorities and operators can collaborate to develop regional public transport plans that outline services integral to the PT network, policies, procedures, and supporting infrastructure.
 - Engaging with the public through consultation processes to gather feedback on the design and operation of PT networks to help ensure the services meet the needs of the community and encourage public buy-in.
 - Offering financial assistance to reduce passenger fares or support exempt services in small passenger service vehicles can be done through agreements **between PTAs and service operators**.



Hei konā mai



Date: 17 April 2025
Subject: Public Transport Services Update
Author: C Gazley, Transport Engagement Manager
Approved by: M J Nield, Director - Corporate Services
Document: TRCID-1492626864-524

Purpose

1. The purpose of this memorandum is to provide an update on the region's public transport services.

Recommendations

That the Taranaki Regional Council:

- a) receives the agenda memorandum Public Transport Services Update.

Discussion

2. This report provides an update on the ongoing developments and plans of the region's public transport (PT) service. These changes are designed to improve service reliability, efficiency, convenience and overall user experience.
3. Alongside these developments, work is being done to evaluate and adjust fare structures in response to a request by Waka Kotahi/NZTA for an incremental increase to private share over the next three years.
4. Additionally, ongoing operations improvements are in progress such as updated school services and expanded bus routes. The procurement process for the new public transport operator(s) is underway with proposals due by the end of February.

Single Stage Business Case (SSBC) Supported

5. The SSBC prepared for Taranaki public transport set out the rationale for investing in an improved public transport network in Taranaki. The SSBC was approved by the Taranaki Regional Council in October 2024.
6. Through the SSBC, a new service offering has been designed with a renewed sense of ambition, aiming to improve the public transport network to meet the challenges of the region so that public transport becomes the preferred mode of travel and single occupancy car travel, especially for shorter urban journeys, is reduced. The network has been redesigned with engagement from the local community ensuring it aligns with their needs and preferences.
7. The outcome of this process was hampered by the election of the new Government and the significant changes they made to the Government Policy Statement and the funding for public transport services.

The result is that the Council is unable to deliver the levels of services desired by the Council and requested by the community.

8. The following was agreed by the Council:
 - Approval of the designed preferred network option outlined, with minimal additional funding requested for the initial 'Bronze' stage. Given current funding constraints, the SSBC recommended that the new service network was first implemented at a lower frequency than the end goal, with a staged approach to increasing frequency over time being recommended to provide for growth in a sustained manner.
 - Acknowledgement and endorsement of a staged frequency approach with 'Gold' being the desired frequency option where further funding will be sought when available. Noting that an addendum to this SSBC will be undertaken including an updated BCR.
 - Agreement to the establishment of a Joint Committee between Taranaki Regional Council and New Plymouth District Council to facilitate and support the development of public transport moving forward.

New Contracts

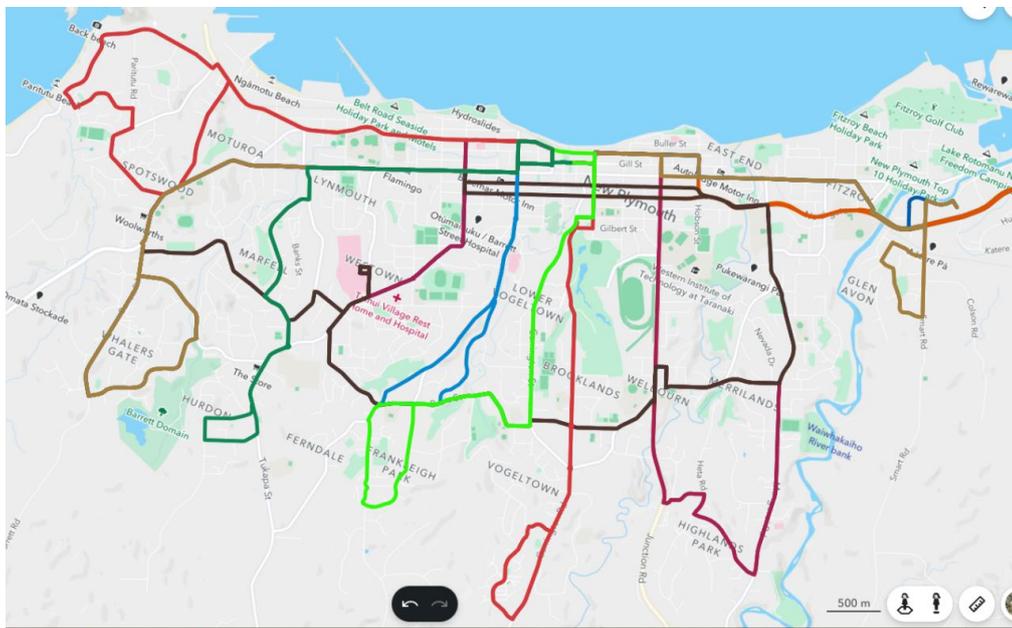
9. The new contracts for the regional and urban services will commence on 6 April 2026 and are anticipated to be for between six to nine-year periods. This is the opportunity to start the journey toward delivering the new public transport network for Taranaki.
10. The intent is a staged improvement process to take the region from the current state to its aspired state, the first step is implementing the new service network with a 'Bronze' frequency. Due to financial constraints the implementation will move at a more measured pace, however, we remain committed to making steady, considered, incremental advances toward the network's completion. In parallel, we will continue to work toward securing additional funding, this will keep budgets manageable in the constrained funding environment. It allows for growth in the form of more frequent services as patronage increases and funding becomes available.
11. The new contract specifications include a fleet with the lowest possible greenhouse gas emissions and/or a clear strategy to transition to zero emission vehicles.
12. Below is a summary of the development process of the Single Stage Business Case, and the Better Travel Choices/Regional Public Transport Plan.
13. Summary of development process including consultation steps

Dates	Details
15 March – 30 April 2023 <i>'The Road Ahead' consultation</i>	Regional engagement on the community's desired future transport network incorporating active modes (walking and cycling), shared modes (particularly public transport), safety and speed.
March – June 2023	Taranaki Public Transport Network Review focusing on the current state of the PT service.
18 September – 29 October 2023 <i>'Better Travel Choices' consultation</i>	Public consultation on draft Better Travel Choices (BTC) for Taranaki (6 weeks).
November 2023	Point of Entry work undertaken for Taranaki public transport which advised a SSBC was required to support new investment in the region.
24 November 2023	New coalition Government sworn in, signalling a significant shift in national policy direction for transport and other sectors in Aotearoa.
December 2023	TRC holds public hearing of submissions on BTC

Dates	Details
February – May 2024	Preparing BTC Officers' Report on the over 400 submissions received.
22 April – 6 May 2024 <i>'Hop on Board' consultation</i>	Collected feedback for SSBC on ideas on specific bus services, frequency, and timetables to make bus travel more attractive and provide more travel choices.
22 May – 11 June 2024 <i>'Where to Next?' consultation</i>	Bus network consultation asked the community to compare two bus network options and advise which one they preferred. Received over 380 submissions.
9 Sep 2024	TRC approved the SSBC including the intent to pursue the recommended 'Bronze' network option initially.

Public Transport Project Overview

- The new public transport network will see a comprehensive overhaul of bus routes and schedules aimed at modernising the service. This upgrade is designed to better serve our current users and attract new ones by enhancing efficiency and reliability. Post the adoption of the Single Stage Business Case, the procurement process for new public transport operators is underway.
- New urban services.



New Regional Public Transport Website

- A new, user-friendly website will create a seamless experience through the National Ticketing System (NTS) and other digital platforms. The updated site will feature real-time schedules, trip planning tools, payment options, total mobility applications, and other public transport services.

Rebranding and New Name for Regional Public Transport

- We are undertaking a full redesign of the public transport brand, including a new logo, visual identity, and marketing materials. We believe that the people of our region, especially those who use the service regularly, should play a central role in what these changes look like, so we want to ensure that

the new identity reflects the needs and aspirations of our communities. We'll be gathering as many ideas as possible from the community so that it's not just a public service – it's our public transport. This rebranding will roll out in April 2026.

National Ticket System (NTS)

18. Motu Move – the new integrated ticketing system.
 - Motu Move will replace current regional public transport ticketing and payment systems across the country, providing consistent ways to pay for public transport buses, trains and ferries.
 - Motu Move will enable payment using contactless debit or credit cards, and digital payment methods such as Apple Pay or Google Pay. Prepaid Motu Move cards and tickets will also be available.
 - Making payments easier will encourage more people to use public transport more often.
 - Customers will be given plenty of notice when their region is preparing to transition to Motu Move to enable them to choose their new way to pay, set up any concessions, and to run down their current card balance.
19. The timing of the rollout has changed significantly from what was previously published by NZTA and a new schedule is expected to be finalised by mid-year. Early indications are that the Taranaki go-live date will move from September 2025 to mid-2026.

Private Share Discussions

20. The Government Policy Statement for Land Transport 2024 (GPS) has set an expectation for Public Transport Authorities (PTAs) to increase the private share of revenue to offset rising public transport operating costs. Public transport is funded through both private and public sources. The private share reflects the individual benefits to users and includes fare substitutes and commercial revenue, such as advertising, while the public share accounts for the broader societal benefits of public transport, including reduced road congestion, environmental sustainability, and overall community outcomes.
21. In November 2024, PTAs received a discussion document from the Transport Agency about increasing the private share of public transport revenue nationwide. This document emphasized the strategic priority of delivering value for money in all transport investments, requiring PTAs to set and agree on private share targets with NZTA. This is intended to reduce the financial burden on ratepayers and taxpayers.
22. In response, officers have proposed a more reasonable adjustment to these targets, considering factors such as financial accessibility, the competitiveness of public transport compared to other transport options, and the specific needs of key demographic groups such as students and families. The proposed targets are more modest than those suggested by NZTA and were approved in January 2025:
 - 24/25 - 19%
 - 25/26 - 22%
 - 26/27 - 26%
23. While the TRC has a commercial partnership with a media company to generate advertising revenue from buses, we do not own the infrastructure that would allow us to generate additional income from bus shelters. We also have third-party funding arrangements with WITT and Te Whatu Ora Taranaki. However, in the current economic climate, there are limited additional opportunities for revenue generation. Larger PTAs have options like rental income and electricity grid sales, but these avenues are not available to TRC, so our ability to increase private share is constrained.

2024/2025 – 19%

24. TRC is progressing well toward the 19% target, largely due to the reduction in crown fare concessions, including the community connect scheme for youth fares. The removal of this fare substitute, which was heavily used in Taranaki, resulted in an approximately 7.6% increase in private share.

2025/2026 – 22%

25. We have identified that the most immediate and effective way to increase the private share will be through a fare adjustment.

2026/2027 – 26%

26. Looking further ahead, the TRC remains committed to finding ways to increase the private share while maintaining value for money. This can be achieved through:
- Optimising bus routes to ensure cost-efficiency and expand high-demand services
 - Completing a zone review to ensure accurate cost recovery
 - Exploring additional funding sources, including parking revenue
 - Implementing the Single Stage Business Case.

Fare Increase

27. To meet the requirements, set by NZTA and achieve the private share target of 22% in 2025/2026, a fare increase is necessary. This would include:
- A 25% increase in adult fares
 - A 13.5% increase in youth fares.

Bee Card

- Adult fare increase: \$2.00 to \$2.50 (25% increase)
- Youth fare increase: \$2.00 to \$2.25 (13.5% increase)
- Extra zone fare increases: from \$1.00 to \$1.25 for adults, and \$1.00 to \$1.15 for youth.

Cash Fares

- Adult one zone: from \$3.00 to \$3.50
- Youth one zone: from \$3.00 to \$3.25
- Additional zones: Same as bee card fare increases.

Other Exemptions

- Passengers under five remain free
- Community Connect and Super Gold concessions remain unchanged.

Adult and Youth Fare Example by Zone.

					
Taranaki Zones	2024/2025	2025/2026		2025/2026	
	Current fares (one way)	Youth	% increase	Adult	% increase
1 New Plymouth/ Oākura /Bell Block/Waitara	\$2	\$2.25	12.5%	\$2.50	25%
2 Inglewood/Norfolk/ Tariki	\$3	\$3.40	13.33%	\$3.75	25%
3 Stratford / Midhirst	\$4	\$4.55	13.75%	\$5.00	25%
4 Ngāere /Eltham Normanby /Hawera	\$5	\$5.70	14%	\$6.25	25%

NB - Any cash fare that includes a 5-cent value will be rounded up to the nearest 10 cents. This will be clearly communicated in the new fare schedule.

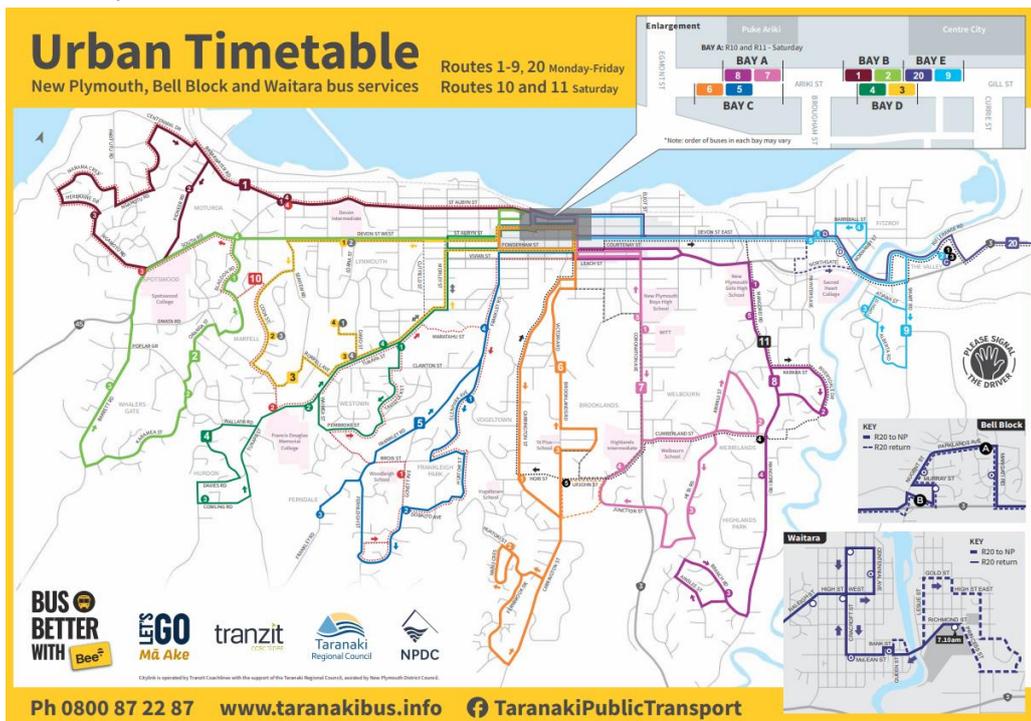
28. When considering the fare increase for 2025/2026, the following factors have been considered:
 - Indexation: Public transport bus indexation is a mechanism that adjusts payment to bus operators to account for inflation, this is done to compensate for the rising costs of fuel, labour, road user charges and other inputs. Indexation from 2022 to 2025 resulted in an increase in operating costs of approximately 27%.
 - Comparison with other regions: Taranaki’s current fares are competitive with similar-sized PTAs nationwide, with a one zone adult fare of \$2.00. Many PTAs offer a youth concession (5-18year olds), recognising this TRC has gained support from NZTA to offer a youth concession in the new fare structure. TRC is not alone with the requirement to raise fares to meet private share targets, at the time of writing our PTAs are having similar discussions and will likely recommend a similar fare increase of around 25%.
 - Other considerations were, financial accessibility, competitiveness of alternatives, affordability vs reputation risk, sustainability of service, impact of TRCs efforts to lower costs, impact on families and students.
29. There are some recent examples across the country of fare increases made by regional councils on their public transport networks. Waikato Regional Council (WRC) increased fares by 20% in July 2024 (from \$2.00 to \$2.40). They have seen patronage continue to rise after this fare increase along with a corresponding increase to overall fare revenue. Another example is the 10% fare increase on Wellington’s public transport in July 2024. Patronage has remained stable since the fare increase while fare revenue has increased.
30. There are other levers that would support achieving the outcomes sought by Government. National and local policies on transport greatly influence the choices people back when choosing their mode of travel. Current parking controls and pricing make driving a private vehicle an easy and cheap transport option and the lack of public transport prioritisation on the transport network means that buses are not used as efficiently as they could be.

High Frequency Trial

31. The purpose of the bus trial was to give bus users in New Plymouth a preview of a high-frequency bus service and set the stage for the rollout of TRC's new bust network in April 2026.
32. After considering a broad range of options, the project team (which included NPDC staff, Councillors and senior TRC staff) narrowed it down to three main choices for the bus trial:
 - Option 1: Fitzroy – City – Hospital (new cross-town service)
 - Option 2: Westtown/Hurdon, (boost services on an existing popular route)
 - Option 3: Hospital - City – Hobson Street (a shortened version of option 1).
33. Of these, Option 1 best meets the key criteria for a direct, cross-town route connecting key destinations and services.
34. Transit has provided cost estimate for the three options. Options 1 and 3 were significantly above the budget limit and involved additional risks, including the need to establish new stops on Devon Street, install on-board ticketing, and undertake rebranding efforts.
35. Option 2 (boosting the Westtown / Hurdon Services) is priced at around \$290,000 per annum, making it an affordable option given current funding constraints. While Option 2 did not meet all the evaluation criteria, particularly regarding directness and cross-town access, both TRC and Transit are open to adjusting the route by removing the loop sections via Pembroke and Davies Streets to enhance directness.
36. TRC is now awaiting a decision from NPDC and will remain on standby until that decision is made.

Passenger Services General Update

37. Current Citylink Urban Routes



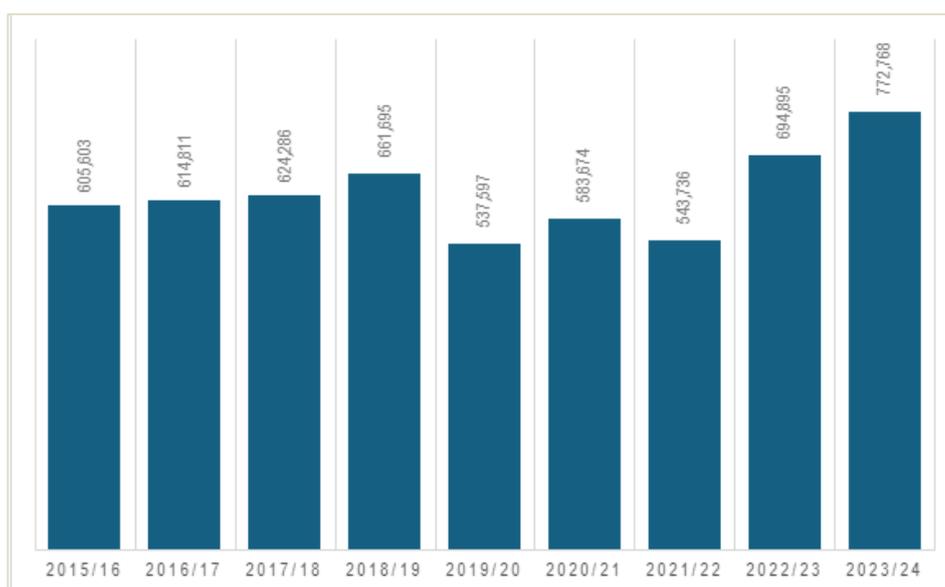
Summary of Citylink Public Transport services in New Plymouth

Service / location	Details
	<ul style="list-style-type: none"> • Commuter services – These operate from Monday to Friday with 14 services per day with varying frequency until around 6pm. Two different routes operate on Saturdays with two services each. Currently, no services are provided on Sunday or public holidays. • School services – There are 27 individual services with each service performing one weekday AM and PM trip. These are well utilised, with additional buses required in some instances.

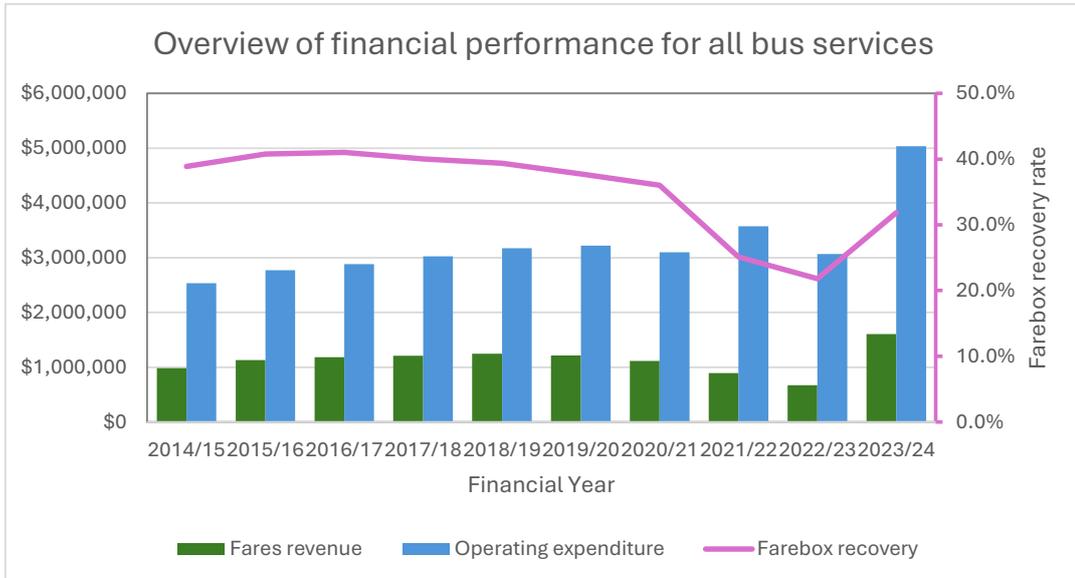
38. Summary of the bus services for the 2023/2024 financial year provides a useful snapshot of the relative patronage and costs of the existing bus services.
39. Statistical summary of existing bus services in the 2023/2024 year

Service	Patronage	Revenue	Operating Expenditure	Farebox
Citylink (New Plymouth)	688,003	\$1,182,960	\$3,876,514	30.5%
Connector/Your Connector	81,708	\$412,658	\$1,026,751	40.2%
Southlink Ōpunake-New Plymouth	1,758	\$5,091	\$76,785	6.6%
Southlink Ōpunake-Hāwera	456	\$1,151	\$16,487	7.0%
Southlink Waverley-Hāwera	843	\$1,280	\$36,845	3.5%
Regional total	772,768	\$1,603,140	\$5,033,382	31.9%

Total Patronage (number of trips) on Taranaki Public Bus Service by Financial Year



Overview of financial performance for all bus services



40. The school bus routes have been assessed based on patronage data and conversations with our operators and the public. This has enabled TRC to offer a more effective service which started at the return to school in February. Overall, the variations have reduced travel by 70.38km per day, 13,372km per year.
41. An additional bus service between South Taranaki and New Plymouth began on 10 February 2025. We needed to respond to an increase in demand and to feedback gathered during the 2024 public consultation on the new network. Starting in March, the bus on this route will be fully accessible, providing wheelchair access.
42. In October 2024, NZ Transport Agency Waka Kotahi (NZTA) issued an alert about bike racks mounted on the front of urban buses and poor nighttime visibility affecting safety and compliance. NZTA has since provided a pathway for the reintroduction of bike racks on buses. The New Plymouth Citylink urban fleet requires modification, and officers are working through that with the operator, while that work progresses the bike racks remain out of service.



Date: 17 April 2025

Subject: Stratford District Council update on Passenger Transport related matters

Author: N Chadwick, Executive Assistant to the Chief Executive and Chairperson

Approved by: M J Nield, Director - Corporate Services

Document: TRCID-1492626864-561

Purpose

1. The purpose of this memorandum is to present the Taranaki Passenger Transport Joint Committee with an update from Stratford District Council (SDC) on their passenger transport related matters.

Recommendations

That the Taranaki Regional Council:

- a) receives and notes the Stratford District Council update on passenger transport related matters.

Discussion

2. Two proposed new bus stop reports for Miranda Street, (northern end near Pembroke Road West), Stratford, were presented to the SDC Policy and Services Committee on 29 April 2025.
3. The community were given 28 days to provide feedback on these proposals as changes to on-street parking would be required.
4. There is a possibility that this will link to new Parking Control Bylaws that would be effective from 1 May 2024.

REPORT ON NPDC PUBLIC TRANSPORT-RELATED MATTERS, APRIL 2025

PURPOSE / TE WHĀINGA

1. The purpose of this report is to provide an overview of New Plymouth district council projects relevant to the Taranaki Public Transport Joint Committee terms of reference.

RECOMMENDATION / NGĀ WHAIKUPU

That having considered all matters raised in the report, the report be noted.

SIGNIFICANCE AND ENGAGEMENT / TOHUTOHU KAI WHAKAHAERE

2. This report is provided for information purposes only and has been assessed as being of some importance.

EXECUTIVE SUMMARY / WHAKARĀPOPOTOTANGA MATUA

3. This report provides an overview of public transport-related projects in the NPDC Long term Plan (LTP) 2024-2034 that are relevant for the Taranaki Public Transport Joint committee.
4. The main projects include the high frequency bus trial, the infrastructure requirements for the New Network roll-out in 2026, the Integrated Transport Framework and Central City projects. This report focuses on the public transport-related aspects.

LTP PROJECTS AND ACTIONS

High frequency bus trial

5. The purpose of the bus trial is to give bus users in New Plymouth a taste of a high frequency bus service and foreshadow the rollout of TRC's New Bus Network from April 2026.
6. The New Plymouth LTP 2024-34 resolved to provide funding of \$200,000 per annum for years 1, 2 and 3 of the LTP for funding a high frequency bus trial. An equivalent amount of \$200,000 per annum of financial assistance was expected from NZTA, but no funding for the bus trial was provided under the NLTP 2024/27. Taranaki Regional Council (TRC) also did not receive any funding from NZTA for bus trials either and therefore are unable to contribute as expected.

7. At its December 2024 meeting, Council resolved to “proceed with the [bus] trial in year 2 to maximise the outcomes sought in the LTP resolution within the available budgets. The final route to be recommended by the newly formed Taranaki Passenger Transport Joint Committee and confirmed by the mayor, deputy mayor and chair of Audit and Risk”.
 8. Over the latter half of 2024, a range of bus trial options (weekday and weekend) were considered with TRC officers, NPDC staff and Councillors. The options were assessed across a range of criteria including cross-town connectedness, directness and affordability. Three options, based on a weekday 20-minute frequency, made it to the short list:
 - i. Fitzroy – CBD – Westown/Hospital (new service)
 - ii. Hobson loop – CBD – Westown/Hospital (shortened version of option i)
 - iii. Existing Westown / Hurdon service (boost services, remove 2 loops to make it more direct)
 9. When costed by Transit NZ, the preferred option (i) was significantly above the total budget limit of \$600,000 based on a 1-year cost estimate; option (ii) was near the budget limit but would be over once costs such as livery, ticketing installation, etc were included; while option (iii) was the only option within budget. Option i and ii would also require new contracts while option iii could be implemented as a variation to an existing contract.
 10. Options i and ii require up to 3 additional buses and drivers which pushes the cost beyond the \$600,000 budget. Boosting the existing shorter route services (option iii) requires fewer additional buses and drivers because the service is already in place. If we apply the TRC service categorisation, this is a ‘bronze’ result, rather than silver or gold.
 11. The NPDC Councillors involved (e.g. Crs Clinton-Ghodes, Haque, Dunnyhaven) were disappointed with this result and have met recently to discuss another high-frequency bus trial option for the Joint Committee/TRC to consider.
 12. NPDC potentially has additional funding available from a reserve fund which would increase the original \$600,000 budget by a third. Given the proposed New Network commencing April 2026 does not provide an all-day high-frequency weekday service option, NPDC would like to pursue a revised trial option:
 - A 20-minute frequency weekday service (7am-7pm), Fitzroy to Blagdon via Devon Street East and West (refer the route map below)
 - Propose the trial be operated for a year, operated in tandem with the New Network rollout from April 2026
 - Similar to earlier options (i-iii), request TRC to seek a price estimate / proof of operational concept from the incumbent bus operator
 - NPDC to work with TRC on suitable bus stop locations on Devon St in central CBD.
-

Support bus infrastructure for roll-out of New Bus Network

13. The Council has a \$150,000 budget per annum for the bus stop / shelter programme. NPDC is currently working with TRC on the upcoming route changes for the New Network, which will require the relocation of a large number of bus stops and shelters. We have worked out approximate locations but are yet to develop the detail and consult with the affected property owners on the changes. We may not be able to relocate all the 'redundant' shelters in the first year. Shelters will be fit for purpose in terms of expected loadings at bus stops.

NZTA funding shortfall

14. The new direction in the GPS and NLTF decisions resulted in significant funding shortfalls for public transport and active modes nationally. Overall, there was a \$14M funding shortfall for Council transport activities over the 24-27 period with local road improvement, cycling and walking, Lets Go programme, public transport initiatives, safety and intersection projects all impacted.
15. For public transport initiatives, there was no NZTA funding for the proposed high frequency bus trial, Maunga public transport trial or Parkn'Ride, so some of these projects have been rephased to the subsequent LTP period.

Integrated Transport Framework (ITF)

16. The ITF consists of three outputs – ITF programme business case (30 yr horizon), the Strategic Transport Model and the public-facing ITF document.
 17. The Council adopted the ITF at its December 2024 meeting. TRC staff were included in the project and governance teams for the ITF documents, and we will be seeking support in principle from the TRC later in 2025. The Programme Business Case has been uploaded in the Transport Investment Online system, but NZTA advise the NZTA Board will only note it in the current 3-yr term.
 18. The Transport Model clearly demonstrated that importance of public transport for improving mode shift in New Plymouth district, easing congestion at peak times and improving accessibility for smaller towns such as Waitara. The model tested the impacts of a 200% and 400% increase in bus service frequency in 2035 and 2053 respectively, as well as bus priority measures on key corridors, new Airport service, CBD parking price increases and roading pricing.
 19. The ITF public-facing document is being prepared for uploading on the Council website. Links to the ITF supporting documents will be available at
-

the site, including the consultation engagement / research undertaken as part of this project.

Central City Strategy projects

20. There are three projects in the strategy implementation programme prioritised for Year 1 & 2. They are the West End Crossing, Huatoki Master Plan and daylighting and the replacement of the Devon St trees.
21. All projects are on track:
 - developed designs are being considered for the West End (Queen St shared space),
 - the Huatoki Master Plan is completed, and preliminary work has commenced on Huatoki daylighting (which will be pursued through a PPP process). Further technical reports will be required.
 - Eleven alder trees have been selected for removal from Devon St West, followed by replacement greening which will occur in 2025. The second phase will take place in 2026.
22. The West End Crossing project will involve the installation of a raised pedestrian crossing with kerb buildouts on Devon St West (near Queen St), which will improve pedestrian access to the Central Area and the bus hub. Provision for buses has been allowed for as part of this shared space project, including the bus park on Powderham street.

Parking

23. The parking enforcement function now sits with the infrastructure team – as parking has been moved into the Transport Group. New parking meters have been installed across the CBD.
24. Post the NPDC restructure, the Strategic Planning Group is now reconfirming delivery of the strategy programme, which will determine when the parking strategy is refreshed.

Strategic Planning

25. An omnibus plan change is being collated to consider amendments to the District Plan to improve its efficiency and help facilitate housing development. The plan change could be publicly notified by mid-2025. The New Network will be critical for supporting housing growth in the existing urban areas and improving travel choice in developing greenfield areas.
 26. The Waitara Spatial Plan project kicked off in August 2024. The plan will identify the key outcomes and growth plan scenarios for Waitara and is
-

underway. One of the key issues raised was the limited public transport within Waitara and to other parts of the district.

27. The Bell Block Spatial Plan has been initiated, and a meeting with the Puketapu-Bell Block Community Board held to outline the purpose of the plan.

CLIMATE CHANGE IMPACT AND CONSIDERATIONS / HURINGA ĀHUARANGI

28. Any climate change impacts and considerations have been assessed as each of the projects proceeds.

NEXT STEPS / HĪKOI I MURI MAI

29. Officers will provide project updates to the Joint Committee on each agenda.

FINANCIAL AND RESOURCING IMPLICATIONS / NGĀ HĪRANGA Ā-PŪTEA, Ā-RAUEMI

30. There are no financial or resourcing implications in relation to this report, any implications will be reported on a project-by-project basis.

IMPLICATIONS ASSESSMENT / HĪRANGA AROMATAWAI

31. This report confirms that the matter concerned has no particular implications and has been dealt with in accordance with the Local Government Act 2002.

Report Details

Prepared By: Stuart Knarston (Transport Planner)

Approved By: Jacob Stenner (Growth and Services Lead), Renee Davies (Manager Strategic Planning)

Team: Strategic Planning

Ward/Community: District Wide

Date: 11/04/2025

File Reference: ECM

-----End of Report -----



Date: 17 April 2025

Subject: South Taranaki District Council update on passenger transport related matters

Author: N Chadwick, Executive Assistant to the Chief Executive and Chairperson

Approved by: M J Nield, Director - Corporate Services

Document: TRCID-1492626864-563

Purpose

1. The purpose of this memorandum is to present the Taranaki Passenger Transport Joint Committee with an update from South Taranaki District Council (STDC) on their passenger transport related matters.

Recommendations

That the Taranaki Regional Council:

- a) receives and notes the South Taranaki District Council update on passenger transport related matters.



Kia uruuru mai

Karakia to close meetings

Kia uruuru mai
Ā hauora
Ā haukaha
Ā haumaia
Ki runga, Ki raro
Ki roto, Ki waho
Rire rire hau
Paimārie

Fill me with
Vitality
Strength
Bravery
Above, below
Within, outwards
Let the wind blow and bind
Peace upon you

Nau mai e ngā hua

Karakia for kai

Nau mai e ngā hua
o te wao
o te ngakina
o te wai tai
o te wai Māori
Nā Tāne
Nā Rongo
Nā Tangaroa
Nā Maru
Ko Ranginui e tū iho nei
Ko Papatūānuku e takoto ake nei
Tūturu o whiti whakamaua kia
tina
Tina! Hui e! Taiki e!

Welcome the gifts of food
from the sacred forests
from the cultivated gardens
from the sea
from the fresh waters
The food of Tāne
of Rongo
of Tangaroa
of Maru
I acknowledge Ranginui above and
Papatūānuku below
Let there be certainty
Secure it!
Draw together! Affirm!

AGENDA AUTHORISATION

Agenda for the Taranaki Passenger Transport Joint Committee meeting held on Thursday
17 April 2025

Approved:



10 Apr, 2025 3:18:44 PM GMT+12

M J Nield

Director Corporate Services

Approved:



10 Apr, 2025 4:16:56 PM GMT+12

S J Ruru

Chief Executive