

FOREWORD



The Land Transport Management Act 2003 requires regional transport committees to develop a regional land transport programme, in consultation with their community and stakeholders once every three years. This is a new requirement under the Act. As Chair of the Regional Transport Committee for Taranaki [the Committee], I am pleased to present to you the first *Regional Land Transport Programme for Taranaki 2009/2012*.

This *Regional Land Transport Programme* [the Programme] is a three-year programme (i.e. 1 July 2009 to 30 June 2012) setting out proposed land transport activities for the Taranaki region for which the New Zealand Transport Agency and approved organisations (such as the three territorial authorities and the Taranaki Regional Council) are seeking national funding, as well as a ten-year financial forecast of expenditure. This document has been developed in partnership with our regional partners, with agreement on which activities we want to pursue and in what order of priority. Based on the Programme, the New Zealand Transport Agency will decide which activities it will include in the *National Land Transport Programme* for the next three years (i.e. 2009/10 – 2011/12). Once included in the National Programme, an activity can then be funded from the *National Land Transport Fund* and subsequently delivered.

The Programme underpins and takes into account previous work undertaken at a national and regional level such as the *New Zealand Transport Strategy 2008*, the *Government Policy Statement on Land Transport Funding 2009/10 – 2018/19*, and the *Regional Land Transport Strategy for Taranaki 2006*. The Committee is satisfied that this Programme is consistent with these documents. Issues, targets and priorities identified in these documents have also assisted in identifying and prioritising the transport issues identified in this Programme.

The Programme identifies four priorities for addressing land transport issues in the Taranaki region, these being:

1. Promote route services, security and reliability
2. Promote network efficiency
3. Reduce fatalities and casualties
4. Promoting affordable alternative transport options to the private motor vehicle.

Activities identified in section 5 of the *Regional Land Transport Programme for Taranaki* seek to address these priorities in the future and are taken into consideration when listing activities and projects to be progressed over the next three years. Section 6 then identifies funding sources for the proposed activities and projects.

On behalf of the Committee, I would like to thank all those individuals and organisations that contributed to the preparation of this document. I look forward to working with you in delivering better land transport outcomes in the future.

Councillor Roger Maxwell
Chairman of the Regional Transport Committee for Taranaki
June 2009

1. INTRODUCTION

1.1 PURPOSE

This document is the *Regional Land Transport Programme for Taranaki 2009/2012*. It is the first regional transport programme prepared for Taranaki. The purpose of the Programme is to:

- Identify key transport issues and priorities in the Taranaki region, and identify how land transport activities proposed in the Programme will address these issues.
- List land transport activities proposed for national funding for the three-year period of the Programme (i.e. 2009/10 to 2011/12).
- Provide a ten-year forecast of anticipated revenue and expenditure on land transport activities.

1.2 BACKGROUND AND SCOPE

Taranaki is generally well connected and serviced from a roading infrastructural perspective relative to its size and population. However, there are roading and transport infrastructure issues that require ongoing attention if Taranaki is to meet its current and anticipated growth and development needs. Some of these issues concern route service, security and reliability (particularly in relation to State Highway 3 north and south, and State Highway 43), network efficiency and capacity (for example in relation to our rural roads and urban New Plymouth) and safety issues such as passing opportunities, road and bridge widths etc.

The *Regional Land Transport Programme for Taranaki 2009/12* [the Programme] has been prepared by the Regional Transport Committee for Taranaki [the Committee] in accordance with the Land Transport Management Act 2003.

The Programme is essentially a programme of works through which the New Zealand Transport Authority, Taranaki Regional Council and the three district councils bid for funding assistance from the *National Land Transport Fund*. The *National Land Transport Fund* is administered by the New Zealand Transport Agency on behalf of the New Zealand government. Funds from the *National Land Transport Fund* can only be allocated to activities listed in a regional land transport programme.

Section 5 of this Programme lists activities proposed by the New Zealand Transport Agency and approved organisations for national funding assistance. These activities include:

- The maintenance, operation, renewal and improvement of local roads, including any new roads or road sections
- The maintenance, operation, renewal and improvement of state highways, including any new roads or road sections
- Public transport services
- Public transport infrastructure
- Walking and cycling facilities
- Community focused activities such as road safety
- Transport planning.

The activities or projects included in the Programme are then grouped into two categories:

1. Non-prioritised activities: routine maintenance and minor capital improvement activities (i.e. less than \$4.5 million) for local councils, road safety initiatives and existing passenger transport services.
2. Prioritised activities: including all state highway maintenance and development projects, any large (i.e. over \$4.5 million) local council projects and any new passenger transport services.

Those activities which are required to be prioritised are allocated a priority ordering by the Regional Transport Committee as a mechanism for identifying what activities can be implemented within the funding available and when they are to be implemented.

1.3 DEVELOPMENT AND CONSULTATION PROCESS

The following steps were undertaken in the development of the Programme:

1. Approved organisations and the New Zealand Transport Agency submitted their funding applications into *LTP Online* by 14 November 2008.
2. The New Zealand Transport Agency and the Regional Transport Committee undertook a check of all funding applications in the Taranaki region for completeness and accuracy.
3. The Committee carried out an assessment of those activities requiring prioritisation. As mentioned in section 1.2, the following activities were not required to be prioritised during this process:
 - Local road maintenance
 - Local road renewals
 - Local road minor capital works (i.e. less than \$4.5 million)
 - Existing public transport services.



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4. The Committee developed a funding plan to demonstrate the sources of revenue against the expenditure required over the next ten years. This funding plan was developed taking into account known priorities for government spending, anticipated levels of national and regional funding and the ability of councils to raise the local share.
5. The draft Programme was then prepared taking account of the statutory requirements as specified by the Land Transport Management Act 2003.
6. A draft Programme was publicly consulted on between 16 March and 17 April 2009, using the special consultative procedures specified by the Local Government Act 2002. A Hearing of Submissions was held on 14 May 2009. This consultation was undertaken in conjunction with the *Taranaki Regional Council's Long-term Council Community Plan* process.
7. A revised Programme was presented to the Committee on 16 June 2009 for final approval, following the Hearings and deliberations on submissions.
8. The Committee is required to submit the Programme to the Taranaki Regional Council for approval by 30 June 2009. Once approved, the Council must submit the Programme to the New Zealand Transport Agency by 1 July 2009. If amendments are sought, the Regional Transport Committee is required to revise the Programme before resubmitting to the Council.

Appendix I provides further information on the development and consultation process for the Programme.

1.4 AREA COVERED BY THE PROGRAMME

The Programme covers the Taranaki region, plus that part of the Stratford district that lies in the Manawatu-Wanganui Region (Figure 1).

Local government administration within the Taranaki region is carried out by the Taranaki Regional Council and three territorial authorities: the New Plymouth, Stratford and South Taranaki district councils. The Stratford District Council has agreed through a memorandum of understanding that the whole district is included in the Taranaki region for regional land transport programme matters.

1.5 PERIOD OF PROGRAMME

The Programme is a ten-year document that will be reviewed by **30 June 2012** – unless a variation is required under section 18D of the Land Transport Management Act 2003 in the interim (refer section 8.3 of the Programme).

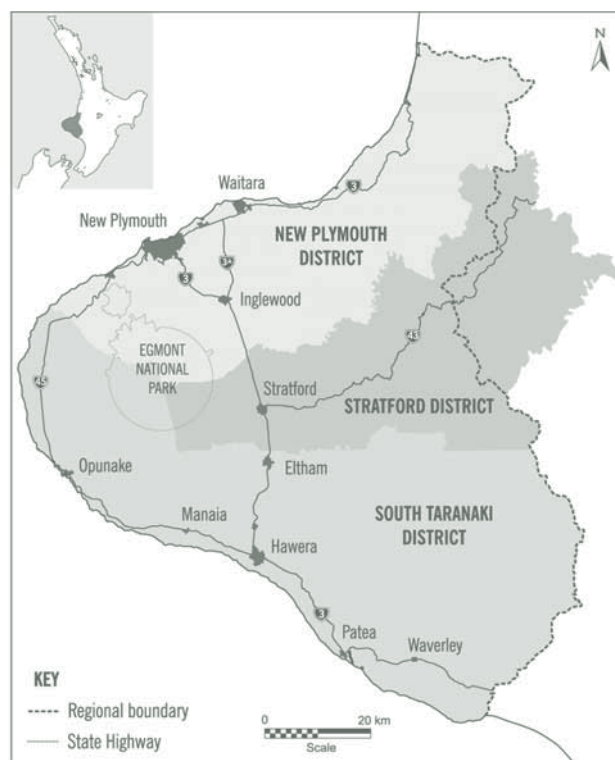


Figure 1: The Taranaki region – location and local government boundaries

2. CONTEXT

2.1 LAND TRANSPORT MANAGEMENT ACT 2003

The purpose of the Land Transport Management Act 2003 is to contribute to the aim of achieving an affordable, integrated, safe, responsive, and sustainable land transport system. The purpose of the Act is to:

- Provide an integrated approach to land transport funding and management.
- Improve social and environmental responsibility in land transport funding, planning, and management.
- Provide the New Zealand Transport Agency with a broad land transport focus.
- Improve long-term planning and investment in land transport, including planning and investment in coastal shipping and rail.
- Ensure that land transport funding is allocated in an efficient and effective manner.
- Improve the flexibility of land transport funding by providing for alternative funding mechanisms.

Recent amendments to the Land Transport Management Act 2003 established the New Zealand Transport Agency; provided for more integrated planning, regional transport committees; longer term funding certainty; and new funding sources. These changes also provided for the development of a government policy statement and required the New Zealand Transport Agency to give effect to that statement.

Section 13 of the Land Transport Management Act 2003 requires each region to prepare a regional land transport programme for the purpose of seeking payment from the *National Land Transport Fund*.

2.2 THE PROGRAMME

Pursuant to the Land Transport Management Act 2003, the Committee has prepared this Programme. This is a new way of preparing transport programmes for a region. The Programme largely replaces Transit New Zealand's *Ten-year State Highway Plan and Forecasts*, which were prepared on an annual basis.

This Programme has been prepared by the Committee in conjunction with the New Zealand Transport Agency and the three territorial authorities, and provides an opportunity for the local community to have a greater say in the delivery of land transport activities for the Region.

The focus of the Programme is on a detailed list of projects and funding for the following three years. However, funding forecasts are also provided for an additional seven years. The Programme is reviewed and new programmes prepared on a three-yearly cycle.

The Programme allows approved organisations and the New Zealand Transport Agency to bid for funding for land transport activities in the Taranaki region from the *National Land Transport Fund*. In so doing, the Programme contributes to:

- The region's desired outcomes as specified in the Regional Land Transport Strategy for Taranaki.
- Outcomes, objectives and impacts identified by the Crown in any national land transport strategy or government policy statement (refer section 2.3).

The form and content of the Programme is based on the 'core' content requirements of a regional land transport programme as set out in section 16 of the Land Transport Management Act 2003 (refer **Appendix II**).

Pursuant to section 16(2)(a) of the Land Transport Management Act 2003, the Committee has assessed and is satisfied that the Programme complies with section 14 [Core requirements of regional land transport programmes] of the Act. That is, the Committee is satisfied that the Programme will:

1. Contribute to the aim of achieving an affordable, integrated, safe, responsive and sustainable land transport system.
2. Contribute to each of the following transport objectives: assisting economic development, assisting safety and personal security, improving access and mobility, protecting and promoting public health and ensuring environmental sustainability.
3. Be consistent with the *Government Policy Statement on Land Transport Funding 2009/10 – 2018/19* and *Regional Land Transport Strategy for Taranaki*.
4. Take into account the:
 - National land transport strategy
 - National energy efficiency and conservation strategy
 - Relevant national policy statement and any relevant regional policy statements or plans that are in force under the Resource Management Act 1991
 - Likely funding from any source.

Please refer to **Appendix III** of this Programme for a summary of the Committee's assessment against these statutory requirements.

2.3 OTHER STATEMENTS, STRATEGIES AND PLANS

New Zealand Transport Strategy 2008

The New Zealand Transport Strategy 2008 sets out a plan for the whole transport sector (road, rail, maritime and aviation) in New Zealand to 2040. The Strategy contains five national targets (and actions) relating to:

1. Ensuring environmental sustainability.
2. Assisting economic development.
3. Assisting safety and personal security.
4. Improving access and mobility.
5. Protecting and promoting public health.



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The *New Zealand Transport Strategy* is a government strategy and is part of the government's sustainability agenda. By setting out the government's long-term intentions for the transport sector, it is also intended to provide guidance and help decision-making in local authorities, private companies and other key players within the sector.

The *New Zealand Transport Strategy* is a non-statutory document, though it is given effect to by statutory documents such as the *Government Policy Statement on Land Transport Funding 2009/10 – 2018/19*.

Government Policy Statement on Land Transport Funding 2009/10 – 2018/19

The *Government Policy Statement on Land Transport Funding 2009/10 – 2018/19* was issued by the Minister of Transport in May 2009. This is the second version, with the first version produced in August 2008. The Statement details the government's desired outcomes and funding priorities for the use of the *National Land Transport Fund* to support activities in the land transport sector. It describes what the government wants to achieve through funding in the land transport sector, how much funding will be provided, what areas of transport will be funded, and how funding will be raised.

The *Government Policy Statement* sets out several impacts the government expects to be achieved through the use of the *National Land Transport Fund* as follows:

Short to medium-term impacts

Impacts that contribute to economic growth and productivity:

- Improvements in the provision of infrastructure and services that enhance transport efficiency and lower the cost of transportation through:
 - Improvements in journey time reliability
 - Easing of severe congestion
 - More efficient freight supply chains
 - Better use of existing transport capacity.
- Better access to markets, employment and areas that contribute to economic growth.
- A secure and resilient transport network.

Other impacts:

- Reductions in deaths and serious injuries as a result of road crashes.
- More transport choices, particularly for those with limited access to a car where appropriate.
- Reductions in adverse environmental effects from land transport.
- Contributions to positive health outcomes.

National land transport funding can only be allocated to activities listed in a regional land transport programme or for national activities. The *Government Policy Statement* specifies funding ranges for each activity class for every year through to 2018/19. These funding ranges therefore dictate the funding available to support activities and projects listed in a regional land transport programme.

Government Policy Statement funding ranges are addressed in further detail in section 6 [Funding Plan] of the Programme.

National Land Transport Programme

Historically, the *National Land Transport Programme* has been the mechanism through which the New Zealand Transport Agency allocates funds to itself and approved organisations for land transport infrastructure and services on an annual basis.

Proposals submitted by approved organisations for inclusion in the *National Land Transport Programme* must contribute to the objectives of achieving an affordable, integrated, safe, responsive and sustainable land transport system. Each proposal is therefore assessed and prioritised for inclusion in the National Programme. Priority is initially given to projects of national importance.

From 2009, the *National Land Transport Programme* is moving to a three year cycle rather than yearly.

The *National Land Transport Fund* is administered by the New Zealand Transport Agency and is used to fund:

- The Road Policing Programme.
- Collection of Crown revenue.
- With the balance of the fund available for allocation through the *National Land Transport Programme* for:
 - Activities delivered by an approved organisation
 - State highway activities
 - Research
 - New Zealand Transport Agency's own activities.

The New Zealand Transport Agency can only allocate funds to activities listed in the RLTP or to national activities.

Regional Land Transport Strategy for Taranaki

Under the Land Transport Management Act 2003, regional land transport strategies are strategic regional documents prepared every six years (previously three years) to cover a period of 30 years.

The current *Regional Land Transport Strategy for Taranaki 2006* aims to identify what outcomes the Taranaki community want to see achieved for its land transport system and the options for achieving these outcomes. Amongst other things, the Strategy sets out the region's land transport issues. These issues form the basis for the issues and priorities identified in this Programme.

Long-term council community plans

Under the Local Government Act 2002, regional and district councils must prepare a *Long-Term Council Community Plan* (LTCCP) once every three years. These plans describe how each council is to deliver the community outcomes agreed to by the local community, the level of rates expected for the three years of the Plan and other information pertinent to its community.

The projects submitted for funding approval through the Programme by each of the district councils and the Taranaki Regional Council must also be included in each respective LTCCP for local share funding approval. Should their own consultation process decide that a project is no longer viable or appropriate, then this may result in the project being removed from their LTCCP and consequently from the Programme.

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As provided for in section 18A of the Land Transport Management Act 2003, the Regional Transport Committee decided to undertake public consultation on this Programme in conjunction with consultation on the Taranaki Regional Council's *Long-Term Council Community Plan*.

Note:

- The Taranaki Regional Council's *Long-Term Council Community Plan* focuses only on those transport activities that the Council is responsible for, i.e. public passenger transport and Total Mobility services, and regional land transport planning and administration.
- The New Plymouth, Stratford and South Taranaki district councils LTCCPs focus on their respective transport activities i.e. maintenance and development of local roads, road safety and travel demand management initiatives.

New Plymouth Strategic Transportation Study

The New Zealand Transport Agency and the New Plymouth District Council have prepared a study of New Plymouth's major transport routes, with the aim of developing a long-term strategy for upgrading the road network to cater for future traffic volumes and developing a traffic plan for managing the existing road network.

The *New Plymouth Strategic Transportation Study* commenced in December 2006, with its objectives being:

- To be district-wide and future-focused at least 25 years
- To guide District Plan amendments and designations
- To investigate issues along specified routes
- To recommend measures that would reduce congestion and improve safety.

The Study was substantially completed in late 2008, its major components consisting of:

- A consultation report
- A technical report on transport issues and options
- Project feasibility reports for discreet projects
- The results of a computer-based transportation model that tested a number of scenarios.

A significant number of potential projects have been generated by this Study, most of them relating to the eastern State Highway 3 corridor between Hobson St and Vickers Rd. It is particularly important that the momentum on these strategic roading issues is maintained and that the appropriate funding is allocated for the three-year period commencing 2009/10.

2.4 REGIONAL LAND TRANSPORT PROGRAMME PARTNERS

Preparation of the Programme has been a collaborative effort between the following organisations:

New Zealand Transport Agency

The New Zealand Transport Agency's objective is to carry out its functions in a way that will contribute to producing an affordable, integrated, safe, responsive and sustainable land transport system.

The New Zealand Transport Agency plays a pivotal role in New Zealand's land transport planning and funding system. Its planning role is expressed through the three-year National Land Transport Programme, which contains all the activities that the Agency has agreed to fund, or anticipates funding, over the duration of this Programme. Further, the evaluation policy that the Agency adopts has a strong influence on the kinds of projects and services that are funded.

The New Zealand Transport Agency also provides guidance to regional transport committees on the development of regional land transport programmes. With regards to the development of this Programme, the Agency has two distinct roles to play. These are:

1. The state highways section of the New Zealand Transport Agency submits their programme of activities to the Committee for inclusion in the Programme. The Committee is then required to decide which activities to include in the Programme and to prioritise all state highway activities (including the maintenance programme).
2. The Taranaki Regional Council then submits the Programme to the New Zealand Transport Agency for prioritisation and inclusion in the National Land Transport Programme. The New Zealand Transport Agency must take into account the regional priorities when deciding on national priorities, but may end up with a different order of priority for activities. The New Zealand Transport Agency cannot include anything in the National Land Transport Programme that has not been included in a regional land transport programme.

Taranaki Regional Council

The role of the Taranaki Regional Council with regard to this Programme is as follows:

1. Ensure that the Regional Transport Committee prepares a regional land transport programme.
2. Consider and approve a regional land transport programme by the date specified by New Zealand Transport Agency (30 June 2009). If not approved the Council must forward the unapproved programme by the same date, along with reasons for not approving it. The final programme must include recommendations on Regional and Crown Funding.
3. Ensure that details of that regional land transport programme are correct in *LTP Online* and confirm this to the New Zealand Transport Agency.
4. Vary the regional land transport programme in accordance with statutory requirements.

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District Councils

District councils participate in the land transport planning and funding system in a number of important ways. Like regional councils, district councils have responsibility for funding and delivering their own land transport activities. Local road maintenance, local road renewals and minor capital activities (less than \$4.5 million) need to be included in the Programme but not prioritised. District councils also remain accountable to their communities for their own share of the funding of those activities.

Each district council must also nominate one member to represent their organisation on the Regional Transport Committee. This gives the councils a stake in influencing regional transport outcomes, (including state highways) in a way that did not previously exist. This reflects a new relationship between district and regional councils with regard to regional land transport planning.

With regard to their relationship to the regional land transport programme development process - each district council in the region submits their transport programmes into *LTP Online* and this information is then included in the Regional Land Transport Programme for submittal to the New Zealand Transport Agency by the due date of 30 June 2009. The district councils consult on their transport programmes through their own LTCCP consultation processes.

Regional Transport Committee for Taranaki

The Committee includes representation from the Taranaki Regional Council, the New Plymouth, Stratford and South Taranaki district councils, the New Zealand Transport Agency, one cultural representative, and one representative for each of the five objectives listed in the *New Zealand Transport Strategy 2008* (i.e. economic development, safety and personal security, public health, access and mobility and environmental sustainability).

The purpose of the Committee includes:

- Preparing, reviewing or varying a regional land transport programme.
- Preparing, monitoring and reviewing a regional land transport strategy.
- Providing advice on transport matters requested by the Taranaki Regional Council.
- Liaising with the Ministry of Transport, New Zealand Transport Agency, Commissioner of Police, district councils, and other interested parties on transport matters and providing advice to the Council on any appropriate new initiatives.

If a territorial authority covers two regions they must decide which regional transport committee they wish to join. As previously noted, Stratford District Council (which lies partly in the Manawatu-Wanganui region) has agreed through a memorandum of understanding that they are included in the Taranaki region for regional land transport programme matters.

New Zealand Police

The New Zealand Police contribute towards land transport objectives, in particular road safety, in a variety of ways. These activities range from drink-driving enforcement to community road policing and commercial vehicle enforcement.

The Minister of Transport retains responsibility for approving the funding the police will receive on the recommendations of the New Zealand

Transport Agency. Regional transport committees are required to consider the role of police activities in their regional land transport programmes when they are developing them, but specific police activities do not form part of the regional transport programme.

The Commissioner of Police must also be consulted in the preparation of regional strategies and programmes. The Ministry of Transport is required to monitor and report on the delivery of police activities.

Roadsafe Taranaki

Roadsafe Taranaki is made up of representatives from the three district councils. This group works closely with the Road Safety Action Planning Group made up of representatives from the New Zealand Police, New Zealand Transport Agency, 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.

As part of its responsibilities, Roadsafe Taranaki has prepared a *Road Safety Taranaki Strategy 2009-2012*. The Strategy sets out goals, objectives, and actions, including the estimated level of coordinator input required. Issues identified in the Strategy relate to: intersections; speed/loss of control; alcohol/drug impaired driving; vehicle safety; education and licensing; cycling; walking; school travel plans; workplace travel plans; fatigue; restraints; and general coordination and administration. This Strategy has been submitted into *LTP Online* and forms part of this Programme.

What are 'approved organisations'?

'Approved organisation' is a defined term in the Land Transport Management Act 2003. It means a regional council, a territorial authority or a public organisation approved by the Order in Council process.

Being an approved organisation allows the organisation to receive funding from the *National Land Transport Fund*. Along with the New Zealand Transport Agency, approved organisations deliver land transport activities and receive funding from the *National Land Transport Fund* to do so. It is these organisations that initiate proposals for land transport activities that are then taken up into the planning and funding processes under the Land Transport Management Act 2003. They are then responsible for applying for funding and delivering the activities.



3. TARANAKI'S TRANSPORT ISSUES & CHALLENGES

Taranaki is generally well connected and serviced from a roading infrastructural perspective relative to its size and population. However, there are roading and transport infrastructure issues that require ongoing attention if Taranaki is to meet its current and anticipated growth and development needs.

The following is a summary of the transport problems, issues and opportunities for the Taranaki Region, as identified in the *Regional Land Transport Strategy for Taranaki 2006*. These also take into account national issues and priorities set out in the *New Zealand Transport Strategy*, the *Government Policy Statement* and the *New Zealand Energy Efficiency and Conservation Strategy 2001*.

Issue 1: Route services, security and reliability

Route services, security and reliability issues refer to the ability of the transport network to safely and efficiently transport people and goods to, from and within the region. As Taranaki has an ageing road network, the levels of service required to maintain the ageing network, combined with the topographical nature of Taranaki and the fact that there are only three state highway routes entering Taranaki, means that investment in maintenance and renewals is of major interest and importance.

Promoting route services, security and reliability in the Taranaki region therefore involves:

- Maintaining and enhancing, where appropriate, current levels of services for maintenance and renewal works on Taranaki's state highway network.
- Improving inter-regional reliability and route security (i.e. State Highway 3 north and south bound and State Highway 43), including road surfacing/alignment, signage, tunnel issues and instability.
- Providing reliable land transport linkages to international transportation (i.e. coastal shipping and air).
- Ensuring a reliable rail network.
- Ensuring that key rural roads serving agriculture, forestry, oil and gas production and processing facilities, and tourism, are reliable and secure.
- Ensuring that roading structures carrying key lifeline utilities and associated strengthening of existing facilities are reliable.
- Maintaining and enhancing, where appropriate key connections between the north and south of New Plymouth to the Port and Airport.

Issue 2: Safety and personal security

Fatalities and casualties from road and rail crashes impose high social and economic costs on the region. In 2007, road trauma accounted for 11 deaths and 77 serious casualties in Taranaki. Responses to safety and personal security concerns can be categorized into one or other of the five 'E's – these being engineering (of the network), enforcement, education, environmental modifications and evaluation.

Assisting safety and personal security in the Taranaki region therefore involves:

- Increasing provision of passing lanes and/or passing opportunities on the state highway network.
- Improving road intersection and crossing safety.
- Improving poor road alignment, narrow seal and bridge widths on state highways and local roads.
- Ensuring appropriate standards and consistency in signage, road widths, road markings, shoulders, safety barriers and surfaces.
- Minimising conflicts between different traffic types.
- Adopting appropriate urban design to encourage safe walking and cycling.
- Implementing safety management systems that document the road safety strategies, policies, standards, procedures, staff expertise, management and audit systems of road controlling authorities.
- Promoting road safety programmes.
- Adopting appropriate enforcement and education programmes to address unsafe driver, pedestrian and cyclist behaviour.

Issue 3: Network efficiency

Network efficiency refers to maintaining and managing all transport infrastructures, in a way that ensures people and freight can be transported efficiently and effectively within the region, and to and out of the region – both now and in the future. It also involves taking steps to improve the efficiency of existing networks for all transport modes (including air and sea).



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Improving network efficiency in the Taranaki region therefore involves:

- Maximizing network efficiency in relation to rural roads and urban roads in New Plymouth.
- Recognising a hierarchy of different roads/infrastructure.
- Adopting variations in levels of service.
- Identifying and addressing congested areas on the network.
- Identifying future growth pressures on the network and forward planning to address those pressures, including the impact of subdivision development occurring in peri-urban, coastal and rural areas.
- Promoting appropriate integration between land, air and sea modes of transport.

Issue 4: Economic development

The transport system needs to support economic development opportunities in the region, and contribute to the accessibility and efficiency of business activities and employment.

Encouraging and facilitating economic development in the Taranaki region therefore involves:

- Recognising the role of an efficient, integrated land transport infrastructure to lead or promote continued economic development and investment in agriculture, forestry, oil and gas, engineering and tourism.
- Addressing any deterioration in road surfaces, conflicts between heavy vehicles and other road users etc arising from the growth of dairying, forestry, oil and gas, tourism and other industries.
- Maintaining inter-regional corridors to ensure continued economic development opportunities.
- Improving the transportation network, including air and sea linkages.
- Ensuring a standard of transport infrastructure that will not only maintain but also enhance economic development in the region.
- Addressing the current disconnection between economic development and funding for land transport infrastructure.

Issue 5: Access and mobility

Demographic aspects of the Taranaki region (including relatively low and dispersed populations) has implications for the provision of cost effective and viable public transport services and increased mobility.

Improving access and mobility in the Taranaki region therefore involves:

- Recognising the needs of the transport disadvantaged.
- Ensuring that opportunities for access to health, education, employment and leisure activities are catered for.
- Responding to these needs through the provision of efficient, reliable, cost effective and viable public transport services in the region.
- Providing safe walking/cycling infrastructure and services.
- Recognising the region's paper roads and how they influence access opportunities.
- Recognising the uneconomic nature of some roading facilities.

Issue 6: Public health

Different forms of transport can positively impact an individual's overall level of health by providing a convenient way to exercise and making it easier for people to participate in society. However noise and airborne pollution can adversely affect public health.

Transport programmes can therefore contribute to positive public health outcomes for the Taranaki region through:

- Promotion of active modes of transport (e.g. walking and cycling) and hence increased opportunities for physical activity and social interaction.
- Improving access to public health services and facilities, employment or social services.
- Reducing the negative health effects of transport related emissions and reducing the negative impact of transport related noise and vibration.
- Improving overall road safety and security.
- Improving traffic congestion which has consequential health impacts.
- Improving social interaction.
- Reducing water and soil pollution, as well as climate change impacts.
- Recognise that some groups may be at higher risk of public health impacts from transport related activities.

Issue 7: Environmental sustainability

The transport system uses increasing volumes of non-renewable resources such as land, aggregates and fuel for construction, which means (if not managed appropriately), it will become increasingly unsustainable. Addressing environmental sustainability issues for the Taranaki region associated with transport therefore involves:

- Addressing adverse environmental effects associated with transport, including emissions to air, noise and vibrations and the discharge of water pollutants from road runoff.
- Promoting energy efficiency, particularly via the promotion of alternative modes of transport.
- Reducing the impact of the land transport network on the surrounding environment, including areas of high conservation value.

Note: these issues are not in any order of priority.



4. STATEMENT OF REGIONAL TRANSPORT PRIORITIES

An analysis of available funding (refer section 6 below) against the projects and activities included in the Programme indicates a funding shortfall over the next 10-year period to address all Taranaki's transport issues and challenges. This potential shortfall highlights the need for a rigorous approach to project prioritisation and timing.

The Committee has therefore developed a prioritisation process as part of the Programme, which aims to ensure that available funds are directed to projects or activities that best address the region's issues.

Set out below are Taranaki's transport priorities for the ten financial years from the commencement of the Programme. The transport priorities identify effective options for many of Taranaki's transport issues and are considered to represent value for money for which funding will be sought from the *National Land Transport Fund*.

• **Priority 4.1: Promote route services, security and reliability**

This priority for funding relates to resourcing activities that maintain and enhance route services, security and reliability in and out of the Taranaki region – particularly in relation to the state highway network.

Activities are proposed in this Programme to maintain levels of services on both the state highway and local road network. These activities include maintenance, renewals and capital improvements such as road surfacing, rehabilitation and realignment work on State Highway 3 north and south bound. Such activities will address Issue 1 [Route security and reliability] and, in part, Issue 2 [Safety and personal security], Issue 4 [Economic development], Issue 6 [Public health] and Issue 7 [Environmental sustainability].

• **Priority 4.2: Reduce fatalities and casualties associated with Taranaki roads**

This priority for funding is for activities that will reduce fatalities and casualties arising from road crashes. In addition to addressing traffic accidents caused by speed or alcohol, particular emphasis will be given to reducing the number of young road users involved in crashes and the number of accidents at intersections in Taranaki.

Activities proposed in this Programme to reduce road fatalities and casualties include targeted investment to improve the safety performance of the existing network (e.g. the Normanby Bridge realignment). This may involve road engineering solutions to make roads more uniform and create safer travelling experiences and a more forgiving environment. Proposed activities in the Programme also include demand management and community programmes by Roadsafe Taranaki to promote road safety issues. Such activities will address Issue 2 [Safety and personal security] and, in part, Issue 4 [Economic development] and Issue 6 [Public health].

• **Priority 4.3: Promote network efficiency**

This priority for funding is for activities that focus on ensuring existing transportation networks are able to operate at an optimal level, both now and in the future. It is also about promoting greater efficiencies between inter-regional and inter-modal networks.

Activities proposed in this Programme to promote network efficiency include the construction of the Bell Block Bypass and the Rugby Road Underpass, the maintenance and renewal of state highways and local roads, and the Vickers Road to City Corridor Investigation. Such activities will address Issue 3 [Network efficiency] and, in part, Issue 2 [Safety and personal security], Issue 4 [Economic development], Issue 6 [Public health] and Issue 7 [Environmental sustainability].

• **Priority 4.4: Promoting affordable alternative transport options to the private motor vehicle**

This priority for funding is for investment in public transport services and walking and cycling infrastructure to lessen reliance on private motor vehicles – particularly in urban areas. It also involves promoting affordable transport options to reduce fossil fuel use and achieve greenhouse gas emission reduction targets (where they have been set).

Integration of investments in public transport services and walking and cycling infrastructure with higher density land use and urban form also needs to occur to provide better liveability that attracts an increased population.

Activities proposed in this Programme to promote alternative transport options include construction of walking and cycling facilities, e.g. Eastern Cycleway Route (linking New Plymouth with Bell Block) and the provision of public transport services and infrastructure. Such activities will address Issue 5 [Access and mobility] but also address, in part, Issue 3 [Network efficiency], Issue 4 [Economic development], Issue 6 [Public health] and Issue 7 [Environmental sustainability].

Table 1 summarises land transport priorities for the region as a whole, and also specific priorities for each district.

Note: these are not in any order of priority.

STATEMENT OF REGIONAL TRANSPORT PRIORITIES

Table 1: Regional-wide and district transport priorities

Regional-wide priorities	
	<ul style="list-style-type: none"> • Maintaining and renewing inter-regional access north and south of Taranaki by undertaking road surfacing, re-alignment, signage, and other works along the state highway network. • Improve poor road alignment, narrow seal and bridge widths on the state highway network to increase person and goods-carrying capacity and road safety. • Increase provision of passing lanes and/or passing opportunities on the state highway network. • Improve road intersection and rail crossing safety. • Ensure appropriate standards and consistency in signage, road widths, road markings, shoulders, safety barriers and surfaces. • Adopt appropriate enforcement and education programmes to address unsafe driver, pedestrian and cyclist behaviour. • Improve the connectivity of road and rail transport modes to international transportation (i.e. shipping and air). • Promotion of modal shift for travel to more sustainable forms (e.g. passenger transport, walking and cycling). • Ensure key rural roads in the district serving agriculture, forestry, oil and gas production and processing facilities, and tourism, are reliable and secure. • Ensure roading structures carrying key lifeline utilities and associated strengthening of existing facilities are reliable. • Provide integrated regional passenger transport services in a cost efficient manner.
District priorities	
New Plymouth District	<ul style="list-style-type: none"> • Improve level of service and reliability of the state highway network north. • Improve the safety and efficiency of major arterials between New Plymouth and Bell Block. • Increase bus service provision in urban areas.
Stratford District	<ul style="list-style-type: none"> • Improve inter-regional access via State Highway 43, including road surfacing/alignment, signage and land stability works.
South Taranaki District	<ul style="list-style-type: none"> • Improve inter-regional access south bound along State Highway 3, including road surfacing/alignment, signage, tunnel issues and instability.