

# **Regional Transport Committee**

**Wednesday 1 June 2016**

**11.00am**

**Taranaki Regional Council, Stratford**

**Agenda for the Regional Transport Committee of the Taranaki Regional Council to be held in the Taranaki Regional Council chambers, 47 Cloten Road, Stratford, on Wednesday 1 June 2016 commencing at 11.00am.**



<b>Members</b>	Councillor	C S Williamson	(Taranaki Regional Council) (Committee Chairperson)
	Councillor	R F H Maxwell	(Taranaki Regional Council) (Committee Deputy Chairperson)
	Councillor	H Dodunski	(New Plymouth District Council)
	Mayor	N Volzke	(Stratford District Council)
	Mayor	R Dunlop	(South Taranaki District Council)
	Ms	R Bleakley	(New Zealand Transport Agency)
<b>Attending</b>	Messrs	B G Chamberlain	(Chief Executive)
		M J Nield	(Director-Corporate Services)
		G C Severinsen	(Policy and Strategy Manager)
		P Ledingham	(Communications Officer)
		C B Clarke	(Transport Services Manager)
	Ms	K Watt	(Passenger Transport Officer)
	Mrs	F Ritson	(Policy Analyst)
	Mrs	D Toombs	(Transport Administration Officer)
	Mrs	K van Gameren	(Committee Administrator)

**Apologies**

**Notification of Late Items**

<b>Item 1</b>	<b>Confirmation of Minutes - 9 March 2016</b>	<b>Page 1</b>
<b>Item 2</b>	<b>Minutes of the Taranaki Regional Transport Advisory Group</b>	<b>Page 7</b>
<b>Item 3</b>	<b>Notes of the State Highway 3 Working Party</b>	<b>Page 15</b>
<b>Item 4</b>	<b>Request to vary the Regional Land Transport Plan 2015/16 - 2020-21</b>	<b>Page 21</b>
<b>Item 5</b>	<b>NZ Transport Agency Regional Report</b>	<b>Page 29</b>
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<b>Item 9</b>	<b>General Business</b>	

## Agenda Memorandum

**Date** 1 June 2016



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

**Subject: Confirmation of Minutes – 9 March 2016**

**Item:** 1

**Approved by:** M J Nield, Director-Corporate Services

B G Chamberlain, Chief Executive

**Document:** 1690068

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### Resolve

That the Regional Transport Committee of the Taranaki Regional Council:

1. takes as read and confirms the minutes and resolutions of the Regional Transport Committee meeting of the Taranaki Regional Council held in Taranaki Regional Council chambers, 47 Cloten Road, Stratford, on Wednesday 9 March 2016 at 11.00am
2. notes the recommendations therein were adopted by the Taranaki Regional Council on 5 April 2016.

### Matters arising

### Appendices

Document #1653477 – Minutes Regional Transport Committee Wednesday 9 March 2016

**Minutes of the Regional Transport  
Committee Meeting of the Taranaki  
Regional Council, held in the Taranaki  
Regional Council Chambers, 47 Cloten Road,  
Stratford on Wednesday 9 March 2016  
commencing at 11.00am.**



<b>Members</b>	Councillor	R F H Maxwell	(Committee Chairperson)
	Councillor	C S Williamson	(Committee Deputy Chairperson)
	Councillor	H Dodunski	(New Plymouth District Council)
	Mayor	N Volzke	(Stratford District Council)
	Mayor	R Dunlop	(South Taranaki District Council)
	Ms	R Bleakley	(NZ Transport Agency)
<b>Attending</b>	Councillor	M J Cloke	
	Councillor	M Powell	(South Taranaki District Council)
	Messrs	M J Nield	(Director-Corporate Services)
		C B Clarke	(Transport Services Manager)
		G C Severinsen	(Policy & Strategy Manager)
	Mrs	K van Gameren	(Committee Administrator)
	Mrs	F Ritson	(Policy Analyst)
	Mrs	D Toombs	(Transport Administration Officer)
	Messrs	R I Anson	(NZ Transport Agency)
		C O'Keefe	(NZ Transport Agency)
		C Hunt	(NZ Transport Agency)
		V Lim	(South Taranaki District Council)
		C Whittleston	(New Plymouth District Council)
		S Bowden	(Stratford District Council)
		I Balme	(Forgotten World Adventures)
	Ms	S Ashworth	
	Mr	G White	(Ngati Tama)
Mr	P Silich	(Ngati Tama)	
Ms	A Probert	(Venture Taranaki)	

One Member of the Media.

**Apologies** There were no apologies.

**Notification  
of Late Items** There were no late items of general business.

**Deputation to the Regional Transport Committee – Sarah Ashworth and Esther Kirk**

A deputation/presentation (*Creating safer road speeds for Oakura Village and the Wider*

*community*) was made to the Regional Transport Committee by Sarah Ashworth on efforts to reduce the speed limit at Oakura.

The Committee was supportive of the deputation, noting that the matters raised were for the road controlling agencies (New Plymouth District Council and NZ Transport Agency) to attend to. It was requested that the NZ Transport Agency report back to the next Committee meeting on potential options to manage the traffic risks identified through the deputation, noting the Agency will be discussing the matter with the Deputation Group and the New Plymouth District Council in due course.

## **1. Confirmation of Minutes – 2 December 2015**

### **Resolved**

THAT the Regional Transport Committee of the Taranaki Regional Council

1. takes as read and confirms the minutes and recommendations and confidential minutes and recommendations of the Regional Transport Committee meeting of the Taranaki Regional Council, held in the Taranaki Regional Council chambers, 47 Cloten Road, Stratford, on Wednesday 2 December 2015 at 10.30am
2. notes the recommendations therein were adopted by the Taranaki Regional Council on 15 December 2015.

Maxwell/Williamson

### **Matters arising**

There were no matters arising.

## **2. Minutes of the Taranaki Regional Transport Advisory Group**

- 2.1 The minutes of the Taranaki Regional Transport Advisory Group (RTAG) meeting held on Wednesday 17 February 2016 were received and noted.

### **Recommended**

THAT the Taranaki Regional Council

1. receives for information purposes the unconfirmed minutes of the Taranaki Regional Transport Advisory Group meeting held on Wednesday 17 February 2016.

Maxwell/Volzke

## **3. New Zealand Transport Agency Regional Report**

- 3.1 Ms R Bleakley, New Zealand Transport Agency, spoke to the Regional Report updating Members on Agency news and activities.

**Recommended**

THAT the Taranaki Regional Council

1. notes and receives the Regional Report from the New Zealand Transport Agency dated 9 March 2016.

Maxwell/Dodunski

**4. SH3 Awakino Gorge to Mt Messenger corridor**

- 4.1 The memorandum providing an update to the Committee on improvement works along SH3 Awakino Gorge to Mt Messenger corridor was received and discussed.
- 4.2 Mr Chris Hunt, National Project Delivery Manager NZ Transport Agency, provided a presentation to the Committee on the SH3 Awakino Gorge to Mt Messenger corridor project to be delivered in three individual projects, being, safety and resilience improvements, Awakino Tunnel bypass and Mt Messenger bypass.

**Recommended**

THAT the Taranaki Regional Council

1. receives and notes the presentation from the New Zealand Transport Agency on the SH3 Awakino Gorge to Mount Messenger corridor.
2. notes the correspondence sent to the Minister of Transport on 3 February 2016 following the announcement of additional accelerated funding for the SH3 corridor.

Maxwell/Volzke

**5. Review of the Regional Stock Truck Effluent Disposal Strategy for Taranaki**

- 5.1 Mr M J Nield, Director-Corporate Services, spoke to the memorandum advising the Committee of a review of the *Regional Stock Truck Effluent Disposal Strategy for Taranaki*.

**Recommended**

THAT the Taranaki Regional Council

1. receives the memorandum, review of the *Regional Stock Truck Effluent Disposal Strategy for Taranaki*
2. notes the review of the *Regional Stock Truck Effluent Disposal Strategy for Taranaki* has commenced and will be undertaken during 2016 by the Taranaki Stock Truck Effluent Disposal Working Party.

Maxwell/Dunlop

## 6. NZ Transport Agency's MapHub

- 6.1 Mr C O'Keefe, NZ Transport Agency, provided a demonstration to the Committee on the NZ Transport Agency's new national mapping system, MapHub.

### Recommended

THAT the Taranaki Regional Council

1. notes and notes the presentation on the NZ Transport Agency's MapHub provided by Mr Cole O'Keefe.

Maxwell/Williamson

## 7. Forgotten World Adventures

- 7.1 Mr I Balme, Forgotten World Adventures, provided a presentation to update the Committee on Forgotten World Adventures utilisation of the decommissioned Stratford to Okahukura Railway Line.

### Recommended

THAT the Taranaki Regional Council

1. receives and notes the presentation by Forgotten World Adventures.

Maxwell/Williamson

## 8. Passenger transport operational update for the quarter ending 31 December 2015

- 8.1 Mr C B Clarke, Transport Services Manager, spoke to the memorandum providing the Committee with an operational report of the public transport services throughout Taranaki as at 31 December 2015.

### Recommended

THAT the Taranaki Regional Council

1. receives and notes the operational report of the public transport services for the quarter ending 31 December 2015.

Volzke/Dodunski

## 9. General Business

### Change to Committee Chairperson

Committee Chairperson, Councillor R F H Maxwell, noted to the Committee that Councillor C S Williamson will be undertaking the role of Committee Chairperson for the remainder of the 2013-2016 triennium period. Councillor Maxwell will still be a Member



of the Committee as Deputy Chairperson. Councillor Maxwell advised that he will not be seeking re-election as a Taranaki Regional Council Elected Member in the local authority elections in October 2016.

There being no further business the Committee Chairperson, Councillor R F H Maxwell, declared the Regional Transport Committee meeting closed at 1.00pm.

**Confirmed**

**Committee Chairperson:** \_\_\_\_\_  
**C S Williamson**

**Date:** **1 June 2016**

## Agenda Memorandum

**Date** 1 June 2016



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

**Subject: Minutes of the Regional Transport  
Advisory Group**

**Item:** 2

**Approved by:** M J Nield, Director – Corporate Services  
B G Chamberlain, Chief Executive

**Document:** 1688081

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### Purpose

The purpose of this memorandum is to receive (for information) the unconfirmed minutes of the Taranaki Regional Transport Advisory Group meeting held on Wednesday 11 May 2016.

### Recommendation

That the Taranaki Regional Council:

1. receives for information purposes the unconfirmed minutes of the Taranaki Regional Transport Advisory Group meeting held on Wednesday 11 May 2016.

### Decision-making considerations

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.

### Financial considerations—LTP/Annual plan

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

### Policy considerations

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* and the *Land Transport Management Act 2003*.

**Legal considerations**

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

**Appendices/Attachments**

Document 1686081: Minutes Taranaki Regional Transport Advisory group (RTAG)  
11 May 2016

# Taranaki Regional Transport Advisory Group Meeting

## MINUTES

**Date** Wednesday 11 May at 10.30am.

**Venue** Taranaki Regional Council, 47 Cloten Road, Stratford

**Present**

Carl Whittleston (CW)	NPDC
Steve Bowden (SB)	SDC
Vincent Lim (VL)	STDC
Paul Murphy (PM)	NZTA
Wayne Keightley (WK)	NZTA
Wayne Wallace (WW)	NZTA
Chris Clarke (CC)	TRC
Fiona Ritson (FR)	TRC
Gray Severinsen (GS)	TRC
Karen Watt (KW)	TRC
Kevin Cash (KC)	TRC (for Item 4 only)

**Apologies** Cole O'Keefe (CO) NZTA

Item	Agenda subject	Actions						
1.	<p><b>Welcome and apologies</b></p> <p>The Group welcomed Wayne Wallace who has recently joined the Palmerston North Office of the NZ Transport Agency as Principal Investment Advisor (replacing Kiri McRae).</p> <p>Apologies were received from Cole O'Keefe.</p>							
2.	<p><b>Confirmation of previous Minutes</b></p> <p>The previous minutes of the RTAG meeting on Wednesday 17 February 2016 were accepted as true and correct.</p>							
2(a)	<p><b>Matters Arising</b></p> <p>Group's request for WK to attend RTC meetings going forward – no formal response received, but unlikely.</p>							
2(b)	<p><b>Updates on outstanding actions</b></p> <table border="1"> <thead> <tr> <th>Meeting date</th> <th>Subject</th> <th>Responsibility</th> </tr> </thead> <tbody> <tr> <td> </td> <td> </td> <td> </td> </tr> </tbody> </table>	Meeting date	Subject	Responsibility				
Meeting date	Subject	Responsibility						

	18/11/2015	<p>5. NZTA to advise who will be the Taranaki RTAG rep on the SH3 Awakino Gorge to Mt Messenger improvements project team.</p> <p>– This has not been confirmed as yet but is likely to be WK.</p>	HNO	
3	<p><b>Debrief on matters raised at 9 March 2016 RTC Meeting</b></p> <ul style="list-style-type: none"> <li>▪ SH3 surface outside Crematorium in need of some chipseal repairs. HNO passing through to Maintenance Contract Manager in Downers.</li> <li>▪ Possible Overseas Investment Office decision to direct \$40,000 towards cycle tourism in Eastern Taranaki, as a condition of sale of land in Whangamomona. FR is following this up, currently awaiting response from Simpson Grierson.</li> </ul> <p><b>Preparation for 1 June 2016 RTC Meeting</b></p> <ul style="list-style-type: none"> <li>▪ FR outlined the agenda items planned for the next RTC meeting, requesting feedback/guidance.</li> </ul>			<p>WK</p> <p>FR</p>
4.	<p><b>Forestry harvest impacts</b></p> <p>Kevin Cash of TRC's Land Management team joined the meeting at 11am. Discussions centred on collaboration to improve overall knowledge and preparations for upcoming forestry harvesting, largely from the 1990s planting boom. There is difficulty for all the councils in receiving timely information about harvesting activities from forestry contractors/owners – and some privacy issues with sharing specifics held by individual councils.</p> <p>KC advised that figures in some of the commissioned forestry reports seem light, which will have a huge impact on anticipated versus actual truck movements. Further noted that vehicle movements can change rapidly – e.g. due to weather, costs being charged at respective ports, and/or price demand for logs.</p> <p>VL a member of the Low Volume Roads SIG through RCA Forum, which has specific interest in accelerated pavement consumption from forestry harvesting. Next meeting on 13 May, so will report back at next RTAG.</p> <p>WK noted that heat mapping of land use and therefore expected truck movements can be used – not just forestry, also quarrying for example.</p> <p>Useful to ascertain the intended land use post-harvesting – e.g. are they going to replant in exotic forestry or return to Manuka for honey production.</p> <p>Useful contacts were discussed, including Ted Dickie of Harvest Logistics, which will be circulated amongst the Group.</p> <p>Need to undertake a high-level review of the location/extent/age of exotic forestry in the region to help with planning for the heavy vehicle movements associated with forest harvesting. To assist with this planning it would be useful to incorporate forestry data from our neighbours</p>			<p>VL</p> <p>FR</p> <p>FR</p>

	<p>(Waitomo, Ruapehu and Wanganui districts) as some of these may impact considerably on Taranaki's road network. FR to follow this up.</p> <p>DCs need to know when owners will harvest and which roads it will go out on. FR and KC to determine what aggregated information they can compile on likely quantities and harvest periods along key local roads.</p>	FR
<b>5.</b>	<p><b>Request to vary the RLTP 2015-21</b></p> <p>WW spoke to the request from the Transport Agency to add the SH3 Mt Messenger Bypass project to the current RLTP.</p> <p>The Group supported the request.</p>	
<b>6.</b>	<p><b>Round Table - update from each organisation</b></p>	
	<p><b>TRC (CC)</b></p> <ul style="list-style-type: none"> <li>▪ Bus patronage declining - report just released regarding nationwide trend.</li> <li>▪ Citylink service promotional video done. The plan is to feature it on social media and in cinema advertisements. Will be accompanied by posters and radio advertisements.</li> <li>▪ Connector (Hawera to New Plymouth service) patronage is up 28% on the last financial year. The service is currently out for retendering.</li> </ul>	
	<p><b>SDC (SB)</b></p> <ul style="list-style-type: none"> <li>▪ Emergency Works from June 2015 storm event. Embarking on last package of works next week (weather permitting) to complete by end of July. Total cost of damage now \$5.25m, so request has been made to P&amp;I for more funding support.</li> <li>▪ The future of Broadway, Prospero Place, King Edward and Victoria Park are all under discussion. Stakeholders are on board and streetscape/verandah projects are being looked at. It will be rolled out along Broadway if accepted by business owners.</li> <li>▪ LED conversions – awaiting arrival of new lights in early June. Will roll out installation over the next two years (complete by June 2018). Contract awarded to NP Electrical.</li> <li>▪ Maintenance Contract being revised.</li> <li>▪ A range of opportunities and challenges centred around Whangamomona are being discussed, particularly tourism. SDC is looking at the legalities and responsibilities around roading decisions.</li> </ul>	
	<p><b>STDC (VL)</b></p> <ul style="list-style-type: none"> <li>▪ Flood damage work has all been contracted out and will hopefully be</li> </ul>	

	<p>finished before the end of June 2016.</p> <ul style="list-style-type: none"> <li>▪ Detailed BC for alternative route ongoing.</li> <li>▪ Denby Road Pathway Project is progressing well. The first stage may not be completed by June however as it is a bigger project than anticipated.</li> <li>▪ First phase of the LED Streetlight Conversion project – two crews to complete work over the next two months (part of a 3 year project).</li> </ul>	
	<p><b>NPDC (CW)</b></p> <ul style="list-style-type: none"> <li>▪ Flood damage contracts are all out to tender, but again it will be touch and go whether it will all be done by end of June.</li> <li>▪ Oakura speed issues – no further information received from NZTA.</li> <li>▪ Working through South Road repairs to pedestrian crossing warning lights with Downer.</li> <li>▪ Opus contract ends in June. New professional services contract starting in July will bring a lot of tasks back in-house.</li> <li>▪ Working with Coronation Avenue residents regarding potential parking restrictions to help address issue of cars being privately advertised for sale along the highway. Options used in other regions for addressing similar issues were discussed.</li> </ul>	
	<p><b>NZTA – P&amp;I (WW &amp; PM)</b></p> <ul style="list-style-type: none"> <li>▪ Meeting being held on 23 May to assist RCAs with Point of Entry discussions for their AMPs.</li> <li>▪ Nationally, the Local Road Improvements AC is underspent (as local share is not available).</li> </ul>	
7.	<p><b>Project updates from NZTA – HNO (WK)</b></p> <ul style="list-style-type: none"> <li>▪ <b>SH3 Vickers to City construction</b> Almost complete. Official public opening day TBC.</li> <li>▪ <b>SH3 Normanby Overbridge Realignment construction</b> Road breakthrough. Connection at southern end, all parties now agreed to the road overlaying the site, with some concept plans currently being undertaken for memorial, beautification and access to commemorate the historic site.</li> <li>▪ <b>SH3 Bell Block to Waitara investigation</b> BC progressing internally through planning team.</li> </ul>	

	<ul style="list-style-type: none"> <li>▪ <b>SH3 North projects</b></li> </ul> <p>Rob Napier is the Programme Manager. Project team is now in place and are developing stakeholder engagement plan. Further will follow in due course.</p>	
	<ul style="list-style-type: none"> <li>▪ <b>SH43 maintenance</b></li> </ul> <p>Emergency works update – investigation and design of slips repairs have been completed, with construction rollouts in next few weeks.</p> <p>Issues with punctures – methodology investigation with contractors.</p> <p>NZTA have advised SDC that would cost around \$9m to properly complete the sealing of SH43 (which is of some variance to the \$1m estimate received a few years ago). WK to provide Group with more detail on what the two estimates involved.</p> <p>The ‘One Pager Updates’ on SH storm damage repairs are soon to be available and circulated.</p>	WK
	<ul style="list-style-type: none"> <li>▪ <b>Funding arrangements for SPR’s</b></li> </ul> <p>Work programmes are in place for improvements to Taranaki’s SPRs over the next two years.</p>	
	<ul style="list-style-type: none"> <li>▪ <b>SH3 New Plymouth to Hawera (Patea) strategic case</b></li> </ul> <p>This project is noted in the RLTP (where it was ranked as Priority 2) as, <i>Investigate the options for improving safety including to improve freight efficiency and resilience on this section of SH3 between Hawera to New Plymouth</i>. This is part of the Safer Roads Alliance work, which derived from the National Roads and Roadsides Programme. WK advised that forming the POE case for this project is now underway.</p>	
	<ul style="list-style-type: none"> <li>▪ <b>SH45 Belt Road to South Road Corridor</b></li> </ul> <p>Plans for looking at this raised by CW for WK’s response.</p>	WK
<b>8.</b>	<p><b>Business Case Approach and One Network Road Classification</b></p> <p>DCs continue to progress this workstream, particularly the applying of the BCA and ONRC to their AMPs. Next guidance workshop meeting on 23 May. Carolyn Copeland of STDC is the ‘local champion’.</p> <p>RCs are still awaiting guidance from NZTA on how to apply the BCA to RLTPs – expected shortly.</p>	
<b>9.</b>	<p><b>Other matters</b></p> <ul style="list-style-type: none"> <li>▪ Illegal dumping (fly-tipping) – discussion held on current processes each organisation is following, particularly in terms of response LOS.</li> <li>▪ Debrief on Taranaki RTC fieldtrip to Waikato 14-15 April 2016, which</li> </ul>	



	<p>CC and SB attended.</p> <ul style="list-style-type: none"> <li>Regional Walkways and Cycleways Strategy review – has been on hold due to extended staff leave (bereavement).</li> </ul>	
10.	<b>Next Meeting</b> — scheduled for Wednesday 29 June 2016	

### Acronyms commonly used in RTAG meetings

Acronym	Meaning
AC	Activity Class
AMP	Asset or Activity Management Plan
BC	Business Case
DC	District council
HNO	Highways & Network Operations section of NZTA
LOS	Levels of Service
NOC	Network Outcomes Contract
NPDC	New Plymouth District Council
NZTA	New Zealand Transport Agency
ONRC	One Network Roding Classification
P&I	Planning & Investment section of NZTA
POE	Point of Entry (initiation of a business case)
RAPT	Review and Prioritisation Team
RCA	Road Controlling Authority
RLTP	Regional Land Transport Plan
RTAG	Regional Transport Advisory Group
RTC	Regional Transport Committee
SDC	Stratford District Council
SH	State Highway
SIG	Special Interest Group
SPR	Special Purpose Road
STDC	South Taranaki District Council
STE	Stock Truck Effluent
TRC	Taranaki Regional Council
VDAM	Vehicle Dimensions & Mass

## Agenda Memorandum

**Date** 1 June 2016



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

**Subject: Notes of the State Highway 3 Working Party**

**Item:** 3

**Approved by:** M J Nield, Director – Corporate Services  
B G Chamberlain, Chief Executive

**Document:** 1688082

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### Purpose

The purpose of this memorandum is to receive (for information) the unconfirmed notes of the State Highway 3 Working Party meeting held on Thursday 14 April 2016.

### Recommendation

That the Taranaki Regional Council:

1. receives for information purposes the unconfirmed notes of the State Highway 3 Working Party meeting held on Thursday 14 April 2016.

### Background

Taranaki Regional Council established the State Highway 3 Working Party in 2002 in response to ongoing concerns about the route security, safety and efficiency of the section of State Highway 3 (SH3) between Taranaki and Waikato.

In particular, there has been a focus on the section of highway between Piopio and New Plymouth, where severe weather events and heavy goods vehicle accidents have resulted in frequent road closures or restrictions. Particular sections at risk are Mt Messenger and Awakino Gorge. These areas also have very poor cellphone coverage which compounds safety and operational issues when incidents do occur.

The first meeting of the SH3 Working Party was held in August 2002. The group now includes representatives from the following organisations and generally meets twice per year:

- Taranaki Regional Council
- Waikato Regional Council
- New Plymouth District Council
- Waitomo District Council

- New Zealand Transport Agency
- The NZ Automobile Association
- Western Central Road Transport Association
- New Zealand police
- Roading maintenance contractors.

### **Decision-making considerations**

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.

### **Financial considerations—LTP/Annual plan**

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

### **Policy considerations**

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* and the *Land Transport Management Act 2003*.

### **Legal considerations**

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

### **Appendices/Attachments**

Document 1684795: Notes of SH3 Working Party meeting 14 April 2016

**Notes of the meeting of the SH3 Working Party Meeting**  
held at The Link, Hamilton East  
Thursday 14 April 2016,  
commencing with lunch at 12.00pm

**Present:**

Hugh Vercoe (Cr)	Waikato Regional Council
Bill McMaster	Waikato Regional Council
Annika Lane	Waikato Regional Council
Isy Kennedy	Waikato Regional Council
Lisette Balsom	Waikato Regional Council
Kathy White (Cr)	Waikato Regional Council
Craig Williamson (Cr)	Taranaki Regional Council
Chris Clarke	Taranaki Regional Council
Mike Nield	Taranaki Regional Council
Heather Dodunski (Cr)	New Plymouth District Council
David Langford	New Plymouth District Council
Mayor Brian Hanna	Waitomo District Council
Phil Brodie (Cr)	Waitomo District Council
John Sutton	NZ Automobile Association
Tom Cloke	Road Transport Association
Campbell Moore	Transfield Services
Barry Dowsett	NZ Transport Agency, Waikato
Kaye Clark	NZ Transport Agency, Waikato
Adrian Khan	NZ Transport Agency, Waikato
Richard Dunstan	NZ Transport Agency, Waikato
Rob Napier	NZ Transport Agency, Taranaki
Ross I'Anson	NZ Transport Agency, Taranaki
Stephanie Rolfe	NZ Transport Agency, Taranaki
Steve Bowden	Stratford District Council
Barry Hickling (Cr)	Taupo District Council
Peter French (Cr)	Thames Coromandel District Council
Mayor Allan Sanson	Waikato District Council
Grahame Webber (Cr)	Waipa District Council

**Chair:** Cr Hugh Vercoe (Waikato Regional Council)

**1. Welcome**

The Chair welcomed those present to the meeting, and a round table of self-introductions was undertaken for the benefit of those attending for the first time.

A number of additional local authority attendees were present due to the meeting being held as part of the Waikato RTC hosting the Taranaki RTC on a visit to the Waikato region via SH3 over 14-15 April 2016.

**Apologies**

Roger Maxwell (Cr)	Taranaki Regional Council
Fiona Ritson	Taranaki Regional Council
Carl Whittleston	New Plymouth District Council
Fiona Croot	NZ Automobile Association

Allan Whaley (Snr Sgt)	NZ Police, Taranaki
Andrew Murphy (Const)	NZ Police, Mokau
Raewyn Bleakley	NZ Transport Agency, Taranaki
Harry Wilson	NZ Transport Agency, Waikato
Liam Ryan	NZ Transport Agency, Waikato
Karen Boyt	NZ Transport Agency, Waikato
Johann Roussow	Waitomo District Council

## 2. Notes from the previous meeting

Notes from the previous Working Party meeting of 27 March 2015, previously circulated, were taken as read and confirmed as accurate.

Cloke/Vercoe

### Matters Arising

There were no matters arising.

## 3. SH3 'Mt Messenger and Awakino Gorge Corridor' Accelerated project

Ross I'Anson gave an update on the accelerated projects, including key indicative project timelines:

- 2016 – complete investigation works, start consents preparation and stakeholder engagement. OPUS are undertaking the Detailed Business Case
- 2017 onwards – start construction of corridor wide safety/resilience component and commence consents processes for bypasses
- 2018 onwards – complete consenting and detailed design and start construction.

Questions and comments followed the presentation, with the following points noted:

- There is no guarantee that the allocated funding will all fix the safety/resilience issues along the route.
- Continued investment in SH3 is needed beyond the three accelerated projects.
- Seaview campground area needs looking at. NZTA encouraged to look at all areas as part of the investigations.
- The Agency currently has no preferred route based on previous studies. All alternatives will be considered during consultation. Opus used previous studies/reports as basis of IBC and these will be refreshed and built-on during the investigations.
- The Agency will not want to maintain both routes once the SH3 bypass of Mt Messenger has been completed – may be returned to local road.
- In response to queries as to whether the estimated funding provided was sufficient for what was required, the Agency advised that work will be based on the funding allocated. It was noted that previous estimates by Maxwell/Cloke helped in forming estimates for the corridor between the tunnels.

## 4. Updates on maintenance and improvement work along SH3

Ross I'Anson provided an update on the southern side of the SH3 corridor:

- SH3 Vickers Road to New Plymouth City project – Completion due end May 2016.

- SH3 Waitara to Bell Block Corridor Improvements – Programme Business Case completed and being assessed.
- The Government initiative to improve cell phone reception along state highways (the Mobile Black Spot Fund) was raised. Firm decisions on the success of applications to this fund in respect of SH3 are still awaited.
- Attendees discussed the ‘bumpiness’ of the ride on SH3 in Taranaki as they had experienced on the drive up to Hamilton

Campbell Moore of Transfield Services provided an update on the northern side of the SH3 corridor.

## 5. Updates on incident(s) and incident response management

It was noted that there has been one fatal crash since the last SH3 WP meeting.

It was noted that crash statistics from CAS (Crash Analysis System) are limited in their completeness due to minor crashes not being included, and the 3 month delay in CAS reporting.

There is difficulty in determining if the trend in incidents is improving or deteriorating.

Tom Cloke queried whether there was an increasing trend in motorcycle crashes and whether there should be improved signage for motorcyclists. Vercoe noted 24% of crashes are motorcyclists. Barry Dowsett advised that the Safety Alliance will investigate.

## 6. Updates from the NZ Transport Agency

NZTA noted that traffic numbers on SH3 are trending steady/slightly upward.

A National freight story is being created, along with a Central freight story, aligned with the Northern freight story that has already been created.

The One Network Roadway Classification (ONRC) is being applied across all NZ roads. Included are performance measures for Councils to report on, so NZTA can measure consistently across the country.

Discussion covered emergency services’ closure of roads vs the need to get them open as soon as possible. Police are currently trialling new ways to collect data from the crash site to be quicker in reopening roads.

For freight flows, the meeting noted that the Southern Links project will be very important. Taranaki freight heading to Tauranga or Auckland will at some point join the expressway.

## 7. Stock truck effluent disposal – facilities and incidents

Isy Kennedy provided an update on stock truck effluent issues in the Waikato, including the installation of new holding tanks. She noted that the MyNOKE vermiculture farm wants to use effluent in its process.

**8. Correspondence**

The meeting noted the sending of a letter to Ruapehu District Council from the Working Party regarding concerns about the halt to their proposal to build a Stock Truck Effluent disposal facility.

The meeting agreed to send a letter to the Minister of Transport to thank him for the accelerated projects funding.

**9. General Business**

None

**10. Next meeting** – date to be advised.

Meeting closed 1.50pm.

Unconfirmed

## Agenda Memorandum

**Date** 1 June 2016



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

**Subject: Request to vary the Regional Land  
Transport Plan 2015/16-2020/21**

**Item:** 4

**Approved by:** M J Nield, Director – Corporate Services  
B G Chamberlain, Chief Executive

**Document:** 1688083

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### Purpose

The purpose of this item is to seek Council approval of a request from the New Zealand Transport Agency for a variation to the *Regional Land Transport Plan for Taranaki 2015/16-2020/21* (RLTPlan).

### Executive Summary

In late January 2016, the Government announced additional accelerated funding for a bypass of Mount Messenger on State Highway 3 (SH3). This new project needs to be included within the Taranaki RLTPlan in order to be progressed. The Transport Agency has therefore lodged a request to vary the current RLTPlan. This item considers the request, assesses its significance and recommends its approval.

### Recommendations

That the Taranaki Regional Council:

1. receives the memorandum, Request to vary the *Regional Land Transport Plan for Taranaki 2015/16-2020/21*.
2. agrees to the requested variation to the *Regional Land Transport Plan for Taranaki 2015/16-2020/21*, made by the New Zealand Transport Agency, to add the following project:
  - SH3 Mount Messenger Bypass
3. adopts this variation to the *Regional Land Transport Plan for Taranaki 2015/16-2020/21* and forwards it on to the New Zealand Transport Agency.

### Background

The current RLTPlan for Taranaki, which covers the six-year period from July 2015 to June 2021, was adopted in April 2015.



Over the duration of the Plan, activities or projects can change, be abandoned or be added. Under section 18D of the *Land Transport Management Act 2003* (LTMA), a regional transport committee may therefore prepare a variation to its RLTPlan during the six years to which it applies – either at the request of an approved organisation, the Transport Agency, or at its own motion. Any major new capital works that need to be included require a variation to the Plan.

In accordance with the RLTPlan variation policy, any variation to the RLTPlan should be considered and supported by the Regional Transport Advisory Group (RTAG) before being forwarded to the Regional Transport Committee for consideration and endorsement, then to the Taranaki Regional Council for final approval – and ultimately to the NZ Transport Agency for inclusion within the National Land Transport Programme.

When variations are ‘significant’ in terms of the Committee’s significance policy (set out in Section 7.4 of the RLTPlan and attached to this memorandum for the Committee’s reference), the Committee must consult on the variation before adopting it. Public consultation to vary the RLTPlan is not required for any variation that is not significant in terms of the significance policy adopted within the RLTPlan.

### **Mount Messenger Bypass project**

In June 2014 the government announced funding to accelerate a package of regionally important State Highway projects, drawing on the Future Investment Fund (the proceeds of the partial sale of state-owned assets). The SH3 Awakino Gorge to Mt Messenger corridor was identified as one of six projects in the second tranche under this Accelerated Regional Rooding Package (ARRP) – for work to begin within three years (2017/18), subject to Ministerial approval following project investigations.

The Indicative Business Case (IBC) report on this corridor project was completed in mid-2015 for the Minister’s consideration. Recommendations made in the IBC report led to the Government announcing in late January 2016 that it was accelerating two further projects on the SH3 north corridor under the second tranche of the ARRP:

- SH3 Awakino Tunnel bypass (\$9-15m) in the Waikato region
- SH3 Mount Messenger bypass (\$80-90m) in the Taranaki region.

While these projects will be funded outside of the National Land Transport Fund, they involve significant external funds and therefore need to be noted within the relevant RLTPlan – per Section 16(2)(c) of the LTMA 2003.

The Transport Agency has therefore submitted the attached request to vary the *Regional Land Transport Plan for Taranaki 2015/16-2020/21* to include the ‘SH3 Mount Messenger Bypass’.

### **Significance of variation request in relation to need for public consultation**

Members will recall that when developing the RLTPlan they adopted a policy to provide guidance on which subsequent variations to the Plan would be significant enough to require going back out for public consultation. Section 7.4 of the Plan, ‘*Significance policy in relation to Plan variations*’ is attached to this Memorandum for Members’ reference.

The proposed change of adding the SH3 Mount Messenger Bypass project to the RLTP does require a variation process to be undertaken. It is a large project, and while naturally linked to the already underway ‘SH3 Mt Messenger to Awakino Gorge Corridor Improvements’ project, it is to be managed as a separate project. While the variation is also significant in

terms of the value of expenditure and the importance of the project to Taranaki, it is considered to not trigger the significance policy in terms of requiring that a new public consultation process is undertaken on the following two points:

- It does not affect the integrity or affordability of the RLTP as the bypass will be funded by separate new funding announced by the Government; and
- The new project is likely to have the majority support of the Taranaki community.

### **Support of the Regional Transport Advisory Group**

The Regional Transport Advisory Group (RTAG) for Taranaki considered the variation request from the Transport Agency at its meeting of 11 May 2016. The RTAG supports the variation request being brought to the Committee for consideration.

### **Decision-making considerations**

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.

### **Financial considerations—LTP/Annual plan**

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

### **Policy considerations**

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* and the *Land Transport Management Act 2003*.

### **Legal considerations**

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

### **Appendices/Attachments**

Document 1677902: NZTA request to vary RLTP 2015-2021 – Mt Messenger Bypass  
 Document 1603279: Section 7.4 Significance Policy of RLTP 2015-21

## 7.4 Significance policy in relation to Plan variations

Pursuant to section 106(2)(a) of the LTMA, the following procedures set out how the Committee determine the 'significance' of variations to the Plan. In essence, this outlines which variations that need to be made to the Plan are significant enough to require going back out for public consultation.

### General determination of significance in relation to Plan variations

The Committee has the final say on what is considered significant in terms of proposed variations to the Plan.

In determining significance, the Committee must ask the following two questions:

1. Does the change require a variation to the Regional Land Transport Plan?
2. Is the variation to the Regional Land Transport Plan significant?

The **significance of variations to the Plan** will be determined on a case-by-case basis. However, when determining the significance of a variation to the Plan, consideration must be given to the extent to which the variation:

- Negatively impacts on the contribution of the Plan towards Connecting New Zealand objectives and/or Government Policy Statement targets.
- Impacts on the appropriate approved organisation's own significance policy.
- Materially changes the balance of strategic investment in a project or activity.
- Changes the scope of the project or activity to the extent that it would significantly alter the original objectives of the project or activity.
- Affects the integrity of the Plan, including its overall affordability.
- Is likely, in the opinion of the Committee, to have the majority support of the Taranaki community.

Consideration must also be given to whether the consultation costs are greater than the benefits.

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

- Activities that are in the urgent interests of public safety.
- New preventative maintenance and emergency reinstatement activities in accordance with the Transport Agency's Planning & Investment Knowledge Base.
- Addition of an activity or activities that have previously been consulted on in accordance with sections 18 and 18A of the *Land Transport Management Act 2003* and which the Committee considers complies with the provisions for funding approval in accordance with section 20 of that Act.
- A scope change that does not significantly alter the original objectives of the project (to be determined by the Committee).
- Addition of the Investigation Phase of a new activity, one which has not been previously consulted upon in accordance with section 18 of the *Land Transport Management Act 2003*.
- Minor variations to the timing, cash flow or total cost, of any activities.
- Replacement of a project within a group of generic projects by another project of the same type.

### Consultation procedure to follow

The decision on whether or not a proposed variation is significant and the resultant variation to the Plan, will be decided by the Committee through reports to the Committee.

Where possible, any consultation required will be carried out with any other consultation undertaken by the Taranaki Regional Council, with the Annual Plan consultation (as an example) in order to minimise consultation costs.

<b>Request to vary the Regional Land Transport Plan for Taranaki 2015-2021</b>	
<b>Purpose:</b>	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> .
<b>Requesting organisation:</b>	New Zealand Transport Agency
<b>Contact person:</b>	Rob Napier, Project Manager – rob.napier@nzta.govt.nz
<b>Variation request:</b>	Add a new project – <b>SH3 Mt Messenger Bypass</b>
<p><b>Background to variation request</b></p> <p>The New Zealand Transport Agency (the Agency) is seeking inclusion of a new activity in the current RLTP.</p> <p>As part of the Government’s Accelerated Regional Roding Package, an <i>Indicative Business Case report for the SH3 Mt Messenger to Awakino Gorge Corridor Improvements project</i> was released in January 2016. As a result of recommendations made in that report, the Government announced additional accelerated funding to progress two separate, but related, projects on the SH3 north corridor – bypasses of the Awakino Tunnel (in the Waikato region) and Mt Messenger (within Taranaki).</p> <p>While naturally linked to the already underway ‘SH3 Mt Messenger to Awakino Gorge Corridor Improvements’ project, the ‘SH3 Mt Messenger Bypass’ is to be managed as a separate project. The former project is already included within the Taranaki RLTP.</p> <p>The related ‘SH3 Awakino Tunnel Bypass’ project comes within the mandate of the Waikato RLTP and will be managed from the Agency’s Hamilton office.</p>	
<p><b>Details of variation request</b></p> <p>The SH3 Mt Messenger bypass project aims to improve safety, route availability, journey time predictability and drivers’ experience along this key transport corridor.</p>	
<b>Location:</b>	Mt Messenger to the south of Ahititi in northern Taranaki.
<b>Scope and duration:</b>	The Project will cover the further investigation, design and construction of a bypass of Mt Messenger in North Taranaki. The investigation phase of the project is anticipated to start in 2015/16, with construction of the bypass to start in 2018/19 for an expected duration of 24 months.
<b>Estimated cost:</b>	The estimated cost of the project at this early stage is \$80-90m.
<b>Funding source:</b>	Crown Funds – The project is being funded outside of the National Land Transport Fund (through the Government’s Future Investment Fund as part of the Accelerated Regional Roding Programme).
<b>Impacts on RLTP:</b>	The proposal does not negatively affect any other projects

	already in the RLTP. Rather it will positively support the improvements being made to the SH3 north corridor through work already underway in the Plan.	
<b>Determination of 'significance' of this variation in relation to s7.4 of the RLTP:</b>	<p>The proposed change of adding the bypass project to the RLTP does require a variation process to be undertaken. While the variation is also significant in terms of the value of expenditure and the importance of the project to Taranaki, it is considered to not trigger the significance policy in terms of requiring that a new public consultation process is undertaken on the following two points:</p> <ul style="list-style-type: none"> <li>• It does not affect the integrity or affordability of the RLTP as the bypass will be funded by separate new funding announced by the Government; and</li> <li>• The new project is likely to have the majority support of the Taranaki community.</li> </ul>	
<p><b>Process for consideration and approval of variation requests</b></p> <p>The current RLTP for Taranaki was approved in April 2015 and any significant new capital works that need to be included require a variation to the programme of activities component of the RLTP.</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.</p>		
<p><b>Timeframes for consideration of variation request</b></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>		
Consideration by RTAG	Wednesday 11 May 2016	<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	Wednesday 1 June 2016	
Consideration by TRC	Tuesday 28 June 2016	
Forward to NZTA	Wednesday 29 June 2016	
<p><b>Supporting attachments</b></p> <p>Key excerpts from the Agency's record for this project in the Transport Investment Online system</p>		

Excerpts from the record for this project in the Transport Investment Online system (as at 29/04/2016) –

## Taranaki Highway & Network Operations

### SH3 Mt Messenger Bypass

<b>Improvement activity outline</b>	
Improvement activity name	SH3 Mt Messenger Bypass
Your reference	60038412
Activity description	Detailed Business Case for the bypass of the existing winding road alignment at Mt Messenger on State Highway 3 between Hamilton and New Plymouth. The Mt Messenger bypass will be funded by the Crown as part of the Government's Accelerated Regional Roding Programme
What is the transport problem/opportunity that requires attention?	Winding alignment around Mt Messenger leads to issues with safety which leads to issues with resilience when the road is closed affecting predictable journeys.
Strategic case	<a href="#">SH3 IBC V0 5 19 August 2015 FINAL.pdf</a> Date of upload: 11 Apr 2016
Select programme or sub-programme this activity is part of	SH3 Mt Messenger to Awakino Gorge
If this is not part of a programme business case, describe the objectives to be achieved by this activity	Safety, resilience and predictable journeys.
Select the primary short to medium term impact that will be achieved from this investment	Secure and resilient network
Select any other short to medium term impacts that will be achieved from this investment	Journey time reliability Reduced deaths and serious injuries
Describe the background to the activity including history, trends and assumptions	Initial corridor investigations were carried out by the Ministry of Works and Development for the National Roads Board in the 1970s and 1980s. Since then a number of studies and investigations have been completed. The recent business case has confirmed that there are ongoing safety, route availability and travel time issues, due to poor road layout along the corridor. Poor alignment has resulted in a number of deaths, serious injuries and road closures over recent years. Key improvements range from smoothing curves, shoulder widening, new passing opportunities, bypassing key bottlenecks, better traveller information and new pull-off and rest areas
<b>Location</b>	
Brief description of location	Mt Messenger to the south of Ahititi in northern Taranaki region

<b>Funding</b>	
Total expected construction/implementation cost (\$)	89,300,000
Comment on the funding plan for this project	The project is to be funded from crown funds and from the NLTF
<b>Project owner assessment</b>	
Date of assessment (dd/mm/yyyy)	11/04/2016
Project owner strategic fit profile rating	High
Project owner assessment of strategic fit	The activity is strongly related to the safety outcomes sought for the corridor and identified in the Indicative Business Case. The focus on safety of each activity in the programme was estimated from the percentage of safety benefits compared to the total benefits for the activity, calculated from the economic analysis. This percentage is used to help assess the Strategic Fit for the activity.
Project owner effectiveness profile rating	Medium
Project owner assessment of effectiveness	Within the wider programme of activities along the corridor the consideration of “affordability” and “appropriately scoped” components of the profile assessment were correctly considered, in relation to the safety component of the project. An expensive activity such as the Mt Messenger Realignment, was scored a Medium as it was considered less affordable and hence its funding under the government’s accelerated activity fund.
Project owner benefit and cost appraisal profile rating	1-2.9
Project owner BCR (g)	1.1
Project owner assessment of benefit and cost appraisal	Costs, benefits and BCR estimated from previous work, breakdown of benefits not known
<b>Outline</b>	
Improvement activity name	SH3 Mt Messenger Bypass
Phase type	Detailed Business Case
Your phase reference	60038412
Phase scope	Detailed business case phase delivery and consenting for the project
Work category	324 – Road improvements
Total expected construction/implementation cost :	\$89,300,000
Duration of activity	Starts 2015/16 for 2 years

## Agenda Memorandum

**Date** 1 June 2016



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

**Subject: NZ Transport Agency Regional Report**

**Item:** 5

**Approved by:** M J Nield, Director – Corporate Services

B G Chamberlain, Chief Executive

**Document:** 1687838

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### Purpose

The purpose of this memorandum is to provide an opportunity for New Zealand Transport Agency representatives to update Members on Agency activities.

### Recommendation

That the Taranaki Regional Council:

1. receives and notes the Regional Report from the New Zealand Transport Agency dated 1 June 2016.

### Background

Attached to this memorandum for the Committee's reference is the Regional Report from the NZ Transport Agency to the Taranaki Regional Transport Committee dated 1 June 2016.

Raewyn Bleakley (Regional Director, Central) will speak to this agenda item, supported by other Transport Agency staff as appropriate.

### Further updates

In addition to the attached Regional Report, responses from the Transport Agency on two matters raised at the previous Committee meeting are given below:

#### Broadway, Stratford

Mayor Volzke asked why the renewals work in Broadway was no longer considered necessary. The work that Mayor Volzke was referring to is still considered necessary by the Transport Agency and it remains on our forward programme for renewals. This work has been deferred, purely due to the priority of other work needed around the Taranaki Region. We have asked our contractor to review the calculations and background information for this site. There is some interim maintenance planned for the roundabout at



Fenton Street, where we plan to replace the surface. This work will happen before the end of the calendar year.

### **Oakura speed limit concerns**

Sarah Ashworth presented at the RTC meeting regarding the issues being experienced in Oakura. Both Ross I'Anson and Dan Tate, Senior Safety Engineer, have spoken to Sarah regarding the issues and we have undertaken to carry out a safety audit on this section of SH45. This review will include a review of the speed limits, in line with the speed management guidelines. Our Consultant has started work on the audit and we will be keeping Sarah Ashworth informed during the process and the RTC informed once the audit is completed and we have the report. The safety audit will review SH45 from the passing lanes to the north of Oakura through to just south of Wairua Road. We will be looking specifically at the issues raised by the community and formulating improvements in proportion with the issues found. All solutions are on the table including speed limit reductions. Additionally in Oakura, we have been involved in discussions with a developer and the New Plymouth District Council regarding a 200 lot subdivision planned for the township. The options for this subdivisions access to the SH network are being considered in conjunction with the other issues in Oakura, as highlighted by Sarah.

### **Decision-making considerations**

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.

### **Financial considerations—LTP/Annual plan**

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

### **Policy considerations**

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* and the *Land Transport Management Act 2003*.

### **Legal considerations**

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

### **Appendices/Attachments**

Document 1687571: NZTA Regional Report to Taranaki RTC - June 2016

## Regional Report

<b>Report to:</b>	Taranaki Regional Transport Committee
<b>Presenter:</b>	Raewyn Bleakley, Regional Director - Central
<b>Date:</b>	1 June 2016

### 1. Agency News

#### New Safety Campaigns

##### *Driver fatigue - Dead on their feet*

Being fatigued significantly increases the risk of a crash. It makes drivers less aware of what is happening on the road and impairs our ability to respond quickly and safely if a dangerous situation arises.

The NZ Transport Agency's new driver fatigue campaign targets people who regularly drive home when their body is programmed to be asleep. They occasionally feel much more tired than normal, but choose to struggle their way through the drive because it's only a short one – they think they can push through the tiredness.

The campaign launched on 10 April 2016, and media placement is through regular and time-targeted off-peak channels. The campaign comprises TV, On-demand, radio, digital, online and social channels, as well as industry specific placements. PR packs have also been produced for shift-worker organisations.

The advert can be viewed and more information about the campaign can be found on the Transport Agency's website: <http://www.nzta.govt.nz/safety/driving-safely/fatigue/fatigue-advertising/dead-on-their-feet>

##### *Driver distraction - Mobile phones*

A new advertising campaign targeting young drivers who are constantly attached to their mobile phones launched on 27 March 2016. The campaign has a large digital online and social presence and is also supported with radio spots for in-car moments.

The campaign encourages these drivers to question the use of their phones while driving (as they're being 'flippant' about others' safety). It plays on the social unacceptability of the use of phones in some situations – this time in the car, with the driver taking their eyes off the road to reach for their phone.

The advert can be viewed and more information about the campaign can be found on the Transport Agency's website: <http://www.nzta.govt.nz/safety/driving-safely/driver-distraction/driver-distractionadvertising/>

##### *Restricted Drivers*

In March 2016, the Transport Agency launched the 'When you're not there' campaign targeting parents of young drivers on their restricted licence.

A restricted driver is at greater risk of having a crash in the first six months of driving solo than at any other time. Restricted drivers are seven times more likely to be involved in a fatal or serious-injury crash than other drivers. This increased risk is partly due to inexperience.

Many parents believe their teenager is a fully competent driver once they have passed their restricted licence test. But this isn't the case. It is called a restricted licence because it restricts the way in which the licence holder can drive; it has two conditions attached to it. They are not allowed to drive between 10pm and 5am or carry passengers unless they have a supervisor with them (there are some exceptions). But breaking these conditions appears to be the norm.

This campaign aims to encourage parents to enforce the two restricted licence conditions and show them that they are there for a reason. They limit the opportunity for the young drivers' lack of experience to be tested. They enable a young driver to build experience on the road without having to

have a supervisor with them. At the same time they limit their exposure to two of the riskiest situations for their age group - distracting passengers and driving after dark.

The campaign launched on 13 March 2016 on television and cinema. It also has an online presence with advertising through TVNZ On Demand and 3Now On Demand. Other support advertising includes print and radio.

The advert can be viewed and additional information found on the Transport Agency website: <http://www.nzta.govt.nz/safety/driving-safely/young-drivers/young-driver-advertising/when-youre-not-there/>

### **Public consultation on Driver Licensing Rule Review begins**

Driver licensing plays an important role in the lives of most New Zealanders, and they rely on a system that is simple to use and puts road safety first.

With that in mind, the Transport Agency and Ministry of Transport reviewed the Driver Licensing Rule, and prepared a discussion document that proposes a number of improvements and changes. The public are now being given the opportunity to share their thoughts on three areas of focus:

#### *1. Supporting a Digital Future: enabling customers to renew their driver licence online.*

Enabling online licence renewal would require the frequency of vision testing to be reduced, so that customers no longer need to present or undertake a vision test at a licensing agent. In proposing to reduce vision testing, road safety has been carefully considered. Research shows that vision testing at every stage of the licensing process and then every 10 years following that doesn't improve road safety. Therefore, it is proposed that vision testing should remain in place at key times during a driver's lifetime - for first time driver licence applicants; people aged 75 and over; and for commercial licences and endorsements that require medical checks.

#### *2. Supporting Commercial Sector Productivity: improving the heavy vehicle driver licensing system.*

The current heavy vehicles licensing process requires drivers to go through a number of learner and full licensing stages to progress from a Class 2 to a Class 5 heavy vehicle licence. The proposed options seek to improve this process while still having checks in place to ensure road safety and driving skill is maintained. The benefits of the proposed changes would be reduced compliance costs for applicants, operators and businesses.

#### *3. Reducing Regulatory Duplication: removing and standardising special type vehicle endorsements.*

Currently, drivers and operators of some special type vehicles have safety obligations that are already covered under the new Health and Safety at Work Act 2015. Removing the endorsement requirements for special type vehicles would eliminate unnecessary duplication and give customers one point of reference. The proposed changes maintain the core requirement to hold the correct class of licence for the weight and type of vehicle. There are also opportunities to standardise some regulatory requirements and improve the oversight of approved course providers.

During the scoping phase of the review, changes to the general driver licensing system to support safety and participation outcomes were considered. However, no changes have been proposed at this time as it was considered the impact of recent amendments, such as the changes to the restricted test and alcohol limits, and introduction of five-year time limits on learner and restricted licenses, need to be fully assessed first.

There are also a wide range of other initiatives currently underway to help people achieve their driver licence and stay safe, such as the New Driver Education Programme and the Community Driver Mentor Programme.

Formal submissions on the discussion document are open to the public from Tuesday 19 April to Thursday 2 June 2016. The discussion document can be viewed on the Ministry of Transport website: <http://www.transport.govt.nz/land/driverlicensingreview/>

## 2. Central Region Events

### Road Safety

2015 Progress: When considering all the crashes on Taranaki Roads (both local and state highway) over the last five years (2011 to 2015) the average number of fatal crashes was 9.4 per year or 0.8 per month. This is better than the previous five year period (2010-2014) where the average number of fatal crashes was 10.2 per year or 0.9 per month.

In the first four months of 2016 year there have been 6 fatal crashes (or 1.5 per month) so the rate is increasing.

The average number of serious injury crashes from 2011 to 2015 (5 years) was 46.4 or 3.9 per month (updated figures as noted in the last report). This is similar to the previous five year period (2010 to 2014) which had 45.2 serious injury crashes. From the start of the year there have been 9 crashes recorded in the crash database. The Transport Agency will continue to work with you to embed the safe system approach to focus on further improving safety.

## 3. Delivery of the National Land Transport Programme (NLTP)

### R Funds Balance

R Fund	Initial Available Funding	Spent to Date 2005/06 - 2014/15	Projects with Funding Approved for 2015-18	Projects Awaiting Approval
Taranaki	\$50,053,160	\$43,122,575	\$6,375,470	\$555,115

There have been no funding approvals using R funds since the 9 March 2016 RTC meeting.

There is \$555,115 of R funds still to be committed to regional projects. Funds will be committed automatically as investment is approved for each project. There will be an allocation of the Regional Improvements activity class to other projects in the region, as investment decisions are made.

### Business Case Development

#### **Programme Business Case: Bell Block to Waitara investigation**

The Transport Agency has recently completed the programme business case. A report outlining recommendations on how the next phases of the business case should proceed was approved by the Transport Agency on 12 May 2016. The recommended components of the programme business case will now advance to the indicative and detailed business case phases, which will involve detailed investigation and design.

#### **Point of Entry Case: Safe Roads Alliance - New Plymouth to Hawera**

The Transport Agency has commenced the point of entry case for the state highway corridor between New Plymouth and Hawera. The project is likely to start at the strategic case stage in June 2016 with an investment logic mapping workshop; and will consider safety, efficiency and resilience issues.

### Detailed Business Cases

#### **Awakino Gorge to Mount Messenger Corridor**

The Transport Agency has established a project team to commence investigations and design of the project. While the safety and resilience improvements are scheduled to start during the 2017/18 construction season, the team is assessing if any 'quick wins' could be implemented during the 16/17 construction season. The Awakino Tunnel and Mount Messenger bypass projects are expected to start in the 2018/19 construction season with a duration of 24 months.

## Implementation

### **SH3 Vickers to City**

This project is nearing completion. The new bridges and four lanes are functioning as planned with minor work remaining near the Mangorei Road intersection. An official opening and public open day is planned in the near future.

### **SH3 Normanby Bridge Realignment**

Overall this project is progressing well. The break-through of the rail overbridge at the northern end of the project has been completed. The current focus is completing the pavement construction and tie-in to the northern end of SH3.

A resolution to the archaeological discovery site has been reached with the local iwi and Heritage New Zealand. Works will now continue constructing the southern tie-in. A landscaping feature is also to be constructed near the site to provide an aesthetic feature which will recognise the archaeological significance of the site. Road users will be able to stop and visit this feature and learn about the history of the site.



### **Maintenance and Operations**

The 2015/16 Area Wide Pavement Treatment and resurfacing programme is nearing completion. The remaining Area Wide Pavement Treatment site is located on the section of SH45 between Hawera and Opunake. Reseal works are now completed.

### **Reinstatement Works following June 2015 Severe Weather Event**

The Transport Agency is working through the geotechnical investigation and structural design phase for the 15 sites across the region on SH3, SH43 and SH45. Construction works are planned to start in July and will continue until all 15 sites are completed. The most significant repair site at Manawapou Hill has a high priority for the Transport Agency. However, due to the nature of the site conditions we are unable to start this work until November 2016. We are currently completing works to protect the site through winter, by installing additional drainage and asphaltic concrete bunds to prevent further erosion. We are also getting the backfill material for the slip tested, as well as undertaking geotechnical investigations of the site.

**Safety works**

Safer Roads and Roadside: As we reported in the last report, the 2015-16 Minor Safety Improvements programme is underway with \$1.7 million being spent in the region. The work is tracking well with the majority of the projects being completed on time.

The Taranaki region's 2016-17 Minor Safety Improvements programme is currently being formed. We are reviewing 12 approved projects to form our final programme which has a budget for the 2016-17 year of \$1.325 million. Once this programme is finalised we will be engaging with key stakeholders.



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Raewyn Bleakley  
Regional Director – Central  
18 May 2016

## Agenda Memorandum

**Date** 1 June 2016



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

**Subject: Regional road safety update**

**Item:** 6

**Approved by:** M J Nield, Director – Corporate Services

B G Chamberlain, Chief Executive

**Document:** 1687959

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### Purpose

The purpose of this item is to provide an opportunity for the Taranaki Road Safety Action Planning Group to update Members on road safety activities in the region.

### Recommendation

That the Taranaki Regional Council:

1. notes and receives with thanks the update on road safety activities in the region provided by representatives of the Taranaki Road Safety Action Planning Group.

### Background

Reducing the safety risk on Taranaki's transport network is a key priority for the region, as outlined in Section 4 [Strategic Direction] of the *Regional Land Transport Plan for Taranaki 2015-2021* (RLTPlan). Section 4.4 of the RLTPlan most specifically outlines the challenges, policies and methods for improving road safety, on page 33 of the RLTPlan – this is reproduced over page for Members' ease of reference.

Members are aware that one of the main organisations set up to identify and agree on community road safety initiatives within the region is Roadsafes Taranaki. Made up of representatives from the New Plymouth, Stratford and South Taranaki district councils, Roadsafes Taranaki agrees on important community road safety initiatives for the region further to NZ Transport Agency funding guidance and develops programmes to implement these. A full time Road Safety Coordinator is employed to facilitate the educational component of the Group, liaise with stakeholders and the community to identify problems and priorities, and help in developing practical road safety projects.

Roadsafes Taranaki works closely with the wider Road Safety Action Planning Group which is made up of representatives from the NZ Police, NZ Transport Agency, Taranaki District Health Board, Accident Compensation Commission, and Taranaki Regional Council. In

recent years, the New Plymouth District Council's Let's Go Model Community project has also had representation on the Group.

Representatives from the Taranaki Road Safety Action Planning Group, including the Road Safety Coordinator, Marion Webby, will update the Committee on road safety activities in the region.

Section 4.4(3) of the *Regional Land Transport Plan for Taranaki 2015-2021* –

Issues & challenges	Objective & policies	Measures (methods)
<b>3. Reducing the safety risk on Taranaki's transport network</b>		
<p>Fatalities and casualties from road and rail crashes impose high social and economic costs on the region and country. The <i>Safer Journeys</i> vision of 'a safe road system increasingly free of death and serious injury' recognises that while mistakes are inevitable and we can never prevent all road crashes from happening, we can work collaboratively and attempt to stop crashes from resulting in death and serious injury.</p> <p>Improving safety and personal security is important for all mode users; with safety concerns (both perceived and real) being a barrier to greater use of walking and cycling. The concept of protecting vulnerable road users such as pedestrians and cyclists has been overtaken by a safe systems approach to road safety whereby the aim is to make roads and roadsides safer for all road users – be they motorists, motorcyclists, pedestrians, cyclists, horse-riders or another mode.</p> <p>Taranaki is experiencing steady growth in vehicle kms travelled, along with an increasing population. Several intersections have become high risk with the increase in traffic volume – with the New Plymouth district containing 3 of the country's Top 100 High Risk State Highway Intersections.</p> <p>Taranaki does not have a good road safety record, with a range of issues involved. The contributing factors in crashes over the last 10 years have remained constant with alcohol, speed, loss of control and intersections showing in crash data. Recidivist drink drivers have been identified as a serious concern in Taranaki and programmes have been developed to start educating and changing the behaviour of recidivist drink drivers. The safety of vulnerable road users has made an unwanted appearance over the last 5 years, in particular motorcyclists and pedestrians (6 pedestrians were killed in 2014) while older drivers have started to feature prominently in road crash reports during that same time. Recent law changes and continuous road safety education in schools has helped reduce young driver crash statistics. However, this will need to be an ongoing area of focus to further reduce young driver crashes as new drivers gain their licence. All these issues factor heavily in Roadsafes Taranaki's collaborative road safety education programmes for the period of the Plan.</p>	<p><b>A safe transport network increasingly free of death and serious injury.</b></p> <p><b>Policies:</b></p> <ul style="list-style-type: none"> <li>▪ Promote infrastructure improvements on strategic corridors.</li> <li>▪ Reduce risk on high risk rural roads, intersections and urban arterials with a particular focus on vulnerable road users.</li> <li>▪ Support the aims of Roadsafes Taranaki.</li> <li>▪ Support the aims of <i>Safer Journeys</i>.</li> </ul>	<ul style="list-style-type: none"> <li>▪ Ensuring and supporting improvements to infrastructure, such as road alignment, signage, bridge widths, road markings, and surfaces which fall below the levels of service under the ONRC.</li> <li>▪ Improving safety at intersections and crossings.</li> <li>▪ Increasing provision of passing lanes and/or passing opportunities, roundabouts and other safety design features.</li> <li>▪ Minimising conflicts between different traffic types e.g. trucks and cycles.</li> <li>▪ Adopting appropriate design to encourage safe walking and cycling.</li> <li>▪ Actively encouraging a culture of safe road use in Taranaki.</li> <li>▪ Supporting the efforts of Roadsafes Taranaki and promoting road safety programmes, particularly locally led prevention programmes.</li> <li>▪ Adopting appropriate enforcement and education programmes to address unsafe driver, pedestrian and cyclist behaviour.</li> <li>▪ Reviewing speed limits on a network-wide basis following on from the review of the <i>Land Transport Rule: Setting of Speed Limits 2003</i> – noting that a change in speed limit should only be considered as part of a broader range of safety solutions.</li> <li>▪ Supporting efforts to achieve the <i>Safer Journeys</i> road safety targets for the Transport Agency's Central Region of a reduction in fatalities of around 40% and serious injuries of 25% by 2020.</li> </ul>



**Decision-making considerations**

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.

**Financial considerations—LTP/Annual plan**

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

**Policy considerations**

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* and the *Land Transport Management Act 2003*.

**Legal considerations**

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

## Agenda Memorandum

**Date** 1 June 2016



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

**Subject: Presentation on the Hawera town centre  
revitalisation project**

**Item:** 7

**Approved by:** M J Nield, Director – Corporate Services  
B G Chamberlain, Chief Executive

**Document:** 1682102

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### Purpose

The purpose of this memorandum is to provide the Committee with a briefing on the South Taranaki District Council's project to revitalise the Hawera town centre.

### Recommendation

That the Taranaki Regional Council:

1. receives with thanks and notes the presentation on the South Taranaki District Council's *Hawera Town Centre Strategy*.

### Background

The South Taranaki District Council (STDC) adopted the Hawera Town Centre Strategy in December 2014, in recognition that the current town centre is not meeting the needs of today's retailers or residents. The Strategy was developed by urban planning experts Boffa Miskell, involved considerable public and stakeholder input and was part-funded by Bizlink Hawera.

The Hawera Town Centre Strategy provides a suite of actions which will provide Hawera with an opportunity for a more vibrant and economically sustainable town centre that will attract new residents, business and visitors.

The Project Vision is '*To make Hawera Town Centre a distinctive, welcoming, attractive and vibrant place to live, work and visit.*'

Some of the key proposals include:

- Development of a new Library/cultural/civic centre and greenspace in the central business district (CBD)
- Improved pedestrian and car park connections with the CBD
- Lighting improvements to highlight heritage buildings

- Redevelopment of the existing town square for retail and office development
- Actions to encourage traffic into the town centre
- Guidance for heritage preservation.
- Improved District Plan provisions to guide new development.
- Facilitation opportunities for events and activities in the CBD.

The Strategy is not just about what the STDC can do, but it sets out a framework that private developers and property owners can base their investment decisions on too.

Further information is available at – <http://www.southtaranaki.com/Council/Hawera-Town-Centre-Strategy/>.

### **Presentation to Committee**

The Committee will be provided with a presentation on work to implement the Hawera Town Centre Strategy by Brent Manning, STDC's Group Manager Engineering Services.

### **Decision-making considerations**

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.

### **Financial considerations—LTP/Annual plan**

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

### **Policy considerations**

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* and the *Land Transport Management Act 2003*.

### **Legal considerations**

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

## Agenda Memorandum

**Date** 1 June 2016



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

**Subject: Passenger transport operational update  
for the quarter ending 31 March 2016**

**Item:** 8

**Approved by:** M J Nield, Director - Corporate Services

B G Chamberlain, Chief Executive

**Document:** 1688203

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### Purpose

The purpose of this memorandum is to provide members with an operational report of the public transport services as at 31 March 2016.

### Recommendation

That the Taranaki Regional Council:

1. receives and notes the operational report of the public transport services for the quarter ending 31 March 2016.

### Background

The Council is responsible for promoting an integrated, safe, responsive and sustainable land transport system within the region. This involves a range of activities, including provision of public transport services and the Total Mobility Scheme.

#### Citylink (New Plymouth, Bell Block, Waitara and Oakura) bus service

Patronage for the quarter was 127,914, a decrease of (4.9%) below the 134,501 recorded in the same period in 2014/2015. Compared to 2014/2015 patronage was down in the Adult (5%), Child (5%), Tertiary (8%), Beneficiary (15%), and WITT (4%) categories. There were only small gains in two categories, Seniors/SuperGold 3% and Access 4%.

Figure 1 shows the total monthly patronage recorded during the third quarter for the two previous financial years and 2015/2016.

**Figure 1: Citylink patronage comparison 3rd quarter of 2013/2014, 2014/2015 and 2015/2016**

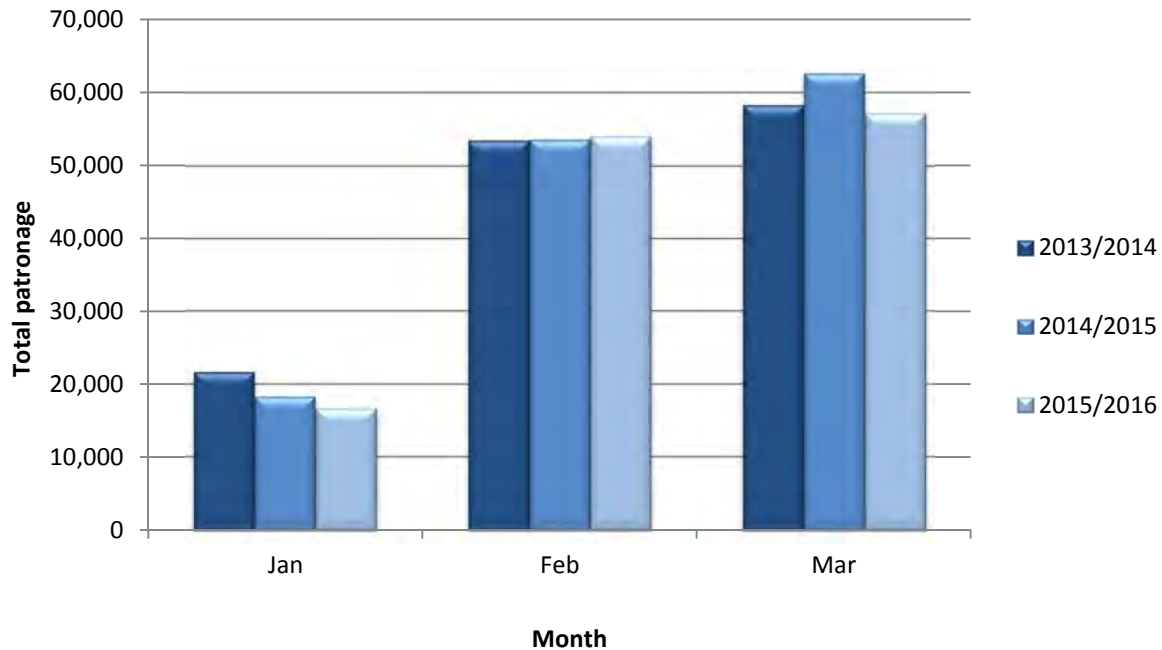


Table 1 shows the year to date trips per capita. The result shows that there has been a small decrease in the total number of trips per capita reflecting the drop in actual patronage.

**Table 1:** Citylink trips per capita YTD as at 31 March 2016

Period	Passenger trips	Trips per capita YTD
2015/2016	410,150	7.1
2014/2015	427,135	7.4

Trips per capita based on 57,459 population number (2013 census) for areas serviced by Citylink.

Analysis of the decline in patronage between the third quarter of 2015/2016 and 2014/2015 has found the following:

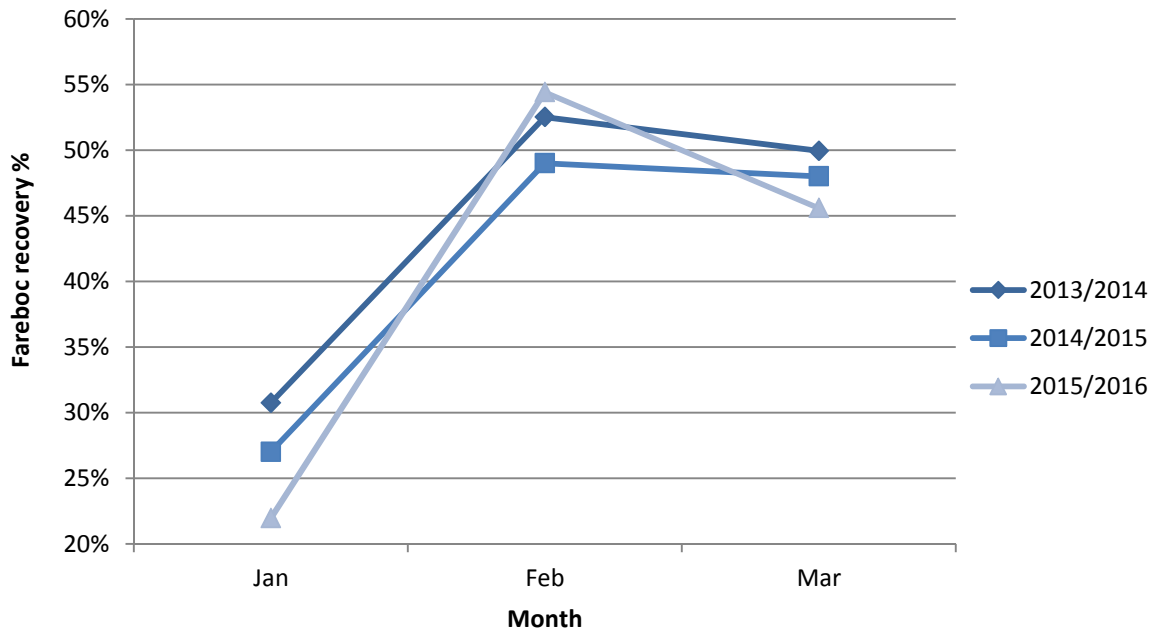
- patronage is down in 3 fare zones; New Plymouth (3.2%), Waitara (6.9%), and in a reversal of last quarter, Oakura (1.3%)
- patronage from Bell Block increased 7.3%, a reversal of the loss in the last quarter
- patronage is down across both peak (1.0%), and off-peak services (12.8%).

An independent report, commissioned by Otago Regional Council and Environment Canterbury (on behalf of a number of councils experiencing an ongoing loss of patronage), to assess the cause(s) of the recent patronage decline, is yet to be finalised.

Farebox recovery for the quarter was 39.8% compared to 45.1% achieved in the same quarter 2014/2015.

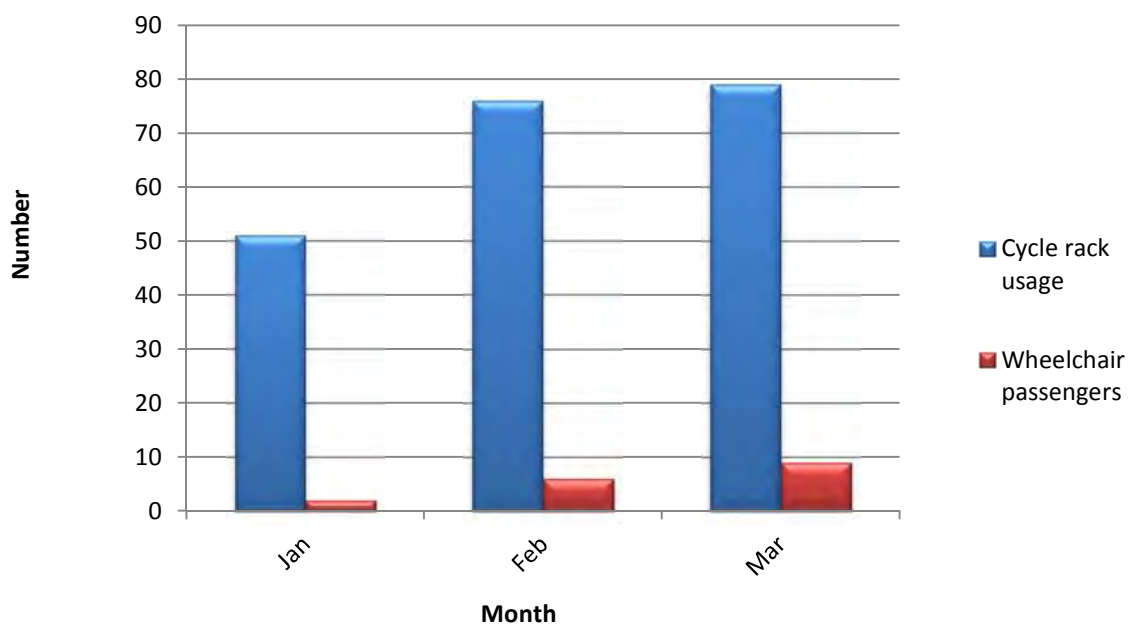
Figure 2 shows the third quarter farebox recovery by month between 2013/2014, 2014/2015 and 2015/2016.

**Figure 2: Citylink farebox recovery 3rd quarter 2013/2014, 2014/2015 and 2015/2016**



Bike rack usage continued to increase in the third quarter, with 206 users recorded compared to 181 in 2014/2015. Wheelchair patronage was 17 compared to 16 in the same quarter 2014/2015. Monthly usage for both is shown in Figure 3.

**Figure 3: Citylink 3rd quarter cycle rack usage and wheelchair passengers**



## SouthLink services

For ease of reporting the SouthLink service's patronage data is shown in Table 2.

**Table 2:** SouthLink patronage and financial performance as at 31 March 2016

Service	Passenger trips YTD	Fare box recovery rate YTD
Waverley-Patea-Hawera	1,117	47.8%
Opunake-Hawera (including Manaia-Hawera)	748	14.1%
Opunake-New Plymouth	810	20.4%

Patronage on the three SouthLink services continues to decline. The performance of each service is detailed below.

Waverley-Patea-Hawera patronage is down (19.8%) compared to the same period last year. Financially it is still performing strongly with a farebox recovery of 47.8% although down on the 58.6% last year. Compared to last year, patronage in Adult and Child categories are well down. Adult patronage down (32.3%) and Child, both fare paying and Under 5's, are collectively down (89.5%).

Patronage for the Opunake-Hawera (including Manaia-Hawera) service is down (12.0%) (or 56 trips) compared to the same period in 2014/2015. While the total number of trips is down there has been a turnaround in a number of fare categories. These being SuperGold up 3%, Child 200% (from 12 to 20), Under 5's 7,000% (from 1 trip to 71 trips). The continued reason for the overall decrease is Adult trips being down (48%) (or 139 trips). Farebox recovery is 14.1%.

Patronage for the Opunake-New Plymouth service is down (13.3%) (or 124 trips) compared to the same quarter in 2014/2015. Farebox recovery is 20.4%. Compared to last year, Adults are down (37.6%). In a reversal of the last quarter SuperGold Card patronage is down (5.7%), while Child trips are up 24.4%.

## Connector (Hawera to New Plymouth) bus service

Total patronage for the third quarter of 2015/2016 was 7,011, an average of 115 per day. This is up 28% on the 5,481 recorded in 2014/2015. The patronage increase is across a number of fare categories, for example Access 217%, Community Service Card holders 38%, SuperGold 1975% and Child 40%. Senior patronage is down (71%) likely reflecting the change to travelling under the SuperGold Card Scheme.

**Table 3:** Connector patronage YTD as at 31 March 2016

Service	Passenger trips	Average passengers / day
Hawera to New Plymouth	7,011	115

Figure 4 shows the monthly breakdown of patronage trips.

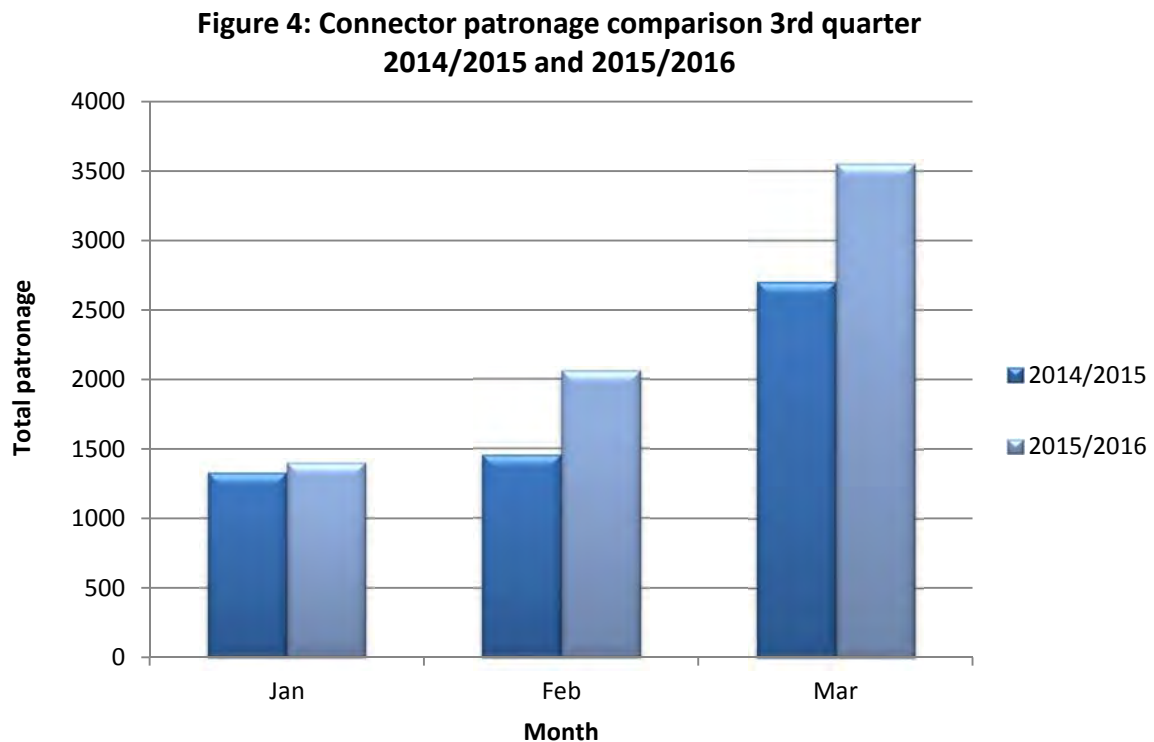


Table 4 shows the percentage of Connector patronage by fare category.

**Table 4:** Percentage of Connector patronage as at 31 March 2016

Fare category	Patronage %
ACCESS	0.9%
Adult	10.7%
Beneficiary	11.5%
Child	2.3%
Seniors	2.6%
SuperGold Card	3.7%
TDHB	15.5%
Tertiary	7.3%
WITT	36.2%
Training*	9%
Promotion	0%
<b>Total</b>	<b>100%</b>

\*Training – school students undertaking vocational training at WITT or other training providers.

### SuperGold Card Scheme

Table 5 shows the number of trips taken throughout the region by patrons using their SuperGold Card and the percentage of these trips compared to all trips made in the current year.



**Table 5:** SuperGold Card patronage by service as at 31 March 2016

Service	Passenger trips	% of all trips
New Plymouth, Oakura, Bell Block and Waitara	38,870	9.5%
Waverley-Patea-Hawera	611	54.7%
Opunake-Hawera (incl. Manaia-Hawera)	424	56.7%
Opunake-New Plymouth	399	49.3%
Hawera-New Plymouth	801	3.7%
<b>Total</b>	<b>41,105</b>	<b>9.5%</b>

The 41,105 SuperGold Card trips equates to 9.5% of all public transport trips, across all services. This compares with 38,061 trips for the same period in 2014/2015, an increase of 9.5%.

The eligibility of the Connector service for SuperGold Card, along the whole route, has seen a massive increase in use. This is shown by the 1,275% increase in Connector SGC patronage in the March 2016 quarter compared to the same quarter 2015. The percentage of SGC trips on the Connector has more than doubled increasing from 1.5%, as previously reported, to 3.7% as shown in Table 5.

## Total Mobility Scheme

Total Mobility client trips are down (3.9%) from the 31,461 trips in the same period last year. Table 6 shows the number of taxi trips as at 31 March 2016.

**Table 6:** Total Mobility trips as at 31 March 2016

Service	Passenger trips
Total Mobility Scheme	30,223

In March, Freedom Companion Driving Service – New Plymouth were added as an approved Total Mobility transport provider in north Taranaki. The franchise company is operated by Diana de Jong and Elaine Demaine. Freedom’s inclusion in the Scheme provides an alternative to Driving Miss Daisy for TM clients who require extra assistance when going out.

During the quarter, officers commenced preparatory work on assessing the requirements for Council to sign up to the National Total Mobility Administration System (NTMAS). The NZ Transport Agency has procured the system, on behalf of all regional councils, to improve the management of TM clients, assessors and most importantly includes a dual ID/electronic swipe card. The swipe card will record in-car trip data replacing the manual paper voucher system currently used. A key benefit of NTMAS is its ability to import the electronic trip data and interrogate it, looking for anomalies in the trip data. Currently, this is a manual process.

## **Ironside Vehicle Society Incorporated**

Table 7 shows the total number of passenger trips YTD carried out by Ironside, including the number of wheelchair trips.

**Table 7:** Ironside trips as at 31 March 2016

Service	Trips involving wheelchairs	Total trips claimed
Ironside Vehicle Society	3,388	4,779

Wheelchair trips account for 71% of all Ironside trips. Both the total number of trips and trips involving wheelchairs are down, when compared to the same period last year, being 4,093 and 5,375 respectively.

### **Promotion of Citylink bus service — ‘Get on the bus!’**

A new video, ‘Get on the bus!’, has been produced to promote New Plymouth’s Citylink bus service. The presenters of the video are well-known local entertainers, Dman Entertainment, who take viewers on a musical bus ride highlighting the extent of the Citylink network (“Oakura to Waitara and just about everywhere in between”) and features of the service including on-board bike racks and wheelchair access, and the benefits of smart cards. The video can be seen on social media and in cinemas, with an audio-only version on commercial radio.

The video will be shown during the item, and can be seen online at [bit.ly/CitylinkVideo](http://bit.ly/CitylinkVideo).

### **Decision-making considerations**

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*.

### **Financial considerations—LTP/Annual plan**

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

### **Policy considerations**

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* and the *Land Transport Management Act 2003*.

### **Legal considerations**

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