

28 January 2009

To All Mayors and Chief Executives of All Local Authorities.

MOTOR VEHICLE MILEAGE ALLOWANCE FOR ELECTED MEMBERS

Proposal

The attached discussion paper sets out a proposal that the Mileage Allowance for elected members, currently provided for in clause 14 of the Local Government Elected Members (2008/09) Determination, be abolished. The paper proposes that it be replaced with reimbursement of travelling time and actual travel costs, in limited circumstances.

Background

The Mileage Allowance and its application are becoming increasingly anomalous. The attached paper describes its inconsistency with the tax status of elected members; the unfairness of its application; and the perverse incentives which it can create.

Submissions

Your council's submissions or comments on the proposal, should you wish to make any, are required by **1 July 2009**.

Implementation

The proposal in the attached paper is that the allowance be abolished following the 2011 Local Body elections.

However, in view of the current economic climate, and the public interest in the remuneration of elected representatives, we draw to your attention that the provisions of the determination concerning the mileage allowance are permissive rather than mandatory. There is an opportunity for Councils to make a change along these lines with effect from 1 July 2009, through an amendment to their expenses rules, approved by the Remuneration authority.



David Oughton
Chairman

DISCUSSION PAPER

Local Government Elected Members - Mileage Allowance

Introduction

1. This discussion paper sets out a proposal for changing the current arrangements under which Local Government elected representatives are eligible for an allowance (the "mileage allowance") for the use of their private vehicle on Council business.

Background

2. The mileage allowance was introduced in the first Local Government Elected Members Determination issued by the Authority in 2003. The amount of the allowance (\$0.70 per kilometre), and the eligibility criteria, have remained largely unchanged since that time.
3. For a number of reasons the mileage allowance has been a source of contention. This memorandum:
 - (a) Sets out the current situation;
 - (b) Identifies a number of anomalies or problems with the application of the allowance; and
 - (c) Recommends an approach to addressing these.

Current Situation

4. The mileage allowance is \$0.70 per kilometre. This rate was struck when the Remuneration Authority first issued a remuneration determination for Local Government Elected Members in early 2003.
5. Although the Authority file is not complete, the record is sufficient to confirm that:
 - (a) The rate was intended to incorporate an amount for travel time. Therefore it provides those eligible to receive it both remuneration and reimbursement of some costs;
 - (b) The initial travel time/running cost split was about 50/50 i.e. \$0.35/\$0.35; and

- (c) In 2001/02, probably the year of the data on which the rate was struck, \$0.35 per kilometre more than covered the running costs of a 1300 – 2000cc vehicle (15 – 18 cents per km) and approached the full cost (running cost plus ownership cost) of a similar-sized vehicle which travelled 20,000km each year (\$0.40 – \$0.51 per km).
6. The \$0.70 per km rate has remained unchanged since the 2003 determination. However, the value of the mileage allowance has not eroded to the extent often claimed when fuel prices exceeded \$1 per litre. The 2008 AA figures show running costs and full costs, on the same basis as (c) above, as \$0.17 to \$0.20 and \$0.39 to \$0.47. (Note that the total cost has in fact come down over the last five or six years although, in fairness, striking a rate is very difficult given the wide variation of vehicle sizes and cost, and the mileage actually run by individuals – the latter in particular having a significant impact on the numbers.)
7. The Remuneration Authority’s current determination provides for a “vehicle mileage allowance” to be paid to an elected member, for travel by the member, (including travel to and from the member’s residence), if the travel is:
- (a) In his or her own vehicle;
 - (b) On the Local Authority’s business; and
 - (c) By the most direct route reasonable in the circumstances.
8. Note that this is permissive, not mandatory, and sets maxima for both the amount of, and eligibility for, the allowance. Local Authorities can (and in some cases do) set restrictions on mileage allowances which are tailored to the nature of the Authority and its financial position.

Tax Status of Elected Members

9. Any consideration of the mileage allowance should be seen in the context of the tax status of elected members. Elected members are self employed for tax purposes. This means that all income, including allowances (but not the reimbursement of actual costs such as taxi fares for example) is subject to withholding tax deductions. The member can also claim as business expenses costs incurred in generating income.
10. Mileage allowance payments to elected representatives are subject to withholding tax deductions. The cost of using a private motor vehicle on council business can be claimed as a business expense by the elected member, subject to the eligibility rules determined by the IRD from time to time. This provides an additional financial benefit to the elected member, relevant in the context of the “fairness” issue discussed below.

Current Issues with the Mileage Allowance

11. Set out below are four, sometimes related, matters which have emerged in the five years the mileage allowance provision has been incorporated in the Remuneration Authority's determinations.

(a) *Should a mileage allowance be paid at all to elected representatives?*

12. Mileage allowances (and similar allowances) are typically part of the conditions which govern *employment* relationships. They are a means of reimbursing costs which are incurred by a salaried employee who does not have the ability, because of his or her tax status, to claim these as employment expenses.

13. The payment of a mileage allowance to a self-employed person, who can separately claim the costs of using his or her vehicle as a business expense, can be seen as anomalous, or even perhaps as "double dipping".

(b) *If a mileage allowance is paid, should it be paid for journeys from home to the Council?*

14. It is not usual practice for *employees* to have this cost met by the employer.

15. For the self-employed person, the cost of travel from his or her "place of business" to a client is usually accepted as a business expense by the Inland Revenue Department, (but may not necessarily be charged to a client). Also, it is by no means certain that for many elected representatives, their home is their "place of business". Some will no doubt maintain an office at their home, others will have business premises or offices elsewhere.

16. It seems to the Remuneration Authority that there is a reasonable argument for not accepting travel to and from home and the Council Offices as qualifying for the payment of a mileage allowance, but leaving each elected representative to decide whether this travel is a business expense, and whether to claim it for tax purposes.

17. There are two important exceptions to this view:

- For some elected representatives in large, rural local authorities, or in regional councils, travel to and from council meetings takes significant time, and in fairness needs to be recognised.
- As with employees, where safety and security are involved, such as returning home from late meetings, there may be a case for meeting some transport costs, such as a taxi fare, even if other public transport is available.

(c) Fairness

18. There is another aspect to the payment of the vehicle mileage allowance for home to work travel. Should councillors who drive their private cars to Council meetings be paid additional remuneration? This is the effect of the time component in the mileage allowance, and it places the owners of motor vehicles who drive to council meetings at an advantage. Two examples illustrate the point.

- (1) On the assumption that the cost of travel to and from Council meetings is to be reimbursed, a councillor who travels, say, 15 km to a council meeting by car could claim up to \$21.00 for the round trip, and may claim a further deduction of around \$18.00 for tax purposes. Even before the tax benefit, the \$21.00 is likely to be more than the actual vehicle running cost, hence there is reimbursement for travel time.

A councillor who chooses to use public transport might be reimbursed the cost of the fare, but will receive no financial recognition of the time spent travelling. Nor will he or she be able to claim the expense for tax purposes if it has been reimbursed.

Additional income is being generated by the mode of transport rather than by the actual time spent by the elected representative on what is currently treated by some councils as council-related travel.

- (2) In the second example, two regional councillors make a 200km round trip to a council meeting. The travel takes about 2.5 hours. One councillor drives his own car, the other is his passenger. For the 200 km trip the owner/driver may claim \$140, of which about half is running cost (as opposed to total ownership cost). \$70 or about \$28 per hour is therefore payment for time. In addition, the owner/driver may claim around \$120 as a business expense.

The passenger, who spent the same amount of time travelling, receives nothing.

(d) Sustainability

19. A fourth concern with the mileage allowance, particularly in metropolitan areas where public transport is available, or walking and cycling options may be feasible, is that it encourages the use of motor vehicles rather than more sustainable or "environment-friendly" practices.

Comment

20. It is difficult to establish a regime for travel and related allowances which is sensible for all local authorities given the differences between compact urban authorities at one end of the scale and regional authorities covering hundreds of square kilometres at the other; the differences in accessibility of public transport across local authorities; and the differences in lifestyle choices which councillors make as individuals, and which are often reflected in their modes of transport.
21. It is clear also that it is difficult to reduce entitlements which have come to be regarded as part of the total income of elected representatives.
22. However, in the view of the Authority, the issues and examples touched on above raise legitimate concerns which need to be addressed.

Proposal

23. The following is a proposal for discussion.
 - (a) Remove the mileage allowance as it currently stands, leaving elected representatives to claim the costs of vehicle use as part of their taxation arrangements.
 - (b) In Councils' expenses policies, provide for explicit recognition of travelling time from home to council meetings (or to other explicitly recognised council business activities) where this exceeds, say, around 30km or 30 minutes. The "travel allowance" could be set at a rate per kilometre or, preferably, an hourly rate.

The Remuneration Authority's preference is that the hourly rate for travel time should be a flat rate which applies uniformly across the country rather than struck on the actual annual remuneration of each elected representative.

- (c) In councils' expenses policies make explicit reference to the conditions under which the actual costs of travel on public transport by an elected representative may be met by the Council. (Paragraph 17 above.)

Implementation

24. Given the significance of this change, our proposal is that comments be sought with the intention of introducing any change following the 2011 Local Body elections.



GM	HWM	MPR	MO	MAC	MF	MPA	CSC	ENG
<input checked="" type="checkbox"/>						<input checked="" type="checkbox"/>		

cl ayman

23 February 2009.

To Whom it may concern:

The Westland District Youth Council was reconstituted in 2008 under the leadership of Student Youth Representative Kelly McLeod and supported by WestREAP's Youth Activities Officer, Julie Colpitts. The Youth Council established a useful liaison with Westland District Council and with a variety of volunteer clubs and societies in the district and with their help ran a successful Trolley Derby and participated as partners in a number of other community events. The new Youth Council achieved a breakthrough in recruiting a number of young people in the community and this has been the key to its continued existence through into 2009.

The Youth Council ran a lean operation and managed, with much volunteer help, sponsoring of prizes and other economies to run the derby well inside budget. Of the original Ministry of Youth Development Partnership Grant fund \$5225.09 remains unexpended. These funds are in the hands of the Westland District Council and it is our strong recommendation that they be retained there for the express purpose of supporting the ongoing work of the Youth Council. The 2009 Youth Council has set about raising funds for the next Trolley Derby and to support participation in other community events. Westland District Council has acknowledged this good work with a grant. Access to the remaining Youth Development Partnership Grant would greatly enhance the work of the Youth Council and support a close engagement of local youth in community affairs at a grass root level.

Yours faithfully,

D.L. Waugh
 Schools Co-ordinator
 WestREAP

Youth Development Partnership Fund

FR3 Project Final Report

Reporting Period	From: 1/12/07	To: 20/1/09
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Section 1: General Information

1.1 Name of Territorial Authority
Westland District Council

1.2 Name of Project Partner (if applicable)
WestREAP

1.3 Project Title
Youth Engineering Challenge

1.4 Contact details of council person responsible for progress reporting	
Name	David Waugh
Job title	Schools Co-ordinator WestREAP
Telephone Number	(03)755 8700
E-mail address	david@westreap.org.nz

Section 2: Project Management, Project Budgets and Outputs

2.1 Project Management	
Please provide a summary overview of your project progress during the period being reported on and indicate any major changes.	
<p>At the beginning of 2008 WestREAP appointed Julie Colpitts, a young adult in the community with a background in teaching and an interest in working with youth, to the position of Youth Activities Officer, 7hrs per week, and Kelly McLeod, a year 13 student in the local high school, to the position of Student Youth Representative, 3hrs per week. Kelly and Julie immediately set to work to form a Youth Council of young people at school and in the community. Representation was sought by advertising, talking at school assemblies at Westland High School and South Westland Area School and by word of mouth from young people in the community. A series of meeting has been held in which the Youth Council planned and implemented a programme of activities for the year.</p> <p>Once the carrying forward of the unexpended balance of the MYD Youth Partnership Development Fund was approved the Youth Council set about organizing the Trolley Derby as their major activity for the year.</p>	

2.2 Youth Participation	
List the ways and number of young people who have been engaged with the project to date.	
Youth Activities Officer and Youth Council, planning and organizing derby	8
Entrants in Youth Engineering Challenge section of Derby	38
Other young people involved in building and racing trolleys in the open sections	16
What is the total number of young people to-date engaged with or participating on the project?	47
How many young people have participated in making decisions about the project?	7
How many young people are currently participating in making decisions about the project?	0
Describe how young people are participating in making decisions about the project	
<p>The Youth Council made all key decisions about the project and ran it with the support of the Youth Activities Officer and a number of other organizations within the community, eg Lions, Cycle Club, St Johns, Heritage Machinery Park and Presbyterian. Church. They introduced a number of new initiatives including stalls for groups supporting the project and a band for between event entertainment. Subsequently the Youth Council have been involved in a number of other events in conjunction with the major organizations running them, eg Ross Fireworks.</p>	

2.3 Project milestones			
Please report below on your planned project milestones, as detailed in Schedule 1 of the Agreement, giving dates where achieved. Where these have not yet been achieved please indicate revised dates			
Milestone	Proposed date	Date achieved	Revised Date

Youth Council constituted	12/1/08	14/4/2008	
Project Plan completed	28/8/08	10/9/2008	
Sub Committees formed and operating	31/3/08	Not necessary	2008
Mentors confirmed and functioning, materials bought	30/6/08	30/6/08	
Entries filled	10/8/08	10/8/08	
Event Held	10/8/08	10/8/08	
Prizes and Cert. distributed	10/8/08	10/8/08	
Formal evaluation completed	10/9/08	10/9/08	
Final report completed	30/11/08	30/11/08	20/1/09

2.4 Corrective Action, Changes in Project Timetable and forecasts for next quarter
<ul style="list-style-type: none"> • Please indicate the reasons for any major changes to the original project plan, including the project timetable and planned milestones • Please explain the action that is planned to get the project back on schedule.
Until the carrying forward of the original MYD grant was approved WestREAP could not proceed with the appointments necessary to form a Youth Council and facilitate its work.

2.5 The Project Budget-Sources of Funding?
Have any changes occurred to the costs of the project provided in your original application? If changes have occurred please provide details
YES Details (or attached) For a variety of reasons the cost of the project has been significantly less than originally anticipated. Please see below.

2.6 The Project Budget – Expenditure																																																																												
Please report project expenditure detailing what you were projected to spend and what you have actually spent during this period.																																																																												
<table border="1"> <thead> <tr> <th rowspan="2">EXPENDITURE</th> <th colspan="3">Projected \$</th> <th colspan="3">Actual \$</th> </tr> <tr> <th>MYD</th> <th>Council</th> <th>Other</th> <th>MYD</th> <th>Council</th> <th>Other</th> </tr> </thead> <tbody> <tr> <td>Staffing</td> <td>7800</td> <td></td> <td></td> <td>6224.15</td> <td></td> <td></td> </tr> <tr> <td>Training Staff</td> <td></td> <td></td> <td></td> <td>182.22</td> <td></td> <td></td> </tr> <tr> <td>Overheads</td> <td></td> <td></td> <td></td> <td>6155.66</td> <td></td> <td></td> </tr> <tr> <td>Equipment lease hire</td> <td></td> <td></td> <td></td> <td>210.00</td> <td></td> <td></td> </tr> <tr> <td>Consultancy</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>ACC Levies</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>Insurance</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>Other (please list)</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td>12772.03</td> </tr> </tbody> </table>	EXPENDITURE	Projected \$			Actual \$			MYD	Council	Other	MYD	Council	Other	Staffing	7800			6224.15			Training Staff				182.22			Overheads				6155.66			Equipment lease hire				210.00			Consultancy							ACC Levies							Insurance							Other (please list)													12772.03
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2.7 Reasons for differences (if any)
Please detail the reasons for any differences and tell us what steps you have in place to address this over the remainder of the project.
The balance of the original grant carried forward was \$17 997.12. The Youth Council has been prudent in their management of this fund to support the Trolley Derby. Many organizations gave their support for token donations not reflecting the man hours involved. The prize pool was greatly reduced by having a single prize in each section and the number of sections was also reduced. As with 2007 very few of the competitors sought recompense for cart building expenses in the Teen Team section.

2.8 Funding Summary												
Please confirm the funding for the project. Use this space to tell us about any additional funding that you have applied for and any changes in the existing commitments.												
<table border="1"> <thead> <tr> <th>Source of Funding</th> <th>Projected Amount</th> <th>Actual Amount</th> </tr> </thead> <tbody> <tr> <td>MYD</td> <td>17 997.12</td> <td>17 997.12</td> </tr> <tr> <td></td> <td></td> <td></td> </tr> <tr> <td></td> <td></td> <td></td> </tr> </tbody> </table>	Source of Funding	Projected Amount	Actual Amount	MYD	17 997.12	17 997.12						
Source of Funding	Projected Amount	Actual Amount										
MYD	17 997.12	17 997.12										

Total Funding	17997.12	17997.12

2.9 Service Requirements and Outcomes – Non financial outputs and outcomes			
Please report on the service requirements and outcomes. Include those agreed in the Funding Agreement and any additional ones that have developed since the project commenced.			
Outcomes are the wider effect and impact of a project and the difference it makes to the people it works with, which will achieve the objectives.			
Service requirements	Achieved this period	Achievements to date	How measured
Production of trolleys, goal 10	8 teams, 47 young people participated	10 August, 38 entrants for the Trolley Derby, 8 built by Teen Teams	Actual entries, numbers involved in cart construction, Schools and Private Training Institutions involved.
Youth involved develop practical skills and qualifications through cart construction. Goal 40	40 young people involved in cart construction	10 August 16 th Sept,	As in the previous year the carrying forward of the balance of the grant was not confirmed in time for schools to incorporate cart building into the projects for workshop assessment.
Youth Council members actively involved in organization.	8 young people involved in organizing the event. 10/8/08	10/8/2008	Youth Council members attended weekly meeting for 6 weeks prior to the event and each had responsibilities on the event day.
Day of competition held with high quality entries from a number of teams across the district. Positive profile for youth in South Westland	Achieved	10/8/2008 10/8/08 and ongoing.	38 entrants in Teen Team and open sections, from Hokitika, Greymouth, Dobson and Kumara and Taylorville. The event was successfully run with a large crowd from the community and good levels of participation. Positive relationships have been

				established between the Youth Council and the District Council and the Youth Council has been entrusted with other local projects, eg mural painting as an anti graffiti measure.
Geographical spread of participants, Hokitika, South Westland, Grey Valley and Greymouth	All four regions represented.			Majority of participants were from Hokitika and Greymouth but Dobson, Kumara, Taylorville were represented as well.
Industry links developed.	12	25 young people involved in the teen teams		Teen Team entrants found their own mentors, which included 2 garage owners.
Potential employer/employee relationships established.	12	25		Difficult to assess but 8/10 entrants indicated that the Mentor relationship was useful.
Unit standards achieved/part achieved	Not in significant numbers.	no		Students plan their projects for the coming year in February when embarking on courses. Funding was not confirmed until after this process was completed and we could not proceed with the derby until funding was confirmed.

2.10 Reasons for any differences in service requirements and outcomes.

The goals of youth participation in the planning and organization of the event and the participation in trolley building and racing were achieved. A late start in advertising the derby and a more youth focussed organizational base meant that schools and training organizations were less aware of the derby as a potential focus for unit and achievement standard projects both from a timing and communication point of view.

2.11 Value for Money

Please report briefly on the 'value for money' aspects of the project (the benefits of the project in relation to its costs). Please indicate the measured expected benefits of the project so far.

- What are the successes so far?
- What lessons have you learnt so far?

The greatest success has been in the effect of the trolley derby in motivating groups of teens to organize, plan and build trolleys and as a result develop work related skills and experience and the community involvement on the day. Two local newspapers ran articles prior to the event and on the day there were over 200 spectators of all ages. Community Public Health and SAADD representatives attended to share youth info and the local netball team and St. Andrews Church sold food during the day. The local Lions Club, Cycle Club and Aero Club helped with the running of the day as there were not enough Youth Council members to complete all the tasks. It was a beneficial event for the community as a whole. Value for money has been excellent in that the cost of building carts has been much less than anticipated and the prize pool and advertising made cheaper by local business support.

2.12 Attachments and appended documents

Please list in the box any attachments that you are sending to support this report.

Letter of recommendation re balance of funds.

The National Kiwi Centre

64 Tancred Street
Hokitika 7810
Phone: 03) 755 5251
Email: natkiwi@xtra.co.nz

19 February 2009

Westland District Council
Private Bag 704
Hokitika

		MO		WED	THU	FRI	SAT	SUN
		✓		✓				

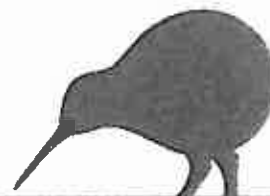
→ ci agenda.

Dear Sir

We are writing to you with regard to public toilets in Hokitika Town Centre and we are aware of the new facilities recently opened at the beachfront but feel the facilities in the centre of town are inadequate.

We have recently become the Inter City Bus Stop and the lack of facilities in the town centre has become very apparent to ourselves. The only facilities in a close proximity to ourselves is in the Senior Citizen Building but they close at 4pm and New World but they would prefer we not direct people to their toilets.

At the right on our building on Tancred Street we currently have our invalid access and feel there may be sufficient area to install an Exeloo. We would be more than happy if the Council wished to use this land for this purpose and we would do any alterations to our invalid access to accommodate an Exeloo.



The National Kiwi Centre

**64 Tancred Street
Hokitika 7810
Phone: 03) 755 5251
Email: natkiwi@xtra.co.nz**

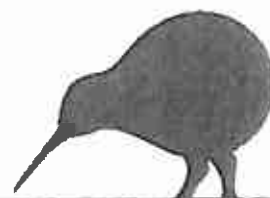
Currently there is a rubbish bin situated in front of AMI who were previously the Intercity Bus Stop would it be possible for this to be moved to in front of our premises as the bus passengers are unable to walk to the rubbish bin and just deposit there litter anywhere they please.

We hope the Council would consider these enquires and if you wanted to discuss this matter further please do not hesitate to contact ourselves.

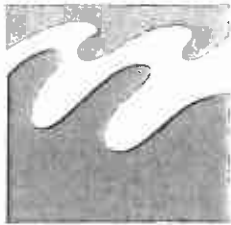
Thankyou

Yours faithfully

**Terry Young
Owner/Manager**



WCR 1



388 Main South Road, Paroa
P.O. Box 66, Greymouth.
The West Coast, New Zealand.
Telephone (03) 768 0466
Toll Free 0508 800 118
Facsimile (03) 768 7133
email: info@wcr.govt.nz
www.wcr.govt.nz

17 MAR 2009

THE WEST COAST
REGIONAL COUNCIL

11 March 2009

Robin Reeves
Chief Executive
Westland District Council
Private Bag 704
Hokitika 7842

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<i>[Signature]</i>		<i>[Signature]</i>			<i>[Signature]</i>		

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Enquiries to: Nichola Costley

Dear Robin

Notification of the draft West Coast Regional Land Transport Programme

On behalf of the West Coast Regional Transport Committee, the West Coast Regional Council has notified the Draft Regional Land Transport Programme (RLTP) for the West Coast. The draft RLTP provides a statement of transport priorities for 2009 - 2012 and indicative priorities for 2012 - 2015.

The consultation is focused on the strategic aspects of transport activities and the Regional Transport Committee is seeking feedback on:

- The transport issues, problems and opportunities to be addressed by this programme;
- The priorities given to transport activities in this programme; and,
- The emphasis given to one type of activity compared to another.

There are different methods for commenting on other aspects of transport programmes:

- If you wish to obtain details of a specific project you should contact the party responsible for that project. This may be the Council proposing it, or in the case of a State Highway project, the NZ Transport Agency.
- If you wish to make detailed comments on local road maintenance and development activities, and their funding from rates, you should contact the relevant council or make a submission on their Long Term Council Community Plan.
- Activities proposed by the NZ Transport Agency and Department of Conservation are not subject to consultation through any other process. For this reason submissions on all aspects on State Highway and Department of Conservation activities should be made through this draft RLTP.

Enclosed is a copy of the Draft RLTP and submission form. The period for making submissions closes **5.00pm, 14 April 2009.**

If you have any queries please contact me.

Yours faithfully

Nichola Costley
Regional Planner

Draft West Coast Regional Land Transport Programme 2009-12

How to make a submission

Anyone can make a submission on the draft West Coast Regional Land Transport Programme (RLTP).

Your views are important. We want to hear all relevant facts and opinions relating to this draft RLTP in order to reach the best possible outcome for our region's transport network.

Submissions close at 5.00pm on 14 April 2009. You will receive an acknowledgement of your submission.

How to submit:

Post to: Regional Land Transport Programme
West Coast Regional Council
P O Box 66
Greymouth 7840

Email to: nc@wcrc.govt.nz
Fax to: 03 768 7133

Your submission should state:

- Full name and address for service
- Are you submitting on behalf of an organisation? **(Please answer Yes or No)**
 - Organisation name
 - What is your position within the organisation you are representing
- Do you wish to address a hearing panel in support of this submission? **Yes/No**

When making a submission please indicate whether or not you wish to be heard in support of your submission. If you wish to be heard you will be given notice of the hearing and the procedure to follow at the hearing. If this section is left blank, the Regional Transport Committee will assume you do not want to attend a hearing.

- Please indicate how you would prefer to be contacted – **email or post?**
- Your submission must be signed and dated

What we want to know:

The consultation is focused on the strategic aspects of transport activities on the West Coast and the Regional Transport Committee is only seeking feedback on:

- The transport issues, problems and opportunities to be addressed by this programme (Section 4.1 and 4.2);
- The priorities given to transport activities in this programme (Section 5.2); and,
- The emphasis given to one type of activity compared to another (Section 5 – Table 1).

There are different methods for commenting on other aspects of transport programmes:

- If you wish to obtain details of a specific project you should contact the party responsible for that project. This may be the Council proposing it, or in the case of a State Highway project, the NZ Transport Agency.
- If you wish to make detailed comments on local road maintenance and development activities, and their funding from rates, you should contact the relevant council or make a submission on their Long Term Council Community Plan.
- Activities proposed by the NZ Transport Agency and Department of Conservation are not subject to consultation through any other process. For this reason submissions on all aspects of State Highway and Department of Conservation activities should be made through this draft RLTP.

Where can I find a copy of the West Coast draft Regional Land Transport Programme?

- The principal library in your District
- Your local district or Regional Council
- Regional Council website www.wcrc.govt.nz

**Submission Form for the
Draft West Coast Regional Land Transport Programme**

Name:

Position:

Organisation:

Contact Details:

This submission form is intended to help you make a submission on the Draft West Coast Regional Land Transport Programme. Where relevant, please give reasons for your answers. If more room for answers is required attach answers on separate piece of paper. Please return your submission by **5.00pm 14 April 2009**.

1. Do you think the transport issues, problems, and opportunities to be addressed by this programme have been defined correctly?

Are there other issues, problems, and opportunities you can think of? Please list and explain why.

2. Do you think the priorities given to transport activities in this programme are right?

Are there activities you think should be reprioritised? What is your reasoning for this?

3. Do you agree with the emphasis given to one type of activity compared to another?

Should this emphasis be different? If so how should this be different and your reasoning for this.

Name:

Signature:

Date:

There are different methods for commenting on other aspects of transport programmes:

- If you wish to obtain details of a specific project you should contact the party responsible for that project. This may be the Council proposing it, or in the case of a State Highway project, the NZ Transport Agency.
- If you wish to make detailed comments on local road maintenance and development activities, and their funding from rates, you should contact the relevant council or make a submission on their Long Term Council Community Plan.
- Activities proposed by the NZ Transport Agency and Department of Conservation are not subject to consultation through any other process. For this reason submissions on all aspects of State Highway and Department of Conservation activities should be made through this draft RLTP.

Hearings on the Draft Regional Land Transport Programme

- Do you wish to address a hearing panel in support of this submission? **Yes/No**

When making a submission please indicate whether or not you wish to be heard in support of your submission. If you wish to be heard you will be given notice of the hearing and the procedure to follow at the hearing. If this section is left blank, the Regional Transport Committee will assume you do not want to attend a hearing.

- Please indicate how you would prefer to be contacted – **email or post?**

How to submit:

Post to: Regional Land Transport Programme
West Coast Regional Council
P O Box 66
Greymouth 7840

Email to: nc@wrc.govt.nz
Fax to: 03 768 7133

From: Mark Quickfall [mailto:mark@totallytourism.co.nz]
Sent: Thursday, 5 March 2009 10:01 a.m.
To: Maureen Pugh
Cc: Robin Reeves; Rob Daniel
Subject: RE: Franz Josef Meeting - Helipads

Hi Maureen

Thanks for the response. I will be pleased to attend the meeting and will keep an eye out for the agenda. I see the meeting is scheduled for 19 March.

I note the point regarding the land being reserve and the purchase not being an option.

Kind Regards

Mark Quickfall
Totally Tourism
PO Box 634
Queenstown

Tel 03 441 4620
Mobile 0274 336 576
www.totallytourism.co.nz

From: Maureen Pugh [mailto:maureen.pugh@westlanddc.govt.nz]
Sent: Wednesday, 4 March 2009 4:11 p.m.
To: Mark Quickfall
Cc: Robin Reeves; Rob Daniel
Subject: RE: Franz Josef Meeting - Helipads

Hello Mark

The issue of the Franz Josef helipads will be on the March Council meeting agenda. The meeting is to be held in Franz at the new Scenic Circle Hotel. At this stage I cannot tell you where on the agenda the item will be so suggest you keep an eye out for it on the Council's web site.
http://www.westland.govt.nz/index.cfm/1,195,html/agendas_&_minutes It should be posted on Monday 16th March.

The land that the helipads are sited on is in reserve status so purchasing the land is not an option at this stage.

Regards

Maureen Pugh
Mayor

Westland District Council
Private Bag 704, HOKITIKA 7842 ☎ (03) 756 9010, DDI (03) 756 9038 📠 Fax: (03) 756 9046
Email: mayor@westlanddc.govt.nz
Website: www.westland.govt.nz
Wildfoods: www.wildfoods.co.nz

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From: Mark Quickfall [mailto:mark@totallytourism.co.nz]
Sent: Wednesday, 4 March 2009 12:02 p.m.
To: Maureen Pugh; Richard Simpson
Subject: RE: Franz Josef Meeting - Helipads

Dear Mayor Pugh and Richard

Now that the report from Vern Goodwin has been received it will be good to progress the Franz Josef Helipad situation.

I note that Mr Goodwin records that the current level of noise is not a direct health risk.

Helicopter noise is not a direct health risk at current levels. The district plan review should include consideration of better land use planning measures to sustainably manage future aviation developments. Much of the noise arises from aircraft in flight away from arrival and departure manoeuvres and as a matter of law is outside jurisdiction of the council.

As previously offered the three current operators are keen to either renew leases or take ownership of the Helipads at the Waiho River Bed site. Based on the report not ruling out the current helipad site we would like to investigate what improvements can be made to the area to bring it up to standard. We are prepared to fund improvements.

I have attached a copy of my previous letter and proposal to the Council for the helipads.

It will be helpful if I can discuss the situation by telephone with the appropriate person.

Kind Regards

Mark Quickfall
Totally Tourism
PO Box 634
Queenstown

Tel 03 441 4620
Mobile 0274 336 576
www.totallytourism.co.nz



29 Lucas Place
PO Box 634, Queenstown, NEW ZEALAND

30 January 2008

Richard Simpson
Manager: Planning and Regulatory
Westland District Council
36 Weld St, Private Bag 704
Hokitika

RE: Franz Josef Helipads

Dear Richard

Thank you for your email dated 17 January 2008. In reply the operators wish to find a solution and our proposal to Council follows:

Complete the report by Vern Goodwin to determine if the current site can be retained and operated without risk to the public health of the community of Franz Josef.

If this is possible the three current lessees - helicopter operators are interested in taking responsibility for operating and managing the Franz Josef heliport. We propose to improve the site taking into account noise mitigation, safety issues and customer and public use requirements.

It is important to note:

- The three current lessees - helicopter operators are the only holders of DOC concessions to conduct helicopter landings on the Glaciers. The concession holders fly in excess of 80% of visitors.
- The use of the current helipads by the three operators is not restricting additional operators from entering the market.
- There are already a number of helipad options available for other helicopter operators.
- Hokitika Airport Limited (HAL), Brian McBride Helipad, Air Safaris Franz Josef Airstrip and Callery Holdings have all stated that they are prepared to accommodate additional helicopter operators.

- Irregular landings by visiting helicopter operators do occur at the Franz Josef Helipads.
- Adding more resident operators to the current helipad area will exaggerate the noise levels in and over town.
- There is evidence supporting the spreading of helipad locations, which in turn spreads the noise footprint.
- Shifting the three current operators to join other operators will not reduce overall noise levels in Franz Josef and may in fact increase them.
- No research has been conducted to determine the best options for future helipads. Safe, sensible and minimum impact flight-paths are also essential considerations in determining locations, not just landings/take-offs.
- Limited consultation has been undertaken with all affected parties to check on the best outcomes for Franz Josef Inc.
- No investigation has occurred to determine if improvements can be made to the set up of the existing helipads to mitigate noise and dust issues. (noise barriers, landscaping).
- Dust can be attributed as much to trucks operating in the area as the helicopters.
- We do not have any recent resident complaints on record. A recent survey of the township, conducted by the three lessees, revealed strong support for the three operators to remain at the current location. The lessees conducted this survey for their benefit and to determine if their operations had support to remain at the current location. We accept that the survey is not scientific however it has provided valuable feedback and confirmed that the town sees the benefit of the three key operators remaining. *(A summary copy of the survey results and copies of the completed survey questionnaire are available on request.)*

Should it be proved that the helipads could be retained at the current site and operated without risk to the public health of the community of Franz Josef we wish to progress our proposal with Council.

If remaining at the current site is not an option based on proven unacceptable public health risks then we will provide a second proposal for an alternative site.

Kind regards



Mark Quickfall
Managing Director