

Document: 538937

26 November 2008

**Chairperson and Members  
Regional Transport Committee**

**Notice of Meeting**

Notice is hereby given that a meeting of the **Regional Transport Committee** will be held in the Taranaki Regional Council Chambers, 47 Cloten Road, Stratford on:

**Wednesday 3 December 2008 commencing at 10.30am**

B G Chamberlain  
Chief Executive

**THE TARANAKI REGIONAL COUNCIL REQUESTS THAT THIS  
AGENDA REMAINS EMBARGOED UNTIL COMMENCEMENT OF THE  
MEETING**

## List of transport acronyms and terms used

LTA	Land Transport Act 1998
LTMA	Land Transport Management Act 2003
GPS	Government Policy Statement
NZTS	New Zealand Transport Strategy
NZTA	New Zealand Transport Agency
PPFM	Planning, Programming and Funding Manual
NLTF	National Land Transport Fund
NLTP	National Land Transport Programme
FAR	Financial Assistance Rate
FED	Fuel Excise Duty
RUC	Road User Charges
MVR	Motor Vehicle Registrations
RC	Regional Council
RTC	Regional Transport Committee
RTAG	Regional Transport Advisory Group
RLTS	Regional Land Transport Strategy
RLTP	Regional Land Transport Programme
LTCCP	Long-term Council Community Plan
PT	Passenger Transport

Approved organisation: Means either a regional council, territorial local authority or an approved public organisation. Being an approved organisation allows the organisation concerned to receive funding from the national land transport fund.

**Agenda for the meeting of the Regional Transport Committee of the Taranaki Regional Council to be held in the Taranaki Regional Council Chambers, 47 Cloten Road, Stratford on Wednesday 3 December at 10.30 am.**



<b>Members</b>	Councillor	R F H Maxwell	Taranaki Regional Council <i>(Committee Chairperson)</i>
	Councillor	B R Jeffares	Taranaki Regional Council <i>(Deputy Committee Chairperson)</i>
	Councillor	H Dodunski	New Plymouth District Council
	Mayor	J D Edwards	Stratford District Council
	Councillor	G Lawson	South Taranaki District Council
	Ms	J Chetwynd	New Zealand Transport Agency
	Mr	R Hendry	Environmental sustainability
	Mrs	K Stowers	Access and mobility
	Dr	P Hutchinson	Public health
	Mr	J Geraghty	Economic development
	Mr	P Moeahu	Cultural interests
<b>In attendance</b>	Messrs	B G Chamberlain	Chief Executive
		R A Phillips	Director-Operations
		G C Severinsen	Policy Manager
	Mrs	K van Gameren	Committee Administrator
	Ms	J Spencer	Policy Analyst
	Messrs	C Clarke	Passenger Services Officer (Operations)
P Ledingham		(Information Officer)	
<b>Apologies</b>	Inspector	F Grant	Safety and personal security

**Notification of Late Items**

**Welcome and Introductions**

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**Item 14    General Business**

#538935

**Minutes of the Regional Transport  
Committee Meeting of the Taranaki  
Regional Council, held in the Taranaki  
Regional Council Chambers, 47 Cloten Road,  
Stratford on Thursday 9 October 2008  
commencing at 10.30 am.**

<b>Members</b>	Councillors	R F H Maxwell	(Chairperson)	
		B R Jeffares		
		H Dodunski	(New Plymouth District Council)	
	Mayor	J Edwards	(Stratford District Council)	
	Councillor	G Lawson	(South Taranaki District Council)	
	Mrs	R Orr	(Land Transport New Zealand)	
		Mr	R Hendry	(Environmental sustainability)
	Inspector	F Grant	(Safety and personal security)	
	Mrs	K Stowers	(Access and mobility)	
	Dr	P Hutchinson	(Public health) from 10.50am	
	Mr	J Geraghty	(Economic development)	
Mr	P Moeahu	(Cultural interests)		

<b>In Attendance</b>	Councillor	M J Cloke	
	Councillor	M Pearce	(New Plymouth District Council)
	Messrs	R A Phillips	(Director-Operations)
		G C Severinsen	(Policy Manager)
		J Bielski	(Policy Analyst)
		C Clarke	(Passenger Services Officer)
		P Ledingham	(Information Officer)
	Mrs	K van Gameren	(Committee Administrator)
	Messrs	A Wilson	(New Plymouth District Council)
	Ms	E Shaw	(Ministry of Transport)
Ms	N Ekdahl	(Federated Farmers Taranaki)	

One member of the media

**Apologies** There were no apologies.

**Notification of Late Items** Item 15 – Passenger transport services operation overview – Hawera to New Plymouth bus proposal

**Welcome and Introduction** Councillor R F H Maxwell, Regional Transport Committee Chairperson, welcomed and introduced Members to the meeting. Councillor Maxwell briefed Members on the role and objectives of the Committee, provided on brief overview of the Land Transport Management Amendment Act and outlined the Member requirements and the role of their alternates.

**1. Confirmed Minutes - Regional Land Transport Committee:  
24 June 2008**

**Recommended**

THAT the Taranaki Regional Council

1. receives the confirmed minutes of the Regional Land Transport Committee meeting held on Tuesday 24 June 2008 at 10.30 am.

08/215

Lawson/Dodunski

**Matters arising**

There were no matters arising.

**2. Minutes of the Stratford to Okahukura Railway Line (SOL) Working Party**

- 2.1 The unconfirmed minutes of the Stratford to Okahukura Railway Line (SOL) Working Party meeting held on Thursday 10 July 2008 were received and noted.

**Recommended**

THAT the Taranaki Regional Council

1. receives the unconfirmed minutes of the Stratford to Okahukura Railway Line (SOL) Working Party meeting held on Thursday 10 July 2008.

08/216

Jeffares/Edwards

**3. Minutes of the Taranaki Regional Transport Advisory Group**

- 3.1 The minutes of the Taranaki Regional Transport Advisory Group meetings held on Thursday 31 July 2008 and Thursday 28 August 2008 (unconfirmed) were received and noted.

**Recommended**

THAT the Taranaki Regional Council

1. receives the confirmed minutes of the Taranaki Regional Transport Advisory Group meeting held on 31 July 2008
2. receives the unconfirmed minutes of the Taranaki Regional Transport Advisory Group meeting held on 28 August 2008.

08/217

Maxwell/Dodunski

#### **4. Key functions and Terms of Reference of the Regional Transport Committee for Taranaki**

- 4.1 The memorandum providing Members with an overview of the functions of the Regional Transport Committee and a draft Terms of Reference to be endorsed was received and discussed.
- 4.2 Members discussed the draft Terms of Reference requesting minor typographical changes. It was noted that the issue relating of a quorum of the Committee is still being clarified. The New Zealand Transport Agency will be providing 'Know-How' guides to assist the Committee in its new roles and functions as defined under the Land Transport Management Act.

##### **Recommended**

THAT the Taranaki Regional Council

1. receives the memorandum on the key functions and Terms of Reference of the Regional Transport Committee for Taranaki
2. receives and endorses the Terms of Reference for Taranaki's Regional Transport Committee

08/218

Jeffares/Lawson

#### **5. Development of a Regional Transport Advisory Group**

- 5.1 Mr R A Phillips, Director-Operations, spoke to the memorandum informing Members of the development of a Regional Transport Advisory Group for Taranaki and to endorse the draft Terms of Reference for the Group, subject to any amendments received.
- 5.2 Members discussed the draft Terms of Reference noting the provisions relating to Membership of the Group. It was agreed the draft Terms of Reference contain a 'power to co-opt' provision to enable the Group to obtain input from other organisations/interest groups as required ie KiwiRail/ONTRACK for rail issues, walking/cycling groups etc.

##### **Recommended**

THAT the Taranaki Regional Council

1. receives the memorandum
2. endorses the development of a Regional Transport Advisory Group for Taranaki
3. receives and endorses the Terms of Reference for Taranaki's Regional Transport Advisory Group as amended.

08/219

Lawson/Hendry

## **6. Structure of the newly formed New Zealand Transport Agency**

- 6.1 Mr R A Phillips, Director-Operations, spoke to the memorandum informing members of correspondence sent to the Chief Executive designate noting concerns relating to the proposed alignment of the New Zealand Transport Agency's new regional boundaries.
- 6.2 Mrs R Orr, New Zealand Transport Agency, provided the Committee with confirmation that the Taranaki region is now aligned with Horizons, Hawkes Bay and Gisborne in one regional jurisdiction called the 'Taranaki, Manawatu-Wanganui, Hawkes Bay and Gisborne' region. Mrs Orr also advised of the appointment of Jenny Chetwynd as the New Zealand Transport Agency's Regional Director of the Central region based in Wellington. Ms Chetwynd will replace Mrs Orr as the Agency's representative on the Committee.
- 6.3 Committee Chairperson, Councillor R F H Maxwell, gave thanks to Mrs Orr's participation and contribution to the Committee.

### **Recommended**

THAT the Taranaki Regional Council

1. receives the memorandum
2. notes the correspondence sent to the Chief Executive of the newly formed New Zealand Transport Agency outlining suggestions relating to the proposed structure of the Agency and alignment of regional boundaries
3. notes that the Taranaki region is now aligned with Horizons, Hawkes Bay and Gisborne in one regional jurisdiction called the 'Taranaki, Manawatu-Wanganui, Hawkes Bay and Gisborne' region
4. notes the appointment of Jenny Chetwynd as the New Zealand Transport Agency's Regional Director of the Central region based in Wellington.

08/220

Maxwell/Edwards

## **7. Government Policy Statement and New Zealand Transport Strategy**

- 7.1 Mrs R Orr, New Zealand Transport Agency, spoke to the memorandum informing members of the development and contents of the recently released *Government Policy Statement on Land Transport funding 2009/10* and *New Zealand Transport Strategy*.

### **Recommended**

THAT the Taranaki Regional Council

1. receives the memorandum
2. receives the report on the development and content of the *Government Policy Statement on Land Transport funding 2009/10* and *New Zealand Transport Strategy*.

08/221

Dodunski/Lawson

## **8. Update on regional land transport programme preparation**

- 8.1 Mrs J Bielski, Policy Analyst, spoke to the memorandum providing an update on the issues to take into account when developing the *2009/2010 Regional Land Transport Programme for Taranaki*.
- 8.2 Members noted that the decisions to be made at the next Regional Transport Committee meeting that include the adoption of a 'significance policy', a definition of 'minor capital works' and a process for the prioritisation of activities in the Regional Land Transport Programme.

### **Recommended**

THAT the Taranaki Regional Council

1. receives the update on the development of the progress report on the development of the *2009/2010 Regional Land Transport Programme for Taranaki*
2. notes that the next meeting of the Regional Transport Committee will be held on Thursday 4 December 2008.

08/222

Edwards/Dodunski

## **9. National Land Transport Programme for 2008/2009 and Transit New Zealand's 10-year State Highway Forecast**

- 9.1 Mrs J Bielski, Policy Analyst, spoke to the memorandum updating Members on the content of the National Land Transport Programme for 2008/09 and the content of Transit New Zealand's 10-year State Highway Plan and Forecast released at the end of June 2008.
- 9.2 Members expressed concern that the SH43 Tangarakau Gorge seal extension project was not included in the National Land Transport Programme for 2009/2010. This was also raised at the Regional Transport Advisory Group's last meeting. It was noted that officers would seek to include this project during next year's submission round.

### **Recommended**

THAT the Taranaki Regional Council

1. receives the information on Land Transport New Zealand's *National Land Transport Programme for 2008/09* and *Transit New Zealand's 10-Year State Highway Plan and Forecast for 2008/09*.

08/223

Dodunski/Lawson

## **10. Regional Land Transport and Passenger Transport Significant Activity Report for 2007/08**

- 10.1 Mr R A Phillips, Director-Operations, spoke to the memorandum introducing the significant annual activity report on the Taranaki Regional Council's regional land transport and passenger transport functions for the 2007/2008 year.

**Recommended**

THAT the Taranaki Regional Council

1. receives the Regional Land Transport and Passenger Transport annual activity report for 2007/2008.

08/224

Maxwell/Lawson

**11. New Plymouth Strategic Study update**

- 11.1 The memorandum introducing the draft 2007/2008 Annual Report on the Regional Land Transport Strategy for Taranaki was received and discussed for endorsement by the Committee.

**Recommended**

THAT the Taranaki Regional Council

1. receives and adopts the 2007/2008 Annual Report on the Regional Land Transport Strategy for Taranaki.

08/225

Dodunski/Hendry

**12. Sea freight issues**

- 12.1 The Committee received and noted the memorandum informing Members of a *Proposed Funding Policy for Coastal Transport Links to Isolated Communities* prepared and distributed for comment by Land Transport New Zealand in July 2008. Feedback was sent by the required date of 29 July 2008.

**Recommended**

THAT the Taranaki Regional Council

1. notes the submission prepared on the *Proposed Funding Policy for Coastal Transport Links to Isolated Communities* and send to Land Transport new Zealand by the due date of 29 July 2008.

08/226

Dodunski/Geraghty

**13. Awakino Gorge Strategy Study**

- 13.1 The memorandum providing Members with an update on the Awakino Gorge State Highway 3 Strategic Study being implemented by the New Zealand Transport Agency was received and discussed by the Committee.

**Recommended**

THAT the Taranaki Regional Council

1. notes correspondence was sent to Transit New Zealand from the State Highway 3 Working Party providing input into the development of the Awakino Gorge State Highway 3 Strategic Study.

08/227

Edwards/Lawson

#### **14. Concerns relating to accessing the Onaero Motor Camp**

- 14.1 Members received and discussed the memorandum providing an update on correspondence sent to Transit New Zealand regarding concerns about vehicle movements into/out of the Onaero Motor Camp. It was noted that the entranceway to the motor camp has been widened, the curve advisory signs have been upgraded in size and made more consistent, and the guard rail has been extended (photos supplied).
- 14.2 Due to the nature of users entering and exiting the Onaero Motor Camp (moterhomes), it was agreed that more signage in SH3 for motorists to reduce speed and proceed with caution was warranted. Mrs R Orr, New Zealand Transport Agency, agreed to take the concerns of the Committee to the Agency's highway division for further investigation.

##### **Recommended**

THAT the Taranaki Regional Council

1. notes correspondence was sent to Transit New Zealand outlining concerns relating to the entrance at the Onaero Motor Camp and the associated response received
2. agrees to request from the New Zealand Transport Agency improved sinage along State Highway 3 at the Onaero Motor Camp.

08/228

Edwards/Dodunski

#### **15. Passenger transport services operational overview**

- 15.1 Mr R A Phillips, Director-Operations, spoke to the memorandum providing Members with an operational overview of the passenger transport services throughout Taranaki.
- 15.2 Mayor J Edwards, Stratford District Council, sought discussion on the possibility of investigating the feasibility of a Hawera to New Plymouth bus service to service Central Taranaki residents due to the InterCity bus services no longer operating. It was agreed to investigate this option in conjunction with the Taranaki Regional Council's review of all it passenger transport services in 2009.

##### **Recommended**

THAT the Taranaki Regional Council

1. notes the operational overview of the passenger transport services
2. receives and notes the information on the SuperGold Card Scheme

3. agrees to consider the possibility of a Hawera to New Plymouth bus service when the passenger transport services for Taranaki are reviewed in 2009.

08/229

Edwards/Hendry

## **16. General Business**

There were no items of general business.

There being no further business the Committee Chairperson, Councillor R F H Maxwell, declared the Regional Transport Committee meeting closed at 12.35 pm.

**Confirmed**

**Chairperson:** \_\_\_\_\_  
**D N MacLeod**

**Date:** **4 November 2008**

Document: 540977

3 December 2008

**Memorandum to  
Chairperson and Members  
Regional Transport Committee**

**Minutes of the Taranaki Regional Transport Advisory Group**

**Purpose**

1. The purpose of this memorandum is to receive the confirmed minutes of the Taranaki Regional Transport Advisory Group meeting held on 1 October 2008 and the unconfirmed minutes of the Regional Transport Advisory Group meeting held on 20 November 2008.
2. Copies of the minutes for both meetings are attached for information.
3. The Regional Transport Committee receives the minutes of the Taranaki Regional Transport Advisory Group meetings for information.

**Recommendation**

THAT the Taranaki Regional Council

1. receives the confirmed minutes of the Taranaki Regional Transport Advisory Group meeting held on 1 October 2008
2. receives the unconfirmed minutes of the Taranaki Regional Transport Advisory Group meeting held on 20 November 2008.

Approved:

RA Phillips  
Director – Operations

B G Chamberlain  
Chief Executive

**Minutes of the Taranaki Regional Transport Advisory Group meeting held in the Taranaki Regional Council Chambers, 47 Cloten Road, Stratford on Wednesday 1 October 2008 commencing at 10.30am.**

<b>Present</b>	Messrs	Steve Bowden Max Aves Vincent Lim Barry Jagersma Chris Clarke Rob Phillips	New Plymouth District Council New Plymouth District Council South Taranaki District Council Stratford District Council Taranaki Regional Council Taranaki Regional Council
	Mrs	Jo Bielski	Taranaki Regional Council
	Messrs	Chris Jordon Andrew McKillop	New Zealand Transport Agency New Zealand Transport Agency
<b>In Attendance</b>	Mrs	Kathryn van Gameren	Taranaki Regional Council
<b>Apologies</b>	The apology received from Mr Errol Christiansen, New Zealand Transport Agency, was received and sustained.		

**1. Confirmation of Minutes  
Regional Transport Advisory Group –  
28 August 2008**

THAT the minutes of the Regional Transport Advisory Group meeting held on Thursday 28 August 2008 at 10.30am are received and confirmed.

**Matters arising and updates**

The quorum requirements of Regional Transport Committees still remain unclear. Arising from the last meeting of the Regional Transport Advisory Group, a letter was sent to the New Zealand Transport Agency where it was received and discussed. Andrew McKillop will follow up and report back to the Group to ensure a formal response from the Agency is actioned.

It was reported that the South Taranaki District Council will be a Member of the Taranaki Regional Transport Committee as their district boundary aligns fully with the Taranaki region.

The Memorandum of Understanding between the Stratford District Council and the Manawatu-Wanganui Regional Council with regard to their area located in the Manawatu-Wanganui region is progressing.

Members discussed the development of policies on 'regional significance' and 'minor capital works' – each district to provide ideas for next meeting of the group. It was agreed that the Horizon's Regional Council be contacted to discuss their policy development and to obtain a draft/example for discussion at the Group's next meeting. The New Zealand Transport Agency noted that advice will be forthcoming on this issue following legal advice. It was noted that this issue will be discussed at the next Regional Transport Officials Group meeting to be held 7 October 2008.

## 2. New Zealand Transport Agency Capability Building Session

Mr Andrew McKillop, New Zealand Transport Agency, provided a presentation to the Group on:

- Stepped Change – evolution and revolution
- NZTA Stepping Forward – Prioritisation and Assessment
- Findings of the 2007 Streetlight Theme Audit

## 3. Other Business

Members of the Group engaged in a general discussion and update session in a number of areas, mainly;

- First meeting of the Taranaki Regional Transport Committee - Thursday 9 October 2008 at the Taranaki Regional Council.
- Terms of Reference for the Regional Transport Advisory Group will be going to the Regional Transport Committee meeting for endorsement.
- Regional/district programme preparation – Jo Bielski provided an update to the Group on the need to establish a firm timeline to adhere to the deadline of 14 November 2008.
- Draft State Highway list of projects requiring regional prioritisation – Mr Chris Jordon, New Zealand Transport Agency, led discussion on the Agency's process and timelines on the proposed state highway projects for the Taranaki region (and neighbouring Waikato region). Members noted and discussed the consultation process between the Agency and the Taranaki Regional Transport Committee and the involvement of the Regional Transport Advisory Group in establishing and prioritising state highway projects for consideration. Members advised the Agency representatives on the omission of SH43 (re-sealing) from the Draft State Highway list and requested that it be re-included for consideration. Other inclusions were walking/cycling projects and bus stops along the state highway network in New Plymouth and two right turning bay projects along SH3 in the Stratford district (Kauri Road and Sole Road).
- R Funds - Jo Bielski tabled an updated Regional Funding Priority Projects for the Taranaki Region 2008/2009 incorporating feedback from Members requested at the previous meeting of the Group (28 August 2008). This list is to be finalised as soon as possible with further feedback from Group Members to be forwarded to Jo as soon as possible.
- Members noted and agreed that Councillor Roger Maxwell, as Chairperson of the Taranaki Regional Transport Committee, hold regular meetings with Taranaki Regional Council staff to keep briefed as to the workings and decisions of the Group.
- Awakino Strategic Study – no update available.
- Next meeting of the Taranaki Regional Transport Committee – yet to be decided but is likely to be held early December 2008.

## 4. Next meeting

The next meeting of the Regional Transport Advisory Group will be held 20 November 2008 10:30am.

**Meeting closed: 12.30pm**

**Minutes of the Taranaki Regional Transport Advisory Group meeting held in the Taranaki Regional Council Display Room, 47 Cloten Road, Stratford on 20 November 2008 commencing at 10.30am.**

<b>Present</b>	Messrs	Steve Bowden	New Plymouth District Council	
		Max Aves	New Plymouth District Council	
		Vincent Lim	South Taranaki District Council	
		Barry Jagersma	Stratford District Council	
		Andrew McKillop	New Zealand Transport Agency	
		Errol Christiansen	New Zealand Transport Agency	
		Chris Clarke	Taranaki Regional Council	
		Mrs	Jo Bielski	Taranaki Regional Council

**In Attendance** NIL

**Apologies** The apology received from Mr Rob Phillips, Taranaki Regional Council was received and sustained.

**1. Confirmation of Minutes  
Regional Transport Advisory Group -  
1 October 2008**

THAT the minutes of the Regional Transport Advisory Group meeting held on Wednesday 1 October 2008 at 10.30am are received and confirmed.

**Matters arising and updates**

Regarding the quorum requirements of Regional Transport Committees – Andrew McKillop has suggested that the Taranaki Regional Council refer back to their Model Standing Orders for clarification on this issue.

GPS regionalisation of targets - concerns were raised about the regional funding ranges matching what has been specified in the NLTP for this financial year. NZTA advice is that the funding ranges match the State Highway maintenance contracts and not the region specifically. Also concerns that no funding has been allocated to PT infrastructure.

**Action:** Andrew McKillop to double check why this is the case with national office and provide an answer to the next meeting.

Group Members acknowledged that the funding plan will be a 'guestimate'. Errol confirmed that it was very difficult to separate. Vincent concerned that the money may not be there when the RLTP is finalised. Andrew said that the last funding range was also for a 4 year period, not three like the previous two ranges are (all three total 10 years).

MOU (Memorandum of Understanding) with Stratford District Council, Horizons and Taranaki Regional Council is finalised and complete.

## 2. Funding request N/R

A letter was received from NZTA clarifying that it is no longer necessary to worry about those projects with a N/R allocation next to them in this years NLTP as they will be funded through the use of N funds. However this will be an issue in subsequent years. It was advised that categorisation of projects will therefore be important.

## 3. R funding

R Funding Spreadsheet received from Myles Andrews (NZTA) - summary of R funding, revenue and expenditure so far.

Revenue	52 million
Expenditure programmed	34 million
Balance left over	17 million

Max would like a breakdown of the Bell Block Bypass costs to ascertain exactly what R Funds have been spent and when together with a breakdown of the Awakino North Realignment project. This has been raised with the NZTA, but no detailed response has been received.

**Action:** Jo and Andrew to follow-up this matter further.

Errol noted that the spreadsheet is not for public release. Jo to block out individual project costs on the copy to go to Regional Transport Committee.

## 4. R Funding Criteria

Handout provided on NZTA rules for R Funding. There was general discussion around the need for a new R Funding Criteria for the Taranaki region. Discussions on the handout focused on the following:

- Group task – what would we like to see as R- Funding criteria.
- Max – 80/20 state highway funding split did not necessarily happen here in Taranaki
- Jo – need quite clear criteria and remove 80/20 reference
- Errol- supports Max and comments that R Funds should be sorted by regional significance
- Max – should reinforce what it should not be used for (operations and renewals).
- Keep R Funding for high level strategic regionally focused activities
- Jo – keep yearly review of criteria in as the situation may change in 2 or 3 years time
- Should be for capital projects only, will go to RTC for endorsement
- The wording “Approved organisation will need to demonstrate ...” should stay in
- R Fund should contribute to transport projects that contribute to the aspirations of the RLTS
- Jo - should AW still attend RTC? Max agreed that AW must be RTAG member at this point in time.

**Action:** Jo to forward a revised version of the Regional Funding criteria to RTAG Members for comment and endorsement prior to an agenda item being sent to the Regional Transport Committee.

## 5. RTAG Meeting Schedule

**Action:** Jo to send invitations using Microsoft Outlook. Also to double check dates against Bay of Plenty meeting dates.

## 6. Definition of regional significance and minor capital works

A general discussion was held around the examples of 'significance' policies created by other regional councils provided by Jo prior to the meeting. Further to comments received Jo is to forward to all Members a revised version for endorsement prior to this version being taken to the Regional Transport Committee for final approval.

Members agreed that it was best to keep to Horizons example of having a statement of what is not significant, but to also have a positive statement on what could be included. Also need to consider what significance policies are held by each district councils.

Errol and John provided several examples of projects that may change in scope to test the definitions provided.

A discussion was also held around a definition for Minor Capital works. Further to comments received a revised version is to be sent by Jo to all members for approval prior to sending it to the Regional Transport Committee for endorsement.

Members agreed that the prioritisation process submitted as a draft was fine. This was therefore approved to go to Regional Transport Committee for endorsement.

**Action:** Jo to send out a new draft for RTAG Members comment and approval for 'significance' and 'minor capital works'.

RLTP draft structure and contents page was discussed - any comments/feedback to go to Jo.

## 7. PSMC

General discussion held around why the state highway maintenance and renewals contract is split between the Hamilton and Wanganui offices of NZTA. Why is there not one contract for the entire Taranaki region? Errol response was that they were in the process of making a decision on the reissue of a SH3 North contract and now was the time to make any concerns known regarding this matter.

### **Action:**

- Jo to follow up and see what happened last time comments were sent to Transit Hamilton on this issue.

- RTAG/RTC to send feedback to Regional Director Jenny Chetwynd on this issue.

## 8. Quorum on absences / what is Quorum

**Action:** Andrew McKillop to follow this query up with National Office of NZTA.

## 9. RLTP - Police

Jo noted that the information provided by NZTA on the statutory requirement to include a statement in the RLTP on how Police Activities relate to the RLTP was not that helpful.

**Action:** Andrew McKillop is to obtain more detailed on this and forward to Jo.

## 10. Awakino Strategic Study

The Draft Study has been prepared. An advance copy was presented to the SH3 Working Party.

**Action:** Jo to follow up on what feedback has been requested from NZTA.

## 11. General Business

Procurement Review - Barry Jagersma attending 10 December 2008 workshop in Palmerston North. Chris Clarke will also be attending.

GPS Regional Targets - Max queried whether these are set as Taranaki regional targets or NZTA regional targets.

**Action:** Need guidelines from NZTA – Andrew McKillop to action.

Forestry - impacts of blocks being logged – the Stratford District Council has commissioned someone to investigate the impact this will have on the district network. For the next 10 years there will be expensive damage on roads. Final report to be forwarded to NZTA as there are state highway implications (particularly for SH43 in both directions).

Ministry of Transport trial on 50 tonne vehicles – Barry Jagersma reported that the Stratford District Council are still wanting the Ministry to proceed, but has said they must do a pre-study bridge check i.e. want assurance regarding repairs on bridges should there be any damage. Has yet to receive a response from the Ministry on this.

### Next meeting

The next meeting of the Regional Transport Advisory Group will be held on Wednesday 17 December.

**Meeting closed: 1.00pm**



3 December 2008

**Memorandum to  
Chairperson and Members  
Regional Transport Committee**

**Development of a Significance Policy for the Regional Land  
Transport Programme for Taranaki**

**Purpose**

1. The purpose of this memorandum is to:
  - Request endorsement of a draft definition for Minor Capital Works prepared by members of the Regional Transport Advisory Group;
  - Request endorsement of a draft 'Significance Policy' prepared by members of the Regional Transport Advisory Group for the Regional Land Transport Programme for Taranaki;
  - Request endorsement of a prioritisation process for the Regional Land Transport Programme for Taranaki.

**Background**

**Definition for minor capital works**

2. A key stage in the development of a Regional Land Transport Programme [RLTP] is the requirement for regional transport committees to prioritise the activities or combinations of activities that approved organisations include in their programmes. All activities must be prioritised except for local road maintenance, local road renewals, local road minor capital works and existing passenger transport services.
3. Definitions are already provided by the *Planning, Programme and Funding Manual* for 'local road renewals', 'local road maintenance' and 'existing passenger transport services'. However there is only a suggested definition for the term 'minor capital works'. It is therefore necessary for the Regional Transport Committee [RTC] to define a term for 'minor capital works'.

**Development of a policy on 'Significance'**

4. Recent amendments to the Land Transport Management Act also now require each RTC to adopt a policy that determines 'significance' with respect to variations made to a Regional Land Transport Programme or Regional Land Transport Strategy.
5. This means that if the significance policy is triggered when making a variation to the RLTP, the RTC would be required to consult on the proposed amendments using the special consultative procedure (as specified in the Local Government Act 2002) before the variations can be adopted. The need for variations could occur both during the preparation and final approval of the RLTP, as well as subsequently during the three years to which it applies.

6. Following the adoption of the RLTP, approved organisations could require changes to the published RLTP in Year Two and Three due to variations in the time, scope or cost of activities (especially given that a funding application can be made three years before an activity is to be undertaken). It is therefore necessary for the RTC to review all activities included in the RLTP at some stage within the three year period of the RLTP. A significance policy that is too restrictive could lead to onerous consultation requirements which would have substantial time and cost implications.

#### **Process of prioritisation**

7. As noted above, RTC's are required to prioritise certain the activities or combinations of activities that approved organisations submit in their programmes. All activities must be prioritised apart from local road maintenance, local road renewals, local road minor capital works and existing passenger transport services.
8. It is therefore necessary for the RTC to determine a method by which certain activities included in the RLTP should be prioritised.

#### **Regional Transport Advisory Group**

9. The Regional Transport Advisory Group [RTAG] met on 20 November to discuss the issues identified above and to prepare its recommendations to the RTC. The information provided in this report is therefore recommendations and advice provided by this Group.

#### **Definition for 'minor capital works'**

10. The Planning, Programming and Funding Manual [PPFM] provides a definition for local road minor capital works as follows:

*Capital projects associated with local roads, including associated property purchase, that meet all of the following criteria:*

- *are wholly within a single territorial authority area*
- *have a capital cost of less than or equal to \$4.5 million*
- *are not on a regional arterial road*
- *do not use regionally distributed funds (R Funds) or special funding for specific regions (C Funds).*

11. This definition has been discussed by the RTAG and a revised proposed policy has been suggested as follows:

*Minor capital works are defined as capital projects associated with local roads, including associated property purchase, that meet all of the following criteria:*

- ~~*are wholly within a single territorial authority area*~~
- *have a capital cost of less than or equal to \$4.5 million*
- *are not on a regional arterial road (where classified); or*
- ~~*do not use regionally distributed funds (R Funds). or special funding for specific regions (C Funds).*~~

12. The RTAG believes that the first criteria specified in the PPFM is not necessary as it is not considered important that a project crosses district boundaries and therefore requires prioritisation.

#### **Significance policy**

13. Section 18D of the LTMA outlines the process to which variations to a RLTP can be made.

18D *Variation of regional land transport programmes*

(1) *If good reason exists to do so, a regional transport committee may prepare a variation to its regional land transport programme during the 3 years to which it applies.*

(2) *A variation may be prepared by a regional transport committee—*

*(a) at the request of an approved organisation or the Agency; or*

*(b) on the regional transport committee's own motion.*

(3) *...*

(4) *The regional transport committee must consider any variation request promptly.*

(5) *The provisions of this Act that apply to the preparation of a regional land transport programme apply with the necessary modifications to a variation of a regional land transport programme; however, consultation is not required for any variation that—*

*(a) is not significant; or*

*(b) arises from the declaration or revocation of a State highway.*

(6) *...*

(7) *The Agency must consider promptly whether to vary the national land transport programme after receiving a varied regional land transport programme forwarded to it by a regional council.*

(8) *A variation of a regional land transport programme does not create an obligation on the Agency to vary the national land transport programme, but the Agency must give written reasons for any decision not to do so.*

14. A variation does not need to be consulted on if it is not deemed to be significant. The RTC therefore needs to adopt a significance policy to be able to address this statutory requirement.

15. NZTA have provided an example of what they think the term 'significance' could be interpreted to mean. However their definition (provided in the PPFM) focuses on a meaning for the term 'regionally significant activities' as follows and not just 'significance':

*Regional significant activities mean:*

- *proposals to develop strategies involving more than one territorial authority*
- *rail freight or coastal shipping improvements*
- *proposed land transport infrastructure associated with regional economic or land-use considerations, as documented in the RLTS*
- *activities addressing the demand management strategy documented in the RLTS, with an implementation/construction cost of more than \$4.5 million*
- *activities that increase mode choice, with an implementation/construction cost of more than \$4.5 million*
- *activities supporting integration of land transport modes in the region in accordance with the RLTS, with an implementation/construction cost of more than \$4.5 million*
- *changes of more than 15 percent in the total cost of the road maintenance and renewal programme for a territorial authority or the state highway network within the region*
- *improvements to state highways within the region, with a construction cost of more than \$10 million*
- *improvements to regional arterial roads, with a construction cost of more than \$10 million*
- *other activities that address or affect intra-regional transport outcomes as documented in the RLTS, , with an implementation/construction cost of more than \$5 million*
- *regional fuel tax proposals*
- *activities proposed to be funded from R or C funds*
- *any activity that is inconsistent with the GPS, RLTP, NLTP, national energy efficiency and conservation strategy, relevant national policy statement, or relevant regional policy statements or plans under the RMA 1991*
- *any activity or combination of activities that the RTC considers to be regional significant.*

16. In contrast to this suggested policy the RTAG has recommended the following definition for discussion and endorsement by the RTC:

The significance of variations to the RLTP will be determined on a case-by-case basis.

When determining the significance of a variation to the RLTP, consideration must be given to the extent to which the variation:

- Impacts on the contribution towards NZTS objectives and/or GPS targets.
- Impacts on the appropriate approved organisations own significance policy.
- Materially changes the balance of strategic investment in a programme or project.
- Changes the scope of the project so that it would significantly alter the original objectives of the project.
- Affects the integrity of the RLTP, including its overall affordability.

The following amendments or variations to the RLTP are considered to be not significant for purposes of consultation:

- Activities that are in the urgent interests of public safety.
- New preventative maintenance and emergency reinstatement activities in accordance with the PPFM.
- Addition of an activity or activities that have previously been consulted on in accordance with sections 18 and 18A of the LTMA and which the RTC considers complies with the provisions for funding approval in accordance with section 20 of the LTMA.
- A scope change that does not significantly alter the original objectives of the project (to be determined by the RTC).
- Addition of the Investigation phase of a new activity, one which has not been previously consulted upon in accordance with section 18 of the LTMA.
- Variations to the timing, cashflow or total cost, for the following:
  - improvement projects
  - demand management activities
  - community-focused activities.
- Replacement of a project within a group of generic projects by another project of the same type.

17. Members will note that this suggested policy does not contain a single set of specific dollar values or percentage figures as to what is 'significant' or not. Rather such values are incorporated by reference to each approved organisations own significance policy. Furthermore, a judgement is always going to be required as to whether a proposal is regarded as sufficiently significant to warrant a full public consultation process to debate their merits.
18. The RTAG considers that this policy provides appropriate criteria on which to make decisions about "significance" and at the same time provide sufficient flexibility for councils to make variations to the programme for which it is not feasible or reasonable to undertake public consultation, or for which there is likely to be little or no public interest. The RTAG also considers that the policy should set a high level test for significance so that only major changes of genuine significance trigger further public consultation. However, if there is doubt about whether a proposal reaches this level, the proposal should be consulted on.
19. In developing this policy the RTAG has also considered 'significance' policies being developed by other regional councils.

## Prioritisation process

20. As the RLTP must include a prioritised list of the following activities for the first three financial years, the assessment and prioritisation process is strategically important in determining which projects are put forward for inclusion in the NLTP:
- all state highway activities
  - major local road improvements (typically over \$4.5 million)
  - New public transport activities/services
  - Projects recommended for R and C funding by the RTC
  - Community activities (e.g. travel plans, road safety and education)
21. The New Zealand Transport Agency has therefore prepared guidelines to assist regions with the preparation of their first RLTP and these are included as part of the PPFM. This Manual suggests that regions should adopt the process used by the Agency itself as the basis for its prioritisation process. Key steps in this process are:
- (i) Formulation
  - (ii) Assessment
  - (iii) Prioritisation
  - (iv) Programming
  - (v) Approval
  - (vi) Monitoring
- Steps (ii) and (iii) are the key stages with which the RTC must concern itself.

### Assessment

22. Each proposal requiring prioritisation is to be assessed according to:
- The seriousness and urgency of the transport issue of problem being addressed, taking into account relevant strategies and local and regional priorities.
  - The effectiveness of the proposed activity in dealing with the issue or problem.
  - The economic efficiency of the proposed activity.
  - In exceptional circumstances, additional factors specific to the proposed activity and relevant to determining its overall priority.
23. Each of the above factors is to be given a rating of High (H); Medium (M) or Low (L). This is called the 'profile' of a project. The default ranking for all projects is Low, unless evidence is supplied to support a higher ranking.
24. Each approved organisation and NZTA are required to provide an assessment profile for each project and enter this into LTP online, along with supporting information by 14<sup>th</sup> November. Once the assessment phase is complete, the prioritisation process must proceed.

### Prioritisation

25. Some activities will not need to be prioritised but must be automatically included in the RLTP. NZTA encourages RTC's to use their prioritisation methodology as the basis of prioritising activities and combinations or activities in RLTP's.
26. NZTA's prioritisation of a package or project is based on their assessment profile as follows:

Profile	Priority
HHH	1
HHM, HMH, MHH	2

HHL, HMM	3
HLH, MHM, MMH	4
LHH, HML	5
HLM, MHL, MMM	6
MLH, LHM, LMH	7
HLL, MML, MLM, LHL	8
LMM, LLH	9
MLL, LML, LLM	10
LLL	11

27. Projects ranked together with equal profiles are then subject to a further prioritisation process based on:
- Funding availability in that activity class identified in the GPS.
  - Strategic fit with the RLTS for Taranaki, Regional Passenger Transport plan or any local walking and cycling strategies.
  - Strategic fit with the GPS.
  - RTAG/RTC judgement.
28. It is anticipated that the first round of prioritisation will be undertaken by the RTAG at their 17 December meeting, and then by the RTC at the next Committee meeting in January 2009.
29. The assessment and prioritisation process will then form part of the draft RLTP that will be developed by the RTC for public consultation early next year.
30. It is suggested by members of the RTAG that the RTC for Taranaki should adopt the Agency's prioritisation process for the following reasons:
- Consistency with the national process to ensure that the Taranaki region takes into consideration all of the factors which the Agency will examine when determining whether/how to fund a proposal. This should also assist in reducing inconsistencies between the Region and the Agency's assessment and prioritisation, and to help ensure that the Region's priorities are funded.
  - The process ensures that the RTC will be able to provide an assessment (required under section 16 of the LTMA) of how the programme complies with section 14 of the Act.
  - The process provides for regional and local outcomes and regional priority to be taken into consideration, and also allows for additional exceptional factors not covered elsewhere.
  - Full assessment by promoting organisations will be required when projects are submitted to LTP online. It is therefore practical and logical to use the same assessments in the regional process of prioritisation.

### **Decision-making obligations**

31. Part 6 (Planning, decision-making and accountability) of the Local Government Act 2002 has been considered and documented in the preparation of this agenda item. The recommendations made in this item comply with the decision-making obligations of the Act.

## Policy considerations

32. 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 Land Transport Management Act 2003 and Land Transport Act 1989.

## Financial considerations

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

## Legal considerations

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

## Recommendations

THAT the Taranaki Regional Council:

1. notes the statutory requirements relating to the development of a definition for 'Minor Capital Works' and a 'Significance Policy' for the Regional Land Transport Programme for Taranaki;
2. approves the following definition of 'minor capital works' for the purpose of determining which activities should be excluded from regional prioritisation during regional land transport programme preparation:

*Minor capital works are defined as capital projects associated with local roads, including associated property purchase, that meet all of the following criteria:*

- ~~▪ are wholly within a single territorial authority area~~
- have a capital cost of less than or equal to \$4.5 million
- are not on a regional arterial road (where classified); or
- do not use ~~regionally distributed funds (R Funds.) or special funding for specific regions (C Funds).~~

3. approves the following policy for determining the significance (for consultation purposes) of amendments or variations to regional land transport programmes:

*When determining the significance of a variation to the RLTP, consideration must be given to the extent to which the variation:*

- Impacts on the contribution towards NZTS objectives and/or GPS targets.
- Impacts on the appropriate approved organisations own significance policy.
- Materially changes the balance of strategic investment in a programme or project.
- Changes the scope of the project so that it would significantly alter the original objectives of the project.
- Affects the integrity of the RLTP, including its overall affordability.

*The following amendments or variations to the RLTP are considered to be not significant for purposes of consultation:*

- Activities that are in the urgent interests of public safety.
- New preventative maintenance and emergency reinstatement activities in accordance with the PPFM.

- *Addition of an activity or activities that have previously been consulted on in accordance with sections 18 and 18A of the LTMA and which the RTC considers complies with the provisions for funding approval in accordance with section 20 of the LTMA.*
  - *A scope change that does not significantly alter the original objectives of the project (to be determined by the RTC).*
  - *Addition of the Investigation phase of a new activity, one which has not been previously consulted upon in accordance with section 18 of the LTMA.*
  - *Variations to the timing, cashflow or total cost, for the following:*
    - *improvement projects*
    - *demand management activities*
    - *community-focused activities.*
  - *Replacement of a project within a group of generic projects by another project of the same type.*
4. approves the adoption of the New Zealand Transport Agency's prioritisation process for the Regional Land Transport Programme for Taranaki.



RA Phillips  
**Director - Operations**

Approved:

B G Chamberlain  
**Chief Executive**

3 December 2008

**Memorandum to  
Chairperson and Members  
Regional Transport Committee**

**Regional Funding projected expenditure and funding criteria**

**Purpose**

1. The purpose of this memorandum is to:
  - provide members with an up-to-date summary of anticipated Regional Funding revenue and expenditure for the Taranaki region out to 2014/15 provided by the New Zealand Transport Agency; and
  - request approval of a revised set of Regional Funding eligibility criteria for the Taranaki region.

**Summary of revenue and expenditure**

2. Attached for Members' information is a list of Taranaki's Regional Funding (R Funds) projected revenue and expenditure through to the end of 2014/15. Members will note the following from this spreadsheet:
  - Total projected Regional Funding revenue for the ten year period between 2004/05 – 2014/15 is anticipated to be \$52 million.
  - Cumulative total expenditure to the end of this period is anticipated to be \$34 million.
  - This leaves \$17 million remaining unspent funds to be allocated to additional projects.
  - All of the projects currently listed on this spreadsheet are those located on the state highway network.
3. The specific costs for each project have been blocked out for reasons of contract price negotiations and commercial sensitivity.

**Original rules for Regional Funding expenditure**

4. In 2004, when Regional Funds were first made available, it was understood that the following rules were to apply with regard to Regional Funding applications:
  - Regional Funding is for capital projects only.
  - Regional Funds will be allowed to go into deficit in any one year, provided that R is in balance for the region over the 10 year period.
  - Regional Funds not spent in one year can be rolled over into subsequent years.
  - It is possible to use Regional Funds on N projects or on state highway projects (not just local roads) and on projects outside the region if there is agreement to this at the regional level.

- Regional Funds can be used to assist with the territorial authority local share of N funded projects but again there must be agreement to this at the regional level. Regional funds might provide up to half the normal local share.
- Any local authority seeking Regional Funding to assist with its local share must not be spending any less than normal in its annual programme.
- State highway projects that are proposed to be brought forward using Regional Funding and those below the BCR (benefit-cost ratio) threshold for state highway work being elevated in priority, should be 100% R funded.
- Similarly, local authority projects with medium or low economic efficiency (i.e. probably not fundable through N) should also be 100% Regional Funded.
- Low BCR projects will not be funded under either N or R if the BCR is less than 1.
- Projects that have a LML profile (low seriousness and urgency, medium effectiveness and low economic efficiency) or lower are not likely to be taken far by Land Transport NZ. Regional and local issues should therefore have a degree of seriousness and urgency and economic efficiency or will otherwise be seen to be throwing money away on unimportant works.

### **Revised rules**

5. In July 2007 these rules were amended slightly to allow the following to apply:
  - Land Transport NZ has agreed to allow Regional Funds to be used more flexibly to assist with renewal activity (and not just new capital improvement projects) in some cases, subject to certain conditions.
  - Bids for additional financial assistance from Regional Funds (assisting local share) for renewal activities will also be considered on a case-by-case basis, subject to conditions. Before Regional Funds were only really available to meet Land Transport NZ's share of project costs.
6. These changes were made because for some local authorities renewals are a higher priority for the immediate future than road improvements. The previous policy did not allow these authorities to apply for the use of available Regional Funding to address these priorities.

### **Proposed criteria for Regional Funding expenditure**

7. With a significant increase in projects not obtaining National Funds through the National Land Transport Programme, it has been drawn to the attention of Regional Transport Advisory Group [RTAG] members that there is now a need to develop clear guidance or criteria on what projects Regional Funds for the Taranaki region can be spent on.
8. At the 20 November RTAG meeting a draft set of Regional Funding criteria was established as follows:
9. In addition to the rules specified in bullet points 3 and 4 above, the RTAG have suggested the following criteria apply to the allocation of Regional [R] Funds in the Taranaki region:
  - R funds shall only be used for advancing capital projects in the Taranaki region, not for operations and renewals.
  - R Funds can be used for projects of strategic benefit to the Taranaki region but which are located in neighbouring regions, as long as there is agreement to this by the RTC.
  - A Regional Funds Project Priority List will be prepared on an annual basis.

- The R Funds shall be balanced across the programme to 2014/15.
- R Funded projects shall be recognised by the RTC as projects which contribute to the outcomes of the RLTS.
- Applications for the use of R Funds shall be made by approved organisations for consideration by the RTC. The approved organisation will need to demonstrate that the required local share funding is available to complete the project.
- **R funds shall not be used to contribute to the local share cost of the project.**
- For the avoidance of doubt, the RTC may review this policy annually.

10. The RTAG therefore requests approval of this draft Regional Funding Criteria for the Taranaki region by the Committee.

### **Decision-making obligations**

11. Part 6 (Planning, decision-making and accountability) of the Local Government Act 2002 has been considered and documented in the preparation of this agenda item. The recommendations made in this item comply with the decision-making obligations of the Act.

### **Policy considerations**

12. 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 Land Transport Management Act 2003 and the Land Transport Act 1998.

### **Financial considerations**

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

### **Legal considerations**

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

### **Recommendations**

THAT the Taranaki Regional Council:

1. notes the summary of anticipated Regional Funding revenue and expenditure for the Taranaki region out to 2014/15 provided by the New Zealand Transport Agency; and
2. agrees to the draft Regional Funding criteria proposed by members of the Regional Transport Advisory Group.

Approved:



RA Phillips  
Director – Operations

B G Chamberlain  
Chief Executive

Document: 525882

3 December 2008

**Memorandum to  
Chairperson and Members  
Regional Transport Committee**

**Regional Land Transport Programme – project planning and key milestones**

**Purpose**

1. To highlight the important Regional Land Transport Programme milestones to Members for information.

**Background**

2. Members will recall from past agenda reports that the following regional land transport programme issues are important to note:
  - The Regional Transport Committee [RTC] is responsible for preparing and consulting on the Regional Land Transport Programme [RLTP].
  - Section 16 of the Land Transport Management Act 2003 [LTMA] specifies the form and content of the RLTP, including key inputs, outputs and who must be consulted.
  - The LTMA promotes efficiencies in the RLTP development process, in particular allowing the RLTP to be consulted on in conjunction with the Taranaki Regional Council's Long-Term Council Community Plan [LTCCP].
  - It is important that all of the agencies involved in preparing the RLTP for Taranaki work closely together.

**Role of the Regional Transport Committee**

3. Section 106 of the LTMA specifies that the RTC is responsible for the preparation of the RLTP and may also give consideration to the introduction of a regional fuel tax scheme. The LTMA also requires that the RTC should:
  - Ensure that the RLTP contributes to the aims and objectives of the NZ Transport Strategy [NZTS] and is consistent with the Government Policy Statement [GPS].
  - Ensure that appropriate activities are identified in the RLTP and those relating to State Highways, major local road improvements, walking and cycling, community activities and new passenger transport services are prioritised in a way that progresses the NZTS and GPS.
  - Adopt a significance policy that will guide how the RLTP is implemented.
  - Ensure that the RLTP contains the relevant information and is in accordance with New Zealand Transport Agency [NZTA] requirements.

## Form and content of a Regional Land Transport Programme

4. The required form and content of an RLTP is set out in Section 16 of the LTMA. The RLTP must contain the following:
  - A statement of regional transport priorities for the 6 financial years from the start of the programme.
  - All significant expenditure on land transport activities to be funded from sources other than the NLTF (i.e. rates, development contributions, tolls fuel taxes etc.).
  - A list of approved activities that are not yet completed (e.g. Bell Block Bypass).
  - A list of activities that have inter-regional significance.
  - Proposed actions if any activity is varied, suspended or abandoned.
  - Any nationally or regionally significant activities likely to be included in the NLTP over the 3 financial years following the RLTP.
  - A 10-year financial forecast of anticipated revenue and expenditure from the start of the RLTP.
  - A description of how monitoring will be undertaken.
  - A summary of consultation carried out.
  - A summary of the significance policy adopted by the RTC.
  - Any other relevant matters.
5. The RTC will need to:
  - Decide whether or not to include:
    - Activities or combinations of activities other than those identified above (i.e. major local road capital works, walking and cycling, new PT services or community activities).
    - Activities or combinations of activities relating to state highways.
    - Any other activity the NZTA wishes to see included.
  - The RTC must determine the order of priority for the activities or combination of those activities listed above.
  - Approved organisations are to provide an assessment of each activity they submit to the RLTP process, including such matters as objective, cost, duration of project and other sources of funding.
6. The RTC therefore has an active role in preparing, prioritising and implementing the Regional Land Transport Programme for the Taranaki region. The Regional Transport Advisory Group [RTAG] will provide the technical assistance required to undertake this task, with the RTC required to be involved at critical stages of this process.
7. For the purpose of seeking payment for projects from the National Land Transport Fund [NLTF], the RLTP for Taranaki will also need to contain (but not prioritise) local road maintenance, renewals, minor capital works and existing passenger transport services.
8. The RLTP must contain assessments by the RTC of how the RLTP complies with the NZTS, GPS and Regional Land Transport Strategy [RLTS], as well as the relationship of police activities to the RLTP.

## Role of organisations

9. The roles of the parties involved in the preparation of the RLTP are as follows:

### Approved organisations

10. Each approved organisation (i.e. those organisations eligible to seek funding assistance from NZTA) is required to submit their activities to NZTA via the Land Transport Programme [LTP] Online system by 14 November 2008.

### Regional Transport Advisory Group

11. The RTAG has been established to provide guidance and technical support to the RTC on the following matters:

- Preparation of a significance policy.
- Providing project details through the LTP Online submission process.
- Providing assistance with the prioritisation methodology and evaluation process.
- Funding and programme information.
- Recommending a draft and then a final RLTP programme to the RTC.

### Regional Transport Committee for Taranaki

12. The RTC considers recommendations from the RTAG and recommends the RLTP to the Taranaki Regional Council for approval as a draft for consultation. The RTC is to be the Hearings Committee to hear submissions on the draft RLTP. Following the Hearing of Submissions the RTC approves the final RLTP for recommendation to the Taranaki Regional Council.

### Taranaki Regional Council

13. The Taranaki Regional Council has the role of approving the Regional Transport Programme and forwarding it to the New Zealand Transport Agency by the specified due date.

## Key meeting dates

14. The following is a programme for the RTC until the end of June 2009:

	<u>Date</u>	<u>Task</u>
RTAG meeting	20 November	- Development of a 'significance' and 'minor capital works' policy - RLTP development process finalised
RTC workshop/meeting	3 December	- general discussion on transport policy - Development of a significance policy - Prioritisation and project assessment process identified and agreed to
TRC meeting	9 December	- LTCCP/RLTP workshop (after TRC meeting)
RTAG meeting	17 Dec	Assessment and draft prioritisation of projects
RTC/RTAG Workshop	22 January	RLTP priorities and RLTP document development
RTC meeting	12 February	Recommend draft RLTP to TRC for adoption
TRC meeting	24 February	Council to adopt draft LTCCP/RLTP for public consultation

	21 March	Public notification of LTCCP/RLTP LTCCP/RLTP consultation period
	23 March	
	24 April	
RTC meeting	14 May	- RLTP Hearing of submissions and deliberations - Hearings Report and final RLTP submitted to TRC for adoption
SDC/STDC/NPDC	By 15 June	Approval of final district council LTCCP
RTC meeting	16 June	<u>Tentative</u> – subject to any changes required from District Council LTCCP processes
TRC meeting	30 June	LTCCP/RLTP Hearings Report considered for adoption
30 June 2009	Final RLTP forwarded to NZ Transport Agency	
RTC meeting	20 August	
RTC meeting	26 November	

### **Hearing Committee for the Regional Land Transport Programme**

15. As specified by section 107 of the Land Transport Management Amendment Act 2008, those persons appointed to the RTC who represent each of the five transport objectives and cultural interests have full speaking rights but are not entitled to vote on matters relating to regional land transport programmes. Consequently the Hearings Committee for the Regional Land Transport Programme will include all members of the Regional Transport Committee, however only those members who represent the three district councils, the Taranaki Regional Council and NZTA can vote on submissions received.

### **Decision-making obligations**

16. Part 6 (Planning, decision-making and accountability) of the Local Government Act 2002 has been considered and documented in the preparation of this agenda item. The recommendations made in this item comply with the decision-making obligations of the Act.

### **Policy considerations**

17. 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 Land Transport Management Act 2003 and Land Transport Act 1989.

### **Financial considerations**

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

### **Legal considerations**

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

## Recommendations

THAT the Taranaki Regional Council:

1. receives the report on Regional Land Transport Programme – project planning and key milestones;
2. agrees to the proposed key dates work schedule specified for future Regional Transport Committee meetings; and
3. agrees that the full Regional Transport Committee for Taranaki is to be the Hearing Committee for the Regional Land Transport Programme but only those members who represent the three district councils, the Taranaki Regional Council and NZTA can vote on submissions received.



RA Phillips  
**Director - Operations**

Approved:

B G Chamberlain  
**Chief Executive**

Document: 503528

3 December 2008

**Memorandum to  
Chairperson and Members  
Regional Transport Committee**

**Regional Land Transport Strategy review process**

**Purpose**

1. To update members of the statutory requirements for a review of the current *Regional Land Transport Strategy for Taranaki* and the timeline for doing so.

**Background**

2. Regional land transport strategies [RLTS's] set out the land transport outcomes that a region wishes to achieve. They must be prepared, and consulted on, by a regional transport committee [RTC], and are issued at least once every six years to cover a period of 30 financial years. They, therefore, have a much longer planning horizon than before 2008.

**Core requirements for regional land transport strategies**

3. When preparing regional land transport strategies, there are a number of "core requirements" which are tests against which the content of the document is either assessed or which must be taken into account.
4. Under the requirements of the Land Transport Management Amendment Act 2008 regional transport committees must ensure that the RLTS for their region:
  - contributes to the aim of achieving an affordable, integrated, safe, responsive and sustainable land transport system, and to the five NZTS objectives;
  - is consistent with any national land transport strategy, relevant national policy statement, regional policy statement or plan under the Resource Management Act 1991; and
  - avoids, to the extent reasonable in the circumstances, adverse effects on the environment.
5. Furthermore, the RTC needs to take into account:
  - the GPS, the national energy efficiency and conservation strategy and any relevant district plans;
  - any guidelines issued by the Minister of Transport;
  - the land transport funding likely to be available in the region for implementing the Strategy;
  - the views of affected communities;

- the views of land transport network providers;
  - the need to give early and full consideration to land transport options and alternatives in a way that contributes to avoiding, to the extent reasonable in the circumstances, adverse effects on the environment and the views of affected communities;
  - the need to give stakeholders early and full opportunities to contribute to the development of the RLTS; and
  - the need to take account of the regional council function under the Resource Management Act 1991 to consider the strategic integration of transport infrastructure with land use.
6. The RTC, when preparing a RLTS, must take into account the views of affected communities, the views of land transport network providers in the region and the need to give early and full opportunities for stakeholders to contribute to the development of the RLTS.
  7. Regional transport committees will therefore need to give thought as to how these groups are to be involved in the RLTS review process.

### **Content of a regional land transport strategy**

8. Further to the new requirements of the Land Transport Management Amendment Act 2008 the contents of a RLTS must now include the following:
9. Inter-regional and intra-regional outcomes and strategic options: Regional transport outcomes and strategic options are the core elements of regional land transport strategies. The decisions taken on these elements will drive the regional land transport programmes for an extended duration. Outcomes may need to be arranged around the short term (one to three years), medium term (three to six years) and long-term (six years to 30 years).
10. Assessment against the core requirements: There is a focus in the new planning arrangements on strategy assessment. Under this heading, regions will be able to assess the Strategy as a whole against the core requirements.
11. Statement of economic and land use considerations, and the likely funding of any land transport infrastructure for those considerations: Regions are required to explain how this could include other council policies and strategies which impact on the content of the regional land transport strategies (e.g. regional growth strategies are now important tools to provide the context within which regional transport systems operate).
12. A demand management strategy: This requirement is carried over from the previous legislation. It requires committees to think about the role demand management should play in the regional transport system and to include a demand management strategy in the RLTS.
13. Assessment of role of each transport mode: Each transport mode has an important role to play in the transport system, with an increasing impetus to consider more fully the role that modes such as public transport, rail, and coastal shipping, can play.
14. Assessment of the role of education and enforcement: While road safety education and road policing are delivered centrally, it is important that the contribution of both education and policing are considered during the development of regional land transport strategies. Improved road safety is likely to remain a key outcome for most

regions, and this strategy presents an opportunity to influence both the NZ Transport Agency and the Police on the delivery of their outputs.

15. Regional public transport plans [RPTP's]: are developed by regional councils under the Public Transport Management Act 2008. A RPTP is developed and adopted by a regional council to give effect to the public transport service components of the RLTS. Regional councils that fund and contract for public transport services and fund total mobility type services; or those that wish to impose controls or contracting requirements on commercial public transport services, will need to adopt a new RPTP within 3 years of the Act commencing.
16. When preparing a RPTP the regional council must take into account the funding available. After the first RPT has been adopted it will remain in effect until varied, or renewed. However, the regional council will need to review the RPTP at the same time as, or as soon as practicable after a GPS, RLTS, RLTP or LTCCP is adopted. The purpose of this review is to consider whether the RPTP still gives effect to the RLTS, takes into account the funding available, and gives further consideration to the needs of the community. If the RPTP does not meet these requirements the regional council must vary or renew the plan.
17. Strategic options that require co-operation with other regions: This new provision is intended to reinforce the need to consider the inter-regional transport networks when regions develop strategies.
18. Identification of people or organisations that should be involved in the further development of strategic options: This requirement is designed to encourage an ongoing dialogue with people and organisations interested in the development of any strategic options established by RLTS's.
19. Measurable targets: RLTS targets will be informed both by the New Zealand Transport Strategy 2008 and the GPS. The NZ Transport Agency will play an important role in translating the national targets included in the GPS to regional targets. Regions will still be able to determine targets relevant to their particular strategy.
20. Statement by independent auditor on process: An independent audit is required of the process involved in developing a strategy, rather than the substance of the completed strategy.
21. Summary of significance policy: Regional transport committees are required to develop a significance policy to determine the point at which a strategy variation triggers the full process requirements of the LTMA.

### **Review process and consultation requirements**

22. The current RLTS for Taranaki was completed in February 2006. This Strategy specifies that it "may be renewed from time to time, but must be renewed once every three years". Consequently the renewal process for the RLTS must be commenced by February 2009. However section 23(3) of the Land Transport Management Act 2003 specifies that the Minister may approve the extension of a regional land transport strategy by up to 18 months.
23. Due to the tight timeframes associated with the development of a *Regional Land Transport Programme for Taranaki*, increasing workloads placed on Council staff and new requirements for the content of the RLTS (as noted earlier in this memorandum), it is recommended that the Council request approval of this additional 18 month timeframe

from the Minister. This will help ensure that the RLTS for Taranaki is reviewed in a comprehensive and co-ordinated manner in line with the new statutory requirements.

24. Should this request be agreed to it is anticipated that the review of the RLTS for Taranaki would commence in the 2009/10 financial year.
25. RTC's must consult on draft regional land transport strategies using the special consultative procedure under the Local Government Act 2002. Committees are expressly empowered to consult in conjunction with their parent council's consultation process on its long-term council community plan or annual plan. The 'special consultative procedure' determines the manner of notification of the consultation and the handling of submissions. The consultation will take place at the point that a draft strategy has been prepared, and submitters will be invited to make submissions on that draft.
26. Early engagement with stakeholders also occurs through an invitation to comment on the current RLTS, workshops, meetings and a pre-draft RLTS prepared for initial comment.
27. The formal consultation process on a RLTS can be run in conjunction with consultation on the region's regional land transport programme. This would allow the two documents to be aligned. Under this approach, a joint consultation process involving both documents would be run every six years. The LTMA allows these documents to be combined into a single document.
28. Committees must follow the same consultation principles as apply to local authorities when they consult their communities under the Local Government Act 2002. Those principles (set out in section 82 of the Local Government Act) refer to:
  - giving reasonable access to relevant information in an appropriate manner and format;
  - encouraging affected persons to present their views;
  - giving clear information about the purpose of the consultation and the scope of the decisions to be taken;
  - giving those who wish to contribute a reasonable opportunity to present their views in an appropriate manner and format;
  - receiving those views with an open mind, and giving due consideration to them; and
  - giving information about the resulting decisions and the reasons for them.
29. There are a wide range of organisations and people that a committee must consult when preparing its RLTS, including: adjoining regional councils and territorial authorities; approved organisations in the region; Secretary for Transport; New Zealand Transport Agency; Commissioner of Police; New Zealand Historic Places Trust; New Zealand Railways Corporation; Ministry of Health; ACC; district health boards in the region; representative groups of land transport users and providers (including in respect of coastal shipping); affected communities; Maori of the region; and the general public.

### **Approval of the Strategy**

30. Once consultation has been completed, hearings and decisions on submissions made and the draft strategy finalised, the RTC must forward the draft strategy to the regional council for approval. If the council does not approve the Strategy, it must send it back to the RTC. The committee can then provide further information or an amended

Strategy. This process will need to continue until an agreed position can be reached on the Strategy.

### **Decision-making obligations**

31. Part 6 (Planning, decision-making and accountability) of the Local Government Act 2002 has been considered and documented in the preparation of this agenda item. The recommendations made in this item comply with the decision-making obligations of the Act.

### **Policy considerations**

32. 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 Land Transport Management Act 2003 and Land Transport Act 1989.

### **Financial considerations**

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

### **Legal considerations**

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

### **Recommendations**

THAT the Taranaki Regional Council:

1. notes the timeframes and content requirements relating to regional land transport strategies further to the changes introduced by the Land Transport Management Amendment Act 2008; and
2. agrees to request an 18 month extension from the Minister of Transport for the development of a revised *Regional Land Transport Strategy for Taranaki*.



RA Phillips  
**Director - Operations**

Approved:

B G Chamberlain  
**Chief Executive**

Document: 536685

3 December 2008

**Memorandum to  
Chairperson and Members  
Regional Transport Committee**

**Regionalisation of Government Policy Statement targets**

**Purpose**

1. To provide an update to members on:
  - Indicative regional allocations developed by the New Zealand Transport Agency for each transport activity class; and
  - Regionalised Government Policy Statement targets.

**Background**

2. Members will recall that an agenda item was presented to the last Committee meeting (held on 9 October) outlining the content and structure of the *Government Policy Statement* [GPS] and *New Zealand Transport Strategy*, including the development of targets. Since these two documents were released in early August, further work has been completed to develop regional GPS targets, as well as High and Low indicative funding ranges for eleven separate transport activity classes.
3. Two New Zealand Transport Agency [NZTA] "Stepping Forward" newsletters on these areas of work have been attached for Members' information.

**Indicative regional allocations to activity classes**

4. In developing the *National Land Transport Programme* [NLTP] the New Zealand Transport Agency must allocate funds so that the outcomes supported by the funding allocations are consistent with the targets in the GPS. NZTA has therefore developed indicative funding ranges for each region to assist regional transport committees [RTC's] in developing their funding plan for inclusion in their regional land transport programmes[RLTP's].
5. In preparing these indicative funding ranges NZTA has considered a range of factors as follows:
  - The level of activities that have already been given funding approval and will continue into 2009/10.
  - The trend in the cost of ongoing activities such as road maintenance, passenger transport services and local roads minor capital works.

- Possible forward works identified in RLTS's, LTCCP's, sub-regional strategies, previous land transport programmes and any national strategies.
  - Previous recommendations on the allocation of R and C funds.
  - The potential change in emphasis in transport programmes that may occur in response to the GPS targets and the planning guidance set out in the GPS.
  - The national funding ranges for each activity class in the GPS.
6. For each indicative allocation there are three time periods consistent with the focus of recent legislative changes (i.e.2009/12, 2012/15 and 2015/19). For the first of these time periods RLTP's and the NLTP will contain a detailed list of activities, whereas only significant activities will be identified for the second time period, and a forecast of expenditure provided for the third.
  7. Once draft RLTP's are developed, NZTA may also amend the indicative funding ranges for each region to better reflect the cost of the high priority activities across the country.
  8. The indicative funding ranges for the Taranaki region are as follows:

		Indicative funding ranges (\$m)		
		2009/12	2012/15	2015/19
Transport planning	Lower	0	0	0
	Upper	5	5	10
Maintenance and operation of local roads (excludes emergency reinstatement)	Lower	20	20	25
	Upper	25	25	35
Renewal of local roads (excludes preventative maintenance)	Lower	15	15	25
	Upper	20	25	35
Maintenance and operation of state highways (excludes emergency reinstatement and property management)	Lower	15	20	30
	Upper	20	25	40
Renewal of state highways (excludes emergency reinstatement)	Lower	25	30	45
	Upper	30	35	55
New and improved infrastructure for highways (includes minor improvements)	Lower	15	8	15
	Upper	35	20	22
	<i>Estimated R funding</i>	20	7	0
New and Improved infrastructure for local roads (includes minor improvements)	Lower	5	5	7
	Upper	15	15	20
	<i>Estimated R funding</i>	4	4	0
Public transport services and operations	Lower	0	0	0
	Upper	5	5	10
Public transport infrastructure	Lower	0	0	0
	Upper	0	0	0
Walking and cycling facilities	Lower	0	0	0
	Upper	5	5	5
Demand management and community programmes (excludes nationally delivered programmes)	Lower	0	0	0
	Upper	5	5	5
<b>Total allocation</b>	<b>Lower</b>	<b>95</b>	<b>95</b>	<b>155</b>
	<b>Upper</b>	<b>160</b>	<b>160</b>	<b>230</b>

9. As these are indicative Regionalised Funding Bands only they allow regions to give greater emphasis to some activities (and less to others), to develop a RLTP that best addresses regional priorities and GPS targets. That is, if expenditure in any activity class is significantly higher than the GPS mid-points, then expenditure in other activity

classes must be nearer the lower range for the NLTP to achieve its target total expenditure.

10. If all regions were to signal funding at the top level of each band, there is unlikely to be sufficient funding at a national level within each activity class and within the total National Land Transport Programme to satisfy demand. Therefore final funding approval from NZTA is likely to be rationed on an assessment of the contribution of individual projects towards both the regional GPS targets and the national GPS targets. It is probable that projects which deliver a greater proportion of the national target will be prioritised higher.
11. The funding ranges reflect all the revenue available through the NLTP, including all unspent and forecasted Regional Funds, and all unspent Crown Funds. It is anticipated that National Funds are to be applied to the higher priority improvement activities, with the Regional and Crown Funds applied to the lower priority activities in accordance with the funding allocation process.
12. Councils were invited to comment on these indicative regional funding allocations by 14 November 2008. It is intended that these allocations will be finalised by December 2008.
13. In the Taranaki region concerns were raised by members of the Regional Transport Advisory Group [RTAG] about the apparent low level of state highway maintenance and operations, as well as renewals. It appeared that the high and low funding ranges specified for those two activities classes did not match the funding currently allocated in the NLTP (i.e. the high ranges were lower than the total amounts currently provided for in the NLTP). This could have resulted in a shortfall in funding availability for these two activities classes if it was to remain at these levels. The New Zealand Transport Agency has confirmed that this is because there are two different state highway maintenance contracts located in the Taranaki region, one of which aligns with the Hamilton office of NZTA. Further correspondence is occurring with NZTA staff to ensure that this matter is resolved. There were also concerns raised about the fact that no funding had been allocated for public transport infrastructure, when in fact there is some expenditure in the New Plymouth District on bus stops and shelters. Again, this matter is hopefully going to be resolved by NZTA staff.

### **Regionalisation of targets**

14. As a reminder, the GPS has set six national targets as follows:
  - Reduce kilometres travelled by single occupancy vehicles, in major urban areas on weekdays, by 10 percent per capita by 2015.
  - Increase the mode share of transporting freight by coastal shipping and rail by 2015.
  - No overall deterioration in travel times and reliability on critical routes by 2015.
  - Reduce fatalities and hospitalisations from road crashes by 2015.
  - Increase patronage on public transport by three percent per year through to 2015.
  - Increase number of walking and cycling trips by one percent per year through to 2015.
15. However the Ministry of Transport and New Zealand Transport Agency have agreed that it is only possible at this stage to regionalise the following three:
  - Increase in passenger transport patronage: generally these regional targets have been set lower than those determined by regional land transport strategies and are

to be 'achievable' targets. The responsibility for reaching these targets lies largely with regional councils.

- Reduction in single occupancy vehicles (SOV): specific initiatives to deliver on this target will require involvement by both regional and territorial councils.
- Increase in walking and cycling: specific initiatives to deliver on this target will require involvement by both regional and territorial councils, although given the relatively shorter journey lengths involved the greater burden for this will lie with territorial councils.

16. In developing regional targets NZTA has considered a range of factors as follows:

- Current trends in existing RLTS's and other documents.
- Outputs of any transport models developed.
- Predicted population and economic growth patterns.
- The community outcomes sought in LTCCP's.
- Existing levels of use and trends.
- The need for regionalised targets to aggregate to the national GPS targets.
- National policy settings and activity at the national level.

17. Table 1 outlines the targets regionalised for the Taranaki region. Members will note from this that region's targets are broadly to increase passenger transport use by 1.8% per annum, reduce single occupancy vehicle use by 4% and increase walking and cycling trips by 2%.

18. The New Zealand Transport Agency has indicated that these regional targets will need to be broken down (disaggregated) to a territorial level. It is also expected that regional targets will influence regional land transport strategies and regional passenger transport plans, and in turn the regional and national targets will influence the NLTP.

19. Further work on making progress towards these targets will be undertaken in the development of a revised *Regional Land Transport Strategy* for the region. Monitoring of these targets will be undertaken by the Ministry of Transport.

**Table 1: Regionalised Government Policy Statement Targets for Taranaki**

PT patronage targets

Current/Historical Patronage				Total Mpa	Incr. on 07/08 Mpa	Per Cap	07/08 – 15/16 Trips/cap %pa	Key policy measures included	Comments on targets
07/08 Trips		00/01 – 07/08							
Total Mpa (mill./annum)	Cum % Nat Total	Per Cap	Trips/cap %pa						
0.35	99.2%	6.8	31.1%	0.41	0.06	7.8	1.8%	NP bus service impts – network simplification, increased frequencies, upgraded infrastructure (bus stop facilities, terminals) & improved information.	No specific targets at present.

Walking/Cycling Targets

Region	Million trips travelled by residents	Trips per resident per year	Impact of TDM measures	Increase in trips per capita	Projected M trips in 2016
Taranaki	22.5	214.9	2.0%	219.2	22.8

Single Occupancy Vehicle VKT Targets

Region	Major urban area	Current SOV VKT 2004/07			Target SOV VKT 2015/16			Key Policy Measures Included
		Total				Increase on 07/08	Per Cap	
		Million km travelled by residents	% of national total	Km per resident per year	10% reduction in Km per resident per year	Impact of TDM measures	Probably Km per resident	
Taranaki	New Plymouth	269.91	3%	2363	2126.47	0.04	2268.23	Workplace travel planning; parking levy; teleworking; personalised travel planning; guaranteed ride home; STP

## **Recommendation**

THAT the Taranaki Regional Council:

1. notes the indicative regional allocations developed by the New Zealand Transport Agency for each transport activity class and the regionalised Government Policy Statement targets for Taranaki.

A handwritten signature in black ink, appearing to read 'RA Phillips', with a stylized flourish at the end.

RA Phillips  
**Director - Operations**

Approved:

B G Chamberlain  
**Chief Executive**

Document: 536905

3 December 2008

**Memorandum to  
Chairperson and Members  
Regional Transport Committee**

**Road Safety Taranaki Strategy 2009-2012**

**Purpose**

1. The purpose of this memorandum is to introduce the draft *Road Safety Taranaki Strategy 2009-2012* (attached separately for Members' information).

**Background**

2. The New Zealand Transport Agency [NZTA] is required by the Transit New Zealand Act 1989 to provide central government grant funds only to local authorities for Community Road Safety Projects. Accordingly, the three district councils within the Taranaki region (namely the South Taranaki, Stratford and New Plymouth district councils) established a joint management group – Roadsafes Taranaki – for the purpose of delivering a regional-wide Community Focused Road Safety Programme.
3. Roadsafes Taranaki is made up of representatives from the three district councils and works closely with the Road Safety Action Planning Group made up of representatives from the New Zealand Police, NZTA, Taranaki District Health Board and Accident Compensation Commission. The three district councils have signed a Memorandum of Understanding whereby South Taranaki District Council is responsible for administering and delivering the Community Road Safety Programme on behalf of the group.
4. As part of its responsibilities, Roadsafes Taranaki has prepared and submitted the draft *Road Safety Taranaki Strategy 2009-2012* (the Strategy).

**The Strategy**

5. Under the requirements of the Land Transport Management Amendment Act 2008, Roadsafes Taranaki has recently prepared and adopted its Strategy for the next three years. This Strategy has been submitted into LTLP Online (NZTA's online funding application system) and will form part of the Regional Land Transport Programme for Taranaki. Further to the requirements of section 16 of this Act, the road safety activities identified in the Strategy will also need to be prioritised.
6. The Strategy sets out the programmes Roadsafes Taranaki proposes to undertake and identifies partners which should be consulted or engaged in the delivery of

programmes. Roadsafes Taranaki has identified the following priority areas for the delivery of the Community Road Safety Programme over the next three years:

- Intersections
  - Speed / Loss of Control
  - Alcohol / Drug Impaired Driving
  - Vehicles – Motorcycles, Mobility Scooters
  - Driver Education and Licensing
  - Cycling – including Bikewise
  - Walking – Including Feet First
  - School Travel Plans
  - Workplace Travel Plans
  - Fatigue
  - Restraints
7. The Strategy sets out goals, objectives, and actions, including the estimated level of coordinator input required. Roadsafes Taranaki is committed to working in partnership with other stakeholders to avoid duplication and other key players contributing towards each objective are identified in the Strategy. These include ACC, NZ Police, schools, sports clubs, district councils, motorcycle and car clubs and community groups. Issues identified in the Strategy relate to: intersections; speed/loss of control; alcohol/drug impaired driving; vehicle safety; education and licensing; cycling (including bike wise); walking (including feet first); school travel plans; workplace travel plans; fatigue; restraints; and general coordination and administration.
8. A summary of the contracted services which are included within the strategy is provided on page 1. Delivery of these services will be dependent upon the development of appropriate programmes and the availability of suitable providers.
9. A set of objectives for the overall administration and coordination of the programme is also included on page 16. Delivery of the above services will be dependant upon the development of appropriate programmes or services and the availability of suitable providers.
10. Funding for the Strategy will be considered alongside the funding requirements for other regional land transport programme activities. Consultation with the wider community on the activities included in the Strategy will occur through the Regional Land Transport Programme and also the district councils' long term council community planning processes.

## Recommendation

THAT the Taranaki Regional Council:

1. receives this memorandum and attached draft *Road Safety Taranaki Strategy 2009-2012*.

Approved:



RA Phillips  
Director – Operations

B G Chamberlain  
Chief Executive

Document: 536522

3 December 2008

**Memorandum to  
Chairperson and Members  
Regional Transport Committee**

**Western Blue Highway Sea Freight funding application**

**Purpose**

1. The purpose of this memorandum is to update members on the Port Taranaki application to the New Zealand Transport Agency for funding to undertake a feasibility study into a 'Western Blue Highway' sea freight proposal.

**Background**

2. Coastal shipping has been formally recognised by central government in the document *Sea Change: Transforming Coastal Shipping in New Zealand* (the Sea Change Strategy) as an under used freight transport mode. The Sea Change document also recognises that there is potential for inter-regional domestic sea freight to make a significant contribution to New Zealand's overall transport scene. Therefore, the newly formed New Zealand Transport Agency has allocated \$6 million for 2008/09 as a contestable fund for projects which best contribute to the aims of the document, with a further \$30 million available in subsequent years.
3. Members may recall that at its meeting of 13 March 2008, the Regional Land Transport Committee was advised of the development of a proposal for a Western Blue Highway. This proposal was developed primarily by port companies along New Zealand's western seaboard and Port Taranaki in particular. The proposal seeks to increase the mode share of coastal shipping along New Zealand's western seaboard – namely, Port Taranaki, Buller Port, Port Westland and South Port (with opportunities later to also include Auckland and Port Nelson). However, the proposal is not just a coastal shipping proposal; it is also inter-modal, involving both road and rail transport.
4. Port Taranaki are therefore currently seeking to obtain funding from the Sea Change Fund to investigate the economic feasibility of the Western Blue Highway proposal.

**Sea freight funding application**

5. In recent times, the rules to obtain funding from the Sea Change Fund have been amended so that private sector organisations such as port companies can also apply for project funding, not just approved organisations such as regional councils. Consequently, Port Taranaki has prepared and submitted a funding application to investigate the economic feasibility of the Western Blue Highway proposal. The deadline for funding applications to be received by the New Zealand Transport Agency was 31 October 2008.

6. A copy of Port Taranaki's application to the New Zealand Transport Agency seeking funding support for the Blue Highway Sea Freight proposal is attached for Members' information.
7. At the Executive Meeting of 28 October 2008, members agreed that the Taranaki Regional Council support the funding application. Additional letters of support (attached for Members' information) have also been received from Environment Waikato, Horizons Regional Council, Nelson City and Tasman District.
8. In relation to Council support for the funding application (letter attached), the following points were noted:
  - The Western Blue Highway proposal gives effect to the *Regional Land Transport Strategy for Taranaki*, which recognises and supports opportunities for a roll-on/roll-off truck service between New Plymouth and Nelson. The Strategy further specifies that it: "...recognises the importance of Port Taranaki for its transportation links (both domestic and international) and the role that it plays within Taranaki's wider transportation network".
  - The proposal involves allowing roro ships to berth at Port Taranaki. Such a service would allow for the carriage of truck and trailer units/containers, by sea, between New Plymouth and Nelson, saving an estimated 200km in road miles travelled per truck movement between the North and South Islands.
  - It is anticipated that the proposal will trigger an increased use of rail freight and assist with meeting the target of the new Sea Change Strategy to be transporting at least 30% of all inter-regional domestic freight by sea by 2040.
  - A detailed economic feasibility study is needed to assess the feasibility of the proposal. The proposal remains little more than an idea or concept until such time as an economic evaluation is completed to provide some real and definite costings. Information obtained from the study would then provide the basis for taking the proposal further such interested parties agree.
9. The total cost of the investigation is estimated to be \$100,000. There is no financial contribution required of the Council for this project.

## Recommendations

THAT the Taranaki Regional Council:

1. receives this memorandum; and
2. notes the application prepared by Port Taranaki for funding assistance to undertake a feasibility study into a Blue Highway Sea Freight proposal sent to the New Zealand Transport Agency by the due date of 31 October 2008.

Approved:



RA Phillips  
Director – Operations

B G Chamberlain  
Chief Executive



3 December 2008

**Memorandum to  
Chairperson and Members  
Regional Transport Committee**

**Update on the Normanby over-bridge realignment**

**Purpose**

1. The purpose of this memorandum is to update Members on progress with the Normanby Overbridge Realignment project.

**Normanby over-bridge realignment**

2. Members of the Regional Transport Committee have previously requested an update on progress with the Normanby Overbridge Realignment project.
3. State Highway 3 (SH3) directly north of Hawera, has a high accident rate and poor geometry – especially at the road over the Normanby railway line. Therefore, the New Zealand Transport Agency has commenced investigations into realigning the Normanby Overbridge to improve road safety along that part of SH3.
4. The new alignment will include improved geometry and a newly constructed rail over road crossing. There is also a proposed northbound and southbound passing lane within the project length. Motorists will also benefit from route shortening, as well as a safer highway.
5. The statutory process to alter the designation of the land to accommodate the new highway alignment is proceeding. The opportunity to submit on the realignment was publicly notified by the South Taranaki District Council on the 8<sup>th</sup> and 9<sup>th</sup> of October 2008. The opportunity to make a submission has since closed.
6. Nineteen submissions were received on the proposed realignment. Submitters were mainly supportive of the realignment. Issues of concern raised tended to be matters of detail and principally related to the closure of some intersections, e.g. the Te Roti Road intersection. These issues are currently being worked through by the New Zealand Transport Agency and the South Taranaki District Council. Resolution of concerns will involve ongoing dialogue with the affected parties.
7. Attached for Members information are preliminary drawings for the Realignment. The final drawings will be completed once the issues have been resolved. This would then clear the way for construction funding.

## **Recommendation**

THAT the Taranaki Regional Council:

1. receives this memorandum and the attached preliminary drawings for the Normanby Overbridge Realignment project.

A handwritten signature in black ink, appearing to read "RA Phillips". The signature is fluid and cursive, with a long, sweeping tail.

RA Phillips  
**Director - Operations**

Approved:

B G Chamberlain  
**Chief Executive**

3 December 2008

**Memorandum to  
Chairperson and Members  
Regional Transport Committee**

**New Zealand Transport Agency - Senior Management Team**

**Purpose**

1. The purpose of this memorandum is to introduce the New Zealand Transport Agency's senior leadership team.

**Senior Management Team**

2. The senior leadership team for the New Zealand Transport Agency have recently been appointed. The team comprises of six Group Managers based in the national office, and six Regional Directors located throughout the country.
3. In relation to the Taranaki region, Ms Jenny Chetwynd has been appointed as Regional Director Central. Ms Chetwynd will provide senior leadership responsibilities for national land transport programmes in the Taranaki, Manawatu-Wanganui, Hawkes Bay and Gisborne regions.
4. Attached for Members' information is a brief summary on the background of each of the Group Managers and Regional Directors.

**Recommendation**

THAT the Taranaki Regional Council:

1. receives and notes this memorandum and attachment.

Approved:



RA Phillips  
Director – Operations

B G Chamberlain  
Chief Executive

<b>ITEM 12</b>
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3 December 2008

**Memorandum to  
Chairperson and Members  
Regional Transport Committee**

## **New Plymouth to Hawera bus service**

### **Purpose**

1. The purpose of this memorandum is to:
  - Provide feedback to the Committee on a suggested bus service from Hawera to New Plymouth.

### **Background**

2. At the last Regional Transport Committee meeting, held on Thursday 9 October 2008, Mayor John Edwards (Stratford District) requested that Council Officers look at the possibility of a new passenger transport service to operate between Hawera and New Plymouth, in light of the recent withdrawal of a long-distance service provided by InterCity Coachlines.
3. Intercity have confirmed that they ceased operating two link services in July 2008 due to lack of patronage. The withdrawn services are shown below.

<b>Company</b>	<b>Day</b>	<b>Route</b>	<b>Departs</b>
InterCity Coachlines	M T W T F	New Plymouth to Hawera	12.25pm
	M T W T F	Hawera to New Plymouth	3.25pm

### **Hawera to New Plymouth Services**

4. Even though the above services have been withdrawn, there are still several commercial operators, including InterCity Coachlines which operate between the two centres. Table 1 shows the current services operating during the week. These services are inter-regional services and call through Hawera or New Plymouth as part of a link service.

<b>Company</b>	<b>Day</b>	<b>Route</b>	<b>Departs</b>	<b>Cost</b>
InterCity Coachlines	M T W T F	New Plymouth to Hawera	9.20am	\$18.00
	M T W T F	Hawera to New Plymouth	3.25pm	\$18.00
Dalroy Tours	M T W T F	New Plymouth to Hawera	7.05pm	\$19.00
	M T W T F	Hawera to New Plymouth	6.00am	\$19.00

5. Transit Coachlines also have a commercial service that commences currently from Eltham for school children travelling to New Plymouth and are investigating whether there is enough demand for this service to commence from Hawera in 2009. The threshold for this service to commence is fifteen students. It would depart Hawera early in the morning and leave New Plymouth at the end of the school day. This service being fully commercial would be available to the general public as well.
6. While the above services do not provide convenient travel times that one could use to travel from Hawera to New Plymouth (departing mid morning and returning mid afternoon) for such things as shopping, there are still options available for the public.
7. Council Officers monitor passenger transport services through the commercial transport services registration process. It is proposed that the levels of service from Hawera to New Plymouth continue to be monitored and should further changes occur then this issue can be reviewed.

### **Conclusion**

8. Bus services are provided between Hawera and New Plymouth. A commercial operator withdrew its midday services due to low levels of patronage. At this point in time no further action by Council Officers is warranted but the levels of service will be monitored through the commercial public transport registration process.

### **Recommendation**

THAT the Taranaki Regional Council:

1. notes the information provided regarding existing Hawera to New Plymouth bus services.

R A Phillips  
**Director - Operations**

Approved:

B G Chamberlain  
**Chief Executive**

**ITEM 13**

3 December 2009

**Memorandum to  
Chairperson and Members  
Regional Transport Committee**

**Proposed Meeting Dates for 2009**

**Purpose**

1. The purpose of this memorandum is to inform Members of the meeting dates for the Regional Transport Committee proposed for 2009.

**Meeting Dates**

2. It is anticipated that the Regional Transport Committee will meet five times in 2009. The proposed meeting dates are subject to ratification by the Taranaki Regional Council at their Ordinary Meeting scheduled for Tuesday 9 December 2008.
3. Regional Transport Committee meetings can be subject to change due changes in workload and/or deadlines. Every effort will be made, however, to adhere to the meeting dates once ratified.
4. The proposed meeting dates for 2009 are outlined as follows:  
Thursday 12 February 2009\*  
*\* meeting to be held at the Taranaki Emergency Management Office, New Plymouth (to be confirmed)*  
Thursday 14 May 2009  
Thursday 18 June 2009  
Thursday 20 August 2009  
Thursday 26 November 2009
5. Unless otherwise advised, the meetings of the Regional Transport Committee will be held in the Taranaki Regional Council chambers commencing at 10.30am.

## **Recommendation**

THAT the Taranaki Regional Council

1. receives and notes the meeting dates, subject to any amendments, for the Regional Transport Committee proposed for 2009.

R A Phillips  
**Director-Operations**

Approved

B G Chamberlain  
**Chief Executive**