

Regional Transport Committee

Wednesday 2 December 2015

10.30am

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 2 December 2015 commencing at 10.30am.



Members	Councillor	R F H Maxwell	(Taranaki Regional Council) (Committee Chairperson)
	Councillor	C S Williamson	(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)
Attending	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	K van Gameren	(Committee Administrator)

Apologies

Notification of Late Items

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Agenda Memorandum

Date 2 December 2015



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

**Subject: Confirmation of Minutes – 7 October
2015**

Item: 1

Approved by: M J Nield, Director-Corporate Services

B G Chamberlain, Chief Executive

Document: 1605189

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 7 October 2015 at 10.30am
2. notes the recommendations therein were adopted by the Taranaki Regional Council on 3 November 2015.

Matters arising

Appendices

Document #1579445 – Minutes Regional Transport Committee Wednesday 7 October 2015

**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 7 October 2015
commencing at 10.30am.**



Members	Councillor	R F H Maxwell	(Committee Chairperson)
	Councillor	M J Cloke	
	Councillor	S Biesiek	(New Plymouth District Council)
	Mayor	N Volzke	(Stratford District Council)
	Councillor	M Powell	(South Taranaki District Council)
	Ms	R Bleakley	(New Zealand Transport Agency)
Attending	Messrs	M J Nield	(Director-Corporate Services)
		G C Severinsen	(Policy & Strategy Manager)
		C B Clarke	(Transport Services Manager)
	Mrs	K van Gameren	(Committee Administrator)
	Mrs	F Ritson	(Policy Analyst)
	Ms	K Watt	(Passenger Transport Officer)
	Mr	P Ledingham	(Communications Officer)
	Ms	M Sutton	(Digital Media Co-ordinator)
	Messrs	W Keightley	(New Zealand Transport Agency)
		R I Anson	(New Zealand Transport Agency)
		B Manning	(South Taranaki District Council)
		D Langford	(New Plymouth District Council)
		C Olsen	(for Local Government New Zealand)
Apologies	The apologies from Councillor C S Williamson, Councillor H Dodunski (New Plymouth District Council) and Mayor R Dunlop (South Taranaki District Council) were received and sustained.		

**Notification
of Late Items**

There were no late items of general business.

1. Confirmation of Minutes – 17 June 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 17 June 2015 at 10.30am

2. notes the recommendations therein were adopted by the Taranaki Regional Council on 30 June 2015.

Maxwell/Volzke

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 12 August 2015 were received and noted.
- 2.2 The Committee were advised that Mr Max Aves left his position of Roading Manager at the New Plymouth District Council in early September 2015. Mr Aves had been a member of the Taranaki RTAG since its creation in August 2008. Committee Chairperson, Councillor R F H Maxwell, thanked and acknowledged Mr Aves' input and contribution to roading and transport matters in Taranaki and advised that a thank you letter would be sent on behalf of the Committee.

Recommended

THAT the Taranaki Regional Council

1. receives for information purposes the confirmed minutes of the Taranaki Regional Transport Advisory Group meeting held on Wednesday 12 August 2015

Maxwell/Powell

3. Final Monitoring Report for the Regional Land Transport Programme 2012/2015

- 3.1 The memorandum presenting the Committee with the *Regional Land Transport Programme for Taranaki 2012/13 – 2014-15 – Final Monitoring Report* was received and noted.

Recommended

THAT the Taranaki Regional Council

1. receives and adopts the *Regional Land Transport Programme for Taranaki 2012/13 – 2014-15 – Final Monitoring Report*.

Maxwell/Biesiek

4. New Zealand Transport Agency Regional Report

- 4.1 Ms R Bleakley, New Zealand Transport Agency, spoke to the Regional Report updating Members on Agency news and activities and deliverables from the current National Land Transport Programme.

Recommended

THAT the Taranaki Regional Council

1. notes and receives the Regional Report from the New Zealand Transport Agency dated 7 October 2015.

Maxwell/Powell

5. Release of the National Land Transport Programme 2015-2018

- 5.1 Mr M J Nield, Director-Corporate Services, spoke to the memorandum on the release of the National Land Transport Programme 2015-18 (NLTP) and the outline of the funding allocations made to the Taranaki region compared to the region's funding request.
- 5.2 Ms R Bleakley, NZ Transport Agency, took the Committee through the specifics and total investment in Taranaki for 2015-2018. A total of around \$187 million will be invested in Taranaki's land transport network over the next three years. Three activities are excluded from the 2015/2018 NLTP due to the timing of the projects in that they fall outside the current programme. The 2015-2018 NLTP can be viewed online at www.nzta.govt.nz/planning-and-investment.

Recommended

THAT the Taranaki Regional Council

1. receives the memorandum Release of the National Land Transport Programme 2015-2018.

Cloke/Volzke

6. One Network Road Classification (ONRC)

- 6.1 Mr C Olsen, Local Government New Zealand's Centre of Excellence EquiP Road Transportation Unit, provided a presentation to the Committee on the One Network Road Classification (ONRC).

Recommended

THAT the Taranaki Regional Council

1. notes and receives with thanks the presentation provided by Mr Chris Olsen of Local Government New Zealand's EquiP Road Transportation Unit.

Maxwell/Biesiek

7. Updates on June 2015 flood event

- 7.1 Mr M J Nield, Director-Corporate Services, spoke to the memorandum providing an opportunity to receive verbal updates from the Committee on the June 2015 flood event

and the work underway to address the resulting damage to the Taranaki transport network.

- 7.2 Members and officers from the district councils provided an overview to the Committee on the repairs to their districts' roading and associated infrastructure following the June 2015 regional flooding event. Repairs to the region's local roading network are still ongoing and all but one regional road (Waiinu Beach Road, South Taranaki district) are open. Each council advised that the costs incurred in each district was significant and that not all repairs will be able to be completed in the current financial year (2015/2016) due to the availability of consultants and contractors. Mr Brent Manning, South Taranaki District Council, noted that a potential outcome of current investigations into a possible alternative route to Waiinu Beach, may be that a request to vary the *Regional Land Transport Plan for Taranaki 2015-2021* is brought to a future meeting of the Committee.
- 7.3 Mrs R Bleakley, NZ Transport Agency, advised that the National Land Transport Fund includes a national provision for emergency work to repair and restore road networks following events such as those that occurred during the June 2015 flood. Each district council can apply to enter into a bespoke arrangement with the NZ Transport Agency that could include assistance in the form of a funding agreement. It is understood that each of the district councils in Taranaki are working with the NZ Transport Agency to identify the best options for repair and/or reinstatement of regional roads and agreed cost estimates for the work.
- 7.4 Mr R I Anson, NZ Transport Agency, updated the Committee on the section of SH3 at the Manawapou Hill, South Taranaki, damaged during the June 2015 flooding event. Site investigations are underway to provide a permanent repair to the slip, including consideration of an alternative route, with initial retaining-wall construction work anticipated to begin December 2015/January 2016.

Recommended

THAT the Taranaki Regional Council

1. receives and notes with thanks the verbal updates provided by Member organisations on the Taranaki Regional Transport Committee on the June 2015 flood event and progress to address the resulting damage.

Maxwell/Cloke

8. SH3 Awakino Gorge to Mount Messenger project update

- 8.1 Ms R Bleakley, NZ Transport Agency, spoke to the memorandum providing an update on the SH3 Awakino Gorge to Mt Messenger project which is one of two Accelerated Regional Roding Package projects in the Taranaki region.
- 8.2 It was noted that the Indicative Business Case was completed at the end of June 2015 and has been reported back to central government. The Government's decision on funding any future phases from the Future Investment Fund is anticipated to occur as part of central government's Budget announcements in 2016. Some of the activities along the corridor project may be able to be funded through the National Land Transport Programme and the NZ Transport Agency is in the process of considering these for

progressing to activity level Detailed Business Cases.

Recommended

THAT the Taranaki Regional Council

1. receives and notes the update on the SH3 Awakino Gorge to Mt Messenger project provided by the NZ Transport Agency.

Cloke/Powell

9. 2014/2015 public transport operational report

- 9.1 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 for 2014/2015.

Recommended

THAT the Taranaki Regional Council

1. receives and notes the public transport operational report for 2014/2015.

Bisiek/Maxwell

10. Correspondence and information items

- 10.1 The memorandum updating Members on correspondence and information items received since the last Committee meeting was received and noted.

Recommended

THAT the Taranaki Regional Council

1. receives and notes the correspondence received from the New Zealand Transport Agency in respect of the *Safer Speeds - Draft Speed Management Guide*
2. receives and notes the release of the Local Government New Zealand report, *Mobilising the Regions: the role of transport infrastructure in achieving economic success across all of New Zealand*.

Maxwell/Cloke

11. General Business

There were no matters of general business.

There being no further business the Committee Chairperson, Councillor R F H Maxwell, declared the Regional Transport Committee meeting closed at 12.00pm.

Confirmed

Committee Chairperson: _____
R F H Maxwell

Date: **2 December 2015**

Agenda Memorandum

Date 2 December 2015



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

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

Item: 2

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

Document: 1605199

Purpose

The purpose of this memorandum is to receive (for information) the minutes of the Taranaki Regional Transport Advisory Group meeting held on Wednesday 18 November 2015.

Recommendation

That the Taranaki Regional Council:

1. receives for information purposes the minutes of the Taranaki Regional Transport Advisory Group meeting held on Wednesday 18 November 2015.

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 recommendation 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 1600535: Minutes Taranaki Regional Transport Advisory Group 18 November 2015

Minutes of the Taranaki Regional Transport Advisory Group meeting held at the Taranaki Regional Council, 47 Cloten Road, Stratford, on Wednesday 18 November 2015 commencing at 1.05pm.

Present	Steve Bowden	Stratford District Council
	Carl Whittleston	New Plymouth District Council
	Vincent Lim	South Taranaki District Council
	Paul Murphy	NZ Transport Agency
	Wayne Keightley	NZ Transport Agency
	Chris Clarke	Taranaki Regional Council
	Gray Severinsen	Taranaki Regional Council
	Karen Watt	Taranaki Regional Council
	Fiona Ritson	Taranaki Regional Council
	Kathryn van Gameraen	Taranaki Regional Council
Apologies	Kiri McRae	NZ Transport Agency
	Cole O'Keefe	NZ Transport Agency
	Mike Nield	Taranaki Regional Council

1. Membership changes and NZ Transport Agency key contact list

The Group noted changes to its Membership and welcomed to the meeting new appointees. Mr Max Aves, New Plymouth District Council, and Kiri McRae, NZ Transport Agency, have left their respective organisations. The Group thanked and acknowledged their input during their tenure. Mr Steve Bowden, Stratford District Council, and Mr Carl Whittleston, New Plymouth District Council, are now Members of the Group and Mr Wayne Keightley, NZ Transport Agency, will be attending Group meetings in the future.

Mrs Fiona Ritson, Taranaki Regional Council, advised the Group that a 'key contact list' for the NZ Transport Agency has been provided to enable transport communications to go directly to key Agency personnel. The list will be circulated to Members of the Group for information purposes.

2. Confirmation of Minutes - Regional Transport Advisory Group meeting - Wednesday 12 August 2015

The minutes of the Regional Transport Advisory Group (RTAG) meeting held on Wednesday 12 August 2015 were received and confirmed.

Matters arising

Release of the National Land Transport Programme 2015-2018 – second road crossing of the Waiwhakaiho River

Mr Carl Whittleston, New Plymouth District Council (NPDC), provided an update to the Group on the strategic business case and programme business case (PBC) for this project. It is likely that a PBC application from NPDC could be considered as an Annual Plan amendment for 2017/18.

3. Regional Land Transport Plan 2015/2021 variation request from South Taranaki District Council

Mr Vincent Lim, South Taranaki District Council, spoke to the Group on the proposed variation to the *Regional Land Transport Plan 2015-21* of a new road extension as an alternative route to Waiinu, Waitotara.

The South Taranaki District Council (STDC) proposed variation is to extend Nukumaruru Station Road to Waiinu Beach Road which will provide a non-risk access to Silver Fern Farms Waitotara processing plant and the Waiinu Beach village. The estimated cost of the project is \$2.23M but it is expected to come in significantly lower than that.

The Group supported and agreed to recommend that the Taranaki Regional Transport Committee accept the proposed variation to the Taranaki *Regional Land Transport Plan 2015-21* at their meeting on 2 December 2015.

4. Emergency Works

The Group provided an overview of emergency works undertaken in each district as a result of the June 2015 flooding event.

- Mr Steve Bowden, Stratford District Council, advised that repair and reinstatement work in the Stratford District was currently on track with more work to be awarded to contractors before year-end 2015 with work to start early 2016. An additional site has been discovered (road slumping post flood event) which will be included in the suite of works which will be likely completed by the end of March 2016.
- Mr Wayne Keightley, NZ Transport Agency, noted that repairs at Ahu Ahu Road were completed under urgency, and fourteen sites are still under design and investigation. Work is still progressing at SH3 Manawapou Hill with a retaining wall being constructed on site in due course. A permanent solution to that section of SH3 is still being investigated.
- Mr Carl Whittleston, New Plymouth District Council, noted that the first phase of the post flood event clean-up and reinstatement works have been completed. The next phases of works have been tendered and other phases have been designed.
- Mr Vincent Lim, South Taranaki District Council, estimated that the cost of repairs to date is \$7M. A bespoke FAR application to the NZ Transport Agency has been made which will provide 100% funding for works in the Waitotara catchment area if works are completed within the 2015/16 financial year. The exact roads included within this catchment area are still being discussed with the Agency.
- The TA Members of the Group expressed concern at not being able to complete repairs in the 2015/16 financial year and therefore receive the higher Emergency Works FAR (as per the changed FAR rules in place for this work category from 1 July 2015). The need for the Agency to vary these rules is an issue that they may take further through the RCA Forum.

5 Key Project Updates

SH3 Vickers to City Project – still expected to be completed by April 2016, with the majority of works completed by December 2015. Official opening of the Project is likely to be mid 2016.

SH3 Normanby Overbridge Realignment Project – still projected to be completed by November 2016. An archaeological site has been uncovered at the south end of the project site. Work around the site has been halted while archaeological investigations are undertaken. All other site works are continuing.

SH3 Bell Block to Waitara Investigation Project – workshop participation outcomes have slowed down and have not been taken further. Mr Wayne Keightley, NZ Transport Agency, advised that work is still being progressed.

SH3 Awakino Gorge to Mt Messenger Investigation Project –The initial consultation with key stakeholders stopped in the first half of 2015, with the Indicative Business Case report that went to the Minister in June 2015 still not having been released by the Agency despite repeated requests. It was noted and discussed that involvement from the Palmerston North office of the Agency in the project working group was important, with more direct connection to the RTAG of benefit.

ACTION: THAT the Group recommends that the NZTA Journey Manager for Taranaki (and RTAG Member), Mr Wayne Keightley, be included in the working group on the SH3 Awakino Gorge to Mt Messenger Investigation Project.

SH45 South Road - Mr Carl Whittleston, New Plymouth District Council, advised of a potential project for future consideration. The SH45 corridor between South Road (Blagdon Shopping Centre/Cnr South Road) to Morley Street, New Plymouth would benefit from a corridor study to improve traffic congestion and better accommodate walking and cycling.

Special Purpose Roads (SPRs) – this matter is still ongoing. Mr Paul Murphy, NZ Transport Agency, advised that DoC have been asked to take stock of all such roads nationally.

6. **One Network Roading Classification (ONRC)**

Each Council provided an update. The ONRC is being incorporated into each Council's Long-Term Plan. Concern was expressed as to the amount of work required to meet the large number of KPI's, with all updates required by November 2017 and the new system to be effective from 1 July 2018.

Mrs Fiona Ritson, Taranaki Regional Council, requested that each council forward their ONRC district road maps for information purposes.

7. **Business Case Approach (BCA)**

Mr Paul Murphy, NZ Transport Agency, tabled NZ Transport Agency *Business Case Approach to Transport Planning and Project Development – A Guide* for information purposes.

8. **Regional Transport Committee agenda items**

Mrs Fiona Ritson provided an overview of agenda content for the RTC meeting on Wednesday 2 December 2015.

9. Other Business

2016 meeting dates

A 2016 meeting schedule for Group meetings and RTC meetings was circulated. It was proposed that LACG meetings could be held on the same date as RTAG meetings in 2016, on an as-required basis.

Stock Truck Effluent Strategy

Preliminary discussion was held on matters associated with disposal of stock truck effluent, with regard to the forthcoming review of the Regional Stock Truck Effluent Disposal Strategy.

Waikato Regional Transport Committee offer to host Taranaki Regional Transport Committee tour March/April 2016

The Group noted that the Waikato Regional Transport Committee has offered to host the Taranaki Regional Transport Committee on a tour of the Waikato region in March or April 2016. More detail will be provided in due course.

Meeting closed 3.00.

Agenda Memorandum

Date 2 December 2015



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

**Subject: Request to vary the Regional Land
Transport Plan 2015-2021**

Item: 3

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

Document: 1592814

Purpose

The purpose of this memorandum is to seek Council approval of a request from the South Taranaki District Council (STDC) for a variation to the *Regional Land Transport Plan for Taranaki 2015/16-2020/21* (RLTPlan).

Executive Summary

The STDC is seeking inclusion of a new project in the currently operative RLTPlan. The request is to include the design and construction of an extension of Nukumaru Station Road in the programme of activities component of the current RLTPlan. The need for this project has arisen as a result of severe damage to the Limeworks Bridge on Waiinu Beach Road (in the Waitotara area), caused by the 20 June 2015 flood event. The construction of a new link road by extending Nukumaru Station Road is the STDC's preferred alternative to replacing the Limeworks Bridge which is likely to continue to have resilience issues. This alternative route will service the community of Waiinu Beach, Waitotara Silver Fern Farms Abattoir, and the Richard Alexander Quarry – both providing the least cost whole of life option to maintain the route, as well as improved route resilience to industries that are major contributors to the regional economy.

This project must be approved by the Committee for inclusion in the RLTPlan 2015-21, before it can be approved for funding from the National Land Transport Fund through the *National Land Transport Programme 2015-18*. This variation request is not considered significant according to the Council's Significance Policy within the RLTPlan, therefore public consultation to vary the RLTPlan is not required in this instance.

The Regional Transport Advisory Group for Taranaki (RTAG) support the variation request being brought to the Committee for consideration. The project is important to reinstate secure access to Waiinu Beach Road for the affected residents and businesses, and does not affect any other projects already planned/in the RLTPlan 2015-21.

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 South Taranaki District Council, to include the following project:
 - Nukumarū Station Road Extension
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 for their consideration and approval for co-investment.

Background

A transport activity must be included in a Regional Land Transport Plan in order to qualify for National (N) Funding from the National Land Transport Fund through the *National Land Transport Programme*. 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*, 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.

Proposed extension of Nukumarū Station Road as an alternative route to Waiinu

The STDC is seeking the inclusion of a new activity in the *Regional Land Transport Plan for Taranaki 2015/16-2020/21* known as the Nukumarū Station Road Extension project. The STDC is seeking National funding support for this project, under flood damage or improvement, and the proposal does not affect any other projects already in the RLTPlan. This project must be approved by the Committee for inclusion in the Plan before it can be considered for funding from the National Land Transport Fund through the *National Land Transport Programme 2012-15*.

Following the 20th June 2015 flood, the Limeworks Bridge on Waiinu Beach Road was severely damaged and was temporarily repaired. The STDC has investigated the options of permanent repair of the bridge or providing an alternative access via Nukumarū Station Road and extending the road to Waiinu Beach Road. Further information on these

investigations, in the form of excerpts from the Consultant's report, is attached for Member's reference.

The preferred option is the alternative route based on the STDC's desire to provide a non-risk access to the current industries and residents on Waiinu Beach Road. The alternative route will provide the required sustainable access for the Silver Fern Farm Waitotara processing plant, which employs over 350 staff, over 80 residential houses in the Waiinu village and 30 properties along Waiinu Beach Road.

The Project will cover the Design and Construction of a new six kilometre road extension from Nukumaru Station Road to Waiinu Beach Road (as shown in Figure 1 below). The estimated cost of the project is \$2.23m.

Figure 1 – Map showing the location of the Nukumaru Station Road Extension project



Support of the Regional Transport Advisory Group

The Regional Transport Advisory Group (RTAG) for Taranaki considered the variation request from STDC at its meeting of 18 November 2015. 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 1603279: Section 7.4 Significance Policy of RLTPlan 2015-21

Document 1592772: RLTP Variation request for Nukumaru Station Rd extension – abbrev point of entry report for RTC

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.

Taranaki Regional Council

**Subject: Proposed variation to the Regional Land Transport Plan 2015-21
of a new road extension as an alternative route to Waiinu, Waitotara**

Purpose

To enable the Regional Transport Committee of the Taranaki Regional Council to consider a request from the South Taranaki District Council for a variation to the *Regional Land Transport Plan for Taranaki 2015-21* (RLTP).

Background

The South Taranaki District Council (STDC) is seeking inclusion of a new activity in the current RLTP. Under the RLTP variation policy these variations must be considered and approved by the Regional Transport Committee.

Following the 20th June 2015 flood, the Limeworks Bridge on Waiinu Beach Road was severely damaged and was temporarily repaired. The STDC has investigated the options of permanent repair of the bridge or providing an alternative access via Nukumarū Station Road and extending the road to Waiinu Beach Road. Further information on these investigations is attached for Member's reference.

The preferred option is the alternative route based on the STDC's desire to provide a non-risk access to the current industries and residents on Waiinu Beach Road. The alternative route will provide the required sustainable access for the Silver Fern Farm Waitotara processing plant, which employs over 350 staff, over 80 residential houses in the Waiinu village and 30 properties along Waiinu Beach Road.

New road extension as an alternative route to Waiinu

The Project will cover the Design and Construction of a new six kilometre road extension from Nukumarū Station Road to Waiinu Beach Road (the proposed road alignment is outlined in 'Appendix B' of the information attached). The estimated cost of the project is \$2.23m.

The STDC is seeking National funding support for this project under flood damage or improvement, and the proposal does not affect any other projects already in the RLTP.

RLTP variation and approval process

A land transport activity must be included in an RLTP to qualify for National funding subsidy. 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.

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 for consideration and endorsement, then to Taranaki Regional Council for final approval.

Timeframes

The variation request will be considered by the Taranaki RTAG on 18 November 2015. STDC officers will take the RTAG through the project at that time. Following consideration of the variation request to include this new project within the RLTP 2015-21, the RTAG's recommendation is envisaged to go to the 2 December 2015 meeting of the RTC.



PREPARED FOR

NZTA SUBMISSION FOR NUKUMARU STATION ROAD EXTENSION

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APPENDICES

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Appendix D	Investment Decision Checklist – Completed.
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Appendix I Typical Cross Section of Proposed Road

1 EXECUTIVE SUMMARY

The Waiinu Beach Road is the only access from the State Highway 3/Waitotara community, to the adjacent coast. Located on this road is the community of Waiinu Beach, the Waitotara Silver Fern Farms Abattoir, and Richard Alexander Ltd Quarry. Mid way along this road is the Limeworks Bridge which for the fourth time in its 26 year history the Bridge has been closed for a significant period of time whilst repairs are made to it.

The Limeworks Bridge is a steel trussed (Callander-Hamilton) single lane bridge in a semi-marine environment (3.5 km from coast, prevailing winds are westerly) and is therefore a high maintenance item, in terms of corrosion protection.

In the latest storm event in June 2015, the Waitotara River has moved significantly closer to the road at two locations and bank protection works to remedy the movement will be very expensive, with little guarantee of success. Approximately 6,500 square metres of land immediately upstream of the bridge has been removed. See Figures 3 and 4 for comparative photographs.

The estimated expenditure of \$3 – \$4M including river retaining works required at the two sites identified in this report, will not guarantee any route security as the fine nature of the soils in the area have been identified as being prone to liquefaction or slumping.

An alternative road route has been identified that does not require a river crossing and relocates the road away from the river and the finer soil deposits.

2 RECOMMENDATION

It is considered that given the issues identified below and the urgency to progress the development of the works included in this submission, the most appropriate entry point for this project is at the Pre-implementation stage and we recommend engagement with NZTA P & I management in Palmerston North to determine the most appropriate point of entry.

3 CURRENT SITUATION

3.1 WAIINU BEACH ROAD

The Waiinu Beach Road is a no exit road connecting the communities of Waitotara and Waiinu Beach. The Waitotara community is identified in the 2013 census as having 66 residents. Waiinu Beach community consists of about 85 homes (or an estimated 200 residents). The main employers in the area are the adjacent Silver Fern Farms Abattoir which employs about 350 people, 90% of whom are residents from the Whanganui area. This company has a weekly wages and local contracted support bill of \$400,000 per week. Also affected is the Richard Alexander Quarry which employs three to five staff and is a key supplier to the Wanganui and Waitotara areas, for shellrock, topsoil and agricultural Lime. All these stakeholders are dependent on access across the Waitotara River at the Limeworks Bridge.

As identified further in Section 4, the Waiinu Beach Road has been impacted upon at three separate locations in the June 2015 storm. The roadway can no longer be considered to be a secure link and as the road is a no exit road, alternatives are required to serve the of the road users.

3.2 LIMESWORKS BRIDGE

Since the existing bridge was constructed in 1989, it has had significant closures on four occasions, which have caused significant disruption to the Waiinu community, Silver Fern Farms Abattoir and Richard Alexander Contracting.

These closures occurred in:

- Year Unknown Bridge closed for several weeks to repair after truck strike damage
- 2009 Closed for 3 weeks to allow repairs to be made to southern abutment
- 2012 Closed for 1 week to allow repairs to southern abutment expansion joint
- 2015 Closed for 5 weeks to allow northern abutment to be rebuilt after storm

The Average Annual Daily Traffic (AADT) is in the order of 600 vehicles per day with an high HCV content of 17%.

The Limeworks Bridge is a steel trussed bridge in a marine environment and maintenance costs are proving to be high. When the existing two span Callander-Hamilton bridge was constructed, significant issues were encountered which required the central pier to be sunk to a depth of 50 metres without locating any solid founding. This pier relies solely on side friction to support the bridge. The abutments were constructed as bench seats with a secondary load bearing/settlement slabs tied in, which given the unstable nature of this particular environment have proven to be unsatisfactory.

4 KNOWN PROBLEMS WITH THE ROAD ALIGNMENT

During the June 2015 flood event, the river moved significantly closer to the road at three separate locations as follows:

4.1 SITE 1 LARGE RIVER BEND BELOW TOWNSHIP

As identified in Fig 1 below, the river at this location has realigned itself and eroded significant areas of land. The scour at the road side has taken out the road boundary fence and the realigned river now threatens a significant length of the roadway.

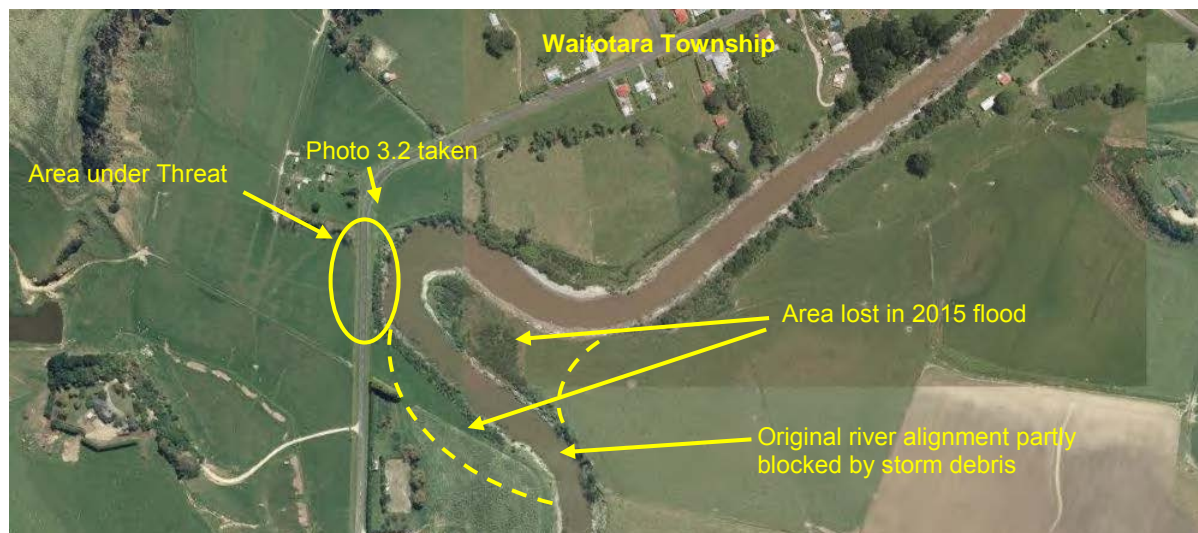


Figure 4-1: Site 1 - Change in River Alignment



Figure 4-2: Area 1 - Area affected by change in river alignment

4.2 SITE 2 RAILWAY BRIDGE AREA

In the vicinity of the Railway Bridge, the river bank has slumped and is now close to the roadway. The impact of the railway bridge and the rock protection required for this bridge is now a significant restriction within the river profile and the consequences of this restriction on the security of the roadway is of concern.

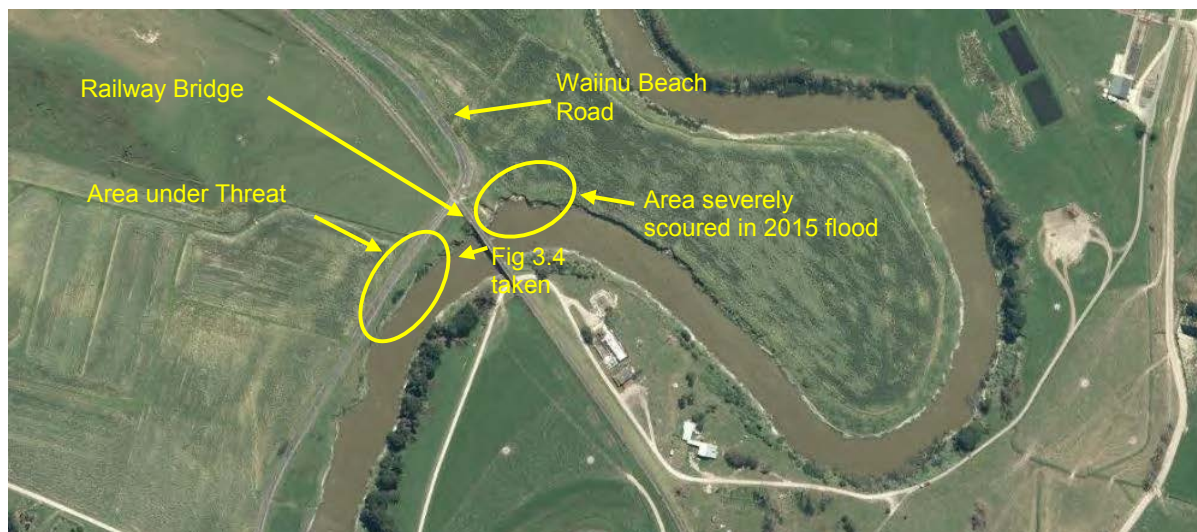


Figure 4-3: Site 2 - Change in River Alignment



Figure 4-4: Site 2 - Affected by Change in River Alignment

4.3 SITE 3 LIMeworks BRIDGE

At the Limeworks Bridge, the river has scoured out about 60 metres of farmland and realigned itself against the roadway. The river scoured the bridge abutment, to the point where about half the abutment was completely undermined and had slumped about 140mm and moved 200mm sideways. Immediate repairs that have been carried out, to arrest this, include the sinking of four, 600mm diameter cylinders to a depth of 24 – 26 metres. Once again these cylinders are not founded into hard material, but rely on side friction to support the bridge.

Temporary repairs have been carried out to the bridge to allow it to be reopened and some road rockwork amount placed to offer some protection to the bridge at a cost of about \$430,000. However these repairs do nothing to protect the road approaches to the bridge in the longer term.

A PS4 certification has been issued for the repairs to the bridge, however the design life of these repairs is only 2 -5 years due to the lack of protective coating to the steel piles.

4.4 ACCIDENT RECORDS

An examination of the Crash Accident System (CAS) database and local records identifies accidents that may be attributed to the intersection with the State Highway as follows:

- **SH3 Waiinu Beach Road**
 - No accidents recorded in the last 10 years
- **SH3 Jackson Road**
 - One accident recorded in the last 10 years – failing to give way
- **SH3 Paetaia Road**
 - No accidents recorded in the last 10 years
- **SH3 Nukumarū Station Road**
 - No accidents recorded in the last 10 years



Figure 4-5: Site 3 - Limeworks Bridge Area before June 2015 Flood



Figure 4-6: Site 3 - Limeworks Bridge after June 2015 Flood

5 EXISTING ROAD ISSUES

The June 2015 flood in the Waitotara Valley realigned the river in the area from the Waitotara Township through to the coastal lowlands at the river mouth. There are three areas within this section of roadway where the river has moved significantly towards the road. Two of these areas are at locations where the road can be retreated away from the road to a limited degree, but the third, however, is pinned to its current location by the existing Limeworks Bridge.

At the two locations where retreat is an option, the width available to retreat is finite. Should either of these locations require action, significant closure will be required for each site. Should the option of retreat not be viable at the time and given the experience gained from the relatively minor rockwork carried out at the Limeworks Bridge in 2015, costs in the order of \$1,000,000 per site can be expected. There is no rock suitable for river management works south of the Vickers Road Quarry at Stratford, a lead of some 95 kilometres.

Sources of suitable rock for road protection works is limited in the South Taranaki area. The rock used to provide some protection to the Limeworks Bridge abutment has been supplied from the Yorke Road Quarry, north of Stratford. Because of the length of lead and the difficulty of placing the rock in a meaningful manner and the limited number of sources of a suitable back fill material, any 100 metre long reinstatement of road could well take a minimum of six weeks to reinstate. Should there be more than one dropout (and in the 2015 storm three occurred), then the time to reinstate the road would be cumulative.

On previous occasions when the bridge has been closed an alternative route has been available through adjoining farmland and this alternative has been again used on this occasion. However the alternative route runs through two dairy farms each milking about 400 cows twice per day. This alternative route utilises existing farm races and has only been available on this occasion, as the cows were not being milked at this time of year. Had the access been required during the milking season it would not have been available, as the disruption to the farm operations would have been too great. The Waiinu community would either need evacuating until the road and bridge were reopened or the community would need servicing by helicopter.

Consideration has been given to legalising the alternative route through adjoining farmland as an extension of Jackson Road, however this process would be very disruptive to the dairy farms affected and it is likely that the farm owners would not be “willing sellers”. Given the current level of good will and the “frailty” of the existing bridge and road alignment it was not considered appropriate to pursue this option.

Consideration was also given to an extension to Paetaia Road. However this route would be as disruptive to the adjoining farming operations as Jackson Road with the added difficulty of forming a new rail crossing. An existing underpass is located at this point, but the physical dimensions of this underpass exclude anything larger than a light car. Kiwirail have previously indicated that they considered any “at grade” crossing at this location to be unacceptable due to the restricted visibility in both directions. No further consideration has been given to this possibility as the cost of constructing a road underpass is considered to be prohibitive.

The attached Appendix 2 identifies the section of road affected by the Waitotara River and the line of the proposed Nukumarū Station Road extension

6 ROAD REALIGNMENT OPPORTUNITY

An alternative route has been identified that realigns the road away from the Waitotara River, as identified in the attached Appendix 3. The route consists of about six kilometres of easy country along the watershed between the Waitotara and the adjoining Lake Marahau catchment, joining onto the end of the existing Nukumarū Station Road.

6.1 LAND OWNERSHIP

Appendix 3 identifies the current land owners and affected neighbours. This is further clarified in Appendix 6 Schedule of Stakeholders

At its southern end the proposed route is in the Nukumarū Domain area administered by the South Taranaki District Council. This lease on this land has expired and the Council have advised that as the land has been extensively worked over and a substantial portion of the land is occupied by a disused quarry, that the land is available for roading purposes should it be required.

The central portion of the proposed alignment is owned by Longview Farms Ltd. Administered by David Pearce. David has advised that he is willing to donate the land required for the realigned road to ensure that a permanent access to the Waiinu Beach Community and the Silver Fern Farms Ltd Abattoir can be required.

The northern end of the proposed route is also within the Nukumarū Domain area, but this portion is administered by the Wanganui District Council, who have been co-operating with the South Taranaki District Council in the development of this realignment. As with the STDC portion, the Wanganui District Council accept the use of part of the domain for the proposed new road alignment.

Also affected as an adjoining neighbour is the land administered by Ngāa Rauru Kaiitike.

6.2 TRAFFIC ENGINEERING

The road profile proposed for the new road is in accordance with the standard STDC 6.0 m wide sealed road profile. A provisional design has been carried out with a view to establishing approximate quantities of earthworks and roading. Rates have been determined from actual physical works contracts carried out in the 2014/15 year. The estimated cost to construct the new road attached.

The proposed new road will access State Highway 3 via the existing Nukumarū Station Road. This road is partly formed to a sealed width of 5.0 metres and partly formed as a single lane unsealed road. Again rates obtained in the 2014/15 construction season have been used to establish the cost of upgrading Nukumarū Station Road. NZTA (HNO) have been approached with regard to the increase in traffic that will be using the existing Nukumarū / SH3 intersection. They have advised that there is unlikely to be any additional work required to improve the intersection. This will be confirmed once a detailed design of the road has been completed.

There is an existing rail crossing on Nukumara Station Road that is to a standard for the traffic that currently uses the road. Kiwirail have been approached with regard to any improvements that may be required at this crossing and their response is awaited.

6.3 TRAVEL TIME IMPLICATIONS

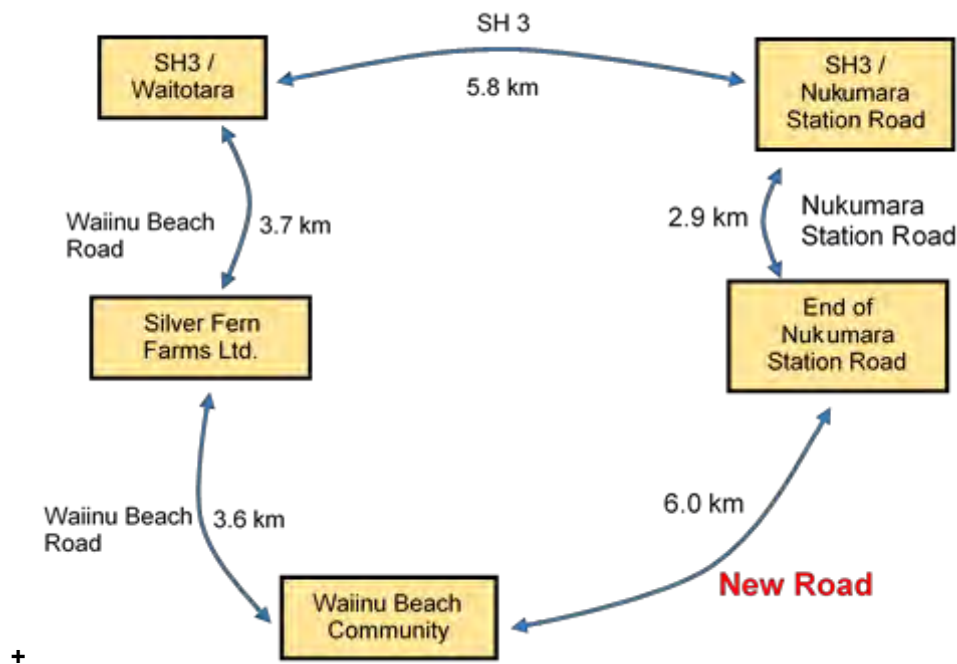


Figure 6-1: Distances between Nodes

The beachside community of Waiinu is largely a Whanganui based community. That is, most of the residents travel to Whanganui for provisions and services.

As previously stated the Silver Fern Farms employs about 350 staff, 90% of whom travel from Whanganui. This percentage is likely to increase due to the loss of further accommodation within the Waitotara community, to the level where any staff that are resident in Waitotara will be negligible. The 17,500 head processed per week is drawn from the whole of the Taranaki and Whanganui areas.

Also and as previously stated, most of the business carried out by Richard Alexander Contracting is in the Whanganui area.

It is considered reasonable to define the traffic flow from the Waiinu Beach area to the north, to be negligible.

Should this proposal proceed, residents from the Waiinu Beach community who currently travel 13.1 kilometres to the SH3 intersection with Nukumara Station Road, would travel 8.9 kilometres, a saving in distance of 3.2 km or a 25 % reduction. At one return trip per working day per household, this equates to a distance travelled saving to the community of some 136,000 km per annum.

For workers at the Silver Fern Farms plant, the distance travelled increases by 3.0 kilometres per trip, or an increased distance travelled per annum of 462,000 km.

The increase in distance travelled needs to be offset against the improvement in route security. The actual annual average time that the road has been closed is not known. However for the Silver Fern Farms plant alone and based on four events over 26 years with an average one week closure per event (2015 closure was four weeks), and a wages bill of \$381,000 per week, the annual cost to the community of the closures, equates to around \$60,000 per annum.

In addition the existing intersection of SH3 and Nukumara Station Road is considered to be safer than the existing intersection of SH3 and Waiinu Beach Road.

7 IMPACT ON ROAD USERS OF NEW ROAD

In the 2015 road closure, alternative access was available through the adjoining dairy farms. As stated above, the alternative access through adjoining dairy farms was available this time. If this access were not available, then the Impact of the loss of access would be as follows:

7.1 SILVER FERN FARMS LTD

As stated elsewhere, the Silver Fern Farms Abattoir employs about 350 staff on a full time basis, generating local revenue in the order of \$400,000 per week. The weekly kill rate is about 17,500 head per week.

Silver Fern Farms is on record as actually making a loss each year. Like all Abattoirs across New Zealand the Waitotara plant aims to achieve an efficiency rate of 98%, actually achieving 97.5%. What this means is that there is very little ability to vary either the number of stock that can be slaughtered.

Had this last closure occurred during the main sheep killing period of late November to late March, there would have been no spare capacity in the lower North Island. The additional cost in shipping stock to the South Island (or northern North Island) would have had a severe impact on the viability of not only sheep farming in the Taranaki region, but also on Silver Fern Farms itself.

Following the storm of February 2004 which decimated the western North Island, the Waitotara Abattoir was closed for three months (February to March). This impact on the plant was so severe that serious consideration was given to closing the plant permanently. The loss of stock and staff and the cost to reopen after such a lengthy closure was almost too much for Silver Fern Farms.

This plant can only continue to function if it has secure access to go with the livestock supply and the efficiency of the operation. Any threat to the plant is a direct threat to the livelihood of the 350 staff that man the plant.

7.2 RICHARD ALEXANDER CONTRACTING

Although this operation is small in comparison with Silver Fern Farms, it is a significant supplier of shellrock, topsoil and agricultural lime to the local community.

The relocation of the road access to SH3, from Waitotara to Nukumara Station Road will have a negative impact on the traditional market of the shellrock aspect of the company's business, due to the increase in distance to the established market to the north of Waitotara. However the shortening of the distance to the larger Wanganui market should overall enhance the viability of the quarrying aspect of the company.

In addition, this shortening of lead distance for the established market in Wanganui will further enhance the topsoil supply aspect of this companies business.

The supply of agricultural lime is a new and developing aspect of the company's business and any impact to the development of this product cannot be commented on.

On balance the development of the proposed new road could have a positive impact on this business, however the extent does depend on the ability of the company to take advantage of the change.

7.3 WAIINU BEACH COMMUNITY

Of the 80 residences that form this community, about half are permanently occupied. The remainder are holiday homes for the owners who reside in Whanganui, which is the closest service centre, some 25 kilometres south.

The construction of the new road will shorten the travel distance to Whanganui by about 4.2 kilometres. During this latest closure of the Limeworks Bridge, access was available through the adjoining dairy farms. Had the closure occurred at any other time of the year when the farms were milking, the alternative access through the farms would not be available. If all provisions for the community had to be flown in twice a day, for on average one week per annum, it would not be difficult for the support costs to the community to exceed \$10,000 per week.

7.4 WAITOTARA RESIDENTS

The 2013 census identified 66 people as living in Waitotara. Following the June flood the number of residents remaining in the Waitotara community is not known as a number of homes have been made inhabitable by the flooding. Given the likelihood of further flooding in the area (as no stopbanks or river protection works have been constructed or are planned) it is likely that further reduction in the number of residents is highly likely.

Silver Fern Farms have identified that 6 or 7 of the 350 staff live in the Waitotara community. These workers will have a significantly longer travel to work (currently 3.7 km but this will become 18.3 km should the Limeworks bridge be closed permanently). While this increase is not desirable, it will only become the norm when the Limeworks Bridge is removed or closed.

8 ECONOMIC IMPACTS

8.1 COST OF REPAIRS FOLLOWING 2015 STORM

The full cost of repairs to the existing road alignment and bridge required after the 2015 flood is:

Cost of repair to date (30/08/2015)	\$430,000
Cost to complete repairs to bridge and road	\$1,210,000
Total cost of repairs	\$1,640,000

At this time the cost to complete the repairs of \$1,210,000 has not been committed or sought from NZTA, until such time as this application has been considered by NZTA. The above costs do not include Professional Services fees.

8.2 THE LIMEWORKS BRIDGE MAINTENANCE

The design of the bridge only allowed for pad foundations under the abutments, (this being a very modular form). At the true left abutment, previous land movements caused the three expansion joints at that end of the bridge to close up and in 2008 several attempts were made to counteract this land movement by sinking steel cylinder piles with concrete infill to a depth of about 15 metres and then jacking against these to open the expansion joints. This opening of the expansion joints reversed the adverse loading and reinstated the top chord of the truss into compression and the bottom chord in tension. The abutment expansion joint was opened about 20mm but no opening was achieved at the central pier or the opposite abutment, due to the mass involved.

As stated above, this bridge is a galvanised steel truss bridge in a marine environment. It should have a design life of 80 years according to the NZTA criteria. A check on the thickness of the galvanising has identified that the bridge corrosion resistance was significantly deteriorated and had a residual life in the order of 8 – 10 years. The sub-structure has now been repainted, as part of a maintenance regime from before the flooding, at a cost of \$240,000 and should provide a design life of about 25 years.

The bridge superstructure will require painting in about 10 to 15 years at a likely cost of about \$200,000, also with a design life of about 25 years.

As the bridge is now about 25 years old and with a total design life of 80 years, over the life of the bridge the substructure will require a further two repaints and the superstructure will also require two paints this will equate to a painting maintenance cost in the order of:

Sub structure painting, 3 at \$240,000	\$720,000
Superstructure painting 2 at \$200,000	\$400,000
Total painting maintenance costs	\$1,120,000
OR	\$14,000 per annum

In addition to the above costs, this bridge has been closed on four occasions for significant maintenance as follows:

Case 1 truck strike. Year and costs are not known.	
Case 2 Repairs to the true left abutment	\$167,000
Case 3 Additional repairs to true left abutment	\$25,000
Case 4 2015 flood temporary repairs	\$420,000
Total structural repairs	\$612,000
OR	\$24,400 per annum

It is worth noting here that the repairs carried out in 2015, only have a design life of 2 – 5 years.

8.3 DISCUSSION

There is no guarantee that these repairs will ensure the life of the bridge.

There are two issues to consider for this bridge:

1. The 2015 storm that caused the \$1,640,000 damage to the bridge has a return period of about 1 in 55 years. It was not an exceptionally large storm.
2. The Taranaki TLA's through the Taranaki Regional Council commissioned GNS Science to consider the Taranaki area in terms of the Liquefaction hazard in the Taranaki area. This report (2013/57) identifies the lower reaches of the Waitotara River as having a very high susceptibility to liquefaction in a seismic event. However the instability of the soils, during the recent flooding in the area generated conditions very similar to liquefaction (or lateral spreading under the abutment pads) with the drop in water level in the river. That is as the river water level dropped, the ground water level matched the drop and caused substantial slumping (spreading) of the river banks (see attached photos).

At a meeting with the Taranaki Regional Council on 22 July 2015 attended by representatives of the South Taranaki District Council, The Taranaki Regional Council and Calibre Consulting, the Taranaki Regional Council representatives expressed the opinion that while rockwork facing could be carried out to protect the bridge approaches, however given the size of the flood and the damage done in 2015, more rockwork is unlikely to offer any additional protection to the bridge and its approaches. That is, when the flood is taken in context (at something like a 1 in 60 return period) and in light of the comments contained in the GNS Science Consultancy Report 2013/57 (Liquefaction hazard in the Taranaki Region), any rockwork carried out is unlikely to add any additional protection to the road and or the bridge.

8.4 CONSTRUCTION COST COMPARISON OF OPTIONS

Firm prices have been received that identify the cost to construct the 6.0 kilometres of new road is in the order of \$1,400,000.

The cost to improve Nukumara Station Road to the same standard as the new road, at \$200,000 per km, is \$600,000. This makes the total cost to construct the new road \$2,000,000, plus Professional Services Fees of \$200,000.

	Annual Maint. Cost	Over 25 years (Life of Pavement)		Over 54 years (remaining life of bridge)	
		Existing Road	Proposed Realignment	Existing Road	Proposed Realignment
Outstanding restoration work (including fees)		\$1,331,000		\$1,331,000	
Road Maintenance Costs	\$14,600	\$365,000		\$788,400	
Bridge Maintenance Costs					
Painting Costs	\$14,000	\$350,000		\$756,000	
Maintenance costs	\$24,400	\$610,000		\$1,317,600	
TOTAL COST TO COMPLETE REPAIR AND MAINTAIN EXISTING ROAD AND BRIDGE		\$2,656,000		\$4,193,000	
New Alignment					
Construct new road			\$1,400,000		\$1,400,000
Upgrade Nukumaru Station Road			\$600,000		\$600,000
Professional Fees			\$200,000		\$200,000
Maintenance Costs New road	\$9,000		\$225,000		\$486,000
Maintenance Costs Remaining Old Road	\$12,800		\$320,000		\$691,200
TOTAL COST TO CONSTRUCT AND MAINTAIN NEW ROAD			\$2,745,000		\$3,377,200

Figure 8-1: Cost comparison between existing and new roads

The costs identified in Fig 8.1 are simplistic and are in 2015 dollars. What these costs show is that there is no cost benefit in the short term for the alternative alignment. However there may be significant benefits in the longer term.

The table 8.1 does not take into account:

1. The social benefit to the Waiinu community should the Waiinu Beach Road be realigned.
2. Nor does it consider the costs to Silver Fern Farms and Richard Alexander Quarry of the loss of the economic viability of their businesses.
3. The possible loss to the community of the largest employer (Silver Fern Farms) in the South Taranaki area.

Should the proposed alignment be constructed, this would leave the Limeworks Bridge available to be relocated to a number of locations in the STDC area where existing bridges are nearing replacement. Bridge 273 (Weraweraonga) and

Bridge 221 (Patea River Bridge on Rawhitiroa Road) are half the length of the Limeworks Bridge and a single span could be relocated, to replace each bridge.

9 PRE EXISTING CASE SUBMISSION

The request identified herein has been generated as a consequence of the June 2015 storm and the identification of the vulnerability of the Waiinu Beach Road. The case as previously stated identifies a fit-for-purpose case in support of the application.

Little work has been previously undertaken with regard to this application, however in 2013 the four Local Authorities in Taranaki engaged GNS Science to undertake an assessment of the liquefaction hazard in Taranaki. This report (attached as Appendix 4 identifies that the amongst other locations the areas included in the lower reaches of the Patea, Whenuakura and Waitotara Rivers have a high propensity due to the uniformly fine grading of the deposited silts. This report discusses at some length the principles of liquefaction and the instability of soils, particularly in sections 2 and 3.

While in this case the slumping of the river banks has been due to the draw down effect of the rapidly dropping river levels, rather than the liquefaction due to seismic activity, the final result is due to the inherent instability of the silts.

10 ENTRY POINT ASSESSMENT

It is not possible at this stage to clearly identify the main drivers for this proposal and the benefits and dis-benefits to not only the communities who use the road, but also the impacts on the wider Taranaki Region.

Given that the June 2015 storm was not a particularly large storm and the difficulties of reinstatement that on this occasion, any closure of the road creates significant issues for the Waiinu Beach community and the companies that rely on the route for access. If as identified in 4 above, a road closure of six weeks occurred, the impact would threaten the viability of the entire South Taranaki communities.

APPENDIX A

ENGINEERS ESTIMATE

PROJECT		Nukumaru Station Road Extension			
LOCATION		Waitotara			
CLIENT		South Taranaki District Council			
ITEM	DESCRIPTION	UNIT	QUANTITIES	RATE	AMOUNT
1	ESTABLISHMENT				
1.1	Site Establishment	LS	1	\$27,000.00	\$27,000.00
1.2	Protection of Survey Marks (Provisional Sum)	PS	1	\$2,000.00	\$2,000.00
1.3	Pavement Information and RAMM Sheets	LS	1	\$4,680.00	\$4,680.00
1.4	Temporary Traffic Management	LS	0	\$0.00	\$0.00
2	SURVEY SET OUT	LS	1	\$18,750.00	\$18,750.00
3	SEDIMENT CONTROL	LS	1	\$2,370.00	\$2,370.00
4	TESTING				
4.1	Pavement Compaction Testing	ea	350	\$18.30	\$6,405.00
4.2	NAASRA Roughness Testing	No	1	\$4,710.00	\$4,710.00
5	EARTHWORKS				
5.1	Clear to Dump (Topsoil)	m ³	7,215	\$8.20	\$59,163.00
5.2	Cut to Fill	m ³	22,241	\$11.00	\$244,651.00
5.3	Cut to Dump	m ³	7,000	\$9.10	\$63,700.00
5.4	Import Fill Material (Provisional Item)	m ³	0	\$40.00	\$0.00
5.5	Form Surface Water Channels	lm	12,000	\$3.00	\$36,000.00
5.6	Shoulder Sub-Grade Digouts (Provisional Item)	m ³	0	\$54.10	\$0.00
5.7	Reinstatement of Grassed Areas	m ²	0	\$9.30	\$0.00
6	DRAINAGE				
6.1	Relocate Entranceway Culverts (Provisional)	lm	0	\$101.00	\$0.00
6.2	Supply and Install Ø375mm Stormboss	lm	50	\$142.00	\$7,100.00
6.3	Construct Culvert Headwall	m ²	24	\$108.00	\$2,592.00
6.4	Surface Water Channel Rock Rip Rap (Provisional)	m ³	0	\$80.00	\$0.00
6.5	Cut-Off Drains	ea	0	\$100.00	\$0.00
7	PAVEMENT CONSTRUCTION				
7.1	Saw Cutting	lm	0	\$5.00	\$0.00
7.2	Rip and Remake	m ²	0	\$3.00	\$0.00
7.3	Pavement Repairs - Digouts (300mm deep)	m ²	0	\$35.00	\$0.00
7.4	Construct New Pavement Sub-Base & Shoulders with AP65	m ³	4,229	\$42.00	\$177,618.00
7.5	Construct New Pavement with TNZ M/4 AP40 Basecourse (S lid M)	m ³	8,128	\$49.00	\$398,272.00
8	VEHICLE ENTRANCEWAYS				
8.1	Type F - Field Crossing	m ²	0	\$13.00	\$0.00
8.2	Type G - Medium Service	m ²	0	\$15.00	\$0.00
8.3	Type H - Tanker	m ²	0	\$16.00	\$0.00
8.4	Two Coat Grade 4/6 Sealing of entranceways	m ²	0	\$6.50	\$0.00
9	SEALING - Carriageway				
9.1	Seal Road, Racked in grade 3 / 5	m ²	36,000	\$6.00	\$216,000.00
9.1	Single Coat Grade 4 Sealing	m ²	0	\$5.00	\$0.00
9.2	Two Coat Grade 4/6 Sealing (opposite tanker entranceways d th k d th d i)	m ²	0	\$6.50	\$0.00
10	ROADMARKING				

APPENDIX A

ENGINEERS ESTIMATE

PROJECT		Nukumaru Station Road Extension			
LOCATION		Waitotara			
CLIENT		South Taranaki District Council			
ITEM	DESCRIPTION	UNIT	QUANTITIES	RATE	AMOUNT
10.1	100mm White Centre Line (Intermittent)	lm	6,000	\$0.60	\$3,600.00
10.2	100mm White Solid Edge Line (Tapers and on the inside of 1)	lm	1,050	\$1.00	\$1,050.00
			Carried Forward		\$1,275,661.00
			Brought Forward		\$1,275,661.00
10.3	White Coloured bi-directional Raised Reflective Markers "RRPM"	ea	324	\$27.00	\$8,748.00
11	ROADSIGNS				
11.1	Roadside Furniture	ea	5	\$316.00	\$1,580.00
11.3	Supply and Install new PW20 Sign and associated PW25 S d Ad i Si	ea	2	\$300.00	\$600.00
12	ANCILLARY WORKS				
12.1	Construction of new fencing	lm	6,000	\$20.00	\$120,000.00
12.3	Farm gates 4.0m wide	no.	5	\$150.00	\$750.00
	Total Scheduled Work				
TOTAL COST (EXCL GST)					\$1,407,339.00

Appendix B

Site Plan identifying Areas at Risk



Appendix C

Site plan showing proposed road alignment and adjoining land ownership



Appendix D

Investment Decision Check List

Investment Name	Nukumaru Road Extension		
Organisation Name	South Taranaki District Council		
Basis of assessment (documentation referenced)			
Strategic Case		Programme Business Case	Indicative/Detailed Business Case
PROBLEM	BENEFITS	STRATEGIC RESPONSE	SOLUTION
Is it clear what the problem is that needs to be addressed? (both the cause and effect?)	Have the benefits that will result from fixing the problem been adequately defined?	Have a sufficient range of strategic alternatives and options been explored? (demand, productivity & supply)	Consistent with the strategic alternatives and options, have a reasonable range of project options been analysed?
Yes The instability of the soils and the difficulty of protecting the road from flooding and erosion.	Yes The value to the Taranaki and Whanganui areas, of the Silver Fern Farms Abattoir cannot be ignored. Nor can the impact on the Waiinu beach community of insecure site access.	Yes Four options have been considered. The option supported here is considered to be the only viable option.	Yes See section 4 of this submission.
Is there evidence to confirm the cause and effect of the problem?	Are the benefits of high value to the organisation(s)? (furthering its (their) objectives)	Is it clear what strategic alternatives and options are proposed and the rationale for their selection?	Is the proposed solution specified clearly and fully? (all business changes and any assets)
Yes The level of deterioration of the Waitotara River environment, the instability of the soils and the cost to maintain the Limeworks Bridge to date form the basis for this proposal.	Yes The loss to the community of 350 jobs and the weekly wages and contract support amounting to \$400,000 per week.	Yes The alternative road alignment is defined and is a practicable, least cost option to the highly likely possibility of further road closures.	Yes The proposed solution is quite clearly identified. And the impact (cost and value) on the South Taranaki District Council road assets is clear.
Does the problem need to be addressed <i>at this time</i> ?	Will the KPIs that have been specified provide reasonable evidence that the benefits have been delivered?	Are the proposed alternatives and options the most effective response to the problem? (comprehensive and balanced)	Is the proposed solution the best way to respond to the problem and deliver the expected benefits?
Yes The consequences of a loss of access for any period of time to the Silver Fern Farms Abattoir (at about \$1,000,000 per month), is not sustainable to the whole community	Maybe At this point in time, no detailed analysis of KPI's has been undertaken. However the benefit of secure access to the South Taranaki residents, contractors and employees is straight forward.	Yes While the cost to construct the proposed option indicates a "break even" situation, this does not take into account the dis-benefits to Silver Fern Farms or the Waiinu residents.	Yes The option of waiting until the next flood and then addressing the issues, would be to late to garner any benefits to the residents or workers at Silver Fern Farms.
Is the problem specific to this investment? (or should a broader perspective be taken)	Are the KPIs both <i>measurable</i> and <i>totally attributable</i> to this investment?	Are the proposed alternatives and options feasible?	Can the solution really be delivered? (costs, risks, timeframes, governance, etc)
Yes The GNS Science report identifies that the issues experienced in the Waitotara River Valley are unique to the South Taranaki area. The other area where similar issues could arise (the Mangawhero River valley) has no	Yes As explained above, no KPI's have been generated at this time. Any KPI's attributed to this work, because oooof the stand alone nature of the road, will be attributable to this work.	No The three alternative options considered are not considered feasible. They are the only alternatives that can be identified, but have not been considered further as they are not considered to be feasible.	Yes The cost of the proposed work is based on actual tendered prices, supported by an Engineers estimate that supports the tendered price.
Strategic Case		Programme Business Case	Indicative/Detailed Business Case
Conclusion/recommendations:			
Person assessing	Name: Ross McCoy	Position: Consultant	Date: 3 September 2015

Appendix F

Schedule of Stakeholders

Stakeholder	Interest	Address+
NZ Transport Agency	Road Funding Agency State Highway Owner/Operator	43 Ashley Street Private Bag 11777. Palmerston North.
South Taranaki District Council	Local Road Owner Nukumar Domain Administrator	105-111 Albion Street Private Bag 902 Hawera 4640
Department of Conservation	Crown Representative	34 – 36 Taupo Quay Whanganui 4540
Wanganui District Council	Local Road Owner Nukumar Domain Administrator	PO Box 637 101 Guyton Street Wanganui 4540
Longview Ltd	Land Owner/ Adjoining Land Owner	2850 State Highway 3, RD 17, Wanganui 4587
Ngaa Rauru Kaitahi	Adjoining Land Owner	c/. Anne-Marie Broughton Level 2, 208 Victoria Avenue, Whanganui, PO Box 4322, Whanganui 4541.
Taranaki Regional Council	Regional Council	Private Bag 713 45 Robe Street Stratford 4310
Horizons Regional Council	Regional Council	Private Bag 11025 Manawatu Mail Centre Palmerston North

Agenda Memorandum

Date 2 December 2015



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

Subject: NZ Transport Agency Regional Report

Item: 4

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

Document: 1590611

Purpose

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

Recommendation

That the Taranaki Regional Council:

1. notes and receives the Regional Report from the New Zealand Transport Agency dated 2 December 2015.

Background

Attached to this memorandum for the Committee's reference is the Regional Report from the Transport Agency to the Taranaki Regional Transport Committee dated 2 December 2015.

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

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 recommendation 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 1603277: NZTA Regional Report to Taranaki RTC – December 2015

Regional Report



Report to:	Taranaki Regional Transport Committee
Presenter:	Raewyn Bleakley, Regional Director - Central
Date:	2 December 2015

1. Agency News

One Network Road Classification (ONRC)

An ONRC workshop was held for all councils in the upper Central region in Palmerston North on 28 September 2015. The workshop focussed on how to best embed the customer promise within levels of service, and how ONRC performance measures should be developed to inform work programming. The expectation from the Roothing Efficiency Group (REG) is that councils are now actively implementing the ONRC as outlined in agreed transition plans. Key to this is to consider how the ONRC impacts on Asset Management Plans and to identify other opportunities to integrate ONRC into a council's wider suite of planning documents as these come up for review. Local Government NZ continues to offer councils support to implement the ONRC through their centre of excellence in Roothing - Equip.

Speed Management Guide

On 1 September 2015 the Transport Agency released a draft speed management guide to Road Controlling Authorities. The guide has been circulated in draft form and will be finalised pending the outcome of a demonstration project utilising the new guideline with councils in the Waikato. The intent of the guide is to develop a new approach to set safe and efficient speeds that are in line with the ONRC levels of service. Until this Waikato demonstration project has been concluded the Transport Agency suggests that councils not progress speed limit reviews other than to address urgent and significant road safety risks.

An overview of this new guideline is attached as Appendix One of this report.

Super Gold Card Review

The Government has decided to make changes to the way in which the Super Gold scheme is funded and has tasked the Transport Agency, in collaboration with regional councils, with developing a bulk funding methodology in time for the change to be in effect by 1 July 2016. The first workshop on this matter was held on 20 October 2015 and was attended by Regional Council and Local Government NZ representatives and Transport Agency staff. The Transport Agency is writing up the summary of the workshop and this will be available to attendees mid November 2015. Chris Clarke attended the workshop on behalf of the Taranaki Regional Council.

2. Central Region Events

Severe Weather Event

As reported at the last RTC meeting, the 20/21 June 2015 storm caused considerable damage to roading network in the Manawatu-Whanganui and Taranaki regions. The latest cost estimate for the damage is around \$73 million.

The three most affected councils – South Taranaki, Whanganui and Rangitikei – lodged applications for increased funding under the Transport Agency's emergency works policy, to assist in covering the costs of repairing and reinstating local roads.

The emergency works policy allows for additional funding arrangements to be considered for extreme events that result in emergency works expenditure beyond a council's ability to raise local share and continue to provide appropriate levels of service on its network.

Transport Agency staff assessed the three applications and the Board approved additional funding arrangements for each council at its meeting on 30 October 2015. Councils were advised of the decisions in the first week of November.

RLTP/NLTP Workshops

To ensure the RLTP/NLTP delivery is successful the Transport Agency recently hosted two one day workshops for staff from councils across the upper Central region. The first workshop delivered training on the business case approach and its use, advice on the process, information requirements and how to progress through the five business case gates. The second workshop focussed on the Urban Cycleways Programme, providing the various councils with a support network, advice on their programmes and assistance to progress their various cycleway projects.

Road Safety in Taranaki

2015 Progress: The average number of fatal crashes on Taranaki roads, both local and State Highway, for the last 5 years (2010 to 2014) was 10.2 per year or 0.9 per month. There have been 5 fatal crashes this year on the Taranaki road network, resulting in 7 deaths. The absence of fatalities in the months of July, August, September and October has contributed to an improvement in the performance of the network, and the average rate for the year is 0.5 crashes per month.

The average number of serious injury crashes from 2010 to 2014 (5 years) was 45.6 or 3.8 per month. So far 28 serious injury crashes have been recorded, or 3.1 per month – a similar rate to the last 5 years.

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 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.

Business Case Development

Programme Business Case: Bell Block to Waitara investigation

The Transport Agency and its consultants have been engaging with stakeholders to test that the problem statements from the New Plymouth to Hamilton Strategic Case apply to the specific Bell Block to Waitara project area. Work is now underway to identify a range of possible solutions to the problems identified on this section of state highway,

Indicative Business Cases

Awakino Gorge to Mount Messenger

The Awakino Gorge to Mount Messenger Indicative Business Case, which looks to resolve safety and resilience issues and journey experience along the route, was completed at the end of June and has been submitted for internal approval. The key findings will be reported to Government as part of a wider report on the Accelerated Regional Rooding Package. The Government will make its decisions on funding further phases from the Future Investment Fund in 2016. The Indicative Business Case found that some activities had the potential to be funded by the National Land Transport Fund. The Transport Agency will proceed with the Detailed Business Cases for these corridor wide improvements. Physical work on the improvements could start in the 2016/17 construction season.

Implementation

HMPV strengthening programme - Hawera to Whanganui

The construction phase for bridge strengthening has been completed and the route was opened for HPMVs in September 2015.

SH3 Vickers to City

The Waiwhakaiho Bridge and pavement works to form the new approaches has been completed and opened to traffic on 16 November 2015, with Te Henui bridge expected to open in December 2015. Work on services has been a challenge at most locations and has led to some delays. A new section of road from Devon Street West to Mangorei Road that includes new LED street lighting is now operational and the contractor has moved traffic onto the newly widened pavement to allow reconstruction work on the north bound lane. The reconstruction includes widening the road, a new retaining structure at Paynters Ave and safety and efficiency improvements at the Mangorei Road intersection. The walkway under the Waiwhakaiho Bridge is now open.

SH3 Normanby Bridge Realignment

Construction is well underway and work has focused around Te Roti and Onewhaia Roads. We have closed the southern end of these roads and have built a new road linking them by a level crossing over the railway line. To reach SH3 from this area, road users will travel north along Te Roti Road and access the state highway via Skeet Road and Boylan Road. These changes were notified to the Normanby community via a brochure distributed prior to the changes taking effect.

Work is continuing on the railway underpass, which is expected to be completed by December 2015. A lot of this work has been below ground level as we install the large concrete foundation piles that will support the new overhead railway crossing. The railway line has been temporarily diverted around the underpass construction site. Progress is still being made on the stock underpass and this will be completed by the time of the RTC meeting.

Maintenance and Operations

The 2015/16 Area Wide Pavement Treatment and resurfacing program is under review. The finalisation of designs will initiate further co-ordination discussions with local authorities, in terms of stakeholder liaison, journey management and managing the pending Christmas holiday season.

Emergency Works Following June Severe Weather Event

We are currently in the geotechnical investigation and structural design phase to repair 14 sites across the region on SH3, SH43 and SH45. Construction works are planned for completion in December 2016.

Safety

Safer Roads and Roadsides: The 2015-16 Minor Safety Improvements Programme is underway with \$1.7 million being spent in the region. The work is expected to be completed on time.

The 2016-17 Minor Safety Improvements Programme for the Taranaki region State Highway network will be submitted for national moderation and approval in December 2015.



Raewyn Bleakley
Regional Director - Central
18 November 2015



Draft Speed Management Guide overview

1 September 2015

The draft Speed Management Guide is a deliverable to give effect to the significant new direction and framework for speed management in NZ, as set out here <http://www.saferjourneys.govt.nz/assets/safer-speeds-programme.pdf>.

It is currently in draft form while a demonstration project is carried out in the Waikato. We want to demonstrate how it will work across an integrated, regional network, including using (and proving) new approaches for 'changing the conversation on speed'.

Purpose of the draft Guide

The draft Guide provides a framework and a toolbox to help manage speed on the network. It will help Road Controlling Authorities (RCAs) identify where the risks are, where effort should be prioritised and exactly 'what' interventions are needed on what roads. Use of the Guide will ensure there's a consistent network-wide approach to managing speeds that is targeted to risk.

The key change in approach contained in the Guide is to begin with a strategic whole-of-network based approach and then, by applying a series of techniques, drill down to identify where there is the greatest misalignment between actual travel speeds, and safe and appropriate travel speeds. The Guide applies a Safe System approach while ensuring network efficiency.

Safe and appropriate travel speeds

The One Network Road Classification classifies all New Zealand roads into categories based on their use and function in the national network. In simple terms, the Speed Management Framework overlays recommended travel speed ranges onto these classifications. The framework sets the national direction for all future speed management decisions.

Recommended safe and appropriate speed ranges for road classes

	Straight open road /urban motorways	Curved open road	Winding open road	Urban (not motorway)
Class 1 High volume national	100–110km/h Depends on design and safety risk (e.g. divided 4-5 star, grade separated intersections, safety barriers) and factoring in enforcement thresholds			
Class 2 National, Regional, Arterial	80-100km/h Depends on safety risk and whether volumes justify investment to bring the road up to 3 star equivalent, also enforcement thresholds		60-80km/h	50km/h
Class 3 Primary and secondary collector				60-80km/h where safety risk allows, e.g. fewer intersections, mode separation for active users
Class 4 Access and low-volume access All winding/tortuous	60-80km/h Depending on roadside development, pedestrian cyclist volumes, whether sealed or not			30-50km/h 30km/h if high volumes of cyclists/pedestrians Recognise access and place 10km/h for Shared Spaces

What does the draft Guide contain?

The draft Guide contains a step by step Speed Management Framework to help RCAs develop, engage and deliver an effective Speed Management Plan. It outlines how speed management can achieve both safety and efficiency, and it will enable RCAs to work with their communities to build support for an evidence-based, network-wide strategic approach to achieve these twin outcomes.

More specifically it:

- Outlines a network-wide approach to managing speed, tied in with the One Network Road Classification so that travel speeds are appropriate for road function, design, safety and use
- Offers guidance for targeting to risk and prioritising investment
- Outlines a Speed Management Framework that encompasses all elements of the Safe System approach to reduce the risk of death and serious injury, while supporting overall economic productivity
- Provides RCAs with guidance for where setting different speed limits is the identified solution
- Identifies best-practice and successful case studies, including demonstrations
- Develops an evaluation framework to track effectiveness, and measure performance.

The best outcomes will result if community and stakeholder groups are engaged, kept informed and are part of the process. The 'changing the conversation on speed' work will inform how this can be done effectively.

Through the use of the Guide, people will see speed being managed consistently and targeted to risk, which will help build understanding and support for safe and appropriate speeds.

Investment approach for speed management

Speed Management Plans will be developed and reviewed every three years. They are an integral element of Activity Management Plans, informing investment decisions for each NLTP cycle.

Agenda Memorandum

Date 2 December 2015



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

Subject: Regional road safety update

Item: 5

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

Document: 1590631

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)
3. Reducing the safety risk on Taranaki's transport network		
<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>A safe transport network increasingly free of death and serious injury.</p> <p>Policies:</p> <ul style="list-style-type: none"> ▪ Promote infrastructure improvements on strategic corridors. ▪ Reduce risk on high risk rural roads, intersections and urban arterials with a particular focus on vulnerable road users. ▪ Support the aims of Roadsafes Taranaki. ▪ Support the aims of <i>Safer Journeys</i>. 	<ul style="list-style-type: none"> ▪ 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. ▪ Improving safety at intersections and crossings. ▪ Increasing provision of passing lanes and/or passing opportunities, roundabouts and other safety design features. ▪ Minimising conflicts between different traffic types e.g. trucks and cycles. ▪ Adopting appropriate design to encourage safe walking and cycling. ▪ Actively encouraging a culture of safe road use in Taranaki. ▪ Supporting the efforts of Roadsafes Taranaki and promoting road safety programmes, particularly locally led prevention programmes. ▪ Adopting appropriate enforcement and education programmes to address unsafe driver, pedestrian and cyclist behaviour. ▪ 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. ▪ 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.

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 2 December 2015



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

**Subject: Ministry of Transport presentation on its
Strategic Policy Programme**

Item: 6

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

Document: 1601567

Purpose

The purpose of this item is to provide an opportunity for Ministry of Transport representatives to update Members on the Ministry's Strategic Policy Programme.

Recommendation

That the Taranaki Regional Council:

1. notes and receives with thanks the presentation provided by representatives of the Ministry of Transport on its Strategic Policy Programme.

Background

Representatives of the Ministry of Transport will present on the Ministry's Strategic Policy Programme. As part of the programme, the Ministry has already completed work looking at: the future of travel demand; the relationship between transport and the economy; and future funding. They are currently undertaking two new strategic policy projects, looking at how transport might be regulated in 2025, and the public transport system in 2045.

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 2 December 2015



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

Subject: New Plymouth District Blueprint

Item: 7

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

Document: 1601588

Purpose

The purpose of this item is to provide an opportunity for the New Plymouth District Council to update Members on the development of the New Plymouth District 30-year Blueprint.

Recommendation

That the Taranaki Regional Council:

1. notes and receives with thanks the presentation provided by Juliet Johnson, of the New Plymouth District Council, on the New Plymouth District Blueprint.

Background

The New Plymouth District Council has adopted eight key directions that support a 30-year Blueprint for the District. Juliet Johnson (District Planning Lead) - Strategy Group - New Plymouth District Council will present to the Committee. The presentation will provide an overview of how these key directions will influence the New Plymouth District Plan Review with a focus on those issues relevant to transport planning.

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 2 December 2015



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

**Subject: Passenger transport operational update
for the quarter ending 30 September
2015**

Item: 8

Approved by: M J Nield, Director – Corporate Services

B G Chamberlain, Chief Executive

Document: 1599506

Purpose

The purpose of this memorandum is to provide Members with an operational report of the public transport services throughout Taranaki as at 30 September 2015.

Recommendations

That the Taranaki Regional Council:

1. receives and notes the operational report of the public transport services for the quarter ending 30 September 2015.

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 159,837, a decrease of 4.2% below the 166,781 recorded in the same period in 2014/2015. Compared to 2014/2015 patronage was down in Child (5%), Seniors (2%), Tertiary (32%), Beneficiary (14%) and Transfers (8%). Access and WITT patronage increased 32% and 18% respectively.

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

Chart 1: Citylink patronage comparison 1st quarter of 2013/2014, 2014/2015 and 2015/2016

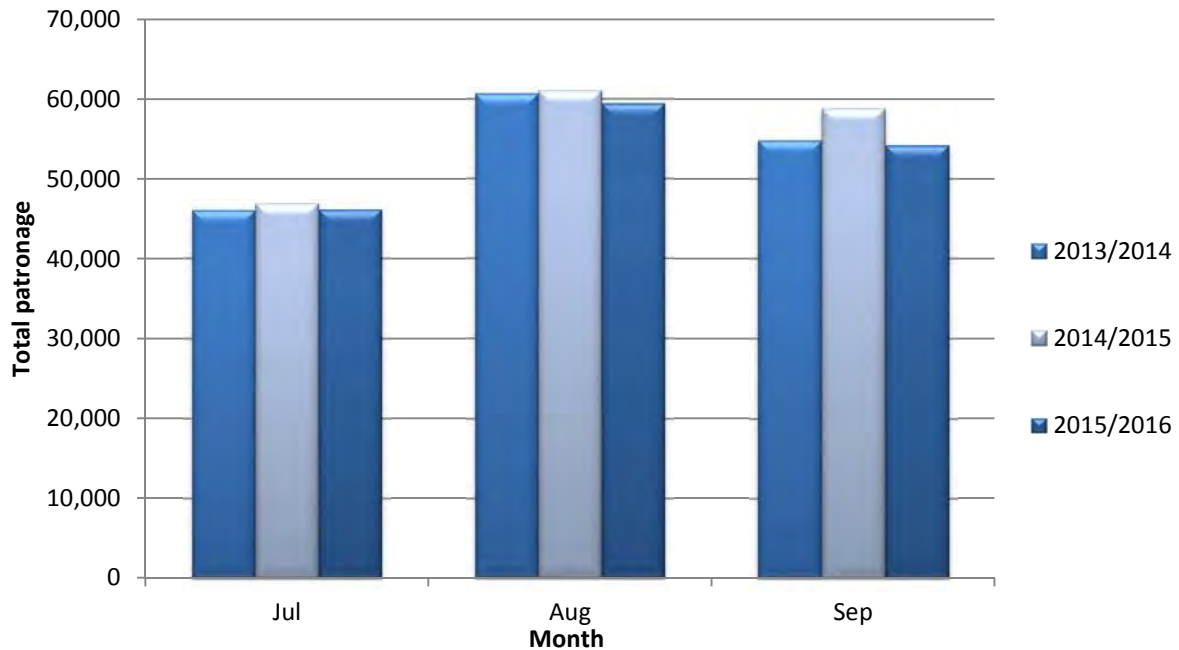


Table 1 shows the year to date trips per capita. The result shows that there has been a small decrease in the total number of trips reflecting the drop in actual patronage.

Table 1: Citylink trips per capita YTD as at 30 September 2015

Period	Passenger trips	Trips per capita YTD
2015/2016	159,837	2.8
2014/2015	166,781	2.9

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

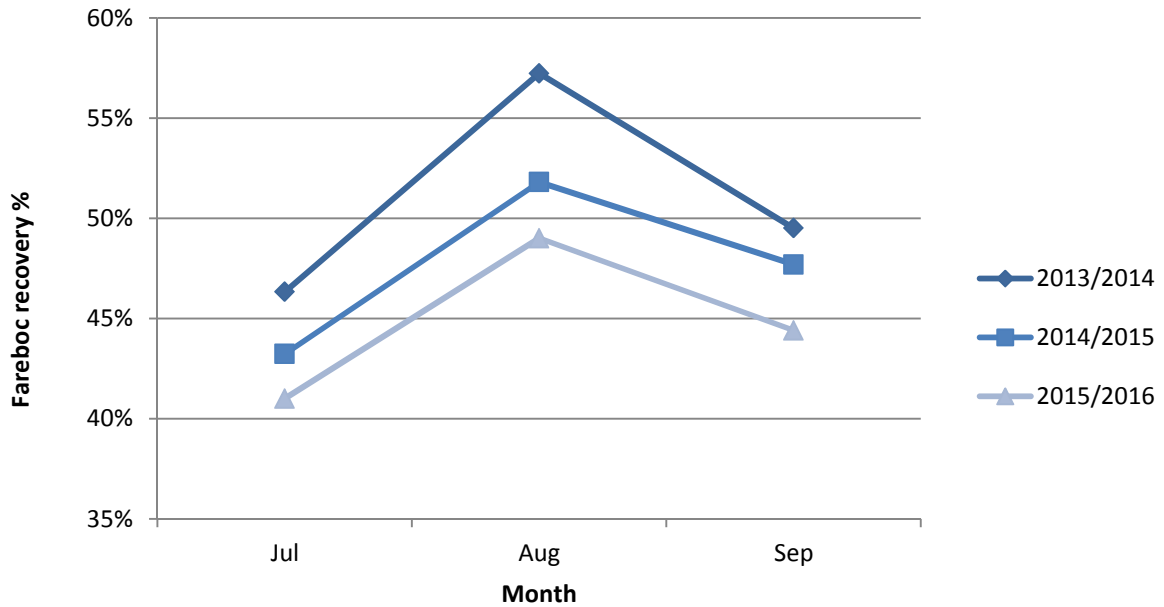
Analysis of the decline in patronage between the first quarter of 2014/2015 and 2015/2016 has found the following:

- patronage is down in all 4 fare zones - New Plymouth 3.4%, Bell Block 5.6%, Oakura 8.8% and Waitara 3.1%;
- patronage is down across both peak 3.6%, and off-peak services 6.0%;
- school patronage on all New Plymouth and Oakura services has increased 1.4% and 0.9% respectively;
- school patronage on all Bell Block and Waitara services has decreased 5.6% and 5.3% respectively; and
- patronage on Saturday services has decreased 27.1%.

Farebox recovery for the quarter was 45.0% compared to 47.0% achieved in the same quarter 2014/2015.

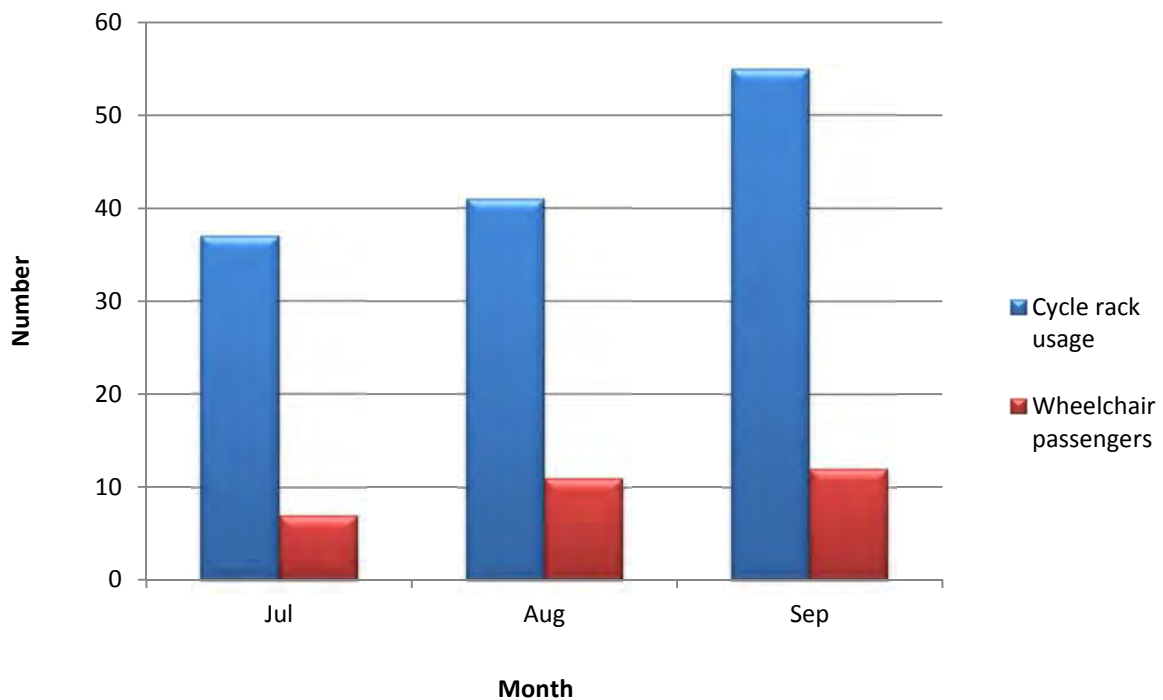
Chart 2 shows the first quarter farebox recovery between 2013/2014, 2014/2015 and 2015/2016.

Chart 2: Citylink farebox recovery 1st quarter 2013/2014, 2014/2015 and 2015/2016



Bike rack usage dropped in the first quarter 2015/2016 with 133 users recorded compared to 209 in 2014/2015. Wheelchair patronage also decreased from 37 to 30. Monthly usage for both is shown in Chart 4.

Chart 4: Citylink 2015/2016 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 30 September 2015

Service	Passenger trips YTD	Fare box recovery rate YTD
Waverley-Patea-Hawera	338	47.0%
Opunake-Hawera (including Manaia-Hawera)	243	14.9%
Opunake-New Plymouth	276	22.8%

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

Waverley-Patea-Hawera patronage is down 33.6% (171 trips) compared to the same period last year. Financially it is still performing strongly with a farebox recovery of 47% although down on the 61.3% last year. Compared to last year, patronage in all fare categories are well down. Adult patronage down 34.8%, SuperGold Card and fare paying Child are down 10% and 100% respectively.

Patronage for the Opunake-Hawera (including Manaia-Hawera) service is down 22.6% (71 trips) compared to the same quarter in 2014/2015. The farebox recovery rate is 14.9% and below the criterion of 25%. Compared to last year, Adult patronage is down 42.2% and SuperGold Card down 10.0%.

Patronage for the Opunake-New Plymouth service is down 16.6% (55 trips) compared to the same quarter in 2014/2015. The farebox recovery rate is 22.8%. Compared to last year, Adults are down 42.2%, SuperGold Card down 23.6% and Child down 47.3%.

Connector (Hawera to New Plymouth) bus service

Total patronage for the first quarter of 2015/2016 was 8,027 trips, an average of 122 trips per day. The Connector service is currently the only service where patronage is growing.

Table 3 Connector patronage YTD as at 30 September 2015

Service	Passenger trips	Average passengers / day
Hawera to New Plymouth	8,027	122

Chart 5 shows the monthly breakdown of patronage trips.

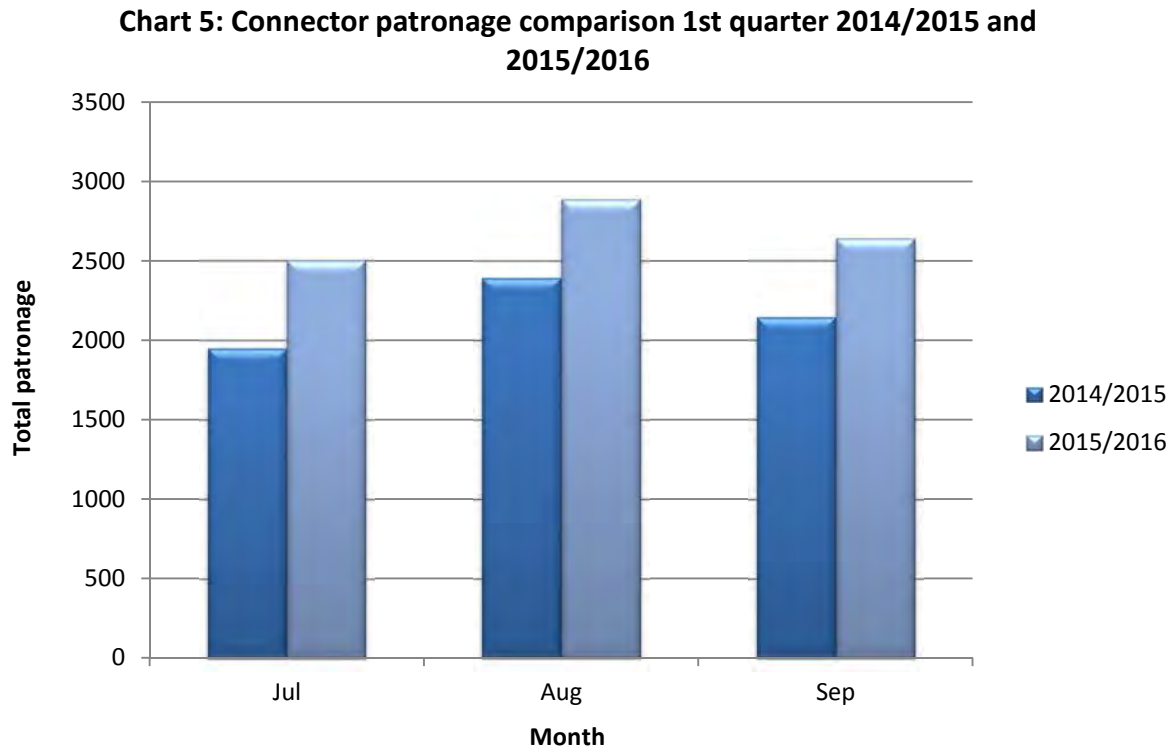


Table 4 shows the breakdown of patronage trips by fare category. As expected WITT and TDHB patronage continue to provide the highest percentages, 42.6% and 15.1% respectively.

Table 4 Percentage of Connector patronage as at 30 September 2015

Fare category	Patronage %
ACCESS	0.6%
Adult	10.5%
Beneficiary	9.9%
Child	2.0%
Seniors	3.5%
SuperGold Card	0.3%
TDHB	15.1%
Tertiary	7.0%
WITT	42.6%
Training	7%
Promotion	1%
Total	100%

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 30 September 2015

Service	Passenger trips	% of all trips
New Plymouth, Oakura, Bell Block and Waitara	12,651	7.9
Waverley-Patea-Hawera	160	47.3
Opunake-Hawera (incl. Manaia-Hawera)	143	58.8
Opunake-New Plymouth	132	47.8
Hawera-New Plymouth (eligible from Inglewood only)	28	0.3
Total	13,114	7.8

The total of 13,114 SuperGold Card trips equates to 7.8% of all public transport trips, across all services. This compares with 13,426 trips for the same period in 2014/2015, a decrease of 2.3%. The decrease is a reflection of less SuperGold card patronage on the SouthLink services.

Total Mobility Scheme

Table 6 shows the number of taxi trips as at 30 September 2015 for the Total Mobility Scheme.

Table 6 Total Mobility trips as at 30 September 2015

Service	Passenger trips
Total Mobility Scheme	10,455

Total Mobility client trips are down 5.3% from the 11,041 trips in the same period last year.

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 30 September 2015

Service	Trips involving wheelchairs	Total trips claimed
Ironside Vehicle Society	1,439	1,741

Wheelchair trips account for 82% of all Ironside trips year-to-date. The total number of trips for the quarter is similar to the same period last year, being 1,446 while wheelchair trips are down compared to the 1,836 last year.

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.