

26/07/2024

Phil King
Director Regional Transport Connections
Waikato Regional Council

By e-mail: Phil.King@waikatoregion.govt.nz

Dear Phil

**Feedback on draft NZTA guidelines for the development of regional public transport plans –
Waikato Regional Council**

Thank you for providing us with feedback on the draft development guidelines for regional public transport plans issued by the New Zealand Transport Agency (NZTA) in May of 2024. We appreciate the work that has gone into your submission and this letter provides our response to the matters Council has raised.

Sustainable Public Transport Framework – Council questioned how the NZTA could issue guidelines when it had not formally adopted the Sustainable Public Transport Framework. The guidelines reflect and are consistent with the 2023 amendments to the Land Transport Management Act 2003 (LTMA).

Inter-regional services – Council suggested this section be slightly amended to add a further requirement to identify which organisation is responsible for funding such a service. The NZTA will amend the second bullet in section 4.2.6 to read:

“the regional public transport plans should, in a consistent way, outline the responsibilities of the respective PTAs relevant to the provision of the service, including identification of a lead PTA responsible for planning, [funding](#), procuring and operating the service (unless exempt).”

School services – Council suggested guidelines relating to school services was missing. The NZTA agree and will amend the guidelines in the next update to require public transport authorities to outline their policies and approach to meeting demand for school transport.

Servicing new developments – Council consider there is an opportunity for developers to fund a service as an interim solution in greenfield or developing areas until patronage makes it more feasible for the Council to fund it. It requested NZTA advocate for this approach within the review of the Resource Management Act.

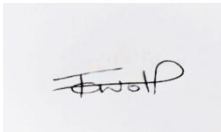
Advocating for change to the Resource Management Act is outside the gambit of the guidelines. However, the NZTA will explore as part of its work program on increasing private share, the extent to which development and financial contributions count towards private share, and will publish guidance on this aspect by year's end.

Private share revenue – the NZTA agrees with Council that 'private revenue' should include sales revenue generated on board Te Huia in its Café, revenue from commercial advertising and Bee card sales revenue and encourages Council to maximise such sources.

Council also supported the overall approach of the guidelines and provisions relating to transport disadvantaged, subsidy and financial assistance, demand responsive public transport, farebox recovery, operating revenue and expenditure, which is noted by the NZTA.

Once again, thank you for your feedback.

Yours sincerely,

A square box containing a handwritten signature in black ink. The signature appears to be 'Talia Cohen Wolf' written in a cursive, stylized script.

Talia Cohen Wolf
Manager, Public Transport

Cc: Julie Hansen (Julie.Hansen@waikatoregion.govt.nz)