

Regional Transport Committee

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



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

**Notification of Late Items**

<b>Item 1</b>	<b>Confirmation of Minutes - 17 June 2015</b>	<b>Page 1</b>
<b>Item 2</b>	<b>Minutes of the Taranaki Regional Transport Advisory Group</b>	<b>Page 8</b>
<b>Item 3</b>	<b>Final Monitoring Report for the Regional Land Transport Programme 2012-2015</b>	<b>Page 14</b>
<b>Item 4</b>	<b>NZ Transport Agency Regional Report</b>	<b>Page 41</b>
<b>Item 5</b>	<b>Release of the National Land Transport Programme 2015-2018</b>	<b>Page 47</b>
<b>Item 6</b>	<b>One Network Road Classification (ONRC)</b>	<b>Page 63</b>

<b>Item 7</b>	<b>Updates on June 2015 flood event</b>	<b>Page 68</b>
<b>Item 8</b>	<b>SH3 Awakino Gorge to Mount Messenger project update</b>	<b>Page 70</b>
<b>Item 9</b>	<b>2014/2015 public transport operational report</b>	<b>Page 74</b>
<b>Item 10</b>	<b>Correspondence and information items</b>	<b>Page 81</b>
<b>Item 11</b>	<b>General Business</b>	
<b>Item 12</b>	<b>Public Excluded</b>	

In accordance with section 48(1) of the Local Government Official Information and Meetings Act 1986, the public is excluded from the following part of the proceedings of the Regional Transport Committee meeting held on Wednesday 17 June 2015 for the following reason/s:

Item 13                      Confirmation of Confidential Minutes  
17 June 2015

*That the public conduct of the whole or the relevant part of the proceedings of the meeting would be likely to result in the disclosure of information where the withholding of the information is necessary to protect the information that would likely to unreasonably prejudice the commercial position of the person/s who supplied or who are the subject of the information and to enable the local authority to carry on without prejudice commercial negotiations.*

## Agenda Memorandum

**Date** 7 October 2015



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

**Subject: Confirmation of Minutes – 17 June 2015**

**Item:** 1

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

B G Chamberlain, Chief Executive

**Document:** 1577841

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### Resolve

That the Regional Transport Committee of the Taranaki Regional Council:

1. takes as read and confirms the minutes and resolutions of the Regional Transport Committee meeting of the Taranaki Regional Council held in Taranaki Regional Council chambers, 47 Cloten Road, Stratford, on Wednesday 17 June 2015 at 10.30am
2. notes the recommendations therein were adopted by the Taranaki Regional Council on 30 June 2015.

### Matters arising

### Appendices

Document #1525315 – Minutes Regional Transport Committee Wednesday 17 June 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 17 June 2015  
commencing at 10.30am.**



<b>Members</b>	Councillor	R F H Maxwell	(Committee Chairperson)	
	Councillor	C S Williamson	(Committee Deputy Chairperson)	
	Councillor	H Dodunski	(New Plymouth District Council)	
	Mayor	N Volzke	(Stratford District Council)	
	Mayor	R Dunlop	(South Taranaki District Council)	
	Ms	R Bleakley	(New Zealand Transport Agency)	
<b>Attending</b>	Councillor	M Powell	(South Taranaki District Council)	
	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	T Davey	(Digital Media Co-ordinator)	
	Mr	P Ledingham	(Communications Officer)	
	Messrs	D McGonigal	(New Zealand Transport Agency)	
		R I Anson	(New Zealand Transport Agency)	
		M Aves	(New Plymouth District Council)	
		V Lim	(South Taranaki District Council)	
		M J Cloke	(Road Transport Association)	
		Mrs	Marian Webby	(RoadSafe Taranaki)
		Sr Sergeant	A Whaley	(New Zealand Police)
		Sergeant	G White	(New Zealand Police)
		Sergeant	A Trow	(New Zealand Police)
		Mr	C Whittleston	(New Plymouth District Council)

**Apologies** There were no apologies.

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

**1. Confirmation of Minutes – 18 March 2015**

**Resolved**

THAT the Regional Transport Committee of the Taranaki Regional Council

1. takes as read and confirms the 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 18 March 2015 at 10.30am
2. notes the recommendations therein were adopted by the Taranaki Regional Council on 7 April 2015.

Maxwell/Williamson

### **Matters arising**

There were no matters arising.

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

- 2.1 The minutes of the Taranaki Regional Transport Advisory Group meeting held on Wednesday 20 May 2015 was received and noted.

### **Recommended**

THAT the Taranaki Regional Council

1. receives for information purposes the unconfirmed minutes of the Taranaki Regional Transport Advisory Group meeting held on Wednesday 20 May 2015.

Maxwell/Dodunski

## **3. State Highway 3 Working Party update**

- 3.1 The minutes (meeting notes) of the meeting of the State Highway 3 Working Party held Friday 27 March 2015 were received and noted.
- 3.2 Mr D McGonigal, NZ Transport Agency, provided an overview to the Committee on the contract conditions of the Network Outcomes Contract on SH3 with regard to vegetation cutback requirements.

### **Recommended**

THAT the Taranaki Regional Council

1. receives for information purposes the unconfirmed notes of the State Highway 3 Working Party meeting held on Friday 27 March 2015
2. notes that a presentation will be provided on the 'accelerated' Mount Messenger to Awakino Gorge Corridor project later in the Taranaki Regional Transport Committee.

Williamson/Dodunski

#### 4. Release of the Regional Land Transport Plan for Taranaki 2015-2021

- 4.1 Mr M J Nield, Director-Corporate Services, spoke to the memorandum on the release of the final Regional Land Transport Plan for Taranaki 2015-2021 that was submitted to the NZ Transport Agency by the due date of 30 April 2015 and then released publically.

##### **Recommended**

THAT the Taranaki Regional Council

1. receives the final *Regional Land Transport Plan for Taranaki 2015/16–2020/21*
2. notes the evolutionary nature of the activities included in the programme component of the *Regional Land Transport Plan for Taranaki 2015/16–2020/21*.

Williamson/Dodunski

#### 5. New Zealand Transport Agency Regional Report

- 5.1 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 17 June 2015.

Maxwell/Dunlop

#### 6. Update on road safety activities

- 6.1 Mrs Marion Webby (Road Safety Co-ordinator), Senior Sergeant A Whaley (Taranaki Road Policing Manager) and Sergeant G White (Traffic Alcohol Group) of the Taranaki Road Safety Action Planning Group, provided an update to the Committee on road safety activities in the Taranaki region.

##### **Recommended**

THAT the Taranaki Regional Council

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

Maxwell/Williamson

## 7. **Let's Go project update**

- 7.1 Mr Carl Whittleston, New Plymouth District Council, provided an update to the Committee on progress in the implementation of the model walking and cycling community project, Let's Go.

### **Recommended**

THAT the Taranaki Regional Council

1. notes and receives with thanks the update provided by Mr Carl Whittleston of the New Plymouth District Council on the Let's Go project.

Maxwell/Williamson

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

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

### **Recommended**

THAT the Taranaki Regional Council

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

Maxwell/Dunlop

## 9. **Correspondence and information items**

- 9.1 The memorandum updating Members on correspondence and information items received since the last Committee meeting was received and noted.
- 9.2 The correspondence items refer to the response to the submission sent to the Waikato Regional Council on the draft Waikato Regional Land Transport Plan 2015-2045, the Waikato Regional Transport Committee tour to Taranaki and State Highway 3 and the expansion of broadband initiatives and creation of a Mobile Black Spot Fund.

### **Recommended**

THAT the Taranaki Regional Council

1. receives and notes the response from the Waikato Regional Council on the Council's submission on the draft *Waikato Regional Land Transport Plan 2015-2045*
2. notes that the Waikato Regional Transport Committee tour to Taranaki down State Highway 3 will be held on 15-16 June 2015
3. receives and notes the information provided on the Government's expansion of broadband initiatives and creation of a Mobile Black Spot Fund, and the



opportunity that this presents to improve cell phone coverage along State Highway 3 north in particular.

Dodunski/Williamson

## 10. Digital media presentation

- 10.1 Mr T Davey, Taranaki Regional Council (Digital Media Co-ordinator), provided a presentation to the Committee on transport and digital media to engage with customers and stakeholders through social media and mobile technology alongside existing external communications.

### Recommended

THAT the Taranaki Regional Council

1. notes and receives with thanks the presentation provided by Te Kere Davey, Taranaki Regional Council Digital Media Co-ordinator, on digital media.

Maxwell/Dodunski

Councillor M Powell, South Taranaki District Council, left the Taranaki Regional Transport Committee meeting at 12.10pm

## 11. General Business

There were no matters of general business.

## 12. Public Excluded

In accordance with section 48(1) of the Local Government Official Information and Meetings Act 1986, resolves that the public is excluded from the following part of the proceedings of the Regional Transport Committee meeting held on Wednesday 17 June 2015 for the following reason/s:

Item 13                      SH3 Awakino Gorge to Mount Messenger Corridor Project

*That the public conduct of the whole or the relevant part of the proceedings of the meeting would be likely to result in the disclosure of information where the withholding of the information is necessary to protect the information that would likely to unreasonably prejudice the commercial position of the person/s who supplied or who are the subject of the information and to enable the local authority to carry on without prejudice commercial negotiations.*

Maxwell/Williamson

There being no further business the Committee Chairperson, Councillor R F H Maxwell, declared the Regional Transport Committee meeting closed at 12.55pm.

**Confirmed**

**Committee Chairperson:** \_\_\_\_\_  
**R F H Maxwell**

**Date:** **9 September 2015**

## Agenda Memorandum

**Date** 7 October 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:** 1577847

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### Purpose

The purpose of this memorandum is to receive (for information) the minutes of the Taranaki Regional Transport Advisory Group meeting held on 12 August 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 12 August 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 1554309: Minutes Taranaki Regional Transport Advisory Group 12 August 2015

**Minutes of the Taranaki Regional Transport Advisory Group meeting held at the Taranaki Regional Council, 47 Cloten Road, Stratford, on Wednesday 12 August 2015 commencing at 10.30am.**

<b>Present</b>	Jagdeep Singh	Stratford District Council
	Max Aves	New Plymouth District Council
	Vincent Lim	South Taranaki District Council
	Cole O'Keefe	NZ Transport Agency
	Paul Murphy	NZ Transport Agency
	Chris Clarke	Taranaki Regional Council
	Gray Severinsen	Taranaki Regional Council
	Fiona Ritson	Taranaki Regional Council
	Kathryn van Gameren	Taranaki Regional Council
<b>Apologies</b>	Alan Catchpole	NZ Transport Agency
	Ross I'Anson	NZ Transport Agency
	Kiri McRae	NZ Transport Agency
	Mike Nield	Taranaki Regional Council
	Karen Watt	Taranaki Regional Council

**1. Confirmation of Minutes - Regional Transport Advisory Group meeting - Wednesday 20 May 2015**

The minutes of the Regional Transport Advisory Group (RTAG) meeting held on Wednesday 20 May 2015 were received and confirmed.

**Matters arising**

One Network Rooding Classification (ONRC)

It was advised that timing details as to when mapping is available for this is not able to be confirmed as yet.

Urban KiwiRAP of New Plymouth underway

Max Aves confirmed that ACC are leading an Urban KiwiRAP project on 150kms of urban streets within New Plymouth.

**2. Release of the National Land Transport Programme 2015-2018**

- National Land Transport Programme - comparisons against Regional Land Transport Plan requests
- Funding shortfalls and resulting changes to local programmes
- Work with Ministry of Transport and NZ Transport Agency to improve future processes including TIO

Mrs Fiona Ritson, Taranaki Regional Council, *tabled* a summary spreadsheet to the Group outlining what funding was requested in the Regional Land Transport Plan (RLTP) 2015/-2021 for Taranaki compared to what funding was approved in the National Land Transport Programme (NLTP) 2015/2018. This sheet had been prepared by Ross I'Anson. Each Member provided feedback on any funding shortfalls and resulting changes to local programmes.

Mr Max Aves, New Plymouth District Council, noted that progressing the second road crossing of the Waiwhakaiho River was dependent on the NPDC's confirmation of its

funding share. Mr Vincent Lim, South Taranaki District Council, advised that the walking and cycling projects proposed in the RLTP are now included in Minor Improvements 2015-2018. Mr Jagdeep Singh, Stratford District Council, noted that there were no changes within the Stratford district.

**ACTION:** THAT the NZ Transport Agency forward to Fiona Ritson a list of minor safety improvements projects proposed for 2015-2018 for the Taranaki state highway network.

Mrs Fiona Ritson, Taranaki Regional Council, noted to the Group that the Taranaki Regional Council is involved in providing feedback nationally to the Ministry of Transport and the NZ Transport Agency on the RLTP process, and suggestions for improvements going forward. Discussions have covered a range of issues including: improving engagement and timeframes between central and local government; application of the Business Case Approach; developing the Transport Investment Online (TIO) tool to better support RLTP development; and improving regional input into the State Highway programme (SHAMP) development process.

It was noted that the intent at national level was that each Agency region would develop a 'Regional Game Plan' document to assist early stakeholder engagement in the likely SHAMP 2015-18 contents. Regrettably the Regional Game Plan for the Central Region was released too late to be considered by the Taranaki Regional Transport Committee, therefore limiting the discussion on the contents of the HNO programme put forward for the RLTP.

### **3. Emergency Works**

The Group facilitated discussion on the amount of emergency works being undertaken in each district as a result of the June 2015 regional flooding event. Each district council has undertaken extensive road repairs and clean-up, including resurfacing, culvert repairs, slip clearances etc which is still continuing. All roads in the region are now open with the exception of Waiinu Beach Road. Due to significant damage to the bridge between Waiinu Beach and Waitotara, temporary access (to the Silver Fern Farms Waitotara plant and beyond) is only available across private land until a long-term solution is found.

Concern was expressed as to the availability of major resources, particularly consultants/contractors, that will be needed by all three district councils in upcoming months in order to deliver the more extensive repairs required.

Mr Cole O'Keefe, NZ Transport Agency, advised that around \$19M has been proposed to be spent on the Central Region highway network post the June flooding event, of which \$7M is within Taranaki. Investigations are underway to provide a permanent repair to the slip at Manawapou Hill on SH3. It was noted that there could be a variation request to the RLTP to undertake this project. It was noted that the slip on SH43 that is requiring further repairs is within the Ruapehu District rather than that of Stratford.

### **4. Project Updates**

Vickers to City Project – still expected to be completed by April 2016, with the majority of works completed by December 2015. Updates and information on the project are available on-line. Refer to <http://www.nzta.govt.nz/projects/vickers-to-city/>.

Normanby Overbridge Realignment Project – still projected to be completed by November 2016. Updates and information on the project are now available on-line. Refer to <http://www.nzta.govt.nz/projects/sh3-normanby-bridge-realignment>.

SH3 Bell Block to Waitara Investigation Project – the contract to develop the Programme Business Case for this project as been awarded to MWH. Engagement with key stakeholders is commencing. It is anticipated this phase of the project will be completed by end 2015.

SH3 Mt Messenger to Awakino Gorge Investigation Project – 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 Budget announcements in 2016. It was noted that some of the activities along the corridor project may be able to be funded through the NLTP, with the Agency currently considering these for progressing to activity level Detailed Business Cases.

LED streetlighting conversions – Mr Paul Murphy, NZ Transport Agency, outlined to the Group the new approach by the Agency for LED streetlighting conversions by road controlling authorities. A business case proposal is required in TIO by each council for consideration by the Agency outlining procurement matters and project timeframes.

Special Purpose Roads (SPRs) – this matter is still ongoing. Mr Paul Murphy, NZ Transport Agency, has conducted a site visit to the three SPR’s in Taranaki (Stratford and New Plymouth districts) and discussed work programmes for the current NLTP to ensure that all roads are ‘fit for purpose’. It is likely that the FAR in the next RLTP for Taranaki will reduce to around 50% for SPR’s. There are ongoing discussions between the Agency and the Department of Conservation.

#### **5. One Network Roading Classification (ONRC)**

Each district council provided feedback on their transition plans highlighting that no feedback from the NZ Transport Agency has yet been received on this process. The NZ Transport Agency were unable to provide any further update regarding this. It was noted that the Road Efficiency Group will be undertaking training in Taranaki later this month.

#### **6. Regional Transport Committee agenda items**

Mrs Fiona Ritson, provided an overview of agenda content for the Regional Transport Committee meeting Wednesday 7 October 2015.

#### **7. Other Business**

##### NZ Post electric vehicles rollout

Mr Max Aves, New Plymouth District Council, raised the matter that NZ Post electric vehicles are being used in New Plymouth and Hawera. These vehicles travel on footpaths and roads, including state highways. It was noted to be aware that another type of vehicle was being used on the Taranaki roading network.

##### RLTProgramme 2012-15 monitoring report

Mrs Fiona Ritson, Taranaki Regional Council, advised that a RLTProgramme 2012-2015 monitoring report is being developed. It was noted that the report will include two monitoring years (13/14 and 14/15). A draft copy of the report will shortly be distributed to the Group for input, before being presented to the Regional Transport Committee.

### Recreational walking and cycling opportunities

It was noted that the Taranaki Regional Council and Venture Taranaki are working on developing recreational-based walking and cycling opportunities focused around Pukeiti. This will feed into the forthcoming review of the Taranaki Regional Council's *Regional Walkways and Cycleways Strategy for Taranaki*.

### NZ Traffic Institute (TRAFINZ)

It was noted that the Taranaki district councils are not local government Members of the Institute. Roadsafe Taranaki members plan to attend the Institute's 2015 Conference in Dunedin 12-14 August 2015.

### New Plymouth airport

It was noted that the expansion designs are in progress. Area Q has been approved and will be developer-led.

### Highways Information Portal

It was noted that there is now a Highways Information Portal which is accessed at <http://hip.nzta.govt.nz/>.

Meeting closed 12.40pm.



## Agenda Memorandum

**Date** 7 October 2015



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

**Subject: Final Monitoring Report for the Regional  
Land Transport Programme 2012–2015**

**Item:** 3

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

**Document:** 1575969

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### Purpose

The purpose of this memorandum is to present Members with the *Regional Land Transport Programme for Taranaki 2012/13–2014/15 – Final Monitoring Report*.

### Executive summary

The Committee is required to monitor the implementation of the Regional Land Transport Programme (the Programme). In order to provide the Committee with an overview of progress on the programmed activities and projects, a summary report has therefore been compiled from information provided by the approved organisations in the region.

The report provides an update on the Programme for the **2013/14** and **2014/15** financial years; being the second and third years of the previously operational three-year Programme.

This report is the final of its kind, with 2014/15 being both the final year of the three-year Programme, and the last year nationally that such Programmes exist in this form due to subsequent legislative changes.

### Recommendation

That the Taranaki Regional Council:

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

### Background

Under the *Land Transport Management Act 2003* (LTMA), Regional Transport Committees were required to prepare a three-yearly Regional Land Transport Programme which combined all the programmes of transport works and services of approved organisations in the region which receive subsidy from the National Land Transport Fund. The Programme

for 2012/13–2014/15 (2012–15) was adopted by the Council in June 2012. It remained in force until 30 June 2015, being replaced by the *Regional Land Transport Plan for Taranaki 2015/16–2020/21* from 1 July 2015 as per the 2013 amendments to the LTMA.

The LTMA also required Regional Transport Committees to include in the Programme a description of how monitoring would be undertaken to assess the Programme's implementation. Section 9.1 of the 2012–15 Programme (Monitoring implementation of the Programme) stated:

*The Committee shall, with the support of approved organisations and the NZTA, monitor the implementation of the Programme. Monitoring of the Programme will include:*

- *Gathering and reviewing information from organisations responsible for the delivery of Programme activities.*
- *Annually measuring progress on the delivery of activities and projects listed in section 5 of the Programme.*
- *Measuring actual expenditure against budget across activity classes.*

A copy of the *Regional Land Transport Programme for Taranaki 2012/13–2014/15 – Final Monitoring Report* has been attached for Members' information.

The Monitoring Report provides an update on the Programme for the **2013/14** and **2014/15** financial years; being the second and third years of the previously operational three-year Programme.

The report has been compiled from summaries on progress of the programmed activities and project information provided by the approved organisations in the region, with additional information sourced from the New Zealand Transport Agency's funding tool (Transport Investment Online).

This report is the final of its kind, with 2014/15 being both the final year of the three-year Programme, and the last year nationally that such Programmes exist in this form due to subsequent legislative changes.

## **Discussion**

This Final Monitoring Report covers the 2013/14 and 2014/15 financial years of the *Regional Land Transport Programme for Taranaki 2012/13– 2014/15*. Overall:

- The approved organisations largely progressed steadily in achieving their planned Programme activities during the three year timeframe, unless otherwise prevented from doing so due to non-approval of requested funding levels.
- Maintenance, operations and renewals of local roads progressed well against allocated budgets, though these activities were generally forced to be adjusted downwards due to the shortfall in funding from levels requested.
- Key public transport service enhancements continued during the Programme without exceeding budgets.
- At the end of the final year of the three year Programme, 92.8% of all planned expenditure had been spent.
- Works have continued to progress to make New Plymouth one of two "walking and cycling model communities" for the rest of New Zealand.

**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 1399622: *Regional Land Transport Programme for Taranaki 2012/13– 2014/15 – Final Monitoring Report*.



**Regional Land Transport Programme  
for Taranaki  
2012/13 – 2014/15**

**Final Monitoring Report**

September 2015

Word document: 1396199-v4  
PDF document: 1399622

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# 1 Introduction

## 1.1 Statutory Framework

The *Regional Land Transport Programme for Taranaki 2012/13–2014/15* (RLTP or the Programme) was a requirement of the *Land Transport Management Act 2003* (LTMA). This statute stated that every three years the Taranaki Regional Council was required to ensure that the Regional Transport Committee (RTC) prepared a regional land transport programme that:

- Contributes to the aim of achieving an affordable, integrated, safe, responsive and sustainable land transport system.
- Contributes to the following transport objectives: assisting economic development, assisting safety and personal security, improving access and mobility, protecting and promoting public health, and ensuring environmental sustainability.
- Is consistent with the *Government Policy Statement and Regional Land Transport Strategy for Taranaki*.
- Takes into account any: national land transport strategy, national energy and conservation strategy, relevant regional public transport plans, relevant national policy statement and any relevant regional policy statements or plans that are in force under the *Resource Management Act 1991*.
- Takes into account likely funding from any source.

The *Regional Land Transport Programme for Taranaki 2012/13–2014/15* was adopted by the Taranaki Regional Council in June 2012. It remained in force until 30 June 2015, being replaced by the *Regional Land Transport Plan for Taranaki 2015/16–2020/21* from 1 July 2015 as per the 2013 amendments to the LTMA.

## 1.2 Monitoring Requirements

Section 16(3)(h) of the LTMA also specified that each RLTP must provide a description of how monitoring would be undertaken to assess the implementation of the Programme. The RLTP for Taranaki therefore specified that the Regional Transport Committee for Taranaki was required to annually monitor implementation of the RLTP. Monitoring of the RLTP was to include:

- Gathering and reviewing information from organisations responsible for the delivery of Programme activities.
- Annually measuring progress on the delivery of activities and projects listed in Section 5 of the Programme.
- Measuring actual expenditure against budget across activity classes.

The following report provides an update on the *Regional Land Transport Programme for Taranaki* for the **2013/14 and 2014/15** financial years; being the second and third years of the previously operational three-year Programme.

This report is the final of its kind, with 2014/15 being both the final year of the three-year Programme, and the last year nationally that such Programmes exist in this form due to subsequent legislative changes.

## 2 Approved Organisations' report on progress

This section of the Monitoring Report outlines progress made by each of Taranaki's Approved Organisations (AO) in delivering their programmed activities and projects listed in the RLTP. The information has been supplied by each AO in the region, with the intention being to provide an overview of the works programme undertaken. The AOs in Taranaki are the: New Plymouth District Council, Stratford District Council, South Taranaki District Council, Taranaki Regional Council and New Zealand Transport Agency (Highways and Network Operations).

### 2.1 New Plymouth District Council

#### 2013/14 year

The New Plymouth District Council (NPDC) achieved good progress with its land transport programme this year. By year end the Council had spent its allocated roading operations and renewals budgets. As with the previous four years, the approved NZ Transport Agency funding for 2013/14 continued to be flat-lined necessitating continued adjustments to the planned programme, planned reductions to some levels of service, and taking on more risk with work categories such as sealed road resurfacing where seal lives are being extended. Activities related to the petrochemical industry in particular, are placing very high demands on some sections of the network.

Wet weather in the eastern hill country resulted in about \$550,000 of emergency works being undertaken.

This year was the fourth year that the NPDC was funded as a model community for walking and cycling. Under the Let's Go project branding a number of programmes and infrastructure improvements were both completed and initiated.

#### 2014/15 year

The final year of the 2012-15 Programme saw the completion of the three year transport programme. As with the previous two years the NPDC managed to spend the approved allocation, in fact the Council over-achieved by spending slightly more. Some of this over expenditure was attributed to the storm event of 19/20 June where the NPDC incurred costs of \$254,000 to carry out the initial clean up. This expenditure was totally unexpected, however the NPDC managed to secure some funding from the NZ Transport Agency at the eleventh hour.

The clean up from the June storm is over and above the \$700,000 emergency works already undertaken on the Tarata Saddle, Moki Road, Maikaikatea Road and Okau Road.



#### FAR Review Update

The NZ Transport Agency reviewed the Financial Assistance Rates (FAR) provided by central government for land transport activities. FAR determines how the costs are split between local authorities and the National Land Transport Fund in providing and maintaining the road network. On the bright side the Transport Agency has decided to fund at the co-

investment rate of 52% which is a 2% increase on the current FAR rate. From 2016/17 onwards this will reduce to 51%.

### **Pavement Rehabilitation and Associated Improvement Work**

Three urban Thin Asphaltic Concrete and Pavement Rehabilitation contracts have been completed during the year. The most notable improvements were Smart Road, Mangorei Road (Warangi Street to Girls High entrance), and Carrington/Hori/Huatoki St intersection. This last project also saw the relocation of a pedestrian crossing further north to provide a safer crossing point for children accessing the local schools. The total value of the contracts was \$1.6 million.

This year saw the completion of plans to upgrade Mataro Road, Urenui, from Kaipikari Road to Hickman Road. This road is the alternative route to using Onaero River Road, which is virtually single lane with numerous underslips along its length. Onaero River road has a 3.5 tonne weight restriction to prevent trucks from using it as a shortcut.

### **Resurfacing (Reseal)**

The annual resealing contracts for urban and rural roads have been completed. This year saw a new contractor in New Plymouth district, with HEB Construction from Auckland successfully completing the rural reseal contract by the middle of November 2014. The total cost for the reseals was \$2.22 million. A total length of 61.1 km of roads was resealed during 2014/15.

### **Bridges – Replacement and Maintenance**

The twin in-situ box concrete box culvert on Waiwhakaiho Road was replaced with a single span bridge at a cost of \$260,000.

Repairs were undertaken on 27 rural bridges, including joint replacements, painting, replacement of guardrails and minor concrete repairs during the year at a cost of \$258,000.



Mangorei Road



Carrington Road



Mataro Road



## 2.2 Stratford District Council

### 2013/14 year

The Stratford District Council (SDC) has been able to maintain its roading network within budget for the 2013/14 financial year despite the constraint of the NZ Transport Agency flat-lining budgets which, because existing contracts have cost fluctuations which must be met, effectively means a reduction in funding. This has meant reviewing maintenance strategies particularly renewals which will be more effective in the short to medium term. Progress has been made on preparing roads for future forestry harvests.

This reduction in funding affects the long term management of Council owned assets. While the shortcomings will not be immediately visible, by stretching renewal periods or utilising shorter lived treatment methods, the results will compound and the end result will be more costly, and deliver a lower quality of infrastructure, with higher maintenance costs and more frequent failures.

Sustainability of assets and intergenerational equity is at the heart of good asset management. The SDC considers the results of the NZ Transport Agency funding shortfall to be poor asset management and unsustainable.

Additional to the approved budget an extra \$675,400 of emergency work was completed.

### 2014/15 year

The SDC has been able to maintain its roading network within budget for the 2014/15 financial year spending 100% of the Operation & Maintenance, Renewals, Minor Improvement and Emergency Works.

There were two weather related events recorded at the end of the year, one in mid May and the other in June. The June event was the worst with an estimated value of damages amounting to \$3 million. Recovery work is still in progress.

Highlights:

- Reseal works programmed were completed at a value of \$1.1 million
- Rehabilitation works programmed were completed at a value of \$0.3 million
- Structure (Bridges) works programmed were completed at a value of \$0.35 million.
- Replacement of failed water drive on Miranda Street with 1200 diameter culvert.

## 2.3 South Taranaki District Council

### 2013/14 year

The South Taranaki District Council (STDC) completed its land transport programme for the 2013/14 financial year spending 100% of its maintenance, renewal and minor improvement works approved budgets. There were only a few minor storm events for the year that resulted in flood damage work totalling less than \$500,000. The budgeted funds for the High Productivity Motor Vehicle (HPMV) route have been carried over to 2014/15 where one bridge has been targeted for upgrade.

Roading Highlights for 2013/14:

#### FAR Review Update

The NZ Transport Agency reviewed the Funding Assistance Rate (FAR) provided by central government for land transport activities. FAR determines how the costs are split between local authorities and the National Land Transport Fund in providing and maintaining the road network. Fortunately the Transport Agency has decided to fund at the co-investment rate of 53% and the FAR for STDC is 52% which is slightly higher than our current overall rate of 51.5%.

#### Pavement Rehabilitation and Associated Improvement Work (PRAI)

Roads upgraded were Fraser, Turuturu, Parahakil, Moumahaki, Waikare, Lake, Eltham, Skeet, Mid Kahui, Oeo and Hastings Roads. A total length of 14.8km of road was upgraded at a total cost of \$2.8 million.



Lakes Road



Eltham Road

#### Resurfacing (Reseal)

The annual reseal was completed with a total length of 92.4km of road being resealed. The total cost for the annual reseal was \$2.28 million.

#### Bridges - Maintenance and Structural Repair

Three bridges in the Waitotara Catchment were repaired this year. With 27 other bridges in the Egmont Plains area contracted for repair, the cost for maintenance and structural repair of all bridges was \$772,000.



### Emergency and Preventative Work

There were three minor events during the year which caused slips in various areas. The majority of the damaged occurred at Rawhitiroa, Tangahoe Valley and Waitotara Valley Roads. All together there were 35 sites which required restoration, with the total cost being \$480,000.

Preventative work was carried out at the Crashaw's Bridge, Waitotara Valley Road. The cost for this rock protection work was \$120,000.



### Street Lighting

This year STDC employed a new contractor, NPE Ltd, to maintain streetlights. They were very proactive and streetlight faults were attended to promptly. The highlight of the year was replacing the old sodium streetlights with the new LED streetlights in Stanners Street, Eltham. Also, in Hawera CBD the old decorative streetlights were replaced with new LED streetlights.

### 2014/15 year

The STDC completed its land transport programme for the 2014/15 financial year spending 98% of its maintenance, renewal and minor improvement works approved budgets. There were only a few minor storm events for the year until the 20<sup>th</sup> June 2015 flood event which resulted in flood damage work totalling over \$927,000 for the year. The carry over flood damage repair work is estimated at \$8.5 million dollars. The Clifford Road Bridge upgrade work (HPMV project) was not completed and the budgeted funds for the project have been carried over to 2015/16.

### Roading Highlights for 2014/15:

#### Funding Assistance Rates (FAR) Review Update

The NZ Transport Agency reviewed the FAR provided by central government for land transport activities. The review has been positive for the STDC in terms of the subsidy rate being 54% for 2015/16 with 1% increment per year to maximum of 58%. The overall subsidy rate for 2014/15 was 51.5%.

#### Pavement Rehabilitation and Associated Improvement Work (PRAI)

Roads upgraded during the 2014/15 year were Namu Road, Brewer Road, Omahina Road, Mangawhio Road, Auroa Road, Lower Stuart Road, Ngawhini Road, Maata Road, and King Edward Street. A total length of 10.1 km of road was upgraded with a total cost of \$1.84 million.



Maata Road



King Edward Street

### Resurfacing (Reseal)

The annual reseal was completed with a total length of 82.8 km of road being resealed throughout South Taranaki. The total cost for the annual reseal was \$1.89 million.

### Footpath, Kerb and Channel Replacement

Footpaths upgraded for the year were Bear St, Fookes St, Smith St, Hussey St, Chester St and Gloag St (Waverley), Swadling St (Kaponga), High St (Eltham), Stafford Street (Patea) and Glover Rd, (Hawera). Footpath upgrades which include kerb and channel were carried out at Erin Street, Furlong Street, Rowe Street and Argyle Street (Hawera). Total expenditure for these works was \$724,000.



Argyle Street



Erin Street

### Bridges – Maintenance and Structural Repair

The major works for the year were replacing two bridge culverts (Bridge 117, Wiremu Road and Bridge 211, Tempsky Road) and repainting the Limeworks Bridge. In addition there were thirty-three bridges in the district that were contracted for repair, the cost for maintenance and structural repair of all bridges was \$936,350.



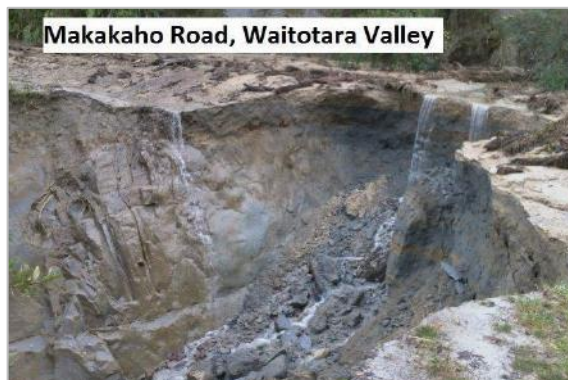
Bridge 117 – Wiremu Road



Bridge 211 – Tempsky Road

### Emergency and Preventative Work

There were some minor events prior to the major flood event on the 20th June 2015. The expenditure for the minor events was \$570,000 and the expenditure for the 20th flood event was \$357,000. Therefore, the total expenditure for the year was \$927,000. The remaining estimated cost to repair the 20th June flood damage is \$8.1 million for the 2015/16 year. The STDC has also carried out preventative work on Taumatatahi Road amounting to \$120,000 in 2014/15 which held up very well in the 20th June flood event.



### Street Lighting

The highlight of the year was replacing the old sodium streetlights with the new LED street lights in the whole of Nolantown, Hawera as well as in the Hawera Central Business District where the old decorative streetlights were replaced with new LED street lights.

## 2.4 Taranaki Regional Council

### 2013/14 year

#### Regional Transport Planning

The *Regional Land Transport Strategy for Taranaki 2011-2041* (the Strategy) remained operative throughout the year. The Strategy sets the strategic direction for land transport in Taranaki and identifies desired outcomes and policies to achieve them over a 30-year timeframe. The Strategy is implemented largely through the *Regional Land Transport Programme 2012/13-2014/15* (RLTP) and the *Regional Public Transport Plan 2012-22* (RPTP).

The Council continued to be active during the year on a wide range of land transport planning and associated advocacy, liaison and collaborative activities in accordance with this Strategy. The main transport planning activities undertaken by the Council during the 2013/14 year to advance the land transport needs of the region as per the objectives of the Strategy were:

- Monitoring the implementation of the current Regional Land Transport Programme.
- Approving two minor variation requests to the Programme received from the NZ Transport Agency.
- Implementing the vision, targets, policies and actions of the current Regional Public Transport Plan.
- Advocating for improved regional funding mechanisms.
- Co-ordinating the State Highway 3 Working Party.

The RPTP was renewed during the year, due to changed legislative requirements made in the 2013 amendments to the LTMA – which included the introduction of the Public Transport

Operating Model (PTOM). The revised *Regional Public Transport Plan 2014-2024* incorporates these changes, in preparation for retendering of the Citylink bus service in 2014/15.

## Public Transport

The Citylink (New Plymouth, Waitara, Bell Block and Oakura) bus network achieved patronage growth of 5.4% in 2013/14. Adult patronage was up 20% on the previous year. Increasing adult patronage was a key target group of the significant service changes implemented in 2010. In November 2013 the urban bus fleet was upgraded to 100% super low floor (wheelchair accessible). This is an important achievement, making the service accessible to all.



The Let's Go programme marketing the bus service to business commuters by providing incentives under the Let's Go workplace travel planning initiative continued throughout the year. The agreement with the Western Institute of Technology at Taranaki (WITT) to fund free transport for students also continued. While WITT patronage was down 8%, other tertiary students made greater use of the service with patronage growth of 23% in 2013/14.

The SouthLink once-a-week services all recorded a drop in patronage during 2013/14 as shown in Table 5. Decreasing population in the smaller rural centres is likely to be the main reason. The Stratford/Inglewood to New Plymouth once-a-week service was terminated in February 2014 and replaced by the week-day Hawera to New Plymouth 'Connector' service. Patronage at that time was up 11.2% on the whole of 2012/13.



Free off-peak travel for all SuperGold Card holders was available on all regional public transport services. SuperGold Card patronage ranges from 40% to 54% of all patronage on the smaller once-a-week services. On the Citylink service, SuperGold card patronage remained at 8% of total patronage, the same as 2012/13.

The region's farebox recovery level (i.e. the level of revenue from fares), has become an important indicator of the efficiency of the Council's bus networks. Overall, in 2013/14 the regional rate was 39.5 %, up 0.1 on 2012/13.

Total Mobility services (specialised transport for people with impairments) continued to be provided throughout the region. For the eighth year in a row the total number of trips declined (45,441 in 2013/14 down 8.8% from 2012/13). Also total membership was down after three years of static membership numbers.

Ironside Vehicle Society continued to receive funding assistance for the provision of a passenger transport service for the transport disadvantaged. Of the 7,025 trips provided, 5,394 (77%) involved wheelchair users.

## 2014/15 year

### Regional Transport Planning

The Council's Regional Land Transport Strategy (the Strategy) for 2011-2041 remained operative throughout the year. Due to amendments made in 2013 to the LTMA which reduced the number of planning documents required, the 2014/15 financial year was also the last year the Strategy was in effect. From 1 July 2015, the Programme and the Strategy

are being replaced by one document, the Regional Land Transport Plan (RLTPlan). The intention in combining the Programme and the Strategy was to simplify regional planning documents and to provide a clear and simple planning hierarchy. The Regional Land Transport Plan has two parts – one relating to policy and strategy (formerly the role of the Strategy), the other to the programme matters of projects, funding, priorities, and timing (formerly the Programme). The RLTPlan for Taranaki 2015/2016-2020/2021 was developed during 2014/15 and approved by Council on the 7 April 2015.



The Council continued to be active during the year on a wide range of land transport planning and associated advocacy, liaison and collaborative activities to advance the land transport needs of the region. Key activities undertaken during 2014/15 included:

- Monitoring the implementation of the current Regional Land Transport Programme 2012-15 during its final year. One minor variation request to the Programme was received (from the NZ Transport Agency) and approved by Council.
- Submissions were made on the Ministry of Transport's *Draft GPS 2015*; the NZ Transport Agency's *Proposed Speed Limit Change to State Highway 3*; and *SH3 Awakino Gorge to Mount Messenger Corridor draft Investment Business Case*. Submissions made to other regional councils included on the Waikato Regional Council's *Draft Waikato Regional Land Transport Plan 2015–2045*; and on the Horizons Regional Council's *Draft Horizons Regional Land Transport Plan 2015–2015*.
- The Council was successful in leading advocacy for a replacement Regional (R) Funds scheme (which ended in March 2015) with a new Regional Improvements activity class being included in the Government Policy Statement on Land Transport 2015. The Government also announced the Accelerated Regional Roading Package, to be drawn from the Future Investment Fund. This new fund has seen the fast-tracking of construction of the SH3 Normanby Overbridge Realignment project, and investigation of improvements on the SH3 Awakino Gorge to Mount Messenger corridor.
- The Council's support of the inter-regional cross-sector State Highway 3 Working Party continued to see relationships between the member organisations strengthen, in particular the relationship with the Waikato Regional Council. The Government announcement of the SH3 Awakino Gorge to Mount Messenger Corridor study reflects the value of working collaboratively on land transport issues.
- The Council's *Regional Public Transport Plan (RPTP) for Taranaki 2014-2024* remained operative throughout the year. The RPTP describes the public transport services the Council proposes to provide in the region, and sets out a programme of action and associated policies. 2014/15 saw the continuation of all the region's public transport services, as outlined below.

### Public Transport

The Citylink (New Plymouth, Waitara, Bell Block and Oakura) bus network achieved patronage growth of just 0.7% in 2014/15. Adult patronage was down 13% following an increase of 20% the previous year. The main contributing factor for the low growth rate was Child patronage (including students) increased only 1% in 2014/15, the lowest increase in over 5 years. With Child patronage accounting for 56% (2014/15) of all patronage, any change in this category has a greater impact on the overall growth rate than any other category.

The agreement with the Western Institute of Technology at Taranaki (WITT) to fund free transport for students continued. WITT patronage was up 28.3% for the year. Tertiary patronage (other than WITT) also recorded strong growth, up 19% in 2014/15.

The SouthLink once-a-week services all recorded a drop in patronage, for the second year in a row, as shown in Table 1 below.

**Table 1: SouthLink bus services patronage for 2014/15 year**

SouthLink Service	Patronage	Change from 2013/14
Waverley-Patea-Hawera	1,762	-7.2%
Opunake-Hawera (including Manaia- Hawera)	1,019	-22.8%
Opunake-New Plymouth	1,168	-25.3%

Patronage on all three SouthLink services was down on 2013/14. Significantly, all three services recorded a drop in the number of SuperGold Card passengers last year compared to the previous year. The change in patronage is detailed in each summary below.

Waverley-Patea-Hawera patronage was down 7.2% compared to the 1,898 in 2013/14. Compared to 2014/15, Adult patronage was up 16.2%, SuperGold Card and fare paying Child were down 23.4% and 54.3% respectively.

Patronage for the Opunake-Hawera (including Manaia-Hawera) service was down 22.8% compared to the 1,320 in 2013/14. Compared to last year, Adult patronage was down 18.1%, SuperGold Card down 16.6%, Child down 67.5 % and Under 5's down 97%.

Patronage for the Opunake-New Plymouth service was 25.3% compared to the 1,564 in 2013/14. Compared to last year, SuperGold Card and fare paying Child were down 22.8% and 56.4% respectively.

Free off-peak travel for all SuperGold Card holders was available on all regional public transport services. However, on the Connector (Hawera to New Plymouth) service it is only available on a Thursday from Inglewood to New Plymouth (return). Total SuperGold Card trips on all services totalled 51,919. SuperGold Card patronage accounts for 8.5% of all patronage across all services (including the Connector).

The region's farebox recovery level (i.e. the level of revenue from fares), and an indicator of the efficiency of the Council's bus networks, was 38.9% in 2014/15. This was down 0.6% on 2013/14.

A new measure introduced as part of the Public Transport Operating Model is the commerciality ratio. This is a financial calculation that measures performance by assessing the proportion of revenue generated by public transport users against the cost of providing the services.

The commerciality ratio for the region was 38.9%. The commerciality ratio per service is shown in Table 2.

**Table 2: Public transport services commerciality ratio league table for 2014/15**

Bus service	Ratio
Waverley/Hawera	56.5%
New Plymouth, Bell Block Waitara and Oakura	39.1%
Opunake/New Plymouth	21.1%
Opunake/Hawera	15.5%



Total Mobility services continued to be provided throughout the region. For the ninth year in a row the total number of trips declined (41,556 in 2014/15 down 8.5% from 2013/14).

Ironside Vehicle Society continued to receive funding assistance for the provision of a passenger transport service for the transport disadvantaged. Of the 7,383 trips provided, 5,503 (75%) involved wheelchair users.



## 2.5 New Zealand Transport Agency (Highways and Network Operations)

### 2013/14 year

The following provides a summary of the status of **projects** throughout the Taranaki region for 2013/14:

- Vickers to City Improvements: The project consists of improvements along SH3 from New Plymouth eastwards to Vickers Road and includes duplicate bridges over the Waiwhakaiho and Te Henui rivers. Construction funding was approved, and construction will commence in 2014.
- South Taranaki to Port Taranaki HPMV: Designs for structure strengthening have been completed, with construction commencing in 2014.

In the 2013/14 year the following **maintenance activities** were completed:

- 34.3km of chipseal road resurfacing was completed at a cost of \$2.11 million.
- 4.3km of road reconstruction was completed at a cost of \$2.93 million.
- 3690 m<sup>2</sup> of road resurfacing using asphaltic concrete was completed at a cost of \$154,000.
- A total of 55,300 m<sup>2</sup> of road surface was treated to improve its skid resistance at a cost of \$446,000.

The following provides a summary of the **safety projects** throughout the Taranaki region for 2013/14:

- The overall safety programme spent around \$1,294,810.
- The NZ Transport Agency has completed four Minor Safety Projects for a total spend of about \$71,370.
- The NZ Transport Agency has completed twelve Safety Retrofit Projects for a total spend of about \$1,223,440.
- Of the 16 projects, additional details of four have been outlined below:
  - Audio Tactile Profile (ATP) markings: ATP Markings were installed on SH3 between New Plymouth and the Northern boundary at various locations. This was to address the high amount of fatigue related crashes identified on this section of the network. Specifically 27.5km of edge line ATP markings were installed and 6.7km of centreline markings were installed at a total cost of \$128,000.

- On SH3 between Normanby and New Plymouth NZTA upgraded speed advisory and curve delineation signs at a cost of \$52,000.
- The NZ Transport Agency ran a Safe System Workshop to look at options to resolve the safety issues on SH3 between New Plymouth and Waitara. The workshop drew on the experience of the Police, NZ Transport Agency, New Plymouth District Council, Road Transport Association, Taranaki Regional Council, Automobile Association and Road Safe Taranaki. This workshop developed short, medium and long term actions for the state highway and the surrounding roads all aimed at reducing deaths and serious injuries.
- Following the Safe System Workshop speed limit changes have been installed on SH3 between Bell Block and Waitara. The area has a high crash rate and required an immediate solution, so temporary limits were put in place. The area of in the vicinity of Big Jims has also had the passing lane removed and wide shoulders put in for cyclist safety and to enable slow vehicles to move aside within the 80 km/h section.

### 2014/15 year

The following provides a summary of the status of **projects** throughout the Taranaki region for 2014/15:

- Vickers to City Improvements: The project consists of improvements along SH3 from New Plymouth eastwards to Vickers Road and includes duplicate bridges over the Waiwhakairo and Te Henui rivers. Construction commenced in September 2014 and construction is expected to be completed by April 2016.
- South Taranaki to Port Taranaki HPMV: Bridge Strengthening was completed in May 2014.
- Hawera to Wanganui HPMV: Bridge Strengthening commenced in 2014 and is expected to be completed by September 2015.
- SH3 Normanby Overbridge Realignment: Construction commenced in January 2014 and construction is expected to be completed by December 2016.

In the 2014/15 year the following **maintenance activities** were completed:

- 16.095km of chipseal road resurfacing was completed at a cost of \$943,875
- 2.4km of road reconstruction was completed at a cost of \$485,350
- 2140 m<sup>2</sup> of road resurfacing using asphaltic concrete was completed at a cost of \$70,611
- A total of 159,285m<sup>2</sup> of road surface was treated to improve its skid resistance at a cost of \$1,079,161.

The following provides a summary of the **safety projects** throughout the Taranaki region for 2014/15:

- The NZ Transport Agency completed nine Minor Safety Projects for a total spend of about \$1,529,000.
- This included two Audio Tactile Profile (ATP) marking projects where these installed on SH3 between New Plymouth and Egmont Village and between Mokoia and Kakaramea, to address a high amount of fatigue related crashes identified on this section of the network.

## 3 Expenditure

The RLTP set out a financial forecast of anticipated revenue and expenditure on activities listed within the Programme. The Programme also outlined the RTC's recommendations to the NZ Transport Agency on how Taranaki's remaining Regional (R) Funds should be allocated.

The following section of this report sets out the financial forecast of anticipated expenditure for the region, the approved allocation for the three years of the RLTP (2012/13 – 2014/15) as specified in the *National Land Transport Programme* (NLTP), and what was subsequently spent in the implementation of the Programme.

### 3.1 National funding context

The *Government Policy Statement on Land Transport Funding 2012/13–2021/22 (GPS 2012)* was issued by the Minister of Transport in July 2011 and governed the creation of the 2012-15 Programme. The Statement sets out the Government's desired outcomes and funding priorities for the land transport sector and is the policy document that directly influences how funding from the *National Land Transport Programme* is invested.

Given the GPS 2012's requirement that investment in the transport sector is now focused on activities that make the greatest contribution to New Zealand's economic growth and productivity, the *National Land Transport Programme* uses an assessment and allocation process that prioritises land transport activities according to their:

- 'strategic fit' i.e. the extent to which they address significant opportunities and issues from a national perspective
- 'effectiveness' i.e. how much they contribute to the purpose and objectives of the *Land Transport Management Act 2003*, and achieving particular outcomes identified in the 'strategic fit' assessment
- 'economic efficiency' i.e. how efficiently they use resources, and the sustainability of their benefits.

Projects that do not fit these criteria are not prioritised for funding. The NLTP also prioritises activities that make the most significant contribution to one or more of:

- Roads of National Significance (RoNS) and local roads critical to RoNS
- key freight and tourism routes
- key urban arterials
- public transport initiatives to ease severe congestion
- 'model' urban walking and cycling communities
- making better use of the existing transport infrastructure
- optimising the existing capacity of, and service levels on, highly trafficked roads.

This change in central government direction and subsequent changes in NZ Transport Agency funding policy to give effect to the GPS resulted in less approved expenditure in some activity classes (for example 'maintenance and operations') than was expected when developing the RLTP.

### 3.2 Progress towards completion of activities

Each of the Approved Organisations in Taranaki made good progress during the second and third years of the three year Programme. The following focuses on expenditure to implement the works in the Programme.

Table 3 outlines the total anticipated expenditure as requested in the *Regional Land Transport Programme for Taranaki 2012-15*, and the total expenditure that was actually approved as identified in the *National Land Transport Programme 2012-15* (and subsequent variations). At an Activity Class level, it notes what was spent from the approved allocation for each of the three financial years of the Programme, and the resulting proportion of approved expenditure spent at the conclusion of the 3-years.

Table 3 demonstrates that:

- Continued good progress was made in implementation of the 2012-15 Programme in almost all areas – with 92.8% of approved expenditure being spent overall by the end of the Year 3.
- The three district councils spent between 97.8% and 99.1% of their approved expenditure in the areas of maintenance and operations, renewals and new/improved infrastructure.
- While the Highways and Networks Operations section of the NZ Transport Agency underspent against expected expenditure in some Activity Classes, they overspent in others.
- The Taranaki Regional Council also progressed steadily in achieving its targets for expenditure in public transport services.
- Considerable expenditure has continued in the walking and cycling activity class by the New Plymouth District Council, with a total of \$5.06 million spent during the Programme. This is due to the successful Model Communities funding provisions for the Let's Go Walking and Cycling project.

The funding claim and budget information contained in this Report was sourced primarily from staff of the NZ Transport Agency, along with the organisations themselves and with reference also to the following:

- *Regional Land Transport Programme for Taranaki 2012/13–2014/15*
- *National Land Transport Programme for Taranaki 2012/13–2014/15*
- Transport Investment Online

Transport Investment Online (TIO) is used to measure the delivery and progress towards the completion of activities and projects listed in the RLTP by each of the three district councils and the Taranaki Regional Council. Greater detail can be found in each organisation's own annual reporting against their Long Term Plans.

It must be stressed that the Programme of activities constantly evolves throughout the three years, so expenditure outlines such as those provided here must be seen within that context and recognised as a snapshot in time.

### 3.3 Variations to Programme

Three requests were made to vary the *Regional Land Transport Programme 2012-15* during the period of the Programme, with all being approved.

The three requests were all made by the NZ Transport Agency's Highways and Network Operations group, to add projects to the Programme in line with national priorities for the Agency:

- High Productivity Motor Vehicle (HPMV) Route: Hawera to Wanganui – strengthening of five bridges.
- HPMV 50MAX Opunake to New Plymouth – strengthening of one bridge.
- SH3 Waitara to Bell Block corridor (road safety investigation).

While the first two projects involved the strengthening of bridges to enable utilisation by freight trucks carrying heavier loads, the third project was safety focused primarily to address some high-risk intersections.

These requests were processed by the Regional Transport Committee, and subsequently approved by the Taranaki Regional Council, during May to September of 2014. None of these variation requests were considered to be significant according to the Council's Significance Policy within the RLTP 2012–15, therefore public consultation was not required for any of these projects to be added to the Programme.

**Table 3: Total Expenditure by Activity Class for Taranaki during the RLTP 2012-15**

Activity Class	Total Expenditure	NPDC	SDC	STDC	TRC	NZTA	Total
Maintenance and operation of local roads	Actual in 2012/13 (Year 1) <sup>1</sup>	5,294,402	1,507,413	5,418,713			12,220,528
	Actual in 2013/14 (Year 2) <sup>2</sup>	5,915,930	1,709,386	5,538,448			13,163,764
	Actual in 2014/15 (Year 3) <sup>3</sup>	5,434,513	1,809,638	5,284,935			12,529,086
	Anticipated 3-year expenditure <sup>4</sup>	16,638,450	5,097,070	17,558,585			39,294,105
	NZTA approved 3-year allocation <sup>5</sup>	16,955,864	5,139,510	16,607,527			38,702,901
	Actual spent during 3-year Programme	16,644,845	5,026,437	16,242,096			37,913,378
	Percentage of approved allocation spent <sup>6</sup>	98.2%	97.8%	97.8%			98.0%
Renewal of local roads	Actual in 2012/13 (Year 1) <sup>1</sup>	6,062,511	2,382,286	5,904,941			14,349,738
	Actual in 2013/14 (Year 2) <sup>2</sup>	8,131,181	2,445,657	5,856,143			16,432,981
	Actual in 2014/15 (Year 3) <sup>3</sup>	6,435,542	3,096,058	5,650,917			15,182,517
	Anticipated 3-year expenditure <sup>4</sup>	21,069,850	10,306,779	19,386,562			50,763,191
	NZTA approved 3-year allocation <sup>5</sup>	20,952,913	8,102,280	17,803,767			46,858,960
	Actual spent during 3-year Programme	20,629,234	7,924,001	17,412,001			45,965,236
	Percentage of approved allocation spent <sup>6</sup>	98.5%	97.8%	97.8%			98.1%
New and improved infrastructure for local roads	Actual in 2012/13 (Year 1) <sup>1</sup>	622,491	259,186	600,738			1,482,415
	Actual in 2013/14 (Year 2) <sup>2</sup>	698,603	170,217	598,966			1,467,786
	Actual in 2014/15 (Year 3) <sup>3</sup>	574,352	345,161	604,325			1,523,838
	Anticipated 3-year expenditure <sup>4</sup>	1,870,200	769,881	1,847,257			4,487,338
	NZTA approved 3-year allocation <sup>5</sup>	1,912,278	786,807	1,844,616			4,543,701
	Actual spent during 3-year Programme	1,895,446	774,564	1,804,029			4,474,039
	Percentage of approved allocation spent <sup>6</sup>	99.1%	98.4%	97.8%			98.5%
Maintenance and operation of state highways	Actual in 2012/13 (Year 1) <sup>1</sup>					12,485,280	12,485,280
	Actual in 2013/14 (Year 2) <sup>2</sup>					14,420,121	14,420,121
	Actual in 2014/15 (Year 3) <sup>3</sup>					6,957,336	6,957,336
	Anticipated 3-year expenditure <sup>4</sup>					35,061,102	35,061,102
	NZTA approved 3-year allocation <sup>5</sup>					27,411,997	27,411,997
	Actual spent during 3-year Programme					33,862,737	33,862,737
	Percentage of approved allocation spent <sup>6</sup>					123.5%	123.5%

Activity Class	Total Expenditure	NPDC	SDC	STDC	TRC	NZTA	Total
Renewal of state highways	Actual in 2012/13 (Year 1) <sup>1</sup>					14,610,200	14,610,200
	Actual in 2013/14 (Year 2) <sup>2</sup>					8,147,580	8,147,580
	Actual in 2014/15 (Year 3) <sup>3</sup>					3,830,735	3,830,735
	Anticipated 3-year expenditure <sup>4</sup>					13,976,670	13,976,670
	NZTA approved 3-year allocation <sup>5</sup>					40,959,378	40,959,378
	Actual spent during 3-year Programme					26,588,515	26,588,515
	Percentage of approved allocation spent <sup>6</sup>					64.9%	64.9%
New and improved infrastructure for state highways	Actual in 2012/13 (Year 1) <sup>1</sup>					2,578,119	2,578,119
	Actual in 2013/14 (Year 2) <sup>2</sup>					2,859,050	2,859,050
	Actual in 2014/15 (Year 3) <sup>3</sup>					18,167,817	18,167,817
	Anticipated 3-year expenditure <sup>4</sup>					31,928,591	31,928,591
	NZTA approved 3-year allocation <sup>5</sup>					27,312,402	27,312,402
	Actual spent during 3-year Programme					23,604,986	23,604,986
	Percentage of approved allocation spent <sup>6</sup>					86.1%	86.1%
Public transport services	Actual in 2012/13 (Year 1) <sup>1</sup>				2,240,990		2,240,990
	Actual in 2013/14 (Year 2) <sup>2</sup>				2,405,109		2,405,109
	Actual in 2014/15 (Year 3) <sup>3</sup>				2,451,899		2,451,899
	Anticipated 3-year expenditure <sup>4</sup>				7,987,821		7,987,821
	NZTA approved 3-year allocation <sup>5</sup>				7,048,300		7,048,300
	Actual spent during 3-year Programme				7,097,998		7,097,998
	Percentage of approved allocation spent <sup>6</sup>				100.7%		100.7%
Public transport infrastructure	Actual in 2012/13 (Year 1) <sup>1</sup>				80,800		80,800
	Actual in 2013/14 (Year 2) <sup>2</sup>				80,800		80,800
	Actual in 2014/15 (Year 3) <sup>3</sup>				126,820		126,820
	Anticipated 3-year expenditure <sup>4</sup>				431,014		431,014
	NZTA approved 3-year allocation <sup>5</sup>				242,400		242,400
	Actual spent during 3-year Programme				288,420		288,420
	Percentage of approved allocation spent <sup>6</sup>				119.0%		119.0%

Activity Class	Total Expenditure	NPDC	SDC	STDC	TRC	NZTA	Total
Transport planning	Actual in 2012/13 (Year 1) <sup>1</sup>			1,600	104,978	166,667	273,245
	Actual in 2013/14 (Year 2) <sup>2</sup>			0	113,248	166,667	279,915
	Actual in 2014/15 (Year 3) <sup>3</sup>			0	178,902	0	178,902
	Anticipated 3-year expenditure <sup>4</sup>			-	442,515	1,126,250	1,568,765
	NZTA approved 3-year allocation <sup>5</sup>			1,602	562,200	500,001	1,063,803
	Actual spent during 3-year Programme			1,600	397,128	333,334	732,062
	Percentage of approved allocation spent <sup>6</sup>			99.9%	70.6%	66.7%	68.8%
Walking and cycling facilities	Actual in 2012/13 (Year 1) <sup>1</sup>	2,246,093				362,769	2,598,193
	Actual in 2013/14 (Year 2) <sup>2</sup>	1,333,650				514,487	1,848,137
	Actual in 2014/15 (Year 3) <sup>3</sup>	1,483,668				146,820	1,630,488
	Anticipated 3-year expenditure <sup>4</sup>	3,679,650				1,300,000	4,979,650
	NZTA approved 3-year allocation <sup>5</sup>	5,590,604				1,196,040	6,786,644
	Actual spent during 3-year Programme	5,063,411				1,013,407	6,076,818
	Percentage of approved allocation spent <sup>6</sup>	90.6%				84.7%	89.5%
Road user safety	Actual in 2012/13 (Year 1) <sup>1</sup>			240,381		0	240,381
	Actual in 2013/14 (Year 2) <sup>2</sup>			238,222		0	238,222
	Actual in 2014/15 (Year 3) <sup>3</sup>			242,640		0	242,640
	Anticipated 3-year expenditure <sup>4</sup>			748,180		0	748,180
	NZTA approved 3-year allocation <sup>5</sup>			769,076		0	769,076
	Actual spent during 3-year Programme			721,243		0	721,243
	Percentage of approved allocation spent <sup>6</sup>			93.8%		-	93.8%
<b>Totals</b> <i>(excluding Emergency Works which are unplanned and provided separately below)</i>	Actual in 2012/13 (Year 1) <sup>1</sup>	14,225,497	4,148,885	12,166,373	2,426,768	30,116,547	63,084,070
	Actual in 2013/14 (Year 2) <sup>2</sup>	16,079,364	4,325,260	12,231,779	2,599,157	26,107,905	61,343,465
	Actual in 2014/15 (Year 3) <sup>3</sup>	13,928,075	5,250,857	11,782,817	2,757,621	29,102,708	62,822,078
	Anticipated 3-year expenditure <sup>4</sup>	43,258,150	16,173,730	39,540,584	8,861,350	83,392,613	191,226,427
	NZTA approved 3-year allocation <sup>5</sup>	45,411,659	14,028,597	37,026,588	7,852,900	97,379,818	201,699,562
	Actual spent during 3-year Programme	44,232,936	13,725,002	36,180,969	7,783,546	85,327,160	187,249,613
	Percentage of approved allocation spent <sup>6</sup>	97.4%	97.8%	97.7%	99.1%	87.6%	92.8%
<b>Emergency Works</b>	Actual in 3-year period of Programme	2,383,859	1,319,031	1,624,735		2,160,331	7,487,956

<sup>1</sup> Meaning: This is the actual expenditure in this activity class between 1 July 2012 and 30 June 2013, being the first year of the three year 2012-15 Programme (including both NLTA Share and Local Share).

<sup>2</sup> Meaning: This is the actual expenditure in this activity class between 1 July 2013 and 30 June 2014, being the second year of the three year 2012-15 Programme (including both NLTA Share and Local Share).



<sup>3</sup> Meaning: This is the actual expenditure in this activity class between 1 July 2014 and 30 June 2015, being the third year of the three year 2012-15 Programme (including both NLTA Share and Local Share).

<sup>4</sup> Meaning: Total Anticipated Expenditure for 2012-15 as requested via the *Regional Land Transport Programme for Taranaki 2012/13-14/15* in June 2012 (not including subsequent variation requests).

<sup>5</sup> Meaning: Total Approved Expenditure 2012-15 as given in the *National Land Transport Programme 2012-15* in August 2012 and incorporating subsequent variation requests approved by NZTA up to 30 June 2015 (includes those activities listed in the NLTP as either 'committed', 'approved' or 'probable').

<sup>6</sup> Meaning: This is the proportion of the approved three year expenditure that was spent by the end of Year 3 of the Programme.

These figures include those for the Special Purpose Roads (SPR) that are maintained by the New Plymouth and Stratford district councils, and include SuperGold concession approvals.

## 4 Annual Achievement Reports

Each of the AOs are required to forward to the NZ Transport Agency an Annual Achievement Report via Transport Investment Online.

A summary of the local roading works completed in the region during the three years of the Programme is provided in Table 4 below, while a summary of annual bus service patronage during, and prior to, the Programme timeframe is given in Table 5. More detailed information from these Annual Achievement Reports and on the NZ Transport Agency activities can be made available on request from the relevant organisation.

**Table 4: Local roading works completed in Taranaki during the 2012-15 Programme**

Work category	Works completed	Planned	Actual
111	Area of water-cutting (m <sup>2</sup> )	12,000.0	5,136.0
211	Unsealed road metalling (km)	136.9	710.2
	Unsealed road metalling (m <sup>3</sup> )	95,278.0	88,117.0
212	Resurfacing - total (lane-km)	624.6	993.0
	Resurfacing - chip seals (m <sup>2</sup> )	3,371,746.0	3,470,280.0
	Resurfacing - thin asphalt surfacings (m <sup>2</sup> )	32,900.0	123,612.0
	Resurfacing - other surfacings (m <sup>2</sup> )	-	-
213	Drainage renewals - Length culverts (m)	5,165.0	7,462.0
	Drainage renewals - Length kerb and channel (m)	12,491.0	8,460.0
	Drainage renewals - Length other drainage renewals (m)	1,000.0	40,359.5
214	Pavement rehabilitation (lane-km)	100.2	98.4
	Pavement rehabilitation urban (m <sup>2</sup> )	92,000.0	129,736.0
	Pavement rehabilitation rural (m <sup>2</sup> )	284,553.0	279,551.0
322	Bridge renewals (lane-m)	12.0	45.0
323	New bridges - subsidised and non subsidised (no.)	-	-
	New bridges (lane-m)	-	-
	New roads (lane-km)	-	-
324	Road reconstruction (lane-km)	-	-
325	Seal extension (lane-km)	-	-
451	New footpaths (m)	-	84.5
	New footpaths (m <sup>2</sup> )	-	-
452	New cycleway (km)	3.3	6.8
	New cycleway (m <sup>2</sup> )	7,920.0	15,604.0
533	New dedicated bus-lanes (lane-km)	-	-

**Table 5: Regional bus service performance measured by patronage**

Bus service	2010/11	2011/12	2012/13	2013/14	2014/15
Inglewood to New Plymouth service	807	853	1,073	1,193	0 <sup>1</sup>
New Plymouth 'Citylink' network	491,089	535,866	548,919	578,396	582,357
Opunake to Hawera service	2,588	3,083	1,982	1,320	1,019
Opunake to New Plymouth service	1,003	1,585	1,581	1,564	1,168
Waverley to Hawera service	1,790	1,930	2,462	1,898	1,762
<b>Regional totals</b>	<b>497,277</b>	<b>543,317</b>	<b>556,017</b>	<b>584,371</b>	<b>586,306</b>

Source: Passenger boardings compiled from TRC's annual achievement return for passenger transport.

<sup>1</sup> Service terminated in March 2014

## 5 Summary

This Monitoring Report is the final review of the *Regional Land Transport Programme for Taranaki 2012/13 – 2014/15*. Overall:

- The AOs progressed steadily in achieving their planned RLTP activities during the three year timeframe, unless otherwise prevented from doing so due to non-approval of requested funding levels.
- Maintenance, operations and renewals of local roads progressed well against allocated budgets, though these activities were generally forced to be adjusted downwards due to the shortfall in funding from levels requested.
- At the end of the final year of the three year Programme, 92.8% of all planned expenditure had been spent – refer Table 3.
- Works have continued to progress to make New Plymouth one of two “walking and cycling model communities” for the rest of New Zealand.
- Key public transport service enhancements continued during the 2013/14 and 2014/15 years without exceeding budgets.

## Agenda Memorandum

**Date** 7 October 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:** 1573656

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### 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 7 October 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 7 October 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 1574826: NZTA Regional Report to Taranaki RTC – October 2015

## REGIONAL REPORT

<b>Report to:</b>	<b>Taranaki Regional Transport Committee</b>
<b>Presenter:</b>	Raewyn Bleakley, Regional Director, Central
<b>Date:</b>	7 October 2015

### 1. Agency News

#### **National Land Transport Programme**

The 2015-18 National Land Transport Programme (NLTP) was approved by the NZ Transport Agency Board on 26 June 2015 and came into effect on 1 July 2015. Geoff Dangerfield, Board member Adrienne Young-Cooper and I talked about the priorities within the programme for the country as a whole - as well as the focus for the Taranaki Region - in New Plymouth on 14 July 2015.

More information about the NLTP 2015-2018 is available on the Transport Agency website and we have appended the Taranaki Regional Summary document. We will talk through the detail of the programme at the Regional Transport Committee meeting.

#### **One Network Road Classification**

The Road Efficiency Group (REG) has now received transition plans for the One Network Road Classification (ONRC) from all Road Controlling Authorities (RCAs). REG Governance Group Member and Local Government New Zealand Chief Executive Malcolm Alexander commented "This shows that RCAs have really come on board in adopting this new, better way of working."

Feedback from the Transport Agency indicates the process for collecting and interpreting data related to performance measures is evolving over time. The REG compliance assessment, applied to all transition plans, gave most weight to the plans that have a process for approaching the task with specific milestones along the way. All plans focused on a process for developing measures although a few went one step further by assessing their capability to collect the data required for the ONRC performance measures.

The focus for RCAs must now shift further towards developing the knowledge and capabilities required to fully embed the ONRC and Business Case approaches into their planning and operations. REG will continue to support RCAs to achieve this by December 2017, in time for the 2018-21 NLTP.

#### **Super Gold Card Review**

On 17 June the Associate Minister of Transport released decisions on the review of the Super Gold Card (SGC) Public Transport scheme. The review was set up to examine the long term financial sustainability of the SGC scheme.

The review announced six changes to the scheme. Two decisions solely affect services in Auckland. The four changes impacting other regions are to:

1. set the funding cap at \$28m for each of the next five years
2. lift the funding moratorium on new SGC services
3. replace individual fares reimbursement with a bulk funding approach from July 2016 with the Transport Agency responsible for allocating those funds
4. require SGC card holders to purchase and use electronic integrated transport smart card if they exist in the region.

This review has been conducted by the Ministry of Transport and any correspondence or questions should be directed to the Ministry by email [supergold@transport.govt.nz](mailto:supergold@transport.govt.nz) or through the Ministry's website <http://www.transport.govt.nz/land/supergoldcardtransportfunding/>

### 2. Central Region Events

#### **Neil Walker is the new Central and Wellington Highway Manager**

I am pleased to announce that the Transport Agency has appointed Neil Walker to the role of Highway Manager for Wellington and the Central Region. Some of you may know Neil as he has been acting in the role for a few months now, since the departure of Rod James at Easter this year. Neil started permanently in the role on 17 August 2015.

### Severe Weather Event

The 20/21 June 2015 storm caused considerable damage to roads in both the Taranaki and Manawatu-Whanganui Regions. While access to most of the network has been restored considerable work still needs to be done by local councils, the Transport Agency and contractors before normal levels of service are achieved.

The cost of damage to the whole roading network (state highways and local roads) is estimated to be around \$81 million.

#### *State Highways*

The estimated cost to repair and reinstate affected state highways is approximately \$16 million for both the Taranaki and Manawatu-Whanganui Regions. The Taranaki region component is estimated at approximately \$4 million.

#### *Emergency Work Provisions*

The National Land Transport Fund includes a national provision for emergency work to repair and restore the road network following events such as those that occurred during the weekend of 20/21 June 2015. It provides for the costs associated with the immediate response, reopening and/or restoration of the roading system after a major natural event.

For local roads the normal Funding Assistance Rate (FAR) applies for qualifying emergency works with cumulative costs of up to 10% of a council's maintenance programme for the year. Beyond this threshold, an emergency FAR will apply, which is an additional 20% over a council's Normal FAR.

Transport Agency staff have been working with council staff to identify the best option for repair and/or reinstatement and agreed cost estimates for this work. This should be completed by the time of this meeting.

Where there is evidence that an extreme event, or a series of large events, results in emergency works expenditure beyond a council's ability to raise local share and continue to provide appropriate levels of service on its network over the next three years, the Transport Agency may consider a bespoke arrangement.

The decision to enter into a bespoke arrangement rests with the Transport Agency Board and requires a recommendation from Transport Agency staff based on evidence of council hardship and the impact on the council's ability to continue to deliver its maintenance programme over the next three years.

A bespoke arrangement does not necessarily mean a higher FAR. It could, for example, include assistance in the form of a funding arrangement whereby the Transport Agency front loads payments to assist councils with managing their budgets. While any bespoke arrangement is being considered, the Transport Agency's emergency works policy will continue to apply.

## 3. Delivery of the National Land Transport Programme

There is a significant programme of work to be delivered in the Taranaki region over the next 3 years, with the continuation of the High Productivity Motor Vehicle route bridge strengthening, Vickers to City project and the Bell Block to Waitara business case using up the remainder of the R Funds. Further projects, such as local authority bridge replacements, walking & cycling projects and LED street lighting upgrades will be progressed using national funds within the new regional improvements activity class.

### R Funds Balance

R Fund	Initial Available Funding	Spent to Date 2005/06 - 2014/15	Committed but not spent (Projects under construction)	Assigned balance (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 contract for the Programme Business Case has been awarded to MWH, who are preparing initial deliverables, including the stakeholder engagement plans. The Transport Agency is engaging with stakeholders and held a series of Investment Logic Mapping workshops in New Plymouth during September 2015 to test and sharpen the problem statements from the New Plymouth to Hamilton Strategic Case so that they are specific to the project area. The business case will deliver interventions for this section of state highway, which has several intersections with a poor safety history.

## **Indicative Business Cases**

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

The Awakino Gorge to Mount Messenger Corridor 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 the key findings will be reported back to Government as part of a wider report back on the State Highway Regional Accelerated Package. The Government will make its decisions on funding future phases from the Future Investment Fund in 2016. It was found during the work for the Indicative Business Case that some activities had the potential to be funded by the National Land Transport Programme. A report on this is to be put to the Transport Agency's Highways & Network Operations Value Assurance Committee for support. If support is forthcoming the Transport Agency will progress the activity level Detailed Business Cases.

## **Implementation**

### **HMPV strengthening programme - Hawera to Wanganui**

The Waitotara, Manawapou and Mokoia bridges have all been strengthened and now can take HPMV vehicles. Unfortunately flood damage from the recent storm event has pushed out the completion dates for the Whenuakura and Tangahoe bridges to the end of September 2015.

### **SH3 Vickers to City**

The Waiwhakaiho Bridge is nearing completion, and pavement works to form the new approaches will be underway by the time of this meeting. We anticipate that traffic will be able to use the bridge in November, with Te Henui bridge opening approximately a month later. Work on services has been a challenge at most locations and has been a source of delays. A new section of road from Devon West to Mangorei 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. This includes widening the road, a new retaining structure at Paynters Ave and safety and efficiency improvements at the Mangorei intersection. The walkway under the Waiwhakaiho Bridge has been closed from late August till 21 September 2015 to finish landscaping works on and around the Waiwhakaiho walkway.

### **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, turn right on to Skeet Road and then turn on to Boylan Road. The Normanby community was advised of these changes by a brochure distributed around the area before the changes took 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 railway crossing above the road. The railway line has been temporarily diverted around the underpass construction site. Progress is also being made on the stock underpass and this should be completed by October 2015.

By the time of this meeting, access to Austin Road East from SH3 should have been closed. Access to this area will be gained via Katene and Waihi Roads. We're also going to reshape the intersection of Austin Road East and Katene Road to make it easier for heavy vehicles to negotiate. It is expected that the project will be completed by November 2016.

### **Road Safety in the Taranaki Region**

**2015 Safety Progress:** The average number of fatal crashes on Taranaki roads (both local and state highway) for the previous 5 years (2010 to 2014) was 10.2 per year or 0.9 per month. So far this year the result in Taranaki has been similar, with 5 fatal crashes or a 0.7 per month crash rate. These 5 crashes resulted in 7 deaths overall.



The average number of serious injury crashes from 2010 to 2014 (5 years) was 45.6 or 3.8 per month. So far this year there have been 22 serious injury crashes, or 3.1 per month. Again, this year looks similar to the last 5 years. It should be noted that all the serious crashes may not be in the database yet.

Safer Roads and Roadsides:

The 2015-16 Minor Safety Programme has been approved with \$1.70 million allocated to projects that include guardrail, seal widening and audio tactile pavement markings (rumble strips).

The Transport Agency is also undertaking safety related capital projects in the Taranaki Region, delivered through a national Alliance. The area proposed for treatment in this region is SH3 from Bell Block to Waitara.



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Raewyn Bleakley  
Regional Director, Central  
23 September 2015

## Agenda Memorandum

**Date** 7 October 2015



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

**Subject: Release of the National Land Transport  
Programme 2015-2018**

**Item:** 5

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

**Document:** 1573648

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### Purpose

The purpose of this memorandum is to update Members on the release of the National Land Transport Programme 2015-18 (NLTP), in particular to outline the funding allocations made to the Taranaki region and compare these with the region's funding requests.

### Recommendation

That the Taranaki Regional Council:

1. receives the memorandum, Release of the National Land Transport Programme 2015-2018, and associated attachments.

### Background

The Regional Land Transport Plan (RLTP) 2015-21 was prepared by this committee during 2014-15 and adopted by the Taranaki Regional Council on 7 April 2015. The RLTP sets out the region's strategic transport priorities for the next ten years and contains the region's funding request to the NZ Transport Agency for the 2015-18 period.

The NLTP was published on 30 June 2015 and sets out all funding allocations to approved organisations. It is available at [www.nzta.govt.nz/2015-18-national-land-transport-programme/](http://www.nzta.govt.nz/2015-18-national-land-transport-programme/).

Appended to this Memorandum for Members' reference are:

- The NLTP Regional Summary for Taranaki prepared by the NZ Transport.
- Correspondence received from the Agency in July 2015 advising of the Taranaki RLTP projects that did not make it into the NLTP.
- A spreadsheet provided by the NZ Transport Agency indicating requested versus approved funding for the region.

- The **Urban Cycleways Programme** fact sheet has also been appended to this report, with further information available at [www.nzta.govt.nz//urban-cycleways-programme/](http://www.nzta.govt.nz//urban-cycleways-programme/).

The following table describes the ratings attributed to each activity in the NLTP, which are utilised throughout related documents.

Committed	Funding approved for the activity in a previous NLTP and carried forward to the 2015- 18 NLTP
Approved	Funding approved for the activity in the 2015-18 NLTP
Probable	Funding has not yet been approved for the activity but, based on its profile and the robust evidence provided in developing the NLTP, funding approval is likely for an application made in 2015-18, subject to funds being available
Proposed	Funding has not been approved for the activity in the 2015-18 NLTP. Based on its profile and the evidence provided in developing the NLTP, funding approval may be given when an application is made in 2015-18. Further evidence is required to confirm the assessment profile and provide confidence in the funding priority and availability of funds.

### **The Taranaki region’s funding allocations**

There is a forecast total of \$187 million in transport investment in Taranaki over the next three years. \$116 million of this is forecast to be spent on maintenance and operations of the road network, while \$9 million is forecast for public transport and \$2 million for cycling and walking.

The Regional Allocations Summary for Taranaki attached to this memorandum outlines the region’s requested activities and their funding status in the NLTP. New Zealand Transport Agency staff will be available at the meeting to answer any questions from Members.

### **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 1573743: NLTP 2015-18 Taranaki factsheet Jun2015 NZTA
- Document 1573710: 2015-18 NLTP – RLTP Funding Decisions July 2015 letter and attachments from NZTA
- Document 1573777: Urban cycleways fund regional factsheet New Plymouth June 2015
- Document 1577996: NLTP2015-18 Regional allocation summary per NZTA 29Jul2015

# Taranaki



## OVERVIEW

Taranaki's economy is built on industry and exports, meaning freight continues to be a major transport focus. The Fonterra plant at Hawera is the second largest dairy processing facility in the southern hemisphere and processes up to 14,000 litres of raw milk per day. The plant generates a significant percentage of freight in Taranaki, as it currently collects milk from most of the lower North Island.

Investment in the Taranaki region from the 2015-18 National Land Transport Programme (NLTP) is focused on freight efficiency, route resilience, inter-regional connectivity, road maintenance and public transport.

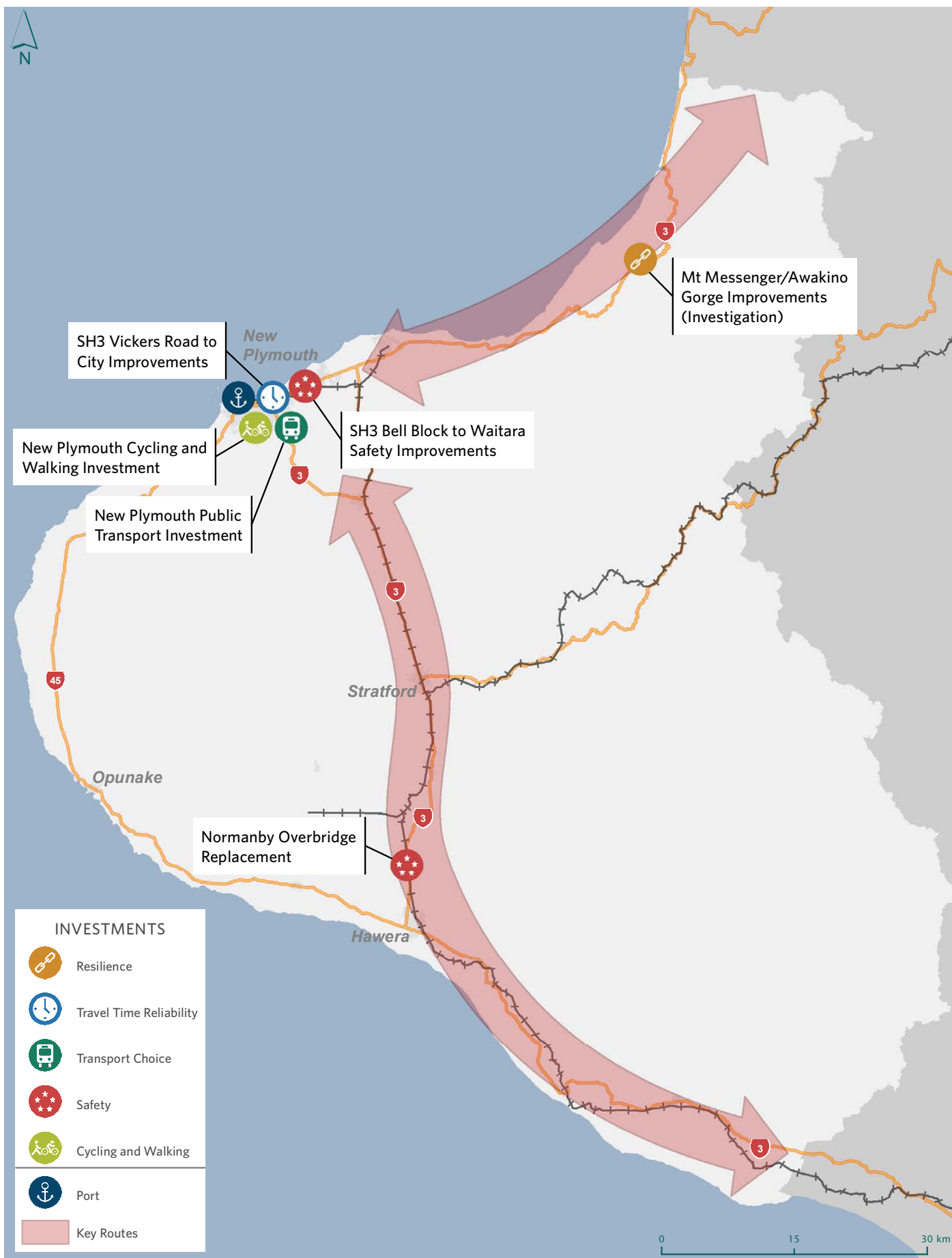
A total of around \$187 million will be invested in the region's transport during the 2015-18 NLTP period.

Through Port Taranaki the region exports high volumes of freight, particularly logs. With no container shipping services out of Port Taranaki, goods are transported to and from other ports by road and rail. Of the 9.26 million tonnes of freight that came into, or was moved within, Taranaki, 91% was transported by road.

State Highway 3 is a key connection to other regions. As the largest volume of inter-regional traffic uses the State Highway 3 route to the south, this section has been progressively improved. State Highway 3 north to the Waikato takes a smaller volume of traffic and has a number of resilience and safety issues.

To build on the \$3.7m committed in the 2012-15 NLTP, the NZ Transport Agency will continue to invest in High Productivity Motor Vehicle (HPMV) routes, which enable trucks to weigh up to 62 tonnes, meaning more freight can be carried on fewer trucks.





Taranaki  
Key Routes and Investments

## KEY STRATEGIC RESPONSES

### MAINTAINING THE NETWORK

Keeping land transport networks available for people to get where they want to go easily, reliably and safely is a primary objective of transport investment within and beyond the Taranaki region. Over the 2015-18 NLTP period, local roads will receive \$86m, and state highways \$30m, for maintenance.

The Transport Agency is working with councils to agree how the transport network will be maintained and operated to deliver the right level of service to meet the different needs on different parts of the network.

### INTEGRATED TRANSPORT PLANNING

As a part of the 30-year 'blueprint planning' process the Transport Agency and New Plymouth District Council are working closely to understand the transport network impacts of residential growth north of the city between Bell Block and the airport. This process will also inform the development strategy for the whole district.

### INVESTING IN INTER-REGIONAL FREIGHT EFFICIENCY

With no container shipping services out of Port Taranaki, exported and imported goods are transported inter-regionally by road and rail to and from other ports. As a result investment in HPMV routes, safety and resilience projects becomes more important to the freight task.

For example, bulk products such as palm kernels and fertiliser are imported into Port Taranaki and transported by road to Manawatu, Hawke's Bay and the Wairarapa.

Taranaki is also an important energy production area and inter-regional resilience is important for the national distribution of LPG by road and rail.

### ENCOURAGING CYCLING AND WALKING

In 2010 New Plymouth was selected as one of two New Zealand communities to receive funding specifically aimed at enhancing cycling and walking. The result was the successful Let's Go programme that has helped make cycling and walking safe and attractive options for New Plymouth residents and tourists. New Plymouth is now widely regarded as one of New Zealand's leading cities for getting around by bike or on foot.

Cycling investment over the next three years is expected to concentrate on encouragement and education, with the aim of maintaining their high rates of active transport to schools, currently at 69%. Under current proposals, some of the key arterial cycling routes will also be strengthened by widening and/or improving cycle lanes.

Most of the planned cycleways include high-quality shared paths that will also benefit pedestrians.

It is expected that the total investment in cycling and walking in New Plymouth in the 2015-18 NLTP period will be around \$2m. This includes \$147,000 from the Urban Cycleways Fund.

### GROWING PUBLIC TRANSPORT

Together with Taranaki Regional Council, the Transport Agency has invested in providing residents with viable alternative transport options. This has proved successful, with 21% growth recorded in public transport use over the last three years. \$9m of investment is planned to consolidate this growth. This investment will improve the overall service to the public through better facilities and integration with other transport modes and networks, such as providing bike racks on buses. It is forecast that passenger numbers in Taranaki will grow by a further 16% over the 2015-18 NLTP period, with an expected 679,000 passenger trips being made every year.

Taranaki Regional Council was one of the first councils to implement the Public Transport Operating Model (PTOM). PTOM is about creating a collaborative partnership between the public transport operator and the Council, in order to incentivise improved services to the community.

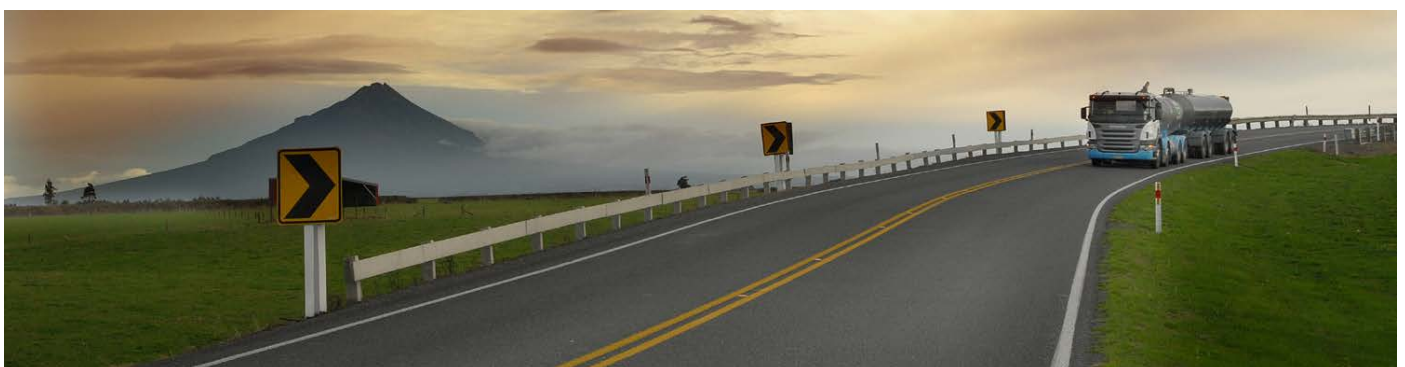
Funding has been earmarked to continue the connector bus service trial between Hawera, Stratford and New Plymouth. This service is unique, with multiple funding partners. It has been tracking well in terms of cost recovery and patronage, carrying approximately 2,000 passengers a month.

### MAKING JOURNEYS SAFER

Across New Zealand around \$3.2 billion is expected to be invested in the transport network over the next three years to deliver improved safety outcomes. Most of this expenditure will be directed at infrastructure improvements through the capital works programme, often where safety is one of the outcomes, along with congestion relief and travel time improvements. A proportion of this investment targets specific safety improvements, including high-risk intersections, pedestrian and cycling safety initiatives, speed management and education programmes.

Working with the NZ Police and investing together in road policing and road safety promotion is at the heart of the region's investment. Together through targeted programmes the Transport Agency and the NZ Police will work to address the factors contributing to crash-related deaths and serious injuries. These factors include speed, drink and drug driving, not wearing restraints, dangerous and careless driving, and high-risk drivers.

The range of projects on State Highway 3 will improve safety on this key route, while continued investment in cycling and walking will further improve safety for these transport modes in Taranaki.



## INVESTMENT HIGHLIGHTS

- The Taranaki region has achieved 20% growth in public transport numbers over the past three years. To further encourage this trend a total of \$9m is expected to be invested in public transport during the 2015-18 NLTP period.
- Cycling and walking in New Plymouth in the 2015-18 NLTP period is expected to receive \$2m in investment. This includes \$147,000 from the Urban Cycleways Fund.
- The State Highway 3 corridor to the north has some resilience challenges and is particularly vulnerable to closures caused by crashes, resulting in unpredictable journey times. Initiatives include:
  - Priorities for State Highway 3 include safety improvement work between Bell Block and Waitara where, over a 5-year period from 2008 to 2012, there were 8 deaths and 16 serious injuries. This work aims to improve safety at two of New Zealand's most high-risk intersections.
  - The Government's Accelerated Regional State Highway Package includes investigating how improvements can be made on State Highway 3 between New Plymouth and Hamilton (Mount Messenger to Awakino Gorge) and aims to improve freight efficiency, as well as safety. A package of activities to improve safety, passing opportunities and incident management is included in the 2015-18 NLTP.
- The Government's Accelerated Regional State Highway Package will ensure the completion of the State Highway 3 Normanby Overbridge Project. As well as being suitable for HPMVs, the new bridge is forecast to deliver improvements to safety and journey time reliability.
- The State Highway 3 Vickers to City project has commenced, with expected completion in April 2016. Once completed, it will bring about a dramatic improvement in journey time reliability to and from the New Plymouth CBD, provide dedicated facilities for cyclists, and also improve safety and route security.
- The Taranaki rural road network is in a fit-for-purpose condition, with replacement of bridges at the end of their lives being a key driver for investment over the next three to six years. Investment of \$1.2m will develop a strategic business case for a second crossing of the Waiwhakaiho River, as well as replacing bridges and structures on Korito, Old Mountain and Okau Roads.
- Investment of \$8.5m along the inter-regional state highways will safeguard the regional economy by ensuring the freight transport links with the rest of New Zealand are safe and resilient.



### DEVELOPING THE NATIONAL LAND TRANSPORT PROGRAMME

The NZ Transport Agency has worked with Regional Transport Committees to support development of their Regional Land Transport Plans (RLTPs), which inform the development of the NLTP.

RLTPs span six years and are produced in consultation with the community. All submitted activities must contribute to the purpose of the Land Transport Management Act 2003 and be consistent with the Government Policy Statement on Land Transport (GPS).



For more information on the NLTP in this region and nationally, go to [www.nzta.govt.nz/nltp](http://www.nzta.govt.nz/nltp)

If you have further queries, call our contact centre on 0800 699 000 or write to us: NZ Transport Agency, Private Bag 6995, Wellington 6141





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17 July 2015

Mr Roger Maxwell  
 RTC Chair  
 Taranaki Regional Council  
 Private Bag 713  
 Stratford 4352

Dear Roger

### **2015-18 National Land Transport Programme – RLTP Funding Decisions**

The NZ Transport Agency Board at its meeting on 19 June 2015 adopted the 2015-18 National Land Transport Programme (NLTP). The NLTP has been developed from Regional Land Transport Plans (RLTPs) put forward by Regional Transport Committees (RTCs) and Auckland Transport, as well as national programmes that will be delivered by the Transport Agency and NZ Police.

The purpose of this letter and attached documents is to provide the information to RTCs and Auckland Transport required under section 19D (2) of the Land Transport Management Act 2003 (LTMA) as to:

- a decision not to include an activity or a combination of activities in the 2015-18 NLTP; and
- a decision to include an activity or a combination of activities in the NLTP, but at a different level of priority to that accorded to the activity or combination of activities in the relevant RLTP.

#### ***Context for the NLTP investment priorities***

The priorities that underpin the activities within this NLTP are those outlined in the Government Policy Statement on Land Transport:

- economic growth and productivity
- value for money
- road safety.

In September 2014 we provided you with information about the Transport Agency's investment direction for the 2015-18 NLTP and we released the Board's indicative investment decisions around Maintenance, Public Transport and Road Safety Promotion programmes in April 2015. This was to help you ensure that the activities with the greatest potential to deliver the Government's priorities for land transport were also prioritised in your RLTP, given that RLTPs are required to contribute to the purpose of the LTMA and be consistent with the GPS.

We have communicated and discussed the Transport Agency direction in developing the NLTP and the indicative NLTP decisions with you over a number of months. We are happy to continue those discussions as you consider and interpret the effect of these NLTP decisions for your region.

#### ***RLTP Activity or Programme not included in the NLTP***

The activities shown in *Attachment 1* have not been included because they either:

- have no cash-flow shown in the 2015-18 period so are not proposed to form part of this NLTP,
- are not eligible for funding from the National Land Transport Fund, or
- do not have sufficient priority to include in the NLTP based on our assessment under the Transport Agency Investment Assessment Framework (IAF).

***RLTP Activity or Programme included in the NLTP at a different priority level***

The activities as outlined in *Attachment 2* have been included in the NLTP, but have been accorded a different level of priority than you have proposed. This is generally because either:

- the Transport Agency assessment of the project in your RLTP under the IAF differed from the approved organisation's assessment under the IAF, which appeared to be the basis of your prioritisation, or
- the assessment process used by you to prioritise activities is substantially different to the IAF and likely ranked regional/local priorities higher or lower than is the case under our national prioritisation.

Our funding priorities for the 2015/18 NLTP are Probable (where we are confident of the priority and that the project can advance to funding approval when ready) and Proposed (where more work is required to develop the project before it is ready to be considered for investment)

In our analysis we have focussed on material differences in priority order, considering anomalies such as activities rated highly by the RTC and significantly lower by the Transport Agency and vice versa.

The Transport Agency appreciates the effort made by your committee in developing, and prioritising activities for inclusion in the RLTP. As building blocks, the RLTPs are invaluable in developing the NLTP. The insights provided on regional priorities and concerns were useful in development of the NLTP and will continue to be useful in its management.

Yours sincerely



Ross l'Anson  
**Acting Regional Manager**  
**Planning & Investment - Central**

# TARANAKI

Attachment one: Activities excluded from the 2015-18 NLTP					
Activity class name	Organisation name	Project name	Reason for exclusion from 2015-18 NLTP	Assessment Profile	Total cost for approval (3 years)
<b>Taranaki</b>					
<b>State highway improvements</b>	Taranaki Highway & Network Operations	<b>WeighRight - Taranaki</b>	Cash Flow. The activity will be considered for 2018-21 NLTP inclusion, but has not been included for this period.	HM1*	-
<b>Local road improvements</b>	New Plymouth District Council	<b>Bridge Replacement Programme - Devon St East</b>	Cash Flow. The activity will be considered for 2018-21 NLTP inclusion, but has not been included for this period.	HM3-4.9	-
<b>Walking and cycling improvements</b>	South Taranaki District Council	<b>Work Category 452: Walking and Cycling</b>	Cash Flow. The activity will be considered for 2018-21 NLTP inclusion, but has not been included for this period.	HM5+	-

# TARANAKI – ATT 2

Attachment 2: Activities included at a different priority order						
Organisation name	Project name	Activity Class name	Work Category	Funding Priority	RTC priority	NZTA Priority
<b>Taranaki</b>						
Taranaki Regional Council	Regional Land Transport Planning Management W/C001	Investment management (incl. Transport Planning)	1	Probable	0	1
Stratford District Council	Maintenance, Operations and Renewals Programme 2015-18	Local road maintenance	111	Recommended	0	2
Stratford District Council	Maintenance, Operations and Renewals Programme 2015-18	Local road maintenance	112	Recommended	0	2
Stratford District Council	Maintenance, Operations and Renewals Programme 2015-18	Local road maintenance	113	Recommended	0	2
Stratford District Council	Maintenance, Operations and Renewals Programme 2015-18	Local road maintenance	114	Recommended	0	2
Stratford District Council	Maintenance, Operations and Renewals Programme 2015-18	Local road maintenance	121	Recommended	0	2
Stratford District Council	Maintenance, Operations and Renewals Programme 2015-18	Local road maintenance	122	Recommended	0	2
Stratford District Council	Maintenance, Operations and Renewals Programme 2015-18	Local road maintenance	131	Recommended	0	2
Stratford District Council	Maintenance, Operations and Renewals Programme 2015-18	Local road maintenance	151	Recommended	0	2
Stratford District Council	Maintenance, Operations and Renewals Programme 2015-18	Local road maintenance	211	Recommended	0	2
Stratford District Council	Maintenance, Operations and Renewals Programme 2015-18	Local road maintenance	212	Recommended	0	2
Stratford District Council	Maintenance, Operations and Renewals Programme 2015-18	Local road maintenance	213	Recommended	0	2
Stratford District Council	Maintenance, Operations and Renewals Programme 2015-18	Local road maintenance	214	Recommended	0	2
Stratford District Council	Maintenance, Operations and Renewals Programme 2015-18	Local road maintenance	215	Recommended	0	2
Stratford District Council	Maintenance, Operations and Renewals Programme 2015-18	Local road maintenance	222	Recommended	0	2
Stratford District Council	Maintenance, Operations and Renewals Programme 2015-18	Local road maintenance	111	Recommended	0	2
Stratford District Council	Maintenance, Operations and Renewals Programme 2015-18	Local road maintenance	112	Recommended	0	2
Stratford District Council	Maintenance, Operations and Renewals Programme 2015-18	Local road maintenance	113	Recommended	0	2
Stratford District Council	Maintenance, Operations and Renewals Programme 2015-18	Local road maintenance	121	Recommended	0	2
Stratford District Council	Maintenance, Operations and Renewals Programme 2015-18	Local road maintenance	122	Recommended	0	2
Stratford District Council	Maintenance, Operations and Renewals Programme 2015-18	Local road maintenance	151	Recommended	0	2
Stratford District Council	Maintenance, Operations and Renewals Programme 2015-18	Local road maintenance	212	Recommended	0	2
Stratford District Council	Maintenance, Operations and Renewals Programme 2015-18	Local road maintenance	140	Recommended	0	2
Stratford District Council	Maintenance, Operations and Renewals Programme 2015-18	Local road maintenance	140	Recommended	0	2
Taranaki Regional Council	Activity Management Planning W/C003	Investment management (incl. Transport Planning)	3	Proposed	0	4
Taranaki Regional Council	Land Transport to Support Economic Growth and Productivity	Investment management (incl. Transport Planning)	4	Proposed	0	4
Taranaki Highway & Network Operations	Maintenance, Operations and Renewals Programme 2015-18	State highway maintenance	111	Recommended	0	5
Taranaki Highway & Network Operations	Maintenance, Operations and Renewals Programme 2015-18	State highway maintenance	112	Recommended	0	5
Taranaki Highway & Network Operations	Maintenance, Operations and Renewals Programme 2015-18	State highway maintenance	113	Recommended	0	5
Taranaki Highway & Network Operations	Maintenance, Operations and Renewals Programme 2015-18	State highway maintenance	114	Recommended	0	5
Taranaki Highway & Network Operations	Maintenance, Operations and Renewals Programme 2015-18	State highway maintenance	121	Recommended	0	5
Taranaki Highway & Network Operations	Maintenance, Operations and Renewals Programme 2015-18	State highway maintenance	122	Recommended	0	5
Taranaki Highway & Network Operations	Maintenance, Operations and Renewals Programme 2015-18	State highway maintenance	123	Recommended	0	5
Taranaki Highway & Network Operations	Maintenance, Operations and Renewals Programme 2015-18	State highway maintenance	124	Recommended	0	5

## TARANAKI – ATT 2

Attachment 2: Activities included at a different priority order						
Organisation name	Project name	Activity Class name	Work Category	Funding Priority	RTC priority	NZTA Priority
<b>Taranaki</b>						
Taranaki Highway & Network Operations	Maintenance, Operations and Renewals Programme 2015-18	State highway maintenance	151	Recommended	0	5
Taranaki Highway & Network Operations	Maintenance, Operations and Renewals Programme 2015-18	State highway maintenance	161	Recommended	0	5
Taranaki Highway & Network Operations	Maintenance, Operations and Renewals Programme 2015-18	State highway maintenance	211	Recommended	0	5
Taranaki Highway & Network Operations	Maintenance, Operations and Renewals Programme 2015-18	State highway maintenance	212	Recommended	0	5
Taranaki Highway & Network Operations	Maintenance, Operations and Renewals Programme 2015-18	State highway maintenance	214	Recommended	0	5
Taranaki Highway & Network Operations	Maintenance, Operations and Renewals Programme 2015-18	State highway maintenance	215	Recommended	0	5
Taranaki Highway & Network Operations	Maintenance, Operations and Renewals Programme 2015-18	State highway maintenance	222	Recommended	0	5
New Plymouth District Council	Maintenance, Operations and Renewals Programme 2015-18	Local road maintenance	111	Recommended	0	5
New Plymouth District Council	Maintenance, Operations and Renewals Programme 2015-18	Local road maintenance	112	Recommended	0	5
New Plymouth District Council	Maintenance, Operations and Renewals Programme 2015-18	Local road maintenance	113	Recommended	0	5
New Plymouth District Council	Maintenance, Operations and Renewals Programme 2015-18	Local road maintenance	114	Recommended	0	5
New Plymouth District Council	Maintenance, Operations and Renewals Programme 2015-18	Local road maintenance	121	Recommended	0	5
New Plymouth District Council	Maintenance, Operations and Renewals Programme 2015-18	Local road maintenance	122	Recommended	0	5
New Plymouth District Council	Maintenance, Operations and Renewals Programme 2015-18	Local road maintenance	123	Recommended	0	5
New Plymouth District Council	Maintenance, Operations and Renewals Programme 2015-18	Local road maintenance	124	Recommended	0	5
New Plymouth District Council	Maintenance, Operations and Renewals Programme 2015-18	Local road maintenance	131	Recommended	0	5
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New Plymouth District Council	Maintenance, Operations and Renewals Programme 2015-18	Local road maintenance	211	Recommended	0	5
New Plymouth District Council	Maintenance, Operations and Renewals Programme 2015-18	Local road maintenance	212	Recommended	0	5
New Plymouth District Council	Maintenance, Operations and Renewals Programme 2015-18	Local road maintenance	213	Recommended	0	5
New Plymouth District Council	Maintenance, Operations and Renewals Programme 2015-18	Local road maintenance	214	Recommended	0	5
New Plymouth District Council	Maintenance, Operations and Renewals Programme 2015-18	Local road maintenance	222	Recommended	0	5
New Plymouth District Council	Maintenance, Operations and Renewals Programme 2015-18	Local road maintenance	111	Recommended	0	5
New Plymouth District Council	Maintenance, Operations and Renewals Programme 2015-18	Local road maintenance	121	Recommended	0	5
New Plymouth District Council	Maintenance, Operations and Renewals Programme 2015-18	Local road maintenance	212	Recommended	0	5
New Plymouth District Council	Minor improvements 2015-18	Local road improvements	341	Recommended	0	5
South Taranaki District Council	Maintenance, Operations and Renewals Programme 2015-18	Local road maintenance	111	Recommended	0	5
South Taranaki District Council	Maintenance, Operations and Renewals Programme 2015-18	Local road maintenance	112	Recommended	0	5
South Taranaki District Council	Maintenance, Operations and Renewals Programme 2015-18	Local road maintenance	113	Recommended	0	5
South Taranaki District Council	Maintenance, Operations and Renewals Programme 2015-18	Local road maintenance	114	Recommended	0	5
South Taranaki District Council	Maintenance, Operations and Renewals Programme 2015-18	Local road maintenance	121	Recommended	0	5
South Taranaki District Council	Maintenance, Operations and Renewals Programme 2015-18	Local road maintenance	122	Recommended	0	5
South Taranaki District Council	Maintenance, Operations and Renewals Programme 2015-18	Local road maintenance	124	Recommended	0	5
South Taranaki District Council	Maintenance, Operations and Renewals Programme 2015-18	Local road maintenance	131	Recommended	0	5
South Taranaki District Council	Maintenance, Operations and Renewals Programme 2015-18	Local road maintenance	151	Recommended	0	5

## TARANAKI – ATT 2

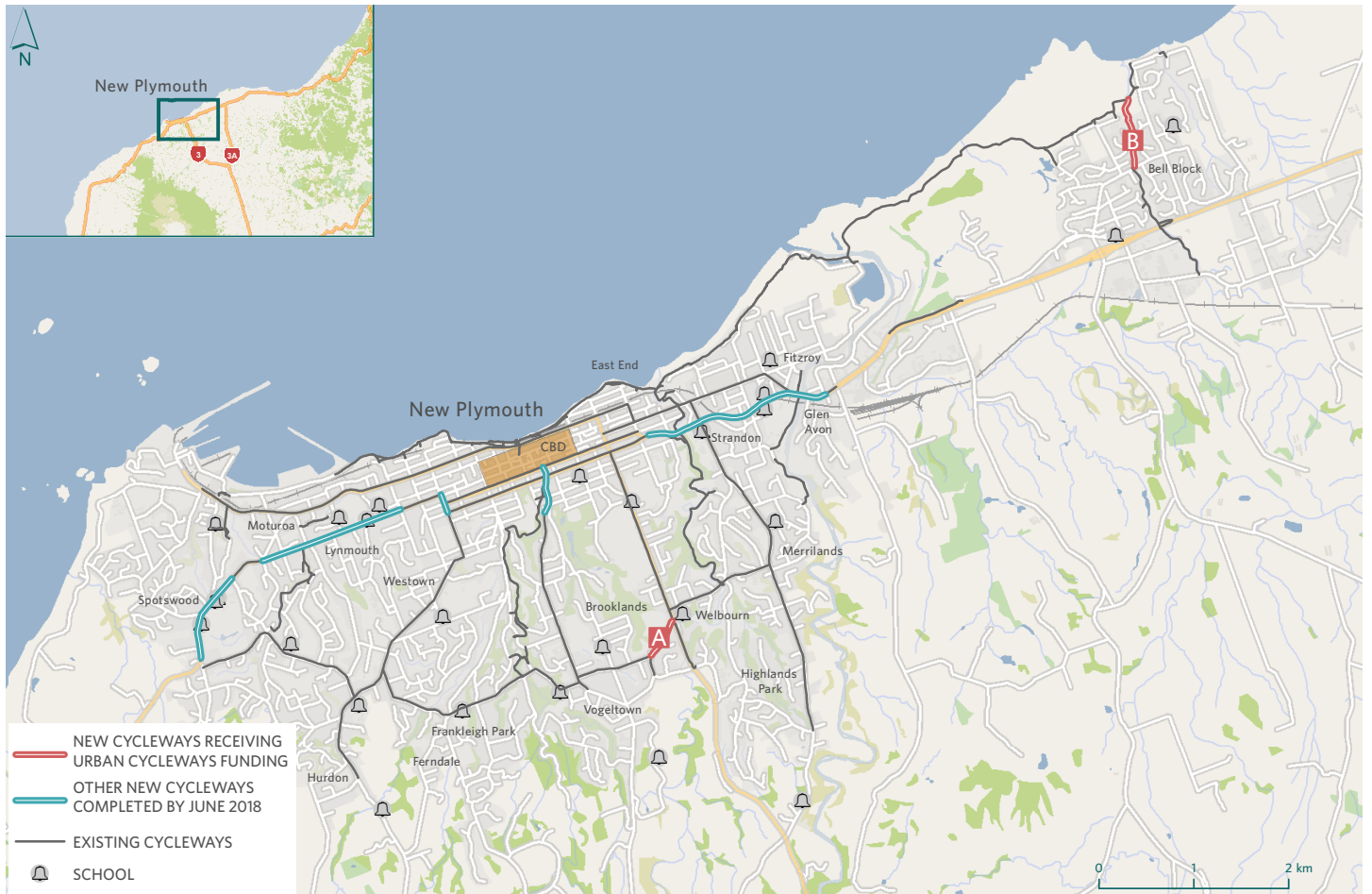
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Organisation name	Project name	Activity Class name	Work Category	Funding Priority	RTC priority	NZTA Priority
<b>Taranaki</b>						
South Taranaki District Council	Maintenance, Operations and Renewals Programme 2015-18	Local road maintenance	211	Recommended	0	5
South Taranaki District Council	Maintenance, Operations and Renewals Programme 2015-18	Local road maintenance	212	Recommended	0	5
South Taranaki District Council	Maintenance, Operations and Renewals Programme 2015-18	Local road maintenance	213	Recommended	0	5
South Taranaki District Council	Maintenance, Operations and Renewals Programme 2015-18	Local road maintenance	214	Recommended	0	5
South Taranaki District Council	Maintenance, Operations and Renewals Programme 2015-18	Local road maintenance	215	Recommended	0	5
South Taranaki District Council	Maintenance, Operations and Renewals Programme 2015-18	Local road maintenance	222	Recommended	0	5
Taranaki Regional Council	Public Transport Programme 2015-18	Public transport	511	Recommended	0	5
Taranaki Regional Council	Public Transport Programme 2015-18	Public transport	514	Recommended	0	5
Taranaki Regional Council	Public Transport Programme 2015-18	Public transport	517	Recommended	0	5
Taranaki Regional Council	Public Transport Programme 2015-18	Public transport	519	Recommended	0	5
Taranaki Regional Council	Public Transport Programme 2015-18	Public transport	521	Recommended	0	5
Taranaki Regional Council	Public Transport Programme 2015-18	Public transport	524	Recommended	0	5
South Taranaki District Council	Minor improvements 2015-18	Local road improvements	341	Recommended	0	5
Stratford District Council	Minor improvements 2015-18	Local road improvements	341	Recommended	0	5
Stratford District Council	Minor improvements 2015-18	Local road improvements	341	Recommended	0	5
Taranaki Regional Council	Regional PT Technology - Ticketing System	Public transport	531	Proposed	0	5
New Plymouth District Council	Maintenance, Operations and Renewals Programme 2015-18	Local road maintenance	140	Recommended	0	5
South Taranaki District Council	Maintenance, Operations and Renewals Programme 2015-18	Local road maintenance	140	Recommended	0	5
Taranaki Regional Council	Regional PT Technology - Ticketing System	Public transport	524	Proposed	0	5
Taranaki Highway & Network Operations	Minor improvements 2015-18	State highway improvements	341	Recommended	0	6
Taranaki Highway & Network Operations	Waitara to Bell Block Route Improvements	Regional Improvements	324	Proposed	1	4
Taranaki Highway & Network Operations	Waitara to Bell Block Route Improvements	Regional Improvements	324	Proposed	1	4
Taranaki Highway & Network Operations	Waitara to Bell Block Route Improvements	Regional Improvements	324	Proposed	1	4
Taranaki Highway & Network Operations	Waitara to Bell Block Route Improvements	Regional Improvements	324	Proposed	1	4
Taranaki Highway & Network Operations	Hawera to New Plymouth (NRR55)	Investment management (incl. Transport Planning)	4	Proposed	2	4
New Plymouth District Council	Let's Go - Education and Encouragement	Walking and cycling improvements	452	Probable	3	4
Taranaki Regional Council	Minor improvements 2015-18	Public transport	531	Recommended	4	5
South Taranaki District Council	Road Safety Promotion 2015-18	Road safety promotion	432	Recommended	5	2
New Plymouth District Council	Bridge Replacement - Old Mountain Road	Local road improvements	322	Probable	6	1
New Plymouth District Council	Okau Road Culvert Replacement	Local road improvements	322	Probable	6	1
New Plymouth District Council	Bridge Replacement - Korito Road	Local road improvements	322	Probable	6	1
New Plymouth District Council	Second Road Crossing of the Waiwhakaiho River	Investment management (incl. Transport Planning)	4	Proposed	7	2
New Plymouth District Council	LED Streetlight Conversion	Local road improvements	324	Probable	8	4
South Taranaki District Council	Road Improvement - LED streetlight conversion	Local road improvements	324	Probable	8	4
Stratford District Council	Street Lighting Upgrade to LED - 2015/16	Local road improvements	324	Probable	8	4
New Plymouth District Council	Let's Go - Infrastructure Construction	Walking and cycling improvements	452	Probable	9	2

**NLTP2015-18 Regional Allocations Summary for Taranaki** - prepared by Ross I'Anson of the NZ Transport Agency 29Jul2015

Organisation	Project name	Profile NZTA	Priority NZTA	Start year	End year	Requested 15/18 Allocation	Total cost all years	Approved total cost 3 years	Total cost for approval 3 years	Funding Priority	Comments
New Plymouth District Council	Local Roads Maintenance			2015	2018	\$36,176,589		\$36,176,589	\$36,176,589	Approved	
	Special Purpose Roads Maintenance			2015	2018	\$138,000		\$138,000	\$138,000	Approved	
	Second Road Crossing of the Waiwhakaiho River	HM*_	2	2015	2017		\$613,500	\$613,500	\$613,500	Proposed	Unlikely to proceed, local share tentative
	Let's Go - Education and Encouragement			2012			\$1,263,400	\$15,100	\$15,100	Committed	
	Let's Go - Infrastructure Construction						\$2,044,000	\$380,400	\$380,400	Committed	
	Let's Go - Education and Encouragement	MHH	4	2015	2017		\$1,080,000	\$1,080,000	\$1,080,000	Probable	
	Let's Go - Infrastructure Construction	HMM	2	2015	2017		\$525,000	\$525,000	\$525,000	Probable	
	Walking and Cycling Infrastructure Construction	HHH	1	2013	2015		\$2,044,000	\$620,000	\$620,000	Committed	
	Bridge Replacement - Korito Road	HH5+	1	2017	2017		\$200,000	\$200,000	\$200,000	Probable	
	Bridge Replacement - Old Mountain Road	HH5+	1	2015	2015		\$50,000	\$50,000	\$50,000	Probable	
		Bridge Replacement Programme - Devon St East	HM3-4.9	3	2018	2018		\$1,400,000	\$0	\$0	Not included in 15/18 NLTP
	Okau Road Culvert Replacement	HH5+	1	2016	2016		\$350,000	\$350,000	\$350,000	Probable	
	LED Streetlight Conversion	MH5+	4	2015	2024		\$6,050,000	\$3,480,000	\$3,480,000	Probable	
	Minor improvements 2015-18	MMH	5	2015	2017		\$3,258,000	\$3,258,000	\$3,258,000	Probable	
	Resilience Improvements	MMH		2015			\$134,000	\$71,200	\$71,200	Committed	
South Taranaki District Council	Local Roads Maintenance					\$35,160,306		\$35,160,306	\$35,160,306	Approved	
	HPMV projects			2012			\$565,000	\$330,300	\$330,300	Committed	
	Road Improvement - LED streetlight conversion	MH5+	4	2015	2017		\$1,500,000	\$1,500,000	\$1,500,000	Probable	
	Minor improvements 2015-18	MMH	5	2015	2017		\$3,294,802	\$3,294,802	\$2,891,709	Probable	Walking & Cycling project now integrated within Minor Improvements
	Road Safety romotion	HH3-4.9		2015	2017		\$521,000	\$521,000	\$521,000	Approved	Submission error, \$ since increased
Stratford District Council	Local Roads Maintenance					\$14,812,164		\$14,054,164	\$14,054,164	Approved	Reduced by Council during moderation process due to a mis-calculation for inflation.
	Special Purpose Roads Maintenance					\$522,575		\$693,000	\$693,000	Approved	Increased to improve drainage maintenance.
	Street Lighting Upgrade to LED - 2015/16	MH5+	4	2015	2015		\$410,592	\$410,592	\$410,592	Probable	
	Minor improvements 2015-18	MMH	5	2015	2017		\$1,197,922	\$1,197,922	\$1,197,922	Probable	
	Minor improvements 2015-18	MMH	5	2015	2017		\$18,593	\$18,593	\$18,593	Probable	
Taranaki Highway & Network Operations	State Highway Maintenance					\$29,617,370		\$29,617,370	\$29,617,370	Approved	
	Hawera to New Plymouth (NRR55)	MM*_	4	2015	2015		\$200,000	\$200,000	\$200,000	Proposed	
	Waitara to Bell Block Route Improvements (NRR6) - PBC			2014			\$100,000	\$100,000	\$100,000	Committed	
	Waitara to Bell Block Route Improvements (NRR6)	MM_		2014	2015		\$100,000	\$20,000	\$20,000	Committed	
	New Plymouth City Cycling & Walking Improvements	HHL*	4	2011	2015		\$2,293,920	\$1,032,545	\$1,032,545	Committed	
	HPMV - Hawera to Wanganui (T)	HH2.2	1	2014	2015		\$1,570,000	\$270,000	\$270,000	Committed	
	HPMV South Taranaki to Port Taranaki			2012			\$1,550,000	\$190,300	\$190,300	Committed	
	SH3 Vickers Road to City Upgrade	MH3.7	2	2014	2015		\$19,116,606	\$3,372,817	\$3,372,817	Committed	
	SH3 Vickers Road to City Upgrade - Property			2012			\$890,500	\$113,200	\$113,200	Committed	
	Waitara to Bell Block Route Improvements	HM*1-2.9	4	2015	2015		\$500,000	\$500,000	\$500,000	Proposed	
	Waitara to Bell Block Route Improvements	HM*1-2.9	4	2016	2016		\$150,000	\$150,000	\$150,000	Proposed	
	Waitara to Bell Block Route Improvements	HM*1-2.9	4	2016	2017		\$400,000	\$400,000	\$400,000	Proposed	
	Waitara to Bell Block Route Improvements	HM*1-2.9	4	2017	2018		\$14,000,000	\$7,000,000	\$7,000,000	Proposed	
		WeighRight - Taranaki	HM1*	4	2018	2018		\$150,000	\$0	\$0	Not included in 15/18 NLTP
	WeighRight - Taranaki	HM1*	4	2019	2019		\$3,000,000	\$0	\$0	Not included in 15/18 NLTP	Programmed outside the 2015/18 NLTP period.
	Minor improvements 2015-18	MMM	6	2015	2017		\$4,239,433	\$4,239,433	\$4,239,433	Probable	
	Normanby Overbridge Realignment	LMH	7	2014	2015		\$14,200,000	\$11,930,000	\$11,930,000	Committed	
	Mt Messenger - Awakino Gorge	MML*					\$1,180,700	\$634,700	\$634,700	Committed	
Taranaki Regional Council	Public Transport Services Programme					\$7,587,000		\$7,485,000	\$7,485,000	Approved	Cost escalation used consistently across all programmes reduced the total cost for approval. There is an allowance within the national activity class, should escalations increase
	Activity Management Planning W/C003	MM*_	4	2015	2017		\$122,416	\$122,416	\$122,416	Proposed	
	Land Transport to Support Economic Growth and Productivity	MM*_	4	2015	2023		\$95,000	\$45,000	\$45,000	Proposed	
	Regional PT Technology - Ticketing System	MM*H	5	2016	2017		\$44,000	\$44,000	\$44,000	Proposed	
	Minor improvements 2015-18	MHM	5	2015	2017		\$765,641	\$765,641	\$765,641	Probable	
	Regional PT Technology - Ticketing System	MM*H	5	2015	2016		\$788,300	\$788,300	\$788,300	Proposed	
	Regional Land Transport Planning Management	HH_					\$301,500	\$154,800	\$154,800	Probable	



# New Plymouth



Cycleways refers to both on and off-road facilities

In 2010 New Plymouth was selected as one of New Zealand's two walking and cycling model communities. The result was the successful Let's Go programme which has helped make walking and cycling safe and attractive options for residents and tourists. New Plymouth is now widely regarded as one of New Zealand's leading cities for getting around on foot or by bike.

**The Urban Cycleways Fund** will help deliver an additional connection to the Coastal Walkway and improve a popular school cycling route.

**Wider investment** over the next three years will concentrate on encouragement and education, with the aim of maintaining high rates of active transport in schools, currently at 69%.



## A. CORONATION AVENUE CYCLEWAY

This project will improve the cycle lanes along Coronation Avenue, connecting the largest intermediate school into the existing cycle network and links to the CBD, high schools and residential areas.

**Benefits:** These upgrades will provide a safer route for 1,000 students in the area to cycle to school, and for people commuting into the CBD. The project is expected to attract around 200 people each day.

Construction is anticipated to begin in mid-2016 and be completed by mid-2018.

TOTAL ESTIMATED PROJECT COST	URBAN CYCLEWAYS FUND SHARE	NATIONAL LAND TRANSPORT FUND SHARE ESTIMATED	LOCAL SHARE ESTIMATED
\$360,000	\$120,000	\$120,000	\$120,000

## B. MANGATI PATHWAY

This 680m section of shared path will provide the missing link from the large industrial Bell Block area to the Coastal Walkway and the CBD. It will also connect into the Forgotten World Highway Cycle Trail, providing a link from rural New Plymouth to the CBD.

**Benefits:** The Mangati Pathway will provide a safer off-road route for 260 primary school students to cycle to school, and for Bell Block and rural New Plymouth residents to cycle to the CBD. The links to the Coastal Walkway and Forgotten World Highway Cycle Trail will also encourage recreational cycling in the area. This cycling project is expected to attract around 150 people each day.

The construction of the shared path is anticipated to begin in mid-2016 and be completed by mid-2018.

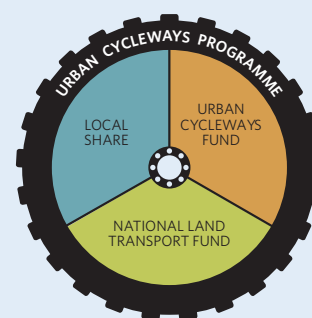
TOTAL ESTIMATED PROJECT COST	URBAN CYCLEWAYS FUND SHARE	NATIONAL LAND TRANSPORT FUND SHARE ESTIMATED	LOCAL SHARE ESTIMATED
\$85,000	\$27,000	\$30,000	\$28,000

### URBAN CYCLEWAYS PROGRAMME

The Urban Cycleways Programme, comprising shared investment from the Urban Cycleways Fund, the National Land Transport Fund and local councils, enables key, high-value urban cycling projects to get underway around the country over the next three years, while improving cycle safety and supporting more connected cycle networks.



For more information, visit our website  
[www.nzta.govt.nz/UCP](http://www.nzta.govt.nz/UCP)



Working together to make urban cycling a safer and more attractive transport choice

## Agenda Memorandum

**Date** 7 October 2015



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

**Subject: One Network Road Classification  
(ONRC)**

**Item:** 6

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

**Document:** 1573674

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### Purpose

The purpose of this memorandum is to introduce a presentation on the One Network Road Classification (ONRC).

### Recommendation

That the Taranaki Regional Council:

1. notes and receives with thanks the presentation provided by Chris Olsen of LGNZ Equip's Road Transportation Unit on the One Network Road Classification.

### Background

In 2011 the Government established the Road Maintenance Task Force (RMTF) to identify opportunities for increasing the effectiveness of road maintenance.

Recommendation 2 from the RMTF's Report states;

*Consider and endorse after consultation, the Local Road Classification System proposed by the National Road Classification Working Group which:*

- *accommodates the State Highway Classification System*
- *identifies the level of service, function and road use (including economic, social and cultural aspects) of local road networks*
- *is a key component of the national asset management system*
- *aligns level of service and maintenance standards.*

This recommendation has been progressed by the Road Efficiency Group (REG), responsible for implementing the RMTF's recommendations, to establish the ONRC regime which involves categorising roads based on their traffic volumes and functions as part of an integrated national network. The intent is that the classification will help local government and the Transport Agency provide road users – vehicle drivers, riders on passenger transport, cyclists or pedestrians – with more consistent customer levels of service across

the country. This in turn will lead to planning, investing, maintaining and operating the road network in a more strategic, consistent and affordable way.

The ONRC regime has three elements. The first is classifying roads into categories based on their function and traffic volumes in the national network. This was completed in December 2014 following extensive engagement with road controlling authorities and other stakeholders.

The second element focuses on customer outcomes and defines them as value for money, mobility, safety, accessibility and amenity. Customer Levels of service (CLOs), performance measures and targets are then set around these outcomes which translate into specific maintenance, operational and investment decisions.

The third element is applying the new Business Case Approach to road maintenance and renewals.

Attached for Members' reference is a poster visually outlining the ONRC classification system. More detailed information is available at [www.nzta.govt.nz/onrc](http://www.nzta.govt.nz/onrc).

## **Discussion**

All Road Controlling Authorities are in the process of working through how to implement ONRC to their road networks, with the system expected to be fully in place for the 2018-2021 National Land Transport Programme. This is a significant and far-reaching project, which may have a wide range of implications for roading and transport generally.

The Road Transport Unit (RTU), with support from the NZ Transport Agency, is heavily involved in helping the sector to implement the ONRC. The RTU is part of Equip, LGNZ's Centre of Excellence. Chris Olsen is a Principal with RTU and the Taranaki region's key support for this project.

Officers from each of the region's four councils, along with staff from the NZ Transport Agency, attended a workshop in Palmerston North on 28 September 2015 on implementing the ONRC. The workshop brought together councils from the Gisborne, Hawkes Bay, Manawatu-Wanganui and Taranaki regions. Similar workshops have already been held by the RTU elsewhere around the country. The purpose of these workshops is to support the sector in defining what successful implementation of the ONRC looks like and how to achieve it – the issues around the current state of ONRC implementation, defining future success, and looking to develop a way forward around the gaps.

## **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**

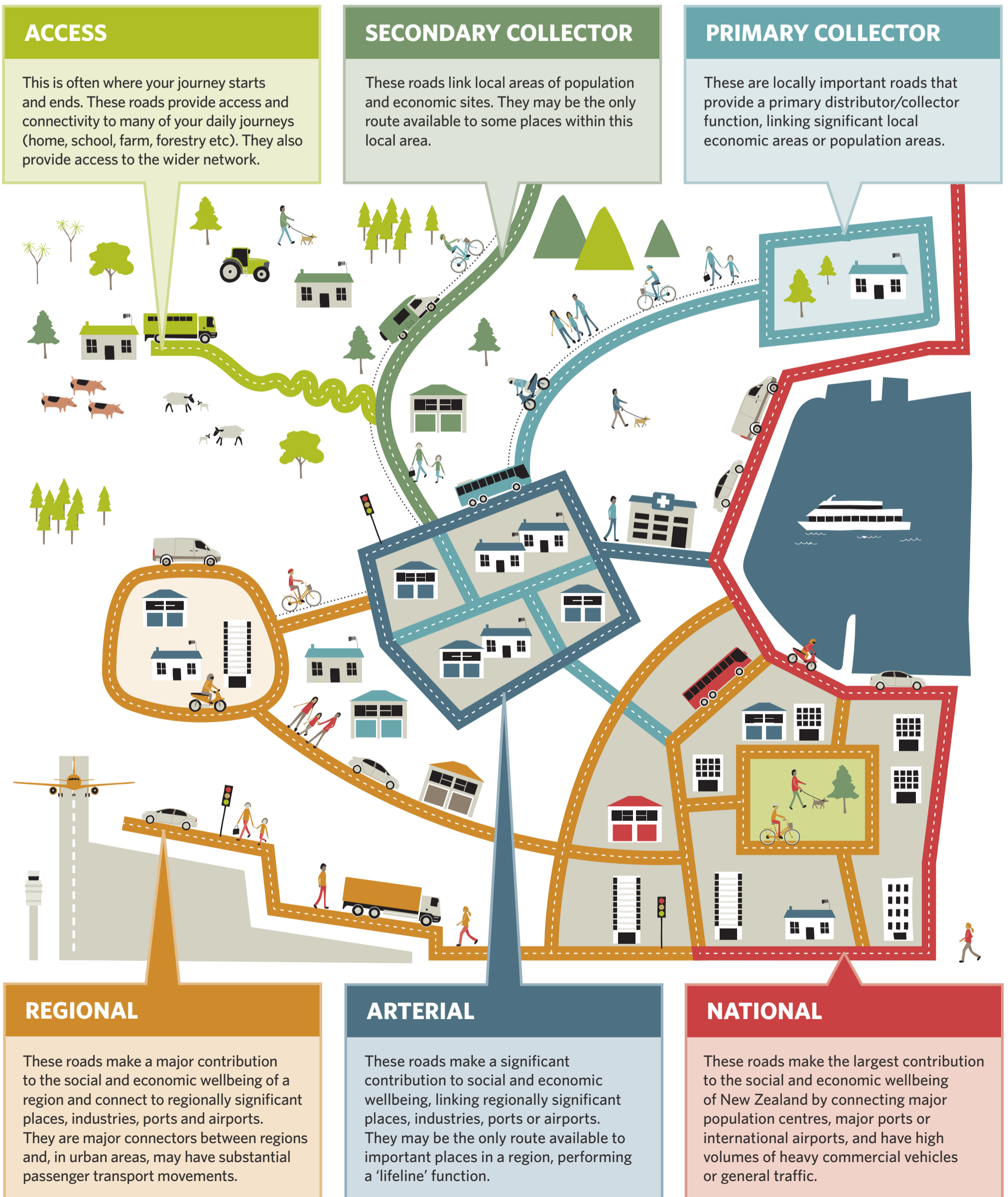
Document 1576093: ONRC right road, right value, right time combined A3 poster Sep2015

# RIGHT ROAD, RIGHT VALUE, RIGHT TIME

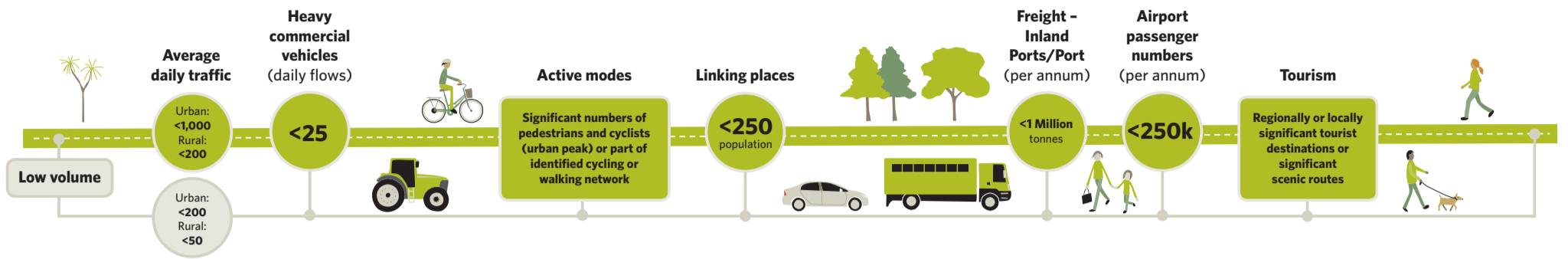
## The One Network Road Classification (ONRC)

The ONRC is a new framework that categorises roads throughout the country. This is the first time in the history of New Zealand that consistent specifications will apply to all public roads from Cape Reinga to the Bluff, depending on what purpose they serve.

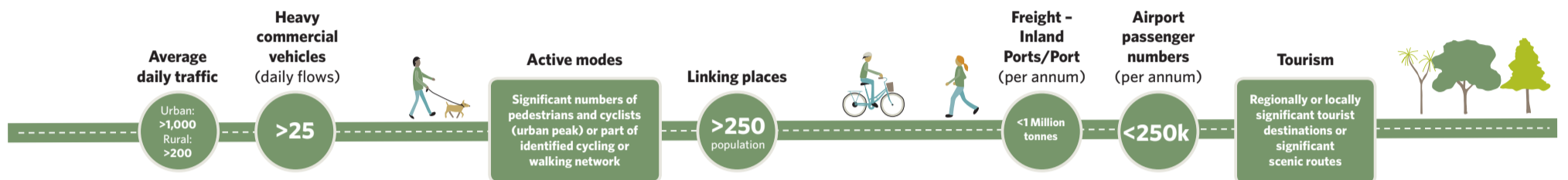
The ONRC considers the needs of all road users, be they motorists, cyclists or pedestrians. It will give road users more consistency and certainty about what standard and services to expect on the national road network, including the most appropriate safety features. It will also help New Zealand to plan, invest in, maintain and operate the road network in a more strategic, consistent and affordable way throughout the country.



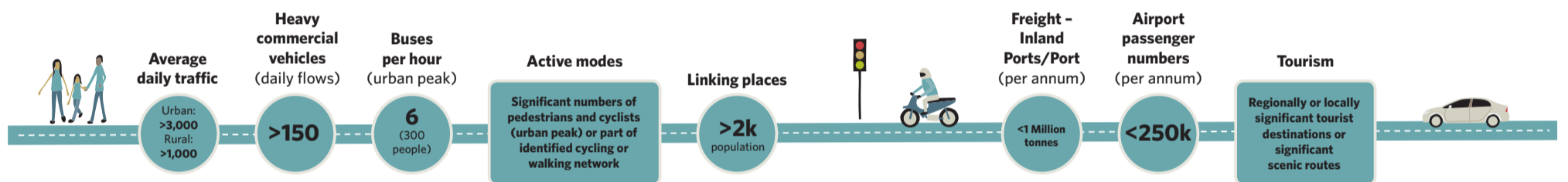
## ACCESS



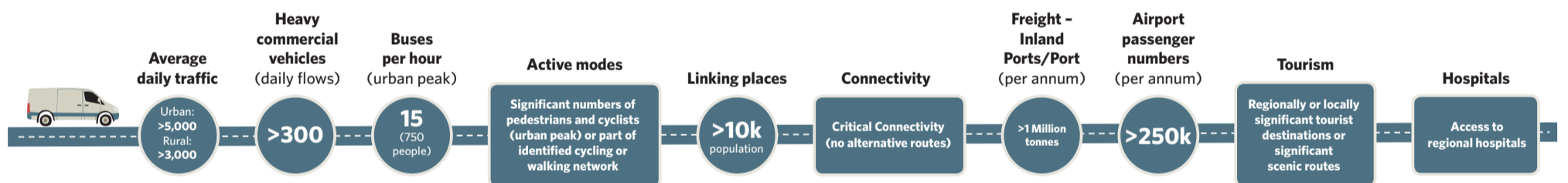
## SECONDARY COLLECTOR



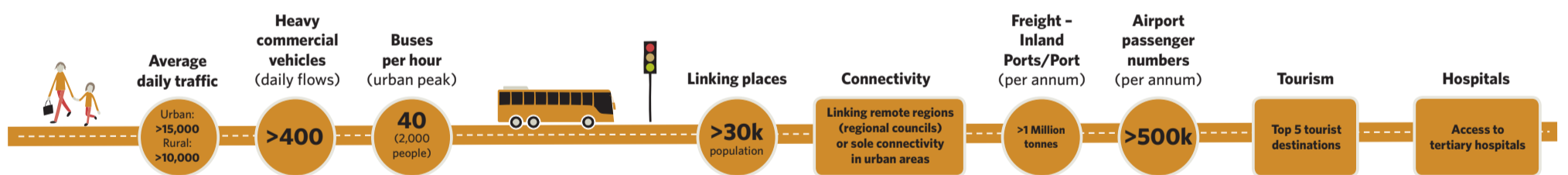
## PRIMARY COLLECTOR



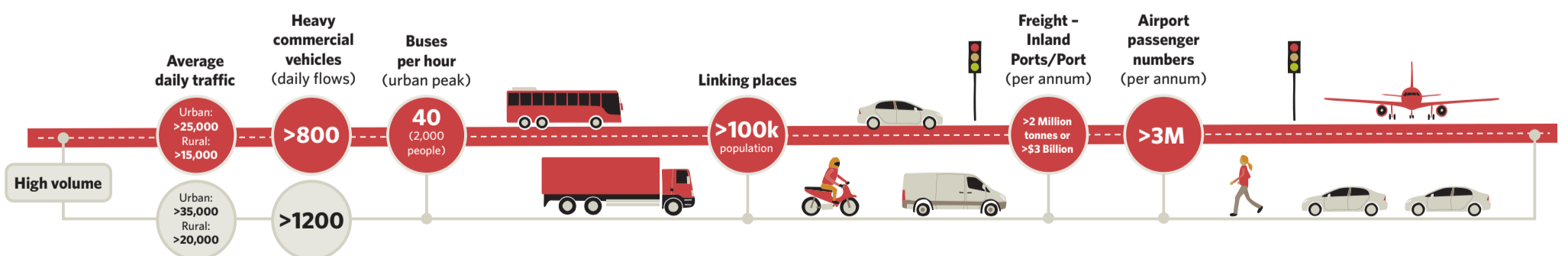
## ARTERIAL



## REGIONAL



## NATIONAL



For more information on the ONRC, please visit [www.nzta.govt.nz/onrc](http://www.nzta.govt.nz/onrc)

## Agenda Memorandum

**Date** 7 October 2015



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

**Subject: Updates on June 2015 flood event**

**Item:** 7

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

**Document:** 1574018

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### Purpose

The purpose of this memorandum is to provide an opportunity to receive verbal updates from each of the Member organisations on the June 2015 flood event and the work underway to address the resulting damage to the Taranaki transport network.

### Recommendation

That the Taranaki Regional Council:

1. receives and notes with thanks the verbal updates provided by member organisations on the June 2015 flood event and progress to address the resulting damage.

### Background

As Members are aware, the adverse weather event of 19-20 June 2015 caused considerable damage throughout the Taranaki and Manawatu-Wanganui regions, particularly to roading networks. In Taranaki, the floods forced people from their homes, caused roads around the region to be impassable and resulted in a week-long State of Emergency being declared. Cleanup and reinstatement costs from Taranaki's June floods have set the region's district councils and the NZ Transport Agency back millions of dollars, with the South Taranaki District and hill-country areas being hit particularly hard.

This item provides an opportunity for the three district councils and the NZ Transport Agency to give updates on the damage caused to their networks and the work underway to address the resulting damage.

This adverse weather event came just prior to the start of the new National Land Transport Programme 2015-2018, which brought with it new processes and Funding Assistance Rates for Emergency Works such as these.

**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.



## Agenda Memorandum

**Date** 7 October 2015



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

**Subject: SH3 Awakino Gorge to Mount  
Messenger project update**

**Item:** 8

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

**Document:** 1575957

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### Purpose

The purpose of this memorandum is for the NZ Transport Agency to provide an update on the SH3 Awakino Gorge to Mount Messenger project, which is one of the two Accelerated Regional Roothing Package (ARRP) projects in the Taranaki region.

### Executive summary

As a result of long-standing advocacy, two State Highway 3 projects of great importance to Taranaki are being accelerated outside of the National Land Transport Fund – through the Government’s ARRP programme. An update on the SH3 Normanby Overbridge Realignment project which is under construction forms part of the Transport Agency’s Regional Report. This memorandum provides greater detail on the SH3 Awakino Gorge to Mount Messenger Corridor project, with Transport Agency staff able to answer queries at the meeting.

### Recommendation

That the Taranaki Regional Council:

1. receives and notes the update on the State Highway 3 Awakino Gorge to Mount Messenger Corridor project provided by the New Zealand Transport Agency.

### Background

In June 2014 the government announced funding to accelerate a package of regionally important State Highway projects, drawing on the Future Investment Fund (the proceeds of the partial sale of state-owned assets in the past term). The Committee will recall that two projects of great importance to Taranaki were included in this Accelerated Regional Roothing Package (ARRP) as a result of long-standing advocacy by the region:

- The **SH3 Normanby Overbridge Realignment** is in the first tranche, being one of five projects given the highest priority under this package.
- The **SH3 Mount Messenger and Awakino Gorge corridor** was identified as one of six projects in the second tranche – for work to begin within three years (2017/18), subject to Ministerial approval following project investigations.

### **SH3 Awakino Gorge to Mount Messenger Corridor project update**

The Indicative Business Case (IBC) 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 Budget announcements in 2016. Some of the activities along the corridor project may be able to be funded through the NLTP, with the Agency in the process of considering these for progressing to activity level Detailed Business Cases.

The IBC covers a mix of activities that contribute to safety, resilience and customer experience issues along the corridor. The challenge in progressing the indicative business case has been to ensure visibility over which issues each particular activity addresses, so a view can be formed regarding the appropriate funding source. This has been done by identifying which of the following four investment objectives each activity contributes to:

1. To increase the safety of the route by reducing deaths and serious injuries from crashes to reflect that of similar State Highways through difficult terrain, measured 5 years after construction (40%);
2. To improve resilience by reducing the number and duration of road closures by 20%, measured 5 years after construction (40%);
3. To improve customer experience by decreasing the proportion of time drivers are delayed by other road users by 2020 (10%); and
4. To improve customer experience by targeting an average speed greater than or equal to a speed appropriate for a Regional route in difficult terrain by 2020 (10%).

Of the four investment objectives, only Objective 1, targeting improved safety, clearly meets the NZ Transport Agency Investment Assessment Framework criteria for High strategic fit, with the other objectives assessed as Low. In our assessment of the programme business case, we noted that achieving the safety objective would also make a significant contribution to objective 2 (resilience), particularly if it is full road closures that are primarily targeted (over half of full road closures are caused by crashes). The weighting assigned to these two objectives by the stakeholders clearly signals their relative importance.

### **Potential programmes**

The IBC has identified a number of potential programmes, comprising activities that have been prioritised against their alignment to the investment objectives and the indicative NLTP funding profile. The potential programmes outlined in the IBC are:

Preferred Programme	Description	Indicative cost	Anticipated funding sources
A	Corridor wide treatments to address safety, resilience and customer experience (includes enforcement)	\$2.0 M	NLTP
		\$3.3 M	Future Investment Fund
		TBC	Mobile Blackspot Fund
B	Location specific activities to address safety, resilience and customer experience	\$13.6 M	NLTP
		\$6.8 M	Future Investment Fund
C	Location specific activities to mainly address customer experience	\$4.8 M	Future Investment Fund
<b>Total Preferred</b>	Addressing safety objectives	\$ 15.6 M	NLTP
	Addressing resilience and customer experience objectives	\$14.9 M	Future Investment Fund
Additional Programme	Description	Indicative cost	Anticipated funding sources
D	Realignment of route around Awakino Tunnel	\$1.4M*	NLTP*
		\$9.3 M	Future Investment Fund
Less A	Activities no longer required if programme D is agreed.	(\$1.4 M)	NLTP
Less C	Activities no longer required if programme D is agreed.	(\$0.3 M)	Future Investment Fund
E	Realignment of route around Mount Messenger Tunnel	\$8.7 M*	NLTP*
		\$80.6 M	Future Investment Fund
Less A	Activities no longer required if programme E is agreed to by the Minister	(\$8.7 M)	NLTP
Less C	Activities no longer required if programme E is agreed to by the Minister	(\$0.4 M)	Future Investment Fund
<b>Total potential programme</b>		\$15.6 M	NLTP
		\$ 104.1 M	Future Investment Fund

Programmes A and B have the highest link to safety. The NLTP funding in programme D and E are based on the indicative safety component of the activities under programme A and B that would not be required. Note that if programmes C and D are agreed by the Minister, the level of the programme will reduce under programme B and C.

The next steps are five location-specific detailed business cases and four 'corridor-wide' detailed business cases. The estimated construction cost at the end of the indicative business case, for further development under the programme A, B and C detailed business cases outlined above is estimated at \$30.5m comprising \$15.6m with the NLTF and \$14.9m with the future investment fund as the indicated funding sources.

Funding for the detailed business case development will come from the existing allocation for investigation under the Accelerated Regional Roding Package and is due to be completed in the 2015/16 financial year. Advice to the Minister of Transport will be updated on the potential options for future investment funding.

### 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.

## Agenda Memorandum

**Date** 7 October 2015



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

**Subject: 2014/2015 public transport operational report**

**Item:** 9

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

**Document:** 1576210

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### Purpose

The purpose of this memorandum is to provide Members with an operational report of the public transport services throughout Taranaki for 2014/2015.

### Recommendation

That the Taranaki Regional Council:

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

### 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 year totalled 582,357 an increase of 0.7% on the 578,396 in 2013/2014. This was attributable to a decrease in Adult (-13%), Tertiary (-8%), and Community Service Card holders (-3%). Child passengers (including school students) increased 1% in the year, the lowest increase in over 5 years.

For Adult patronage there is a broad correlation between decreasing petrol prices, which started to decline in September of 2014, and lower bus usage.

Chart 1 shows the total patronage recorded during the year compared to 2012/2013 and 2013/2014.

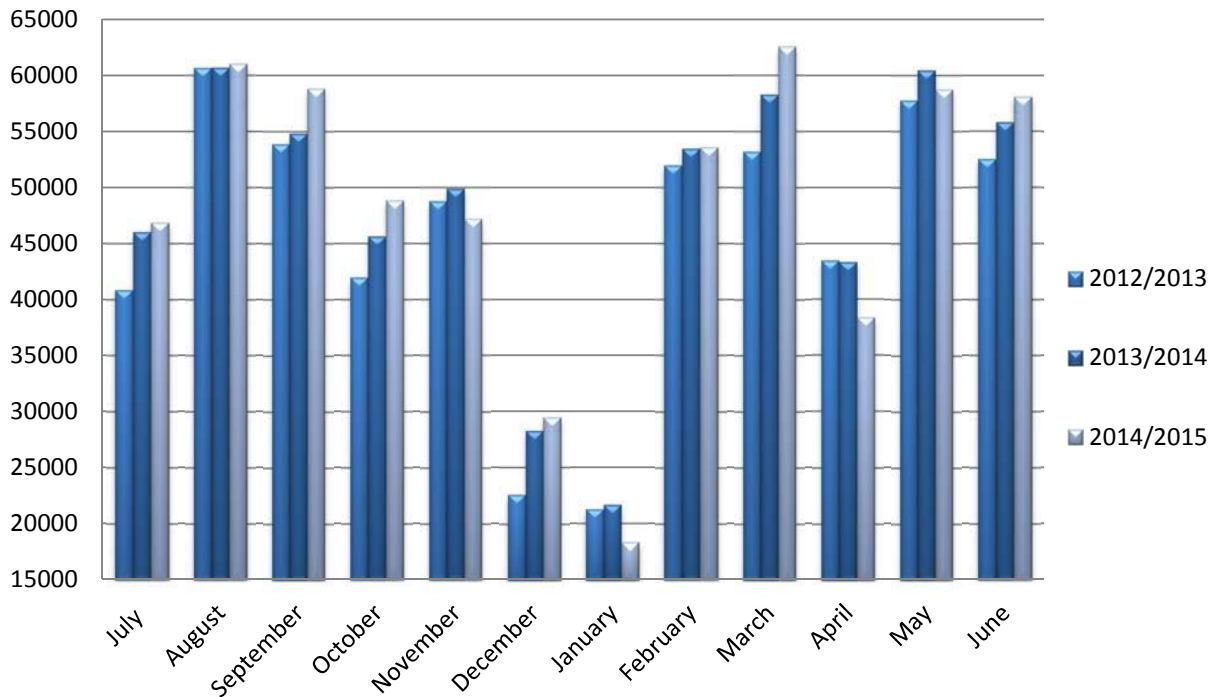
**Chart 1: Citylink patronage 2012/2013, 2013/2014 and 2014/2015**

Table 1 shows the year to date trips per capita. With the increase in the population, confirmed by the 2013 Census, and only a small increase in patronage the net effect was that the number of trips per capita decreased slightly.

**Table 1: Citylink trips per capita 2014/2015**

Period	2014/2015 trips per capita
2014/2015	10.1
2013/2014	10.8

2014/15 trips per capita based on 57,459 population number (2013 census) for areas serviced by Citylink.  
2013/14 trips per capita based on 54,108 population number (2006 census).

## SouthLink services

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

**Table 2 SouthLink 2014/2015 patronage and financial performance**

Service	Patronage	Farebox recovery
Waverley-Patea-Hawera	1,762	56.5%
Opunake-Hawera (including Manaia- Hawera)	1,019	15.5%
Opunake-New Plymouth	1,168	21.1%

Patronage on all three SouthLink services was down on 2013/2014. Significantly, all three services recorded a drop in the number of SuperGold Card passengers last year compared to the previous year. The change in patronage is detailed in each summary below.

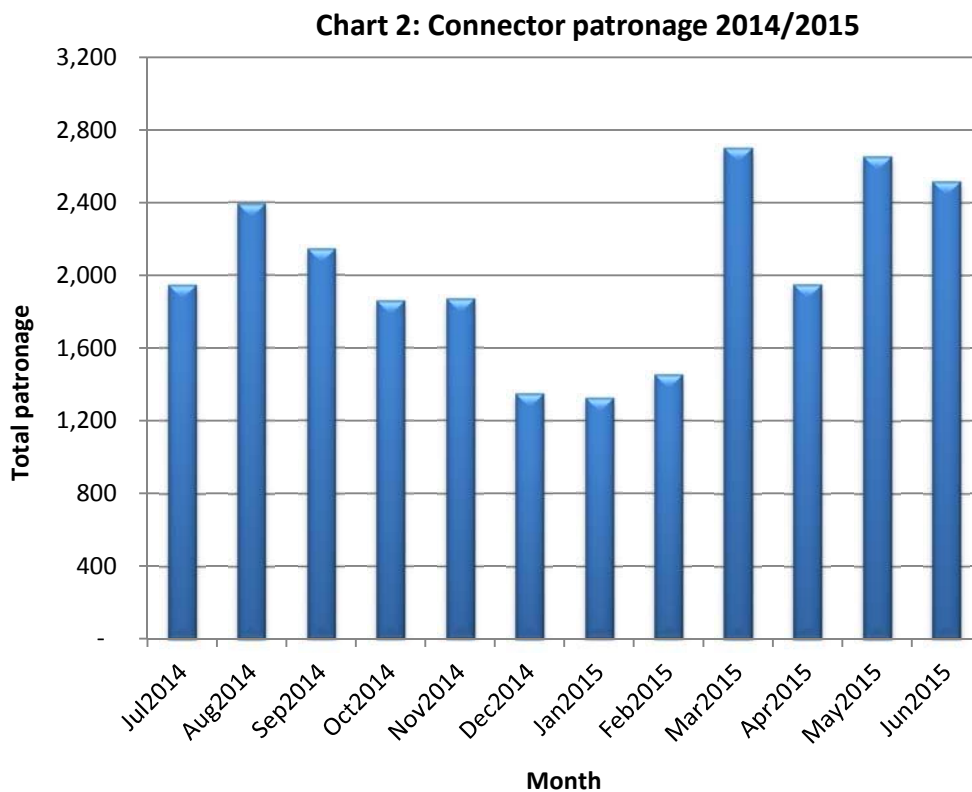
Waverley-Patea-Hawera patronage was down 7.2% compared to the 1,898 in 2013/2014. Compared to last year, Adult patronage was up 16.2%, SuperGold Card and fare paying Child were down 23.4% and 54.3% respectively.

Patronage for the Opunake-Hawera (including Manaia-Hawera) service was down 22.8% compared to the 1,320 in 2013/2014. Compared to last year, Adult patronage was down 18.1%, SuperGold Card down 16.6%, Child down 67.5 % and Under 5's down 97%.

Patronage for the Opunake-New Plymouth service was 25.3% compared to the 1,564 in 2013/2014. Compared to last year, SuperGold Card and fare paying Child were down 22.8% and 56.4% respectively.

### Connector (Hawera to New Plymouth) bus service

Total patronage for 2014/2015 was 24,164, an average of 97 passengers per day. Monthly patronage for the year is shown in Chart 2.



The service has now been operating for 17 months so no full comparison can be made with 2013/2014. However, for those months where a comparison can be made, the increase in patronage has been excellent. Details are provided in Table 3.

**Table 3:** Connector patronage comparison

Month	2014/2015	2013/2014	% change
March	2,702	2,041	32%
April	1,949	1,567	24%
May	2,654	2,034	30%
June	2,518	1,926	31%

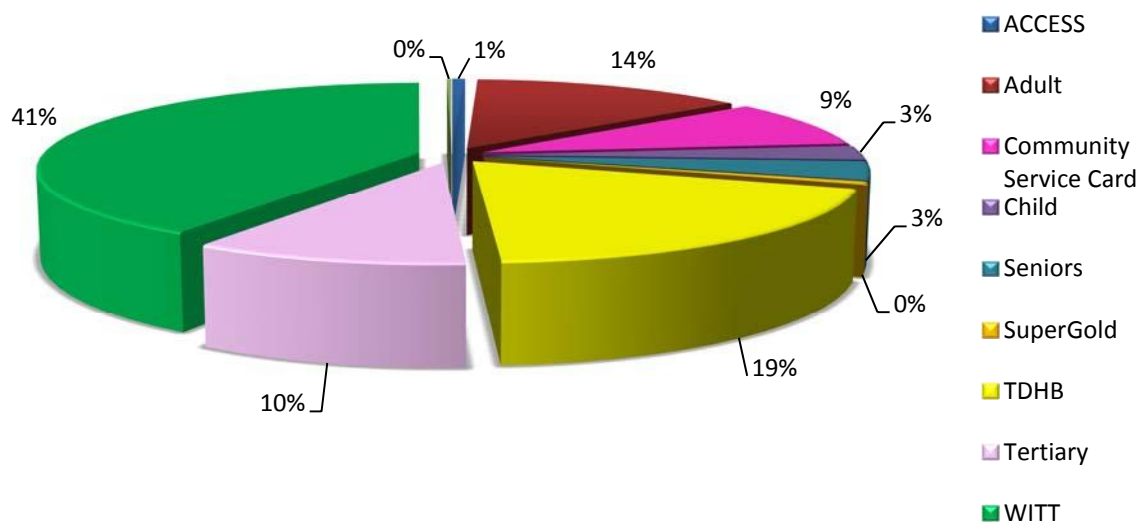
The percentage change for each fare category when combining the monthly patronage for the four months (as shown above) between 2013/2014 and 2014/2015 is shown in Table 4.

**Table 4:** Connector patronage change (March to June) 2013/2014 and 2014/2015

Fare category	% change
Access	14%
Adult	43%
Community Services Card holder	111%
Child	-19%
Seniors/SGC	34%
TDHB	18%
Tertiary	306%
WITT	6%

Chart 3 shows the percentage of Connector patronage by fare category.

**Chart 3: Connector patronage % 2014/2015**





## 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 2014/2015. The total of 51,919 SGC trips is up 3.2% on the 50,324 trips in 2013/2014.

**Table 5** SuperGold Card patronage 2014/2015

Service	Passenger trips	% of all trips
New Plymouth, Oakura, Bell Block and Waitara	49,943	8.6%
Waverley-Patea-Hawera	727	41.3%
Opunake-Hawera (incl. Manaia-Hawera)	537	52.7%
Opunake-New Plymouth	560	48.0%
Connector (eligible from Inglewood only)	152	0.6%
<b>Total</b>	<b>51,919</b>	<b>8.5%</b>

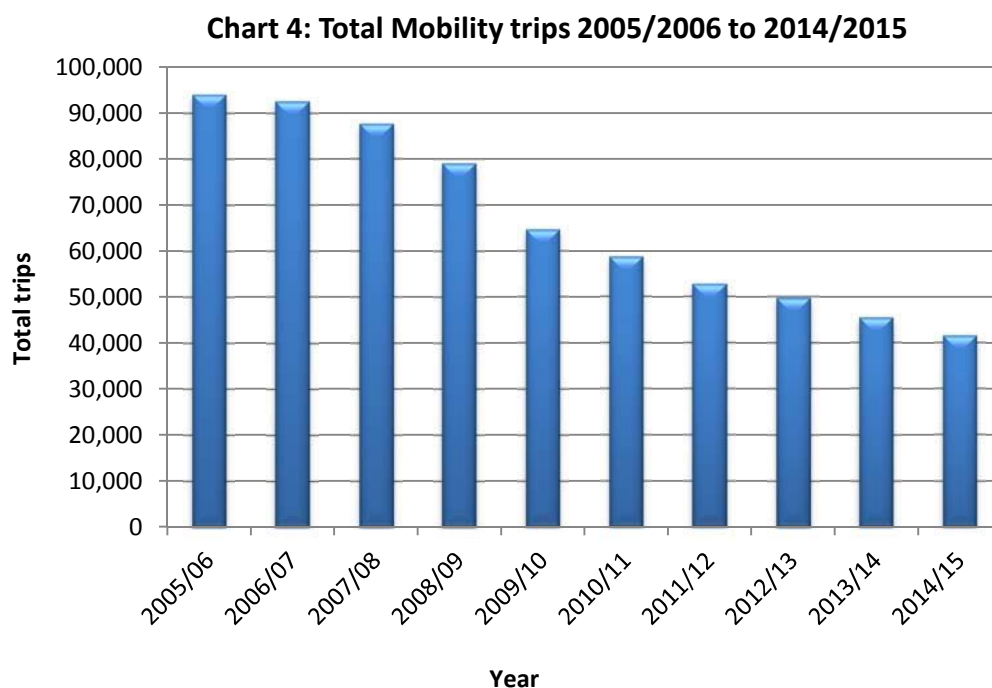
## Total Mobility Scheme

Table 6 shows the number of taxi trips for the Total Mobility Scheme for 2014/2015. Trips are down 8.5% from the 45,441 trips in 2013/2014. For the ninth year in a row the number of trips is less than the preceding year. This is even though the number of clients has remained relatively static in the last 5 years. The total number of clients at the end of the financial year was 1,769.

**Table 6** Total Mobility trips 2014/2015

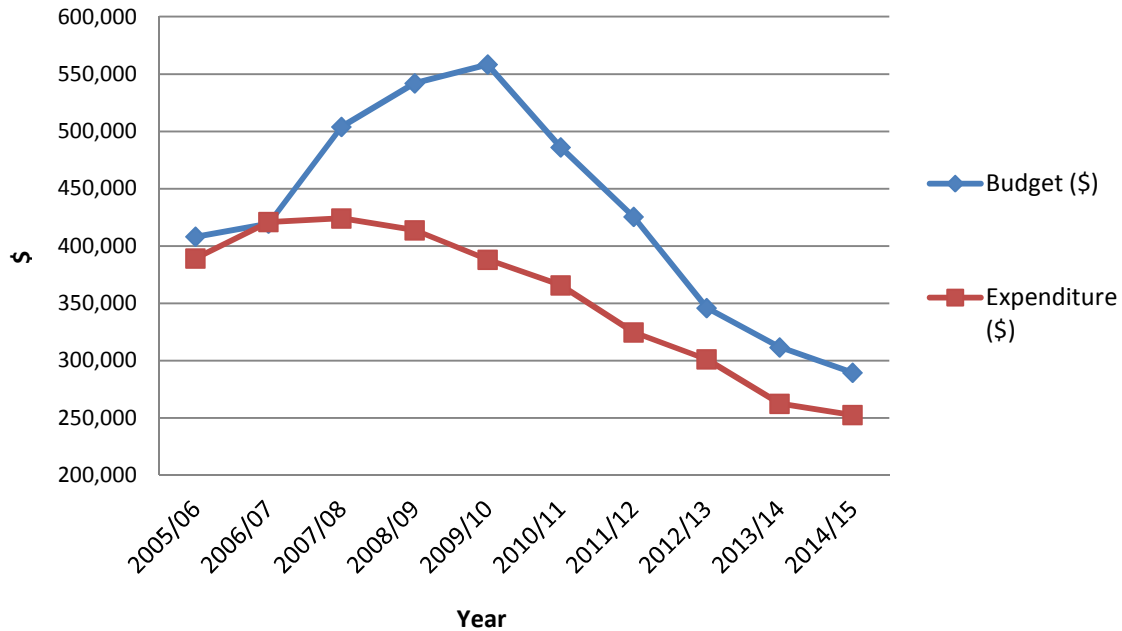
Service	Passenger trips
Total Mobility Scheme	41,556

Chart 4 highlights the downward trend in trip numbers.



The decrease in trips is also reflected in decreasing trip expenditure even though the Council has increased the maximum subsidy payable per trip twice in the last few years. This is shown in Chart 5.

**Chart 5: Total Mobility budget / expenditure 2005/2006 to 2014/2015**



### **Ironside Vehicle Society Incorporated**

Table 7 shows the passenger trips carried out by Ironside in 2014/2015, including the number of wheelchair trips. Ironside reached their annual funding cap of \$50,000 in April 2015.

**Table 7** Ironside trips 2014/2015

Service	Trips involving wheelchairs	Total trips
Ironside Vehicle Society	5,503	7,383

Wheelchair trips account for 75% of all trips. Both the total number of trips and trips involving wheelchairs are higher than in 2013/2014 being 5,394 and 7,025 respectively.

### **Customer satisfaction surveys**

The target for bus services is 90% of respondent's rate the service as good, very good or excellent. The bus services, excluding the Connector, achieved a 90% rating compared to 98% in 2013/2014. There was a drop but the target was still achieved. The Connector service achieved a 93% rating.

The target for Total Mobility is 90% of respondent's rate of the level and quality of service and value for money as good, very good or excellent. The service rated 99%, the same level achieved in 2013/2014.

**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 7 October 2015



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

**Subject: Correspondence and information items**

**Item:** 10

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

**Document:** 1577826

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### Purpose

The purpose of this memorandum is to update Members on correspondence and information items received since the last meeting.

### Recommendations

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*.

### Safer Speeds - Draft Speed Management Guide

Correspondence has been received from the New Zealand Transport Agency in respect of the Safer Speeds Programme. Additional summary information is attached for Members' information.

The full final draft Speed Management Guide is available at [www.pikb.co.nz/Speed-Management-Guide-final-draft-1-September-2015-2.pdf](http://www.pikb.co.nz/Speed-Management-Guide-final-draft-1-September-2015-2.pdf).

### LGNZ's 'Mobilising the Regions' transport study report

In early September 2015, Local Government New Zealand (LGNZ) released a transport study, *Mobilising the Regions: the role of transport infrastructure in achieving economic success across all of New Zealand*. The report highlights the economic and social impact of strategic transport decisions nationally and in the regions, and the direct link between regional development, national prosperity, social well-being and cohesiveness.

LGNZ is calling for two key transport outcomes to support stronger regional growth across all of New Zealand. These are:

- Transport decision-makers apply consistent criteria across all modes.
- Local communities and regional leaders work with transport decision-makers to highlight regional priorities and impacts.

Attached for Members' information is the correspondence received along with summary information from the report.

Further information is available at [www.lgnz.co.nz/home/mobilising-the-regions/](http://www.lgnz.co.nz/home/mobilising-the-regions/), with the full report available at [www.lgnz.co.nz/assets/Mobilising-the-regions-paper-August-2015.pdf](http://www.lgnz.co.nz/assets/Mobilising-the-regions-paper-August-2015.pdf).

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### **Appendices/Attachments**

Document 1564836: Draft Speed Management Guide correspondence from NZTA Sep2015  
 Document 1577927: Overview of draft Speed Management Guide Sep2015  
 Document 1577902: LGNZ Mobilising the regions paper August 2015 abbrev



Taranaki Regional Council

Document No:

03 SEP 2015

Document No of Reply:

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1 September 2015

Mr Basil Chamberlain  
Chief Executive  
Taranaki Regional Council  
Private Bag 713  
Stratford 4352

Dear Basil

### Safer Speeds - Draft Speed Management Guide

As you will know, the Safer Speeds Programme (<http://www.saferjourneys.govt.nz/assets/safer-speeds-programme.pdf>) was signed off by the National Road Safety Committee last year. Safer speeds remain the top priority for road safety in New Zealand, and the NZ Transport Agency is more committed than ever to working with its partners to bring about any changes required.

We are currently working with the Waikato Region to apply the draft Speed Management Guide (due for release in September and will be available on the P&I Knowledge Base). This will be underpinned by a targeted effort to change the conversation around speed. Our current thinking is that a slow and steady approach to implementation will allow us to test things as we go and gain trust and insights for addressing issues across the network.

Without a national and targeted approach there is a real risk that many simultaneous speed reviews across the country will result in inconsistent results which are not understood or supported by New Zealand communities.

While this demonstration work is underway, we ask that Road Controlling Authorities (RCAs) only proceed with urgent or essential speed limit and speed management reviews that are triggered by significant land use or crash pattern changes. That means where risks to road users have recently altered (or been high risk for a while) and speed limit changes are the most effective response. The Transport Agency can assist with ensuring speed management reviews are targeted to the riskiest sites/corridors.

If you have a backlog of speed limit reviews pending, or receive proposals from your community, we can help you with using the new assessment method in the draft Guide to test them, but we are keen to wait for lessons learnt from a demonstration.

This is a long-term programme. We need to be credible by targeting to risk, and having a different conversation with the public about speed and risk that goes beyond behaviour to discuss speed in the wider context of the safe system. Without community support, the best of plans can be derailed.

It is critical to sustained and long-term success for all of New Zealand that we work together to take the general public and our communities with us on the journey to safer speeds.

The intent is that staff from all RCAs would be regularly invited to any demonstration progress review sessions where lessons learnt will be shared.

If you have any questions please talk to your Planning and Investment Manager.

Yours sincerely

**Lyndon Hammond**  
Regional Manager  
Planning and Investment – Central

## 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)
<b>Class 1</b> High volume national	<b>100–110km/h</b>  Depends on design and safety risk (e.g. divided 4-5 star, grade separated intersections, safety barriers) and factoring in enforcement thresholds		60-80km/h	
<b>Class 2</b> National, Regional, Arterial	<b>80-100km/h</b>  Depends on safety risk and whether volumes justify investment to bring the road up to 3 star equivalent, also enforcement thresholds			50km/h  60-80km/h where safety risk allows, e.g. fewer intersections, mode separation for active users
<b>Class 3</b> Primary and secondary collector				30-50km/h
<b>Class 4</b> Access and low-volume access All winding/tortuous	<b>60-80km/h</b>  Depending on roadside development, pedestrian cyclist volumes, whether sealed or not			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.





## Questions and Answers - Draft Speed Management Guide

### 1 September 2015

#### 1. What is being released?

This is the final working draft of the Speed Management Guide, one of the five actions outlined in the Safer Journeys Safer Speeds Programme

<http://saferjourneys.govt.nz/assets/safer-speeds-programme.pdf>

It follows an engagement draft of the Guide, which was produced in December 2014, and takes into account the feedback that was received.

#### 2. Why is a draft Guide (rather than a final version) being released?

The Speed Management Framework, which is the focal point of the Guide, will be demonstrated over the next 12-15 months in the Waikato region in particular.

We want to ensure that the Speed Management Framework is robust before a wider roll-out, and that what it seeks to achieve is understood and supported by New Zealanders.

Another action in the Safer Speeds Programme – Changing the Conversation on speed – will complement the gradual roll-out of the Guide through a campaign that will build better sector and public understanding of risk, road classification and the necessity of speed management.

#### 3. How should RCAs use the draft Guide now while the demonstration project is underway?

The draft Guide is our most up-to-date resource for speed management with a Safe System context.

In the event that a speed limit review needs to be considered, the final draft Speed Management Guide should be used to compare with the Speed limits New Zealand assessment, and if different, the discretionary clause 3.2.5 of the existing Rule should be used.

#### 4. Does that mean all speed limit changes are on hold?

No. The NZ Transport Agency is advising that any urgent or essential speed limit and speed management reviews that are triggered by significant land use or crash pattern changes should continue as business as usual. That means where risks to road users have recently altered (or been high risk for a while) and speed limit changes are the most effective response.

## 5. How will the Transport Agency continue to work with RCAs on speed management reviews?

The Transport Agency can assist with ensuring speed management reviews are targeted to the riskiest sites/corridors. If RCAs have a backlog of speed limit reviews pending, or receive proposals from their community, the Transport Agency can help with using the new assessment method in the draft Guide to test them, but we are keen to wait for lessons learnt from the Waikato demonstration project.

## 6. How does the Guide relate to the Setting of Speed Limits Rule?

The Guide will be compared with the mechanism of Speed Limits New Zealand within the existing Rule. However, it is intended that the Setting of Speed Limits Rule will be reviewed in 2016 when the learnings from testing the Speed Management Framework can be considered. Reviewing the Rule is another of the five actions in the Safer Speeds Programme.

## 7. What is the timeframe for release of the final Guide?

August 2015	September 2015	August 2016	Early 2017
Draft Speed Management Guide published Demonstration project begins applying Speed Management Framework in Waikato	RCAs use the draft Speed Management Guide for urgent and high risk speed management reviews	Learnings from applying the Guide are considered Review of Setting of Speed Limits Rule begins	Final Speed Management Guide released and used by all RCAs when developing Activity Management Plans Setting of Speed limits Rule revised as appropriate

## 8. When the final Guide is released are you expecting us to make wholesale changes to speed limits?

No. This is a long-term programme over the next ten years and more. There is no expectation there will be wholesale changes to speed limits in the short-term. For many roads, no change to travel speeds – or speed limits – will be needed. It is for those corridors where current travel speeds or speed limits may be too low or too high that changes could be made.

In progressively applying this Guide to speed management, we will see more effective targeting to risk and investment in safety improvements. This will significantly improve the contribution that speed management makes towards the twin objectives of reducing deaths and serious injuries and improving economic productivity.

## 9. Will a speed limit of 110km/h be introduced on some high quality sections of road?

The Speed Management Framework makes provision for higher speeds than are currently legal, when roads are in future designed to higher standards that prevent fatal and serious crashes, and when enforcement thresholds are closer to the limits. There are presently few kilometres of road that would be safe at a 110km/h speed limit.

This change will be considered as part of the Setting of Speed Limits Rule review.

## **10. Who was involved in developing the guide?**

The draft Guide has been developed using a collaborative process co-ordinated by the Transport Agency in association with the Police, the Ministry of Transport, RCAs (through Trafanz and the RCA Forum) and the Automobile Association.

## **11. Who will answer any questions?**

Transport Agency staff in your regions and staff from National Office.

## **Background to the safer speed programme**

### **12. Why are safer speeds so important?**

Speed affects the outcome of every crash. The severity of injuries resulting from a crash is directly related to the speed of impact – whether or not speeding was a factor in the crash.

Speed also increases the probability of crashing when a mistake occurs, as it reduces control of the vehicle, reaction time and braking time.

This is why the transport sector's focus on safer speeds is at the heart of the Safer Journeys vision of creating a safe road system increasingly free of death and serious injury.

We all make mistakes when we're on the road and our bodies can't handle major force, so we need safer speeds, which reduce errors, give time to react to hazards, prevent crashes and help people to survive crashes.

### **13. What does success of the Safer Speeds programme look like?**

- Fewer deaths and serious injuries
- Consistent speed management prioritised to risk
- Speed limits that fit the road
- Communities that 'get' safe speeds and support speed management
- Compliant road users because safe speeds are fair and make sense to them.

### **14. What's in the Safer Speeds Programme?**

At the heart of the programme is a one network framework of travel speeds appropriate for road function, design, safety and use, including:

- Safe and appropriate speed ranges: recommended travel speed ranges for different road types, depending on the level of safety (see table below).
- Best-practice principles for managing speed.

### Recommended safe and appropriate speed ranges for road classes

	Straight open road /urban motorways	Curved open road	Winding open road	Urban (not motorway)	
<b>Class 1</b> High volume national	<b>100–110km/h</b>  Depends on design and safety risk (e.g. divided 4-5 star, grade separated intersections, safety barriers) and factoring in enforcement thresholds				
<b>Class 2</b> National, Regional, Arterial	<b>80-100km/h</b> Depends on safety risk and whether volumes justify investment to bring the road up to 3 star equivalent, also enforcement thresholds			<b>60-80km/h</b>	50km/h
<b>Class 3</b> Primary and secondary collector					60-80km/h where safety risk allows, e.g. fewer intersections, mode separation for active users
<b>Class 4</b> Access and low-volume access All winding/tortuous	<b>60-80km/h</b> 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

The Programme also includes five challenging actions to implement the framework:

*Two are being led by the NZ Transport Agency:*

**A campaign to change the conversation on speed** to build better sector and public understanding of risk, road classification and why speed management saves lives.

**Developing a Speed Management Guide** for road controlling authorities and others to give them guidance on implementing the framework. The guidance should lead to consistency in identifying and prioritising risk, and more use of best practice treatments to reduce risk.

*Others are being led by the Ministry of Transport:*

**Align the Setting of Speed Limits Rule** to the one network framework of safe and appropriate speeds, and reduce cost to road controlling authorities while still providing for community input. Any change to the Setting of Speed Limits Rule will be subject to government approval.

**Rebalance the penalty regime including providing for demerit points on safety camera offences** to ensure fairer penalties, increase deterrence, and ensure penalties are more reflective of road safety risk. Any changes will be subject to government approval.

*And Police:*

**Encourage and support Police to permanently reduce the current speed enforcement threshold** to more consistently reflect the speed limits and support the one network framework, to reduce the proportion of road users who exceed the speed limits, prevent low end speeding and improve traffic flow and throughput.

The actions in the programme are not independent. For example, if we have higher speed limits on the safest roads, we would need to make sure that the enforcement thresholds are set appropriately to the higher speed limits.

### **15. What is a safe and appropriate speed?**

Research (OECD, Austroads etc) has shown that for optimal safety, travelling speeds and speed limits should be right for the road function, design, safety and use.

Until recently, New Zealand has lacked an agreed way to describe road function. The new One Network Road Classification (ONRC) gives New Zealand a unique opportunity to get more direction and consistency in the way we manage speed, by linking our approach to the road function. The framework of safe and appropriate speeds is based on the classification.

The ONRC information means that the Transport Agency and RCAs can better manage speed according to road function (classification), safety, design and use, and target National Land Transport Programme investments to the type of risk: high collective risk/high personal risk.

To reflect this, the Transport Agency will be working with RCAs and others to manage speeds on different types of roads in a way that helps road users understand that some roads are safer than others and that different travel speeds are appropriate for the level of safety of different roads.

### **16. What is the expected level of change needed for speed limits?**

The safer speeds programme outlines a national framework of safe and appropriate *travel speeds* (not speed limits) for different road types, taking function, safety, design and use into account.

For many roads no change to travel speeds - or speed limits - will be needed. It is for those roads where the current travel speeds or speed limits may be too low or too high that changes could be made, either to engineer the highest volume roads up to a higher standard, or to bring travel speeds down to a better match for the standard of road or roadside. Lower travel speeds can be achieved through changing speed limits, changes to road design and markings, or in some cases targeted enforcement.

A slow and steady approach to implementation (through a demonstration project) will allow us to prove and learn as we go. This may give some more clarity to the scope of any change needed and help identify issues which can be addressed across the network.

### **17. Does changing a speed limit alone (without engineering) get you to an acceptable outcome?**

Evidence shows if you lower a speed limit by 10km/h and do nothing else you get a 2-4km/h drop in travel speeds.

There are many speed management tools for making travel speeds safer. Speed limits are a useful tool, but they are not the only one. Other options could include:

- making some high volume, high risk roads safer through engineering treatments to support current or higher speeds over the longer term and where affordable

- changing speed limits in the shorter term supported with engineering measures as required
- improving compliance with speed limits through risk targeted enforcement and more relevant penalties

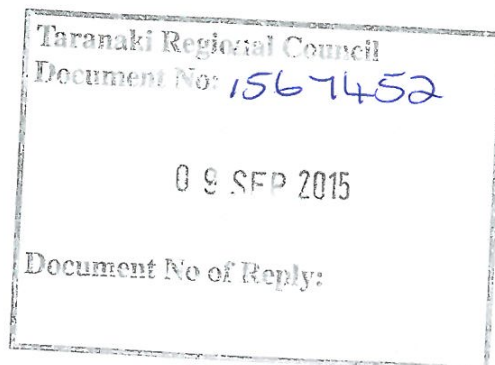
Any activity in this area should be underpinned by helping the public understand why speed matters, and what they need to do to support safer speeds.

### **18. What is the desired pace of change?**

This is a long-term programme over the next ten years or more. A 'demonstration' project (and a slow and steady approach to implementation) will help us identify how the safer speeds framework may be applied across New Zealand.

7 September 2015

David MacLeod  
Chair  
Taranaki Regional Council  
Private Bag 713  
STRATFORD 4352



Who's  
putting local  
issues on  
the national  
agenda?

**We are.  
LGNZ.**

Dear David

### **Mobilising the regions**

Further to our recent emails, I'm now pleased to be able to provide you with a printed copy of our most recent report, Mobilising the regions: the role of transport infrastructure in achieving economic success across all of New Zealand.

Recent events, such as rail decisions and Air New Zealand discontinuing some regional routes, highlight that decisions involving transport and local communities are not made uniformly across transport modes, an issue which, if unchecked, may undermine regional economic productivity. This paper addresses how transport decisions can be made in a more coordinated and effective manner, and identifies proposed outcomes in transport decision-making that would support stronger regional growth across all of New Zealand. The outcomes we are seeking are that:

- Transport decision-makers apply consistent criteria across all modes; and
- Local communities and regional leaders work with transport decision-makers to highlight regional priorities and impacts.

To achieve these outcomes, central government, local government and industry must work together on three key "action points" to maximise the value of a multi-modal approach to transport, each with its own proposed set of policy initiatives. The action points are to:

- Develop processes to ensure that the full impacts of all maintenance, operations, investment and de-investment decisions are understood;
- Partner to leverage existing government, business and community networks to ensure collective understanding of transport decisions and their regional impacts; and
- Ensure improved clarity, communication, inter-operability and evidence of value across decisions made in all modes.

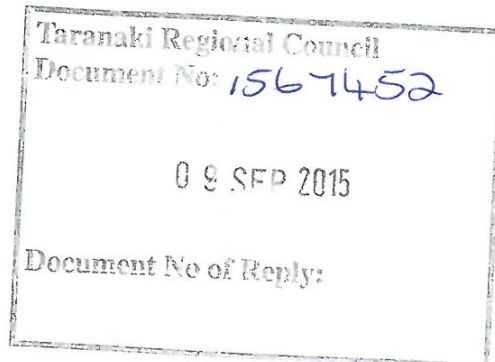
The proposed outcomes and actions are intended to outline a more informed and successful approach to planning and investing in New Zealand's transport infrastructure leading to better regional economic growth. I hope you will find the report informative and I look forward to discussing this with you at our next Zone or Sector meeting.

Yours sincerely

Malcolm Alexander  
Chief Executive  
Local Government New Zealand

7 September 2015

David MacLeod  
Chair  
Taranaki Regional Council  
Private Bag 713  
STRATFORD 4352



Who's  
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Yours sincerely

Malcolm Alexander  
Chief Executive  
Local Government New Zealand



# **Mobilising the regions: the role of transport infrastructure in achieving economic success across all of New Zealand**

A paper prepared for LGNZ by Castalia Strategic Advisors

August 2015



**We are.  
LGNZ.**

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Regional New Zealand is a major contributor to the nation's prosperity adding \$88 billion to national GDP in 2014, 38 per cent of total GDP. The future in the regions has immense potential.

New Zealand wants to increase its total exports of goods and services from 30 per cent of GDP today to 40 per cent by 2025. To meet this target, the value of our exports will need to double in real terms and grow between 5.5 per cent and 7.5 per cent each year on average from 2016 to 2025. A significant proportion of the goods that we export such as dairy products, timber, wool, meat, horticulture and aquaculture are produced in our regions. Improved productivity and growth in regional economies will be instrumental in achieving our goals.

Regional growth is critical for national economic and social prosperity. Growth in the regions helps to ensure that a broad range of opportunities exist for all New Zealand communities, and takes pressure off the land and infrastructure in our cities. It is therefore no surprise that regional economic growth is now an agreed strategic priority for both local and central government building on the existing work of local communities and the Government's regional growth studies.

### **The role of transport infrastructure**

A fit-for-purpose transport network is an essential enabler of regional economic growth - and social cohesion. Having regular, reliable transport infrastructure and services to connect the regions allows people and goods to move freely, be it professional people such as doctors servicing parts of the country or raw materials moving to manufacturing hubs. This requires good road linkages, a suitable rail network, an airline that services regional hubs, and ports that connect local communities and producers to marine zones and markets. The reality is that a transport network must be driven by a vision of efficiency as well as regional social and economic development. It must meet the specific needs of the communities it serves, with strong links between transport modes to enable social connection between areas of New Zealand.

This paper was developed in response to changes in transport networks in regional New Zealand. The withdrawal of Air New Zealand from some regional routes prompted questions on the resilience of the transport links that connect our regional populations and economies. Specifically, this report sets out to answer the following questions:

1. What is the status of regional social and economic development in New Zealand?
2. Why should we care about strong regional growth across all of New Zealand?
3. Are transport investment decisions made in ways that support the objectives of regional economies?

These three inquiries prompt the over-arching question of whether regional social and economic development can be better factored into transport decision-making processes.

The solutions proposed in this paper are intended to be straightforward, supported by fact, and able to be implemented as part of a wider policy framework on transport decision-making. Communities deserve to get the best possible value from the rates and fares they pay across transport modes, which requires services that best connect our communities and support our regional economies.

**Lawrence Yule**  
President  
Local Government New Zealand

## Executive summary

Several New Zealand regions are underperforming on measures of economic, population and employment growth. Recently, high profile transport decisions have reduced the level of connectedness to regional locations, presenting the risk that transport decision-making contributes to the creation of a “two-tier” New Zealand economy, where some regions are left behind while others move ahead.

Strong economic performance across all regions of New Zealand is a strategic priority of Local Government New Zealand (LGNZ). Stronger regions benefit the whole country and lead to a stronger New Zealand. With this objective in mind, LGNZ has investigated the role of transport infrastructure in achieving consistently strong economic and social outcomes across New Zealand, and to identify ways that transport decisions can better contribute to this goal.

### This paper focuses on how transport sector decisions are made

This paper analyses the decision-making processes applied across transport modes, using case studies to highlight how current processes may not be resulting in the best outcomes for regional economies. It does not provide an economic impact assessment of particular transport links or decisions, but does draw on other studies to illustrate the consequences of failing to support regional economies through transport decisions.

Transport links provide connectivity between geographically dispersed parts of New Zealand. This is important not only from an economic perspective to achieve growth, but also from a social perspective to maintain and enhance social connectivity.

Previous research on the link between regional economies and transport has explored whether a lack of investment in transport infrastructure might be holding back regional growth opportunities. While this research finds a clear link between transport investment and regional development, infrastructure investment needs to be properly targeted to generate regional social and economic development. Given the relatively well-developed nature of much of New Zealand’s transport infrastructure, we therefore need to consider how infrastructure can be best used for a range of economic and social benefits.

This paper approaches the link between regions and transport through a different lens, by focusing on how transport investment decisions are made, and how decision-making processes provide opportunities to account for regional impacts. This approach allows us to identify inconsistencies in

how decisions are made across different transport modes, and to determine what those inconsistencies mean for the allocation of transport funding.

## < Different processes and criteria are used to make investment decisions across the various transport modes >

Transport decisions are made across a range of modes (road, rail, airports, seaports) to deliver a set of desired outcomes. One outcome is connectivity, ensuring that different geographic areas and transport modes are well-connected to allow for the efficient movement of people and goods. The way that transport decisions are made therefore needs to build an understanding of how decisions will affect the connectivity of regions.

Given that transport decisions all aim to achieve connectivity, it would be beneficial to see transport decisions made in broadly consistent ways across different modes. Consistency would help to ensure that funding is used in ways that best promotes the desired outcomes. For example, if particular regions rely heavily on air transport, then decision-making processes should enable resources to flow to that mode, rather than spending transport funding on less valuable uses in other transport modes.

Transport decision-making processes in New Zealand actually have stark differences across the various modes - largely for a range of historical and institutional reasons. Road investments are based primarily on an economic analysis. In contrast, rail decisions are largely made using more limited commercial considerations. Aviation investments outside larger urban centres are heavily influenced by the activities of a dominant commercial provider (Air New Zealand), whereas regional and local councils have greater opportunities to influence maritime and port investments.

The current lack of consistency and transparency in transport decision-making processes reduces confidence that resources are being allocated to deliver the best outcomes for the whole of New Zealand. This objective would be better promoted by ensuring that regional social and economic impacts and priorities are considered in the decisions being made across different transport modes.

## < The importance of regional impacts varies across transport modes >

While it would be unrealistic to expect perfect harmonisation of productive approaches across transport modes, all modes can and should find ways to enable regional economic impacts and priorities to be communicated to decision-makers.

Road investment decisions provide some opportunities to explicitly account for regional impacts. Local government has some control over how some of the funds collected from fuel taxes, road user charges and rates are used through Regional Land Transport Plans. In addition, state highway investment decisions (made by the NZ Transport Agency) are based on a relatively broad set of considerations, including regional economic impacts. As a result, we are less concerned about the impacts that decisions in the roading sector have on regional economic and social outcomes.

The presence of more commercial decision-making models in the rail, airport and seaport sub-sectors creates difficulty in considering how regional economies will be affected by decisions. Commercial operators will understandably focus more narrowly on their shareholders' interests rather than the regional economic or social impacts of their decisions. Recent decisions by Air New Zealand and KiwiRail to reduce the geographic scope of their services highlight how more





narrow commercial decision-making processes can risk creating outcomes that are not in the interests of a particular regional economy and New Zealand society as a whole.

Figure 1 summarises the key factors that affect a transport sub-sector's ability to incorporate regional social and economic development into decisions, namely:

- > Road investment decisions use economic analysis so automatically incorporate regional social and economic development into decisions;
- > Rail decisions are largely based on commercial analysis, so do not take regional social and economic development into account;
- > Airports have a regional owner who would like to consider regional social and economic development in decisions; however the presence of a dominant service provider in the industry makes this difficult; and
- > Seaports also have a regional owner and a range of service providers.

Therefore there is more scope for the port owner to incorporate regional development into decisions than in airports, however the extent of the influence that the owner has varies across ports due to factors such as the bargaining power of customers and the level of competition.

Figure 1: Summary of transport sub-sectors

	Road	Rail	Airport	Seaport
				
Criteria for investment decision making:	Economic	Commercial	Commercial	Commercial
Key players:	NZTA/Councils	Commercial Owner	Regional owner, dominant service provider	Regional owner, range of service providers
Current Ability to consider regional economic development:	✓	✗	✗	✓ ✗

## < All transport decisions should incorporate ways for communities to express demand >

The only way to protect regions against the adverse effects of commercial transport decisions is to give communities clear channels for expressing their preferences and priorities to decision-makers. While a commercial operator should not be forced to operate unviable services and routes, communities should be given the opportunity to express their demand to retain or expand transport services, and to signal their willingness to pay for services before decisions are made.

We cannot expect commercial companies to invest on the basis of economic analysis. However, we can provide an opportunity for central government or communities (through their councils) to find the funds needed to make outcomes commercially viable if the broader economics, such as the benefits from connectivity, stack up.

### Achieving two key outcomes

We propose two required outcomes in transport decision-making that would support stronger regional growth across all of New Zealand.

**Outcome 1: Transport decision-makers apply consistent criteria across all modes**

**Outcome 2: Local communities and regional leaders work with transport decision-makers to highlight regional priorities and impacts**

To achieve these outcomes we recommend that central and local government and industry work together on three key actions to maximise the value of a “multi-modal” approach to transport in ways that support regional economies. This needs to be the start of a discussion that ensures a stronger, joined-up approach to planning and investing in New Zealand’s transport infrastructure.

### Action point 1:

**Develop processes to ensure that the full impacts of all maintenance, operations, investment and de-investment decisions are understood.** It is critical to understand the impacts of transport decisions across all modes. As a starting point, existing decision making processes should be benchmarked against the level of information, analysis and criteria used to make major road transport decisions to understand where improvements are needed and over time ensure consistency and a more complete understanding across the transport modes.

### Action point 2:

**Partner to leverage existing government, business and community networks to ensure collective understanding of transport decisions and their regional impacts.**

Consistent analysis and criteria are only part of the story - relationships and stakeholder engagement in decisions also matter. Local and central government can leverage established relationships with commercial transport operators to improve understanding of the role that all transport modes play in achieving regional priorities, for example through an advisory board or other entity given this task, and the likely impact on communities. Improved networks, resulting in better communication, will enable all stakeholders to identify “triggers” for action and ensure communication with those impacted by transport decisions.

### Action point 3:

**Ensure improved clarity, communication, interoperability and evidence of value across decisions made in all modes.** The level of consultation, community input, and opportunity to improve decisions currently varies by mode and in some cases there is significant room for improvement. There is value to be gained for our regions and New Zealand in clarifying the expectations on transport operators when it comes to engaging with communities that will be socially and economically affected by their decisions. Such closer collaboration with commercial parties will also build a better understanding of the incentives at play in different decisions and how incentives can be aligned to generate the best outcomes for New Zealand.