

Request to vary the Regional Land Transport Plan for Taranaki 2015-2021	
Purpose:	To enable the Regional Transport Committee of the Taranaki Regional Council to consider a request for a variation to the <i>Regional Land Transport Plan for Taranaki 2015-21 (RLTP)</i> .
Requesting organisation:	NZTA
Contact person/s:	Richard Ashman / Wayne Wallace
Variation request:	Add new project – Taranaki State Highway LED Street Lighting upgrade
<p>Background to variation request</p> <p>General Circular Investment: No.15/01 dated on 4 March 2015 quotes that the Transport Agency will invest in an accelerated renewal LED conversion programme. This will be an improvement and as such will be funded under work category 324 Road Improvements. Approval would depend on certain conditions being met that includes receipt of an acceptable business case supporting the proposed investment.</p> <p>LED lighting is now proven and regarded as technically mature. Investment in LED is low risk but care is required when designing and installing to M30 – Specification and guidelines for Road Lighting Design and AS/NS1158 Road Lighting.</p>	
<p>Details of variation request</p> <p>The Taranaki Network team has been working with Specialist Energy Services and the region's Road Controlling Authorities (RCAs) to submit a business case in fast-tracking the conversion of the region's stock of ageing High pressure Sodium (HPS) and Metal Halide (MH) street lights to LEDs on the state highway network. This is envisaged to be undertaken in conjunction with the local roads LED conversion programme to gain efficiencies of scale. This joint RCA initiative (or adjoining NZTA region purchasing) could provide \$78,794 State Highway savings due to bulk purchase. Energy and maintenance savings from LEDs will accumulate to \$773,538 over 20 years for the State Highway. The cost of this conversion programme is 100% NZ Transport Agency funded.</p> <p>The Taranaki network covers approximately 533km that incorporates SH3, SH4, SH43, SH44 and SH45. In order to assess the savings and costs for renewals a physical count of the lighting stock was undertaken. This count has indicated that at present the network incorporates some 2,022 lights with a split of 212 LED and 1,810 HPS with the majority located in New Plymouth. The existing LED and those 40W luminaires (62 No.) located at pedestrian crossings, have been excluded from the business case.</p> <p>The estimated total cost for LED units, installation, spigot adaptors (PS), outreach modifications (PS), MSQA and column inspection (PS) is estimated at \$1,933,898.68</p>	
Location:	Taranaki State Highway Network
Scope and duration:	Implementation as above during 2019/20 and 2020/21

Estimated cost/s:	\$2.0 million										
Funding source/s:	N Funds (100%)										
Links to Objectives & Policies of RLTP: <i>Refer to Table 2 on page 42 of the Plan</i>	By converting existing streetlighting to LED, this project will contribute significantly to RLTP objectives of improving energy efficiency/environmental sustainability and optimising funding – most specifically linking to Policies E1 and F1.										
Impacts on RLTP:	The proposal does not negatively affect any other projects in the RLTP, nor affect the overall integrity/affordability of the Plan.										
Relationship to the RLTP’s Significance policy on variations: <i>Refer to Section 7.4 on page 69 of Plan</i>	The proposed change of adding this project to the RLTP does require a variation process to be undertaken. The variation does not trigger the Significance policy in terms of requiring that a new public consultation process is undertaken however, as this is part of a national programme of accelerating renewal LED conversion, which is generally well accepted and supported as best practice.										
<p>Process for consideration and approval of variation requests</p> <p>The current RLTP for Taranaki was approved in April 2015 (then revised by a mid-term review in June 2018) and any significant new capital works that need to be included require a variation to the programme of activities component of the RLTP. A project must be included within the RLTP before it can be approved for funding from the National Land Transport Fund which the NZ Transport Agency (NZTA) distributes through the National Land Transport Programme.</p> <p>In accordance with the RLTP variation policy, any variation to the RLTP should be considered and supported by the Regional Transport Advisory Group (RTAG) before being forwarded to the Regional Transport Committee (RTC) for consideration and endorsement, then to the Taranaki Regional Council (TRC) for final approval. The NZTA is then notified of the varied Plan, per section 18D of the <i>Land Transport Management Act 2003</i>.</p>											
<p>Timeframes for consideration of variation request</p> <p>The following outlines the expected timeframes for processing this variation request. The organisation requesting the variation is responsible for outlining the proposal to the RTAG and RTC.</p> <table border="1"> <tr> <td>Consideration by RTAG</td> <td>6 March 2019</td> <td rowspan="4"><i>Progression to the following step will only occur if support of the variation request is given by the considering body.</i></td> </tr> <tr> <td>Consideration by RTC</td> <td>27 March 2019</td> </tr> <tr> <td>Consideration by TRC</td> <td>9 April 2019</td> </tr> <tr> <td>Forward to NZTA</td> <td>10 April 2019</td> </tr> </table>			Consideration by RTAG	6 March 2019	<i>Progression to the following step will only occur if support of the variation request is given by the considering body.</i>	Consideration by RTC	27 March 2019	Consideration by TRC	9 April 2019	Forward to NZTA	10 April 2019
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<p>Supporting attachments</p> <p>None required</p>											