

Regional Transport Committee

Wednesday 8 March 2017

11.00am

Taranaki Regional Council, Stratford



Agenda for the meeting of the Regional Transport Committee to be held in the Taranaki Regional Council chambers, 47 Cloten Road, Stratford, on Wednesday 8 March 2017 commencing at 11.00am.

Members	Councillor C S Williamson	(Committee Chairperson)
	Councillor M J McDonald	(Committee Deputy Chairperson)
	Councillor H Duynhoven	(New Plymouth District Council)
	Mayor N Volzke	(Stratford District Council)
	Mayor R Dunlop	(South Taranaki District Council)
	Ms R McLean	(NZ Transport Agency)

Attending	Mr C Whittleston	(New Plymouth District Council)
	Mr S Bowden	(Stratford District Council)
	Mr V Lim	(South Taranaki District Council)

Apologies

Notification of Late Items

Item	Page	Subject
Item 1	3	Receipt of Minutes
Item 2	11	Minutes of the Regional Transport Advisory Group
Item 3	32	Notes of the State Highway 3 Working Party
Item 4	40	Key functions and terms of reference for the Regional Transport Committee
Item 5	54	NZ Transport Agency Regional Report
Item 6	65	Transport Projects
Item 7	69	Request to vary the Regional Land Transport Plan for Taranaki 2015/2016 - 2020/2021
Item 8	76	SH3 Awakino Gorge to Mt Messenger Programme update
Item 9	86	Correspondence and information items

Agenda Memorandum

Date 8 March 2017



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

**Subject: Minutes Regional Transport Committee
meeting – 7 September 2016**

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

Document: 1825521

Resolve

That the Regional Transport Committee of the Taranaki Regional Council:

1. takes as read and confirms the minutes and resolutions of the Regional Transport Committee meeting of the Taranaki Regional Council held in Taranaki Regional Council chambers, 47 Cloten Road, Stratford, on Wednesday 7 September 2016 at 11.00am
2. notes that the minutes of the Regional Transport Committee meeting of the Regional Transport Committee meeting of the Taranaki Regional Council held in Taranaki Regional Council chambers, 47 Cloten Road, Stratford, on Wednesday 7 September 2016 at 11.00am were authenticated by the Committee Chairperson, C S Williamson, and the Taranaki Regional Council Chief Executive, B G Chamberlain, pursuant to Model Standing Orders.

Matters arising

Appendices

Document #1741882 - Minutes Regional Transport Committee Wednesday 7 September 2016

**Minutes of the Regional Transport Committee
Meeting of the Taranaki Regional Council,
held in the Taranaki Regional Council
Chambers, 47 Cloten Road, Stratford on
Wednesday 7 September 2016 commencing at
11.00am.**



Members	Councillor	C S Williamson	(Committee Chairperson)
	Councillor	R F H Maxwell	(Committee Deputy Chairperson)
	Councillor	H Dodunski	(New Plymouth District Council)
	Mayor	N Volzke	(Stratford District Council)
	Ms	R Bleakley	(NZ Transport Agency)
Attending	Councillor	M J Cloke	
	Messrs	B G Chamberlain	(Chief Executive)
		C B Clarke	(Transport Services Manager)
	Mrs	F Ritson	(Policy Analyst)
	Mrs	K Watt	(Passenger Transport Officer)
	Ms	J Mack	(Committee Administrator)
	Ms	J Alexander	(NZ Transport Agency)
	Messrs	R I Anson	(NZ Transport Agency)
		W Wallace	(NZ Transport Agency)
		C Whittleston	(New Plymouth District Council)
		V Lim	(South Taranaki District Council)
		B Manning	(South Taranaki District Council)
		S Bowden	(Stratford District Council)
		D Eyre	(Ministry of Transport)
		M Han	(Ministry of Transport)
Ms	J Gordon	(Ministry of Transport)	
Mr	C Olsen	(for Local Government New Zealand)	
Apologies	The apology from Mayor R Dunlop (South Taranaki District Council) was received and sustained.		

Notification of

Late Items General Business - New Plymouth-Hawera - SH3/3A

1. Confirmation of Minutes - 1 June 2016

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 1 June 2016 at 11.00am.

2. notes the recommendations therein were adopted by the Taranaki Regional Council on 28 June 2016.

Maxwell/Volzke

Matters arising – there were no matters arising.

2. Minutes of the Taranaki Regional Transport Advisory Group

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

Recommended

THAT the Taranaki Regional Council

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

Maxwell/Bleakley

3. First Annual Monitoring Report for the Regional Land Transport Plan 2015-2021

- 3.1 The Committee is required to monitor the implementation of the Regional Land Transport Plan. In order to provide the Committee with an overview of progress on the planned activities and projects, and how these are implementing the strategic objectives of the Plan, a summary report has been compiled from information provided by the approved organisations in the region. The report covers the 2015/16 financial year, being the first year of the six-year Plan that came into effect on 1 July 2015, and the first year nationally that such Plans exist in this form.
- 3.2 Mr C Clarke, Transport Services Manager, introduced the report, making note of the good progress made in spite of the large additional expenditure due to last year's flood events.
- 3.3 Councillor H Dodunski, New Plymouth District Council, queried the unspent budget for the Community Road Safety Programme (CRSP) and whether these approved funds could have been used towards an additional road safety activity. Mr V Lim, South Taranaki District Council, advised that the planned CRSP activities for the year had all been completed, but at less cost than anticipated due to third party contributions. With all the CRSP activities able to be undertaken within the 2015/16 year having been achieved, the corresponding 'underspend' was therefore declared as surplus and returned to the co-funder (the Agency).

Recommended

That the Taranaki Regional Council:

1. receives and adopts the *Regional Land Transport Plan for Taranaki 2015/16–2020/21 – Annual Monitoring Report for 2015/16*.

Bleakley/Maxwell

4. Request to vary the Regional Land Transport Plan 2015/16-2020/21

- 4.1 Mr C Clarke, Transport Services Manager, spoke to the memorandum seeking approval of two requests for variation of the *Regional Land Transport Plan for Taranaki 2015/16 – 2020-21* (Taranaki RLTPlan):

- From South Taranaki District Council to add a new project to enable intersection improvements necessary to facilitate the new regional landfill; and
- From the New Zealand Transport Agency to add phases, costs and timings detail to the SH3 Mt Messenger to Awakino Gorge Corridor Improvements project.

Both these requests have received support from the Regional Transport Advisory Group and are now brought before the Committee for consideration. Neither of these requests are significant enough to require going back out for public consultation.

- 4.2 An updated memorandum from the Transport Agency was tabled, replacing the second attachment in the item (#1729121) which related to the SH3 Awakino Gorge to Mt Messenger Corridor Improvements. This updated version of the attachment amended the funding tables to correct an error in the cost-split calculations shown. There was no change to the totals, or to the rest of the attachment.
- 4.3 Councillor R F H Maxwell raised concern regarding the SH3 north corridor improvements and sought clarification from the Transport Agency as to whether the accelerated funds have been converted to something else and have the goal posts changed in some way; and if so, how is the criteria normally applied to national land transport funding going to affect the options and development of the programme that has been identified?
- 4.4 Ms R Bleakley, NZ Transport Agency, allayed these concerns and tabled an information page 'Accelerated Regional Rooding Programme Tranche 2: Mt Messenger and Awakino Gorge Corridor'. The Committee agreed to make specific note of the Costs and Funding Source section of the factsheet.

Recommended

That the Taranaki Regional Council:

1. receives the memorandum, Requests to vary the *Regional Land Transport Plan for Taranaki 2015/16-2020/21*.
2. agrees to the requested variation to the *Regional Land Transport Plan for Taranaki 2015/16-2020/21*, made by the South Taranaki District Council, to add the following project:
 - Intersection Improvement of SH3/Rotokare Road
3. notes the bypasses of the Awakino Tunnel and Mt Messenger (\$89-105 million) will be funded by the Crown as part of the Government's Accelerated Regional Rooding Programme. Implementation of the corridor-wide improvements (\$25-30 million) is

included in the National Land Transport Programme 2015-18. Together, the improvements on SH3 north of Taranaki will total \$114-135 million.

4. agrees to the requested update to the *Regional Land Transport Plan for Taranaki 2015/16-2020/21*, made by the New Zealand Transport Agency, to add phases to the following project:
 - SH3 Mt Messenger to Awakino Gorge Corridor Improvements
5. adopts these variations to the *Regional Land Transport Plan for Taranaki 2015/16-2020/21* and forward them on to the New Zealand Transport Agency.

Williamson/Dodunski

5. New Zealand Transport Agency Regional Report

- 5.1 Ms R Bleakley, NZ Transport Agency, spoke to the Regional Report updating Members on Agency news and activities.
- 5.2 A number of matters were discussed by the Committee including:

Taranaki state highways webpage

Ms R Bleakley advised that as part of improving communications with stakeholders and the community about a number of issues in Taranaki including flood repairs, the Agency has created a new webpage (<https://nzta.govt.nz/taranaki>). This will provide updates on work that is happening on the state highway network in Taranaki, and was hoped to provide better active and passive communication within the community. Committee Chairperson, C S Williamson thanked the Agency for the progressive move to improving communication with local communities.

Minor safety programme works

General discussion regarding works alongside the Methanex site where a section of pavement needed renewal.

Princess Street/Mangati Road and SH3A to Waitara was discussed.

Moturoa pedestrian crossing, intersection and shopping precinct – Mr R I Anson stated the Transport Agency was working closely with the New Plymouth District Council (NPDC) to improve safety through this section.

Vickers to City project

The pink colour of the concrete traffic islands was raised, with Mr R I Anson noting that NPDC and an architect are working on a solution to improve the islands and welcomed any suggestions. There was discussion around future-proofing this section of highway further, including potential to purchase land. Mr C Whittleston noted that very early investigations were underway surrounding a range of matters including a possible second crossing of the Waikwhakaiho river.

Taranaki R Funds

Chairperson Williamson queried the R Funds balance and sought clarification on what projects these funds have gone to. Ms R Bleakley replied that a reconciliation of all Taranaki R-funded projects would be provided by email.

Recommended

THAT the Taranaki Regional Council

1. receives and notes the Regional Report from the New Zealand Transport Agency dated 7 September 2016.

Maxwell/Dodunski

6. Implementation of the One Network Roding Classification across the Taranaki Region

- 6.1 A Road Efficiency Group (REG) representative, Mr Chris Olsen, presented an update to Members on progress to implement the One Network Roding Classification (ONRC) across the Taranaki region.

Recommended

THAT the Taranaki Regional Council

1. receives for information purposes the report *Implementation of the One Network Roding Classification across the Taranaki Region* and associated presentation from the Road Efficiency Group.

Maxwell/Volzke

7. Developing the 2018 Government Policy Statement on Land Transport

- 7.1 Mr David Eyre of the Ministry of Transport presented a 'GPS Listening Session' to give and receive information on the 2018 Government Policy Statement on Land Transport (GPS). The Ministry of Transport is currently in the process of planning GPS 2018 and are talking with Regional Transport Committees around the country as part of this process.
- 7.2 Mr B G Chamberlain, Chief Executive, noted that the Taranaki region is embarking on reviews of its Destination Strategy and its Economic Development Strategy. From the outset it is clear that tourism is an area that needs to be given greater priority. The roading network plays a critical enabling role in this opportunity for growth. SH43, as an entry point to the region needs to be brought up to state highway standard – that is, fully sealed. Taranaki has major private and local public investments aimed to lift the amenities and visitor offerings in the region. Having the right roading network in place to facilitate tourism into the region is critical, and SH43 is currently a major constraint to the region meeting its potential.

Recommended

THAT the Taranaki Regional Council

1. receives and notes the presentation from the Ministry of Transport on development of the *2018 Government Policy Statement on Land Transport*.

Williamson/Bleakley

8. Passenger transport operational update for the quarter ending 30 June 2016

- 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 30 June 2016.

Recommended

THAT the Taranaki Regional Council

1. receives and notes the operational report of the public transport services for the quarter ending 30 June 2016.

Maxwell/Volzke

9. Correspondence and information items

- 9.1 The purpose of this item is to update Members on correspondence and information items received since their last meeting.
- 9.2 Mayor N Volzke, Stratford District Council, acknowledged and thanked the Transport Agency for the repair work on the Stratford roundabouts.
- 9.3 Mayor Volzke also thanked the Transport Agency for the cost estimate for sealing the unsealed section of SH43. This is an issue that he will be taking up with the region's three local Members of Parliament at a meeting to be held in Whangamomana later in the month.
- 9.4 Chairperson C Williamson acknowledged the gratitude of this committee to the Transport Agency for coming back on the issues in the correspondence and noted that the bottleneck had cleared and communication between all parties has improved. Ms R Bleakley, NZ Transport Agency, responded that if there were any issues during the electoral gap she would encourage councillors or officers to contact the Agency to work through any issues.

Recommended

That the Taranaki Regional Council:

1. receives and notes the correspondence received from the New Zealand Transport Agency in response to queries raised at the previous Regional Transport Committee meeting on 1 June 2016.
2. notes for information purposes the correspondence sent to Apiculture New Zealand regarding the location of bee hives in relation to public pathways.

10. General Business

New Plymouth to Hawera – SH3/3A

It was noted that the first New Plymouth to Hawera SH3/3A strategic business case development meeting has been held and an update was provided to the Committee.

Thanks and Acknowledgements

Committee Chairperson, C S Williamson, thanked the Members and Council management and officers for their work and support of the Committee during the 2013-2016 triennium. The meeting is the last to be held prior to the 2016 local authority elections. Special thanks and acknowledgement was extended to Councillor R F H Maxwell for his years of dedicated service to the Committee and who is not seeking re-election and is standing down from the Council.

There being no further business the Committee Chairperson, Councillor C S Williamson, declared the Regional Transport Committee meeting closed at 12.45pm.

Minutes authenticated pursuant to Model Standing Orders

Regional Transport

Committee Chairperson _____

C S Williamson

Taranaki Regional Council

Chief Executive _____

B G Chamberlain

Agenda Memorandum

Date 8 March 2017



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

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

Approved by: M J Nield, Director – Corporate Services

B G Chamberlain, Chief Executive

Document: 1781080

Purpose

The purpose of this memorandum is to receive (for information) the minutes of the Taranaki Regional Transport Advisory Group meeting held on 5 October 2016 and the unconfirmed minutes of the meeting held 15 December 2016.

Recommendations

That the Taranaki Regional Council:

1. receives for information purposes the minutes of the Taranaki Regional Transport Advisory Group meeting held on 5 October 2016
2. receives for information purposes the unconfirmed minutes of the Taranaki Regional Transport Advisory Group meeting held on 15 December 2016.

Decision-making considerations

Part 6 (Planning, decision-making and accountability) of the *Local Government Act 2002* has been considered and documented in the preparation of this agenda item. The recommendations made in this item comply with the decision-making obligations of the *Act*.

Financial considerations—LTP/Annual plan

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

Policy considerations

This memorandum and the associated recommendations are consistent with the policy documents and positions adopted by this Council under various legislative frameworks including, but not restricted to, the *Local Government Act 2002* and the *Land Transport Management Act 2003*.

Legal considerations

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

Appendices/Attachments

Document 1754915: Minutes of Taranaki Regional Transport Advisory Group (RTAG)
Meeting 5 October 2016

Document 1798272: Minutes of Taranaki Regional Transport Advisory Group (RTAG)
Meeting 15 December 2016

Taranaki Regional Transport Advisory Group Meeting

MINUTES

Date	Wednesday 5 October 2016 at 10.30am.	
Venue	Taranaki Regional Council, 47 Cloten Road, Stratford	
Present	Bruce Chadwick (BC)	NPDC
	Steve Bowden (SB)	SDC
	Paul Murphy (PM)	NZTA P&I
	Wayne Wallace (WW)	NZTA P&I
	Chris Clarke (CC)	TRC
	Fiona Ritson (FR)	TRC
	Rachel Smith (RS)	TRC
Apologies	Wayne Keightley (WK)	NZTA HNO
	Carl Whittleston (CW)	NPDC
	Vincent Lim (VL)	STDC
	Cole O'Keefe (CO)	NZTA P&I
	Gray Severinsen (GS)	TRC

Item	Agenda subject	Action
1.	<p>Welcome and apologies</p> <p>The group welcomed Rachel Smith who is the new Transport Administration Assistant for TRC.</p> <p>Apologies were received from Wayne Keightley, Carl Whittleston, Vincent Lim, Cole O'Keefe, and Gray Severinsen.</p>	
2.	<p>Confirmation of previous Minutes</p> <p>The previous minutes of the RTAG meeting held on Wednesday 17 August 2016 were accepted as true and correct.</p>	
2(a).	<p>Matters Arising</p> <p>No discussion required</p>	
3.	<p>Debrief on matters raised at 7 September 2016 RTC Meeting</p> <ul style="list-style-type: none"> R funds reconciliation: NZTA to email out to the RTC a reconciliation of all Taranaki R Funds, showing where the money has been spent. WW will follow up on this. <p>Induction of incoming RTC</p> <ul style="list-style-type: none"> Discussion held on most useful materials/information to provide to incoming 	WW

Item	Agenda subject	Action
	<p>RTC to assist them; and what incoming district councillors receive in terms of transport/roading inductions, in order to complement it.</p> <ul style="list-style-type: none"> The first RTC meeting is scheduled for 7 December 2016, however FR advised that this is more likely to be held in early 2017. 	
4.	Round Table - update from each organisation	
	<p>NZTA – HNO (WW for WK)</p> <ul style="list-style-type: none"> The Normanby realignment will partially open for traffic on 17 October 2016. The Bell Block to Waitara projects are still progressing – no real updates at this stage. A new Asset Manager (dealing with projects and capital works) has been appointed and will be based in NP. Title of this position is currently unconfirmed so WW will advise once known. FR asked if they might in future be an alternate for WK. SH45 Kaupokonui Bridge is still down to one lane while investigations continue. Also please see Appendix 1 for a copy of the emailed updates received from WK after the meeting concluded. 	
	<p>NZTA – P&I (WW & PM)</p> <ul style="list-style-type: none"> Cole O’Keefe is moving to the Tauranga office. A replacement will be sought. Who from the Agency will be the PT lead is not yet known. RTAG will be updated when further information is available. 	
	<p>STDC (VL)</p> <ul style="list-style-type: none"> No one present from STDC to provide updates. 	
	<p>SDC (SB)</p> <ul style="list-style-type: none"> SB is putting together an application for bespoke funding in respect of storm damage at the request of the CEO. The June 2015 storm has seen SDC spend \$1.2 million of their reserve funds on repair work. The Future of Broadway project is to be announced by the Director of Environmental Services, Liam Dagg on Monday 10 October 2016 at the BA5 meeting following the local body elections this weekend. A leaflet is going to be posted to rate payers with their rates notices to advise them of the proposed improvements. Entry features into Stratford being considered, including upgrading the areas to the north by Flint Road, to the South by Hills Road and to the East by Esk Road. The designs for these features will be handled by Boon Goldsmith Bhaskar Bebner Team Architects. Awaiting the completion of a cycle strategy before putting in a bid for funding to create a crossing underneath SH3 by Colonel Malone’s statue, next to the 	

Item	Agenda subject	Action
	<p>Patea River. The road is proving to be a barrier for students walking or cycling to/from school.</p> <ul style="list-style-type: none"> • The request to move the 50km speed limit further north of Stratford is still in moratorium like all such speed changes but believed unlikely to be granted. • The LED streetlight conversion continues. Recent lightning caused some damage to the transformer which is a priority to get repaired. • Inframax have started as the Road Maintenance contractors. • Whangamomona Road: It has been determined following a Red Jacket engineering report that the bridges are SDC's responsibility to maintain. There is approximately \$180,000 worth of work identified and SDC is looking to NZTA for co-funding. The road is not currently classified under the ONRC and a meeting will be held in Whangamomona on 14 November to ask the community what LOS they want for the road. A bylaw is likely to be drawn up regarding its usage and how it is to be managed in order to address safety issues and ongoing maintenance costs. • Kingheim Estate (OIO) – it is highly unlikely that these tracks will be open by 24 December 2016, despite expectations/pressure from the WAC, as many tracks are still unformed. • Further retaining structures have been identified which are not in RAMM. Inspections of these have been done and it is likely more will be identified – estimates put the total at around 280. • Three retaining walls at Puniwhakau have been completed using willow logs. 	
	<p>NPDC (BC)</p> <ul style="list-style-type: none"> • Carryover of storm damage works reduced to approx. \$500k (from \$600k). • Oakura speed issue – draft report by NZTA being reviewed. • South Road LED flashing lights to be repaired. Streetlights: The 2400 LED's ordered are due to arrive this month with rollout commencing in November, with Inglewood and Urenui first. • Upgrades to a number of pedestrian crossings are underway. • The traffic signals at Northgate are back up and running using a sensor operated by TOC. Prior to this they were being controlled using set timings. Cameras to be installed at all traffic light controlled intersections. • Still recruiting staff, one position filled so far with two more to go. • The creation of a 'park and sell' being held at the racecourse on a Sunday morning may reduce the numbers of vehicles for sale being parked along Coronation Avenue. This is being monitored. The complaints are primarily from residents along Coronation Avenue stating the vehicles are a nuisance, rather than them being a health and safety issue. • Follow up required on the NPDC/HNO MoU. • Issues with Opus, Whittakers and Fulton Hogan disagreeing about who is 	

Item	Agenda subject	Action
	<p>responsible for fixing the legacy issues of corrugations on Henwood Road. The cost is looking to be \$200,000-\$300,000 to fix. Discussion held on ways to progress.</p> <ul style="list-style-type: none"> • A bus shelter is to be built at Puke Ariki, an architect is to be engaged to design the feature with the remaining funds allocated to replacing bus shelters around New Plymouth. BC queried if there is a plan for replacing bus shelters to maintain consistency. CC advised that David Brown (NPDC) had been provided a draft plan. • Forestry has commenced with Okau Road being used to transport the logs. Complaints being received from residents about the state of the road. Some improvements will be made but there will not be a large investment in the area. 	
	<p>TRC – Public Transport (CC)</p> <ul style="list-style-type: none"> • Bus patronage bounced back for August but is still down 2.3% on last financial year to date. • TM database will be up and running in the next month or two with electronic swipe cards to be rolled out early 2017. • At this stage TRC’s CE has declined a request for funding assistance to investigate a ‘transport hub’ in central New Plymouth. 	
	<p>TRC – Regional Planning (FR)</p> <ul style="list-style-type: none"> • The SH3WP meeting in Mokau on 8 September 2016 was frustrating and disappointing for many attendees as no new information was provided by NZTA on the accelerated projects, despite this being the reason for the meeting being held. • FR updated the Group on various matters covered at the Regional Transport SIG meeting in mid-September, including: <ul style="list-style-type: none"> - GPS 2015 improvement suggestions being fed back to MoT. Primarily to strengthen alternative modes (including education to support behavioural change), tourism and enable Regional Improvements AC to be broadened. The SIG has been collating at submission to the MoT outlining changes it would like to see for GPS 2018, which FR will circulate to the Group. - ONRC – other regions will be following this region’s lead of RCs drafting the strategic context for TAs AMPs in the region. - Transport projects associated with Regional Economic Development Strategies (REDS) are being identified. Taranaki’s REDS is in initial stages. - To emphasise that HNO heard concerns regarding lack of regional ability to influence what was put forward into RLTPs, now termed a State Highway Investment Proposal (SHIP) rather than SHAMP. • Stock Truck Effluent Strategy Review work is proceeding, though slower than hoped. • Preparations are underway for the RLTP 2018 Review – refer Item 6. 	<p>FR</p>

Item	Agenda subject	Action
5.	<p>SH3 North project update</p> <p>De-brief on Mokau slip and incident response including communications</p> <ul style="list-style-type: none"> • Discussion was held on the incident response and communications following the slip on SH3 at Mokau on Sunday 18 September. FR noted that while the Mokau slip technically happened just north of the region and was therefore the responsibility of the Waikato HNO, such distinctions are both unknown and irrelevant to the regional communities involved – particularly given that the route is of greater critical importance to Taranaki. Considerable improvement to communications with Taranaki stakeholders is needed. • FR questioned why the new Taranaki HNO webpage makes no mention of the Mokau slip, noting that it needed to provide updates of key relevance to the Taranaki region. Additionally suggested that it provides links to key other pages (eg Normanby Realignment project) and has a ‘Last updated date’. • The importance of alternative routes following the slip was discussed. • BC advised that all communications regarding the slip came via TRC or TEMO, not from NZTA. • A follow up letter regarding the MBSF has been issued by SH3WP to relevant Ministers. The Mokau slip has been mentioned to emphasise the importance of SH3 to both the Taranaki and Waikato regions. • Distribution lists for various NZTA communications discussed, including NZTA’s ‘Central Region Traffic Bulletin’ and ‘Keeping Connected’ emails. <p>Updates on accelerated projects from HNO</p> <p>No one present from HNO to provide updates – refer email Appendix 1.</p>	
6.	<p>RLTP 2018 Review (including BCA and ONRC)</p> <ul style="list-style-type: none"> • WW will follow up on the next release date for TIO and report back. • Group to provide feedback to WW on what support needed for RLTP. • FR queried when the next P&I KB update will be. WW advised that he had a meeting yesterday (4 October 2016) regarding content and appearance needs for the KB. PM and WW will follow up when this update will be rolled out. <p>Roundtable of potential projects/ activities to be included</p> <ul style="list-style-type: none"> • SB – cycling strategy, crossing of SH, forestry, pavement rehab, and retaining walls will likely be included. • PM advised on behalf on STDC that bridges, walking and cycling, and resilience issues would likely be their focus. • PM suggested considering a ‘resilience project’ where a group of smaller issues are grouped together and funding is quoted based on the whole project rather 	<p>WW</p> <p>All</p> <p>WW</p>

Item	Agenda subject	Action
	<p>than individual issues.</p> <ul style="list-style-type: none"> BC advised that NPDC may include projects for Ahititi STE site and rail crossings. FR requested the Agency provide information on what projects R2 funds (Regional Improvements Activity Class) has been used for thus far throughout NZ. Also, requested information on how Taranaki could best apply/ utilise this funding. 	WW
	<p>SHAMP (SHIP) – timeline and opportunities for regional input</p> <ul style="list-style-type: none"> No HNO representative present to advise. WK needs to ensure early RTAG / RTC input. 	WK
	<p>Possibility of running the review as a variation process</p> <ul style="list-style-type: none"> General agreement with the idea of running the review as a variation (which Greater Wellington Regional Council is proposing) rather than going out for public consultation. FR discussed the alternative of taking the review out for full public consultation. This would see the whole process stretched out to approximately 18 months which the legislation did not intend for. FR to investigate further. 	FR
	<p>Likely timeline for review</p> <ul style="list-style-type: none"> FR outlined potential timeframe for review (noting will depend on consultation method selected): update Strategic front end by end of Jun2017, AOs to have prepared and input draft TPs into TIO by end Sep2017, checking and assessments Oct2017, finalise draft Plan Nov2017, submissions period from early Dec2017 to early Feb2018, Hearing of Submissions Mar2018, final sign off Apr2018. PM advised DC’s need to have draft TP’s in TIO by 30 September 2017 – this has been decided by REG. 	
	<p>Regional strategic context wording for the Taranaki AMPs</p> <ul style="list-style-type: none"> FR has started drafting but queried desired content. PM advised to keep it short, simple and broad. FR to circulate draft by email for feedback. SB will email FR and PM the template that SDC has completed so far. BC unsure who is responsible for putting NPDC’s together so he will follow this up. 	SB BC
	<p>Progress on implementation of ONRC</p> <ul style="list-style-type: none"> SB advised that the template Christchurch created is well done and SDC are using it. ONRC Performance Measures have been decreased to a more manageable number. Difficulties in terms of determining peer groups (eg finding a similar sized 	

Item	Agenda subject	Action
	<p>region with the same topography to compare Stratford with) discussed.</p> <ul style="list-style-type: none"> Discussion held around communications and in particular who should be engaged with. 	
7.	<p>SH43</p> <p>Discussion on how to progress improvements including full sealing</p> <ul style="list-style-type: none"> FR noted that tourism is an increasing focus for regional economic development (noting Taranaki RED work kicking off with MBIE support), and the current state of SH43 is increasingly being mentioned as a constraint. Believe need to be ready to act on this regional push, so what is needed to prepare? WW advised that a BC approach needs to be followed and an ILM needs to be completed. As it is a SH it is NZTA's responsibility to do this. Ross Y'Anson should therefore be cc'd into all related correspondence. FR asked what traffic data is currently recorded and at what points on the route, and whether BlipTrack at either end will be likely. PM advised that in Whangamomona and at any other intersections on SH43 traffic numbers are counted six monthly. PM advised that the tool used for recording traffic numbers cannot pick up bicycles and cannot distinguish between traffic types other than heavy versus standard vehicles. PM to check on whether central government keeps track of cycle numbers on the cycle touring route. SB informed the group that Primo Wireless will provide internet to Whangamomona if the community is able to raise \$77k towards establishment. <p>Possibility of cross-border Joint Statement in RLTPs / LTPs</p> <ul style="list-style-type: none"> FR advised of the possibility of cross-border Joint Statement on SH43 to give combined voice strength. Have raised the idea, drafted a first go and emailed out an initial draft to start discussions with key staff at those councils. RTAG in agreement with idea of a cross-border Joint Statement in RLTPs of Taranaki and Manawatu/ Wanganui and LTPs of Stratford and Ruapehu. FR to pursue. 	<p>PM</p> <p>FR</p>
8.	<p>Cycling and walking</p> <ul style="list-style-type: none"> PM has given indications to the Minister of the projects in the region and the cost. The focus is on tourism however commuter needs are on the radar. PM has advised small councils to be proactive and have their walking and cycling strategies and projects ready to go once funding becomes available. SDC likely to engage a consultant to draft a district cycling and walking strategy with the view to being on the "front foot" should funding become available. 	
9.	<p>General Business</p> <p>SPRs</p>	

Item	Agenda subject	Action
	<p>FR questioned whether affected councils were still opposing the decision to revert from 100% FAR for SPRs. Both SB and BC to check and advise whether there is still advocacy support required in this area.</p> <p>PM noted no decision has been made on how the FAR would be transitioned. Also, that KiwiRail renewals to 2018 must go into RLTP.</p> <p>LTA Bill submission</p> <p>CC gave an overview of changes proposed to the Land Transport Act 1998 through the Land Transport Amendment Bill which was released on 12 September. Submissions are due to the Select Committee by 27 October. TRC has started drafting a submission.</p> <p>FR noted that key areas for the DCs to consider were those around road safety and heavy vehicle regulation, and she will circulate relevant information to the RTAG for their follow up.</p> <p>Application of BCA for strategy reviews such as RSTES & RWCS</p> <p>Discussion held on applying BC approach to strategy reviews.</p> <p>Electric vehicles – contestable fund</p> <p>Discussion held on councils responses/approaches re this opportunity, and what charging infrastructure is already in place around the region.</p>	<p>SB/ BC</p> <p>FR / All</p>
10.	<p>Next Meeting – scheduled for Wednesday 16 November 2016</p> <p>Meeting closed: 1.12pm</p>	

Acronyms commonly used in RTAG meetings

Acronym	Meaning
AC	Activity Class
AMP	Asset or Activity Management Plan
BC	Business Case
DC	District council
GIS	Geographic Information System
HNO	Highways & Network Operations section of NZTA
ILM	Investment Logic Mapping
LOS	Levels of Service
NOC	Network Outcomes Contract
NPDC	New Plymouth District Council
NZTA	New Zealand Transport Agency
ONRC	One Network Roading Classification
P&I	Planning & Investment section of NZTA
POE	Point of Entry (initiation of a business case)
RAMM	Road Assessment and Maintenance Management database
RAPT	Review and Prioritisation Team
RCA	Road Controlling Authority
RLTP	Regional Land Transport Plan
RSTES	Regional Stock Truck Effluent Strategy
RTAG	Regional Transport Advisory Group
RTC	Regional Transport Committee
RWCS	Regional Walkways and Cycleways Strategy
SDC	Stratford District Council
SH	State Highway
SIG	Special Interest Group
SPR	Special Purpose Road
STDC	South Taranaki District Council
STE	Stock Truck Effluent
TP	Transport Programme
TRC	Taranaki Regional Council
VDAM	Vehicle Dimensions & Mass
WAC	Walking Access Commission

Appendix 1

From: Wayne Keightley [<mailto:Wayne.Keightley@nzta.govt.nz>]

Sent: Wednesday, 5 October 2016 3:07 PM

To: Fiona Ritson; Wayne Wallace

Subject: Update for RTAG - NZTA Highways ops

Apologies all. This was sent at 9.30am this morning, but sat in Outbox. Found all my emails from today have done the same.

Fiona, Wayne

Below is a summary of HNO operations in the Taranaki area. Can be either spoken too, or tabled for distribution

1. Emergency Works – SH43, three sites ready to commence in 3 - 4 weeks. These are simple benching type activities. Downers undertaking. SH3 Manawapo, finalising land purchase and access agreement with landowner. Expected commencement early November if all goes accordingly to plan. Downers ready to go. Reinforced earth wall option
2. SH3 Mokau - debrief held with Waikato team on Monday. Main area of concern was the control of works within the first 2 hours that was undertaken by local contractor under the instruction of the police. Cross-boundary comms with Taranaki NOC was mixed at times as callout crews were up SH43 dealing with that closure and the black spot problems of contacting them. 2 hours from cell coverage
Geotech Engineers were on site late Sunday and made an assessment based on the risk of further material coming down. Repairs continue to manage out the risk
This event has raised the element of ensuring a full understanding of other risk areas are identified and managed on the whole SH3 route from NP to Te Kuiti. Further works to take place and populate risk register. Although the Awakin and Mt Messenger projects are happening, the risk component needs to be mitigated for all scenarios
3. Transport Planning – Bell Block to Waitara continuing into next phases
2 x ILM workshops for the New Plymouth to Hawera study completed. Reps from all stakeholder groups present
4. Capital – Normanby Bypass. Traffic expected to be on the new road on the 25th of October, with bridge deconstruction following
Mt Messenger / Awakino – comms out to residents in Oct / Nov period. To be delivered by projects team and will be a bit more specific on option. Needs Minister review first.
5. Detour Route Maps – Northland and Waikato maps loaded onto GIS mapping system, and are being trialled. Will be able to start including maps of our areas shortly, but Journey Manager will meet with all roading managers to consider what may or may not be agreed for inclusion. It is not intended to throw heavies on local roads that are not suited. Expect this will in-turn highlight some investment opportunities
6. Network Manager – David Perry commences 14th of November and will be based in NPDC office. Will bring David around to meet and greet. Role will be focussed on general business rather than NOC contract functions at this stage
7. Minor Improvements – Developing next 3 year funding application for Mid November. If anyone has any suggestions in the safety, efficiency or resilience space to let me know, and can include into application. i.e VMS signs, guardrails at bridge structures, cameras etc
8. Blip-Track – Sensors installed. Going live shortly. Will give a presentation at next meeting

Regards

Wayne Keightley / Journey Manager

Highways and Network Operations

Taranaki, Manawatu/Wanganui Region

DDI 64 6 953 6026

Mobile 021 280 8231

E Wayne.Keightley@nzta.govt.nz / w nzta.govt.nz

Palmerston North Office / Level 3, 43 Ashley Street,

Private Bag 11777, Palmerston North 4440, New Zealand

Taranaki Regional Transport Advisory Group Meeting

MINUTES

Date	Wednesday 15 December 2016 at 10.00am.	
Venue	Taranaki Regional Council, 47 Cloten Road, Stratford	
Present	Carl Whittleston (CW)	NPDC
	Steve Bowden (SB)	SDC
	Vincent Lim (VL)	STDC
	Paul Murphy (PM)	NZTA P&I
	Wayne Wallace (WW)	NZTA P&I
	Richard Ashman (RA)	NZTA HNO
	David Perry (DP)	NZTA
	Gray Severinsen (GS)	TRC
	Fiona Ritson (FR)	TRC
	Rachel Smith (RS)	TRC
Apologies	Wayne Keightley (WK)	NZTA HNO
	Chris Clarke (CC)	TRC

Item	Agenda subject	Action
1.	<p>Welcome and apologies</p> <p>Richard Ashman attended as Wayne Keightley's alternate. The group welcomed David Perry from NZTA who is the new Network Manager for Taranaki, based in New Plymouth. Apologies were received from Chris Clarke and Wayne Keightley.</p>	
2.	<p>Confirmation of previous Minutes</p> <p>The previous minutes of the RTAG meeting held on Wednesday 5 October 2016 were accepted as true and correct with one wording change as follows:</p> <p>8. Cycling and walking</p> <ul style="list-style-type: none"> SDC likely to engage a consultant to draft a district cycling and walking strategy with the view to being on the "front foot" one <i>should</i> funding become available. 	
2(a).	<p>Matters arising - WW</p> <ul style="list-style-type: none"> WW advised there is only himself and PM in P&I. Alan Catchpole is acting PIM. Cole O'Keefe has not been replaced and there are no plans to change this. 	

Item	Agenda subject	Action
	<ul style="list-style-type: none"> • WW confirmed he is the current PT contact. • RFunds reconciliation-FR to follow up with Agency. • At this stage there are no updates on the P&I KB or TIO, however communication regarding the TIO update is expected soon. 	
3.	<p>Reconvening of RTC and RTAG - administrative matters</p> <ul style="list-style-type: none"> • SDC have resolved to join the Taranaki RTC. FR and RS are in the process of drafting an updated MoU. • FR suggested some minor tweaks to the terms of reference, particularly around having an alternate attend meetings if necessary. There is a lack of continuity if attendees are absent and no alternate has been arranged. • FR also requested bullet points of the topics that will be covered by each RTAG attendee be emailed to TRC prior to each meeting. These can be included in the minutes and if an attendee is absent someone else can speak to these. • RTC appointments: Chairperson - Cr Craig Williamson Deputy Chairperson - Cr Matthew McDonald Alternates - Cr Tom Cloke and Cr David MacLeod NPDC - Cr Harry Duynhoven/Cr Shaun Biesiek SDC - Mayor Neil Volzke/Cr Alan Jamieson STDC - Mayor Ross Dunlop/Cr Phil Nixon NZTA - Raewyn Bleakley/Ross I'Anson • RTAG: TRC (Regional transport planning) - Fiona Ritson/Gray Severinsen TRC (Passenger transport) - Chris Clarke/Karen Watt/Rachel Smith NPDC - Carl Whittleston/Bruce Chadwick SDC - Steve Bowden/Sven Hanne STDC - Vincent Lim/Carolyn Copeland NZTA P&I - Paul Murphy/Wayne Wallace NZTA HNO - Wayne Keightley/Richard Ashman • Carolyn and Bruce to be included in all RTAG email correspondence. • Discussion held around proposed meeting dates for 2017 - no issues raised. 	FR/ RS FR
4.	<p>RTC meetings</p> <p>First meeting scheduled for 8 March 2017. RTAG members asked to provide a 10 minute introduction/powerpoint presentation giving an overview of their roles and their key issues.</p>	

Item	Agenda subject	Action
	<p>FR went through a list of materials and information that the RTC members will be provided with at their first meeting.</p> <p>Every second RTC meeting will involve a presentation from Road Safety Taranaki.</p>	
5.	<p>SH3 North</p> <p>NZTA are holding off on extensive surface repairs on Mt Messenger as it is expected that one of the bypass options will be chosen. RA advised at present cracks are being filled with an emulsion and this is being dealt with as a separate project out of Hamilton.</p> <p>TRC and the SH3WP will put forward submissions supporting Option 2 for Awakino and Option 3 for Mt Messenger. SDC will be making similar submissions.</p> <p>NPDC will not be making a formal submission. GS discussed with CW the importance of NPDC making a submission, CW will follow up.</p> <p>Discussion held around the options provided for SH3. FR queried how Ngatai Tama feel about the options given their work with the Kokako project (reintroducing them into the area).</p> <p>FR sought feedback from the group on rating the safety and resilience improvements that have been proposed as part of stage 2 works. The general consensus is to rate them in the following order:</p> <ol style="list-style-type: none"> 1. Slope stability treatments 2. New passing opportunities 3. Road realignments 4. Road widening and intersection improvements <p>FR also pointed out that there is an electronic feedback form for those who wish to provide a response rather than a formal submission.</p>	
6.	<p>Round table – update from each organisation</p>	
	<p>NZTA HNO (RA)</p> <ul style="list-style-type: none"> • The Normanby realignment is almost complete and will be officially opened in February 2017. Discussions underway with STDC about creating a rest area. Intersection improvements have been delayed as the area is classified as historic and any works require a permit. • SH45 Kaupokonui Bridge is now back to two lanes. • Manawapo Hill works are underway. Taranaki was not hit as hard as Manawatu and full funding has not been received yet. A bypass is too expensive and cannot be justified with only a few crashes in the area and no indication that it would save on travel time. A retaining wall will be put in place and the passing lane will reopen. 	

Item	Agenda subject	Action
	<p>NZTA - P&I (WW & PM)</p> <ul style="list-style-type: none"> The Agency's senior leadership team will be announced before Christmas with the whole NZTA restructure complete and in place by 30 June 2017. 	
	<p>TRC - Regional Planning (GS & FR)</p> <ul style="list-style-type: none"> A consultant has been employed to help develop the Taranaki Regional Economic Development Strategy. Workshops have been held with regional and district councils and the process of appointing a governance team is underway. A report is due in August 2017. FR pointed out that Taranaki is considered a second tier regional economic development region under MBIE's programme. 	
	<p>TRC - Public Transport</p> <ul style="list-style-type: none"> No updates provided. 	
	<p>STDC (VL)</p> <ul style="list-style-type: none"> Installation of LED lights is underway with 600 installed so far. Councillors have raised concerns about the white light they emit with the theory being that it effects melatonin levels. More research will be undertaken before more are ordered. PM advised VL that the project needs to be completed under the current NLTP. Works to commence in January 2017 on a large area of flood damage on Rawhitiroa Road. Discussions being held with TRC regarding the resource consent for Glover Road. Currently going through the resource consent process for Nukumarū Station Road. Rotokare Road/SH3 intersection improvements will be managed by Nigel Auger and run from New Plymouth with STDC taking on a guiding role. The outcome of a recent financial audit undertaken by NZTA revealed STDC needs to make improvements around their road safety. 	
	<p>NPDC (CW)</p> <ul style="list-style-type: none"> LED light installation has been completed in Inglewood with a push to finish Urenui before Christmas. Before and after photography has been done showing the difference the new lights have made. Whittakers are on site to finish the last of the storm damage work after Christmas. Henwood Road corrugation issues are yet to be resolved. 	

Item	Agenda subject	Action
	<ul style="list-style-type: none"> • Vacant positions have now been filled. All new staff will be in place by 14 January 2017. • Oakura speed issue – confidential developments being made in this area. A roundabout is a possibility. • NPDC needs to obtain a resource consent before it goes ahead with upgrades to the Mt Messenger STE disposal site. Treatment will be done onsite and discharged to the Tongaporutu River. It is possible the site may need to expand onto NZTA land. • Vehicles for sale parked along Coronation Avenue continue to be an issue. Discussion held between CW and RA. NZTA bylaw states no cars for sale are to be parked on a SH, however, they do not have anyone to enforce this and the police will not intervene as it is not a safety issue. NPDC’s bylaw does not allow for NPDC to issue infringements. CW advised the introduction of P120 time limits will be put to council. RA noted that residents rejected this option when it was offered in the past. • Devon Rd pathway options are being investigated. Potential issues are private land ownership and upgrading of power supply. • Working with residents on Coronation Avenue, in the vicinity of Highlands Intermediate, to make improvements, so far looking at the pedestrian crossing, bus stops and cycle lanes. 	
	<p>SDC (SB)</p> <ul style="list-style-type: none"> • Still working on the funding application to NZTA for storm damage. • The Future of Broadway project has been rolled out for public consultation. Plans are to demolish the ANZ building, however, they have recently signed a three year lease so a decision will need to be made about this. Questions have been raised about the current location of the i-Site, whether it is too big, fit for purpose etc. • Realising the Republic (Whangamomona) focus paper is out for public consultation. Submissions close 31 January 2017. • Concept designs for entry features to Stratford were on display at the A & P show, receiving good feedback from locals. • 50km speed limit still an ongoing issue with a recent crash highlighting the need for them to moved. • 300 LED lights have been installed so far with 300 more to go. One complaint received due to the angle of the street light but this has been resolved. A grant 	

Item	Agenda subject	Action
	<p>of \$68k was received from TET towards the cost of the LED's.</p> <ul style="list-style-type: none"> • SB will be seeking some early feedback on Whangamomona Road today. • SB and Liam Dagg – Director Environmental Services met with a chicken farmer who intends to build a chicken farm on Radnor Road, starting with four sheds and increasing to eight. • The Stratford Mountain House is investigating having a power cable laid from the end of Pembroke Road to the Mountain House to ensure a continuous power supply. A recent storm knocked out electricity and resulted in no power to the ski lifts. SB wants a walking track created that will follow the path of the cable. Discussions are in place with DOC, Powerco and NZTA for the walking track. The Mountain House intend to have the cable laid by next ski season. • A legal consultant has been engaged to assist in creating bylaws for Whangamomona Road and bee keeping on road reserve. Working with Federated Farmers in regards to bee keeping on road reserve as it will be a blanket ban due to safety issues. • As of 9 January 2017 SB will have a permanent full time staff member. 	
7.	<p>NLTP conversations</p> <ul style="list-style-type: none"> • PM and WW advised everyone to keep checking the link to the NLTP page as there are regular updates. • FR attending a video conference 16 December 2016. 	
8.	<p>RLTP 2018 review (including BCA and ONRC)</p> <ul style="list-style-type: none"> • FR - The draft GPS has been delayed. • The timeline and process for the RLTP review are still the same. FR advised feedback from MoT states a full consultation process is not required unless the review meets TRC's significance policy. A targeted consultation will be conducted by email. • Potential projects/activities to be included: VL – walking/cycling projects CW – Bell Block to Waitara projects; Airport Drive realignment is a major focus, NP to Hawera strategic project, Coronation Avenue to Cumberland Street intersection, Devon Street West, NPDC is focused on a coastal walkway extension within the next three years. <p>SHIP - RA advised no physical docs. Send plans to RA now. All street lighting, cleaning etc, everything needs to be justified. Background document will be available in March.</p>	

Item	Agenda subject	Action
	<p>WW discussed taking a customer focus approach to SHIP. If a region really wants to push for a project then NZTA needs to know. Wish list and contacts are located in the RLTP.</p> <p>FR has completed the regional strategic wording for AMP's. The drafts are deliberately broad, feedback to FR or they will remain as they are.</p> <p>SH43 joint statement was well received by the four councils. Will need to be placed in the relevant council's LTP's and RLTP's.</p> <p>Discussion held by CW and PM around the BCA workshop. Changes to funding mean that 90% of funding is now baseline funding and 10% is core funding. Funding will be based on need and money redirected to where it is needed.</p>	
9.	<p>Exotic forestry harvesting</p> <ul style="list-style-type: none"> • Land Management officers are updating information on the ages of forestry. Not all the information is present and there is a crossover of data with historically noted as pre 1990 or pre 2002. • FR requested roading catchment information from the TA's to complete the mapping of forestry harvesting areas. She aims to have this completed by 30 June 2017. 	FR
10.	<p>Active transport modes - cycling and walking</p> <ul style="list-style-type: none"> • WW advised there should be an emphasis on the Great Rides and the Heartland Rides. • Group discussion held around regional and district strategies. • SB suggested starting with district strategies then move to bigger ideas and aspirations for the region. • FR will attend a meeting during the first quarter of 2017. Commuter strategies will be left to TA's while economic development will need a regional strategy. • SDC are making progress with their cycling and walkway strategies. • STDC are applying for community funding and progressing operations with no major changes being made. • NPDC's main issue is Bell Block to Waitara. The Annual Plan review for 2017/18 is at draft stage. 	
11.	<p>General Business</p> <ul style="list-style-type: none"> • CW unsure of timeline for Speed Management Guide and is waiting on information in the form of maps. FR will follow up on this. 	FR

Item	Agenda subject	Action
	<ul style="list-style-type: none"> FR unsure what is on offer regarding SPR's - nothing further at this stage. 	
12.	<p>Next Meeting – scheduled for Wednesday 15 February 2017</p> <p>Meeting closed: 12.46pm</p>	

Unconfirmed

Acronyms commonly used in RTAG meetings

Acronym	Meaning
AC	Activity Class
AMP	Asset or Activity Management Plan
BC	Business Case
DC	District council
GIS	Geographic Information System
HNO	Highways & Network Operations section of NZTA
ILM	Investment Logic Mapping
LOS	Levels of Service
NOC	Network Outcomes Contract
NPDC	New Plymouth District Council
NZTA	New Zealand Transport Agency
ONRC	One Network Roading Classification
P&I	Planning & Investment section of NZTA
POE	Point of Entry (initiation of a business case)
RAMM	Road Assessment and Maintenance Management database
RAPT	Review and Prioritisation Team
RCA	Road Controlling Authority
RLTP	Regional Land Transport Plan
RSTES	Regional Stock Truck Effluent Strategy
RTAG	Regional Transport Advisory Group
RTC	Regional Transport Committee
RWCS	Regional Walkways and Cycleways Strategy
SDC	Stratford District Council
SH	State Highway
SIG	Special Interest Group
SPR	Special Purpose Road
STDC	South Taranaki District Council
STE	Stock Truck Effluent
TP	Transport Programme
TRC	Taranaki Regional Council
VDAM	Vehicle Dimensions & Mass
WAC	Walking Access Commission

Agenda Memorandum

Date 8 March 2017



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

Subject: Notes of the State Highway 3 Working Party

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

Document: 1824774

Purpose

The purpose of this memorandum is to receive (for information) the unconfirmed notes of the State Highway 3 Working Party meeting held on Thursday 8 September 2016.

Recommendation

That the Taranaki Regional Council:

1. receives for information purposes the unconfirmed notes of the State Highway 3 Working Party meeting held on Thursday 8 September 2016.

Background

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

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

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

- Taranaki Regional Council
- Waikato Regional Council
- New Plymouth District Council
- Waitomo District Council
- New Zealand Transport Agency
- The NZ Automobile Association
- Western Central Road Transport Association
- New Zealand police
- Roading maintenance contractors.

Decision-making considerations

Part 6 (Planning, decision-making and accountability) of the *Local Government Act 2002* has been considered and documented in the preparation of this agenda item. The recommendations made in this item comply with the decision-making obligations of the Act.

Financial considerations—LTP/Annual plan

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

Policy considerations

This memorandum and the associated recommendations are consistent with the policy documents and positions adopted by this Council under various legislative frameworks including, but not restricted to, the *Local Government Act 2002* and the *Land Transport Management Act 2003*.

Legal considerations

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

Appendices/Attachments

Document 1743659: Notes of SH3 Working Party meeting held 8 September 2016

Notes of the meeting of the SH3 Working Party
held from 10:30am on Thursday 8 September 2016
at the St John Ambulance rooms, 41 North Street, Mokau

Present:

Hugh Vercoe (Cr)	Waikato Regional Council
Bill McMaster	Waikato Regional Council
Craig Williamson (Cr)	Taranaki Regional Council
Roger Maxwell (Cr)	Taranaki Regional Council
Fiona Ritson	Taranaki Regional Council
Chris Clarke	Taranaki Regional Council
Gray Severinsen	Taranaki Regional Council
Sam Tamarapa	Taranaki Regional Council
Heather Dodunski (Cr)	New Plymouth District Council
Carl Whittleston	New Plymouth District Council
Phil Brodie (Cr)	Waitomo District Council
Andrew Murphy (Const)	NZ Police, Mokau
Robert O'Keefe (Snr Sgt)	NZ Police, Taranaki
Allan Trow (Sgt)	NZ Police, Taranaki
John Sutton	NZ Automobile Association
Tom Cloke	Road Transport Association
Anne Probert	Venture Taranaki
Campbell Moore	Broadspectrum
Barry Dowsett	NZ Transport Agency, Waikato
Rob Napier	NZ Transport Agency, Wellington
Ross I'Anson	NZ Transport Agency, Taranaki
Wayne Keightley	NZ Transport Agency, Taranaki
Wayne Wallace	NZ Transport Agency, Taranaki
Campbell McKegg	Safe Roads Alliance
Melanie Parsons	Safe Roads Alliance
Nigel Edger	OPUS Hamilton

Chair: Cr Craig Williamson Taranaki Regional Council, RTC Chair

1. Welcome

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

Apologies:

Isy Kennedy	Waikato Regional Council
Mike Nield	Taranaki Regional Council
Brian Hanna (Mayor)	Waitomo District Council
Johan Rossouw	Waitomo District Council
Shaun Biesiek	New Plymouth District Council
Graeme Hammond (Sgt)	NZ Police, Waikato
Harry Wilson	NZ Transport Agency, Waikato
Kevin Johnson	NZ Transport Agency, Waikato
Karen Boyt	NZ Transport Agency, Waikato
Carol Ma	NZ Transport Agency, Waikato

Dennis Crequer, Acting Regional Director Waikato/BOP, NZTA

MOVED that the Apologies be received.

Williamson/Vercoe

2. Notes from the previous meeting

Notes from the previous Working Party meeting of 14 April 2016, previously circulated, were taken as read.

Williamson/Vercoe

Matters Arising

- It was noted that the action under Item 8, to send correspondence to the Minister of Transport thanking him for the accelerated projects funding, had been completed – per Attachment II of the Agenda.
- It was noted that improving safety for motorcyclists would be covered by the Safe Roads Alliance in the Corridor Improvements update.

3. Updates on the 'Mt Messenger and Awakino Gorge Corridor' accelerated programme

Ross I'Anson introduced himself as the Project Sponsor for this programme of accelerated works, noting that all decisions rest with the Minister of Transport and regular updates are going to the Minister's office. This means a longer than usual approval process. Today's presentation will be at a high level, as greater detail is not able to be shared at this time.

Rob Napier, Programme Manager, provided an overview of the accelerated programme including the background and development process, prior to each of the three projects (Corridor Improvements, Awakino Tunnel Bypass, and Mt Messenger Bypass) being spoken to separately. Improvements to SH3 need to address ongoing safety, route availability and travel time issues, due to poor road alignment.

Key presentation points are outlined in the appended copy of the Powerpoint presentation.

Programme timescales are shown in the following table:

	Corridor Improvements	Awakino tunnel bypass	Mt Messenger bypass
DBC Investigations (options, engagement, estimates, risks)	Current	Current	Current
Pre-Implementation (Design, AEE, Consents, property)	Current to Dec 2017	Jan 2017 to Sept 2017	Parallel to Nov 2017
Implementation (Construction)	Early starter – start early 2017 Complex – Apr-19 Baseline construction complete	May-21 Baseline construction complete	Jul-20 Estimated Construction Finish

3 (a) Corridor-wide Improvements – Campbell McKegg, Safe Roads Alliance

Works are divided into two stages, with Stage 1 (Early Starters) expected to begin implementation in January 2017, while the more complex Stage 2 works are further

investigated/ designed. Consultation with key stakeholders and the community is planned for October-November 2016.

The main focus is on improving awareness for drivers and making the corridor safer where can, which will involve increasing the amount of safety barriers, audio tactile profiled road markings, and signage around out of context curves; along with quite a significant programme of trimming and removal of vegetation. The route has also been sectionalised for consideration against NZTA's new Speed Management Framework, which may involve decreasing the speed limit (likely to 80km/hr) over some sections of the route.

Feedback from the Working Party centred on the need for a package of works that included a range of physical improvement works on the corridor, in order to meet community expectations. If the speed limit is to be reduced on some sections to a more functional speed limit, this needs to be supported by the provision of safe passing opportunities, otherwise drivers frustrated by being behind slow heavy vehicles (given the high proportion of these on the route) are still likely to make unsafe passing decisions.

Tom Cloke recommended the use of variable messaging signs (VMS) along the corridor, and noted the Road Transport Association's 3-year work plan of truck rollover workshops with the heavy transport industry (4,000 attendees in the first 6 months of the workshops). Key messaging to drivers is to stay 10km/hr below the advisory sign speed limit.

Phil Brodie noted an increase in tourists through the Waitomo district, and the safety issues this created having road users unfamiliar with the network.

Stage 2 improvements are more complex, such as new passing opportunities and slip protection, with options currently being short-listed in order to take to the community for feedback. The tension between the need to provide improved passing opportunities and curve realignments was discussed. Also, providing a balance in works dealing with those along with works to prevent underslips/overslips along the corridor (within the funding constraints available).

It was noted that the KiwiRAP rating of the corridor is currently at 2. Aiming to lift that to a 3 for at least some sections, though doubtful can achieve that for the whole route.

The Working Party also stressed the need for good communication with the public and stakeholders during the consultation phase.

3 (b) Awakino Tunnel Bypass – Nigel Edger, OPUS Hamilton

An overview of the problems faced at this section of the highway was provided. It was noted that this is complex and challenging site, with photos from drones proving helpful to gain a better understanding of the area.

Site-specific stakeholder engagement is underway. There is limited geotechnical information available, with some geotechnical drilling not able to be undertaken to date.

The long list of options has been reduced down to 18 options which are undergoing evaluation, including preliminary design/costs/analysis. Aiming for a short-list of 3 options to consult on later in the year, and having a preferred option prior to the end of 2016.

Preliminary timeframe has Consents applications in September 2017, with construction commencing in November 2018 (completion by May 2021).

3 (c) Mt Messenger Bypass – Rob Napier, NZ Transport Agency

The 2001/02 work undertaken by BECA, which outlined potential alternate routes, has been used as a starting point – though not all of it is still relevant.

Project objectives are to:

- enhance safety
- enhance resilience and journey-time reliability
- contribute to enhanced local and regional economic growth and productivity.

Major focus is in balancing the objectives/benefits with the impacts (RMA in particular). Need to manage intermediate and long-term cultural, social, land-use and environmental impacts of the project.

Options for public consultation are aimed to be available October / November 2016.

Carl Whittleston queried whether opportunities for co-investment with tourism industry are being explored. This was noted as a possibility for follow-up action.

3 (d) Regional Land Transport Plan variations

Fiona Ritson and Bill McMaster outlined the variations to the regional land transport plans of Taranaki and Waikato that have been undertaken to enable these accelerated projects to proceed.

3 (e) Mobile Black Spot Fund

The Mobile Black Spot Fund (MBSF) applications for SH3 made by the Waitomo District Council and the New Plymouth District Council were raised. No notification or feedback has been received as to whether this section of SH3 is likely to be successful in receiving some of this MBSF to improve cellphone coverage. The Working Party determined to send a follow-up letter to the MBIE.

Action: Letter to be sent to the MBIE from the SH3WP following up on the MBSF applications.

4. Updates on maintenance and other improvement works along SH3

4 (a) Waikato side of corridor

Campbell Moore of Broadpectrum spoke to Attachment III of the Agenda (appended), outlining planned maintenance on the northern side of the corridor.

Barry Dowsett noted that the designation is now in place for the preparatory work is underway Hamilton Southern Links with all appeals now resolved.

4 (b) Taranaki side of corridor

Ross I Anson provided a brief update on the southern side of the SH3 corridor:

- Some sealing delayed on Mt Messenger.
- SH3 Waitara to Bell Block Corridor Improvements project north of New Plymouth – investigations underway, divided into two sections, with Safe Roads Alliance now

looking after the Waitara to 3A intersection. Traffic modelling being undertaken on the other section.

- SH3 Vickers Road to New Plymouth City project – largely completed, some tidy-up resealing still to be completed.
- SH3 Normanby Overbridge Realignment project north of Hawera – on track for completion by the end of 2016, though work was delayed by an archaeological find near the overbridge itself which necessitated a geomagnetic survey and some changes to the planned route to accommodate the discovery.
- Investment Logic Mapping (ILM) workshops underway for the SH3 New Plymouth to Hawera safer roads and roadsides project.

Wayne Keightley advised that the NZ Transport Agency's 'BlipTrack' journey monitoring system is being rolled out through along SH3. Placement of sensors along SH3 Wanganui to New Plymouth is underway now, with SH3 New Plymouth to Hamilton scheduled for the next financial year.

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

Senior Sergeant Robert O'Keefe noted that the District Command Centre is taking a more managerial approach to incidents, to improve Police response.

Sergeant Allan Trow advised that Taranaki Police representatives are endeavouring to get support for the Serious Crash Unit based in Hamilton to attend crashes on this section of the corridor, rather than the Palmerston North SC Unit which is currently called on (given the additional time delay involved in the unit from Palmerston North attending).

Barry Dowsett noted the possibility of drones being used over incidents to provide better and faster overview information of the situation, for improving resolution times.

Wayne Keightley noted that the Transport Agency are working on using social media to improve information flow out to road users.

6. Stock truck effluent disposal – incidents, strategies and facilities

Waikato – Bill McMaster provided an update on work on stock truck effluent (STE) disposal matters within the Waikato region. He noted the targeted rate on rural landowners by the Waikato regional council to assist funding of disposal facilities – programme of work to develop ten sites over ten years. Waikato are currently looking into four priority sites for building new disposal facilities, including one on SH3 near Eight Mile Junction (north of Piopio).

Taranaki – Fiona Ritson outlined STE endeavours on the Taranaki side, advising that the *Regional Stock Truck Effluent Disposal Strategy for Taranaki* was currently being reviewed. Obtaining information on stock movements and effluent quantities has proven more challenging than anticipated. Reported spillages within the region are largely a thing of the past, with in-transit disposal facilities having been in place since 2004; but it does seem to be out of region carriers which contribute to high use of these facilities. It was noted that greater support is wanted from neighbouring regions in getting corresponding facilities in place, as the nationwide network vision is not being met. The Ahititi site (north of Mt Messenger) is dominantly used by livestock carriers coming from the Waikato, and a supporting facility on the Waikato side would greatly help relieve pressure on the Ahititi

site. It was noted that the current location of the Ahititi site may be affected by the Mt Messenger bypass route.

7. Regional Land Transport Plans (RLTPs) – monitoring and 2018 development

Waikato – Bill McMaster outlined the process being undertaken for the 2018 mid-term review of the current Waikato RLTP. ILM workshops have confirmed the three pillars strategic focus of the current Plan. Cr Hugh Vercoe noted that completion of the Expressway remained the clear priority for the Waikato RTC. The influence of national business cases feeding into the Waikato RLTP was noted by Barry Dowsett.

Taranaki – Fiona Ritson advised that the first annual monitoring report for the Taranaki RLTP had just been approved by the RTC. This indicated that 2015/16 progress on implementation had been good, despite the level of additional resources that needed to go into emergency and reinstatement works following the June 2015 storm/flood event.

Preparation for the 2018 Review is in very early stages, with the focus on scoping out embedding the ONRC and applying the BCA to the Plan. Development work will kick-off once the incoming RTC is in place. Similar timeframes to initial Plan development are envisaged, with December 2017–February 2018 consultation, Hearings and deliberations in March 2018, then sign off in April 2018.

8. Correspondence

Per previous meeting action, the sending of a letter to the Minister of Transport on behalf of the Working Party, congratulating and supporting the accelerated SH3 works was noted.

9. General business

The current co-chairs of the Working Party, Hugh Vercoe and Craig Williamson, acknowledged the long-standing efforts of Roger Maxwell (who is stepping down from the Taranaki Regional Council next month) for SH3 and the Working Party.

Next meeting – date to be advised but possibly April 2017.

Meeting closed 1.25pm.

Agenda Memorandum

Date 8 March 2017



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

**Subject: Key functions and terms of reference for
the Regional Transport Committee**

Approved by: M J Nield, Director – Corporate Services

B G Chamberlain, Chief Executive

Document: 1822934

Purpose

The purpose of this memorandum is to advise Members of the functions of the Regional Transport Committee for Taranaki and provide a Terms of Reference for this Committee for consideration and endorsement and to advise Members of the functions of the Regional Transport Advisory Group for Taranaki and provide a Terms of Reference for this Group for consideration and endorsement.

Recommendations

THAT the Taranaki Regional Council:

1. notes the role of regional transport committees, as required by the *Land Transport Management Act 2003*;
2. receives and endorses the Terms of Reference for the Regional Transport Committee for Taranaki, subject to any comments received;
3. receives and endorses the Terms of Reference developed for the Regional Transport Advisory Group for Taranaki, subject to any comments received.

Background

The *Land Transport Management Act 2003* (LTMA) requires the establishment of a Regional Transport Committee following triennial local body elections.

Following the local body elections for Taranaki in October 2016, the Regional Transport Committee (RTC) is now required to be reconstituted with Terms of Reference recommended for endorsement. The RTC consists of only those agencies that make a funding contribution, and includes:

- Two Regional Council representatives (Chair and Deputy Chair)

- One District Council representative from each of the following:
 - New Plymouth District Council
 - Stratford District Council
 - South Taranaki District Council
- One representative from the New Zealand Transport Agency.

Each representative has an alternate that attends in the absence of the representative.

Role of the Regional Transport Committee

As required by the LTMA, each regional transport committee is required to:

- prepare a regional land transport plan, or any variation to the plan, for approval by the Taranaki Regional Council (*LTMA section 106(1)(a)*)
- prepare and adopt a policy that determines significance in respect of:
 - variations made to the regional land transport plan
 - activities that are included in the regional land transport plan (*LTMA section 106(2)*)
- provide any advice and assistance the regional council may request in relation to its transport responsibilities (*LTMA section 106(1)(b)*).

Terms of Reference

Members should note that both draft Terms of Reference are similar to the current documents which have served their purpose well, with only minor wording changes or changes made to clarify responsibilities.

Role and membership of the Regional Transport Advisory Group

The role of the Regional Transport Advisory Group (RTAG) is to assist the Regional Transport Committee for Taranaki on various technical matters relating to transport planning. With the reconstitution of the RTC it is viewed that it is also appropriate to review the Terms of Reference for the RTAG.

The role of this Group is to advise the RTC on matters relating to:

- The development of a Regional Land Transport Plan for the region.
- The development of a significance policy in respect of any variations made to the RLTP and activities to be included in the RLTP.
- Providing any general technical advice and assistance the Committee may request in relation to its transport responsibilities.

Regional transport advisory groups are groups of transport technical officers involved in functions relating to transport. This includes district and regional council officers, New Zealand Transport Agency staff and other individuals involved in the transport sector as and when required. Although they are not referred to in legislation, these advisory groups have

an important function in that they assist regional transport committees in co-ordinating the development and monitoring of regional land transport plans for their region.

Here in Taranaki, the Regional Transport Advisory Group is made up of representatives from the:

- Taranaki Regional Council
- New Plymouth District Council
- Stratford District Council
- South Taranaki District Council
- New Zealand Transport Agency
- Any other organisations/individuals invited to participate and advise the Regional Transport Committee on technical matters relating to the Committee's Terms of Reference.

Terms of Reference

A Terms of Reference for the RTAG group has been developed and attached for Members' information, comments and endorsement.

Decision-making considerations

Part 6 (Planning, decision-making and accountability) of the *Local Government Act 2002* has been considered and documented in the preparation of this agenda item. The recommendations made in this item comply with the decision-making obligations of the *Act*.

Financial considerations—LTP/Annual plan

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

Policy considerations

This memorandum and the associated recommendations are consistent with the policy documents and positions adopted by this Council under various legislative frameworks including, but not restricted to, the *Local Government Act 2002* and the *Land Transport Management Act 2003*.

Legal considerations

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

Appendices/Attachments

Document 1793755: Terms of Reference for Taranaki's Regional Transport Committee
Document 1793753: Terms of Reference for Taranaki's Regional Transport Advisory Group

**TERMS OF REFERENCE
FOR TARANAKI'S
REGIONAL TRANSPORT COMMITTEE**

November 2016 – October 2019

Terms of Reference for Taranaki's Regional Transport Committee

Membership

The Regional Transport Committee for Taranaki [RTC] comprises:

- Two Regional Council representatives (Chair and Deputy Chair) or alternates
- One District Council representative or alternate from each of the:
 - New Plymouth District Council
 - Stratford District Council
 - South Taranaki District Council
- One representative or alternate from the New Zealand Transport Agency

Total membership of this committee equals six.

This is dictated by Section 105 of the *Land Transport Management Act 2003* (LTMA).

Objective

To undertake the functions as prescribed by the *Land Transport Management Act 2003*.

Meeting Schedule

The RTC normally meets four times a year but may meet more regularly depending on the issues to be addressed. Members will be advised in advance of the meeting schedule where possible.

Role and Functions

The role and functions of the Regional Transport Committee for Taranaki are as follows:

- 1) To undertake the statutory requirements of the *Land Transport Management Act 2003* (Appendix One).
- 2) To prepare the Regional Land Transport Plan (RLTP) or any variations, for approval by the Taranaki Regional Council (*LTMA section 106(1)(a)*).
- 3) To prepare and adopt a policy that determines significance in respect of:
 - a) Any variations made to the RLTP.
 - b) Activities included in the RLTP (*LTMA section 106(2)*).
- 4) To provide any advice and assistance the regional council may request on its transport responsibilities generally (*LTMA section 106(1)(b)*).
- 5) To undertake monitoring to assess implementation of the Regional Land Transport Plan (*LTMA section 16(6)(e)*).

- 6) To consult on a draft Regional Land Transport Plan for the Taranaki Region in accordance with the consultation principles specified in [section 82](#) of the *Local Government Act 2002*.
- 7) To complete a review of the Regional Land Transport Plan during the 6-month period immediately before the expiry of the third year of the Plan (*LTMA section 18CA*)
- 8) To advise the Council on any significant legislative changes, programmes, plans or reports relating to the region's transport system.
- 9) To prepare and implement regional transportation planning studies when necessary.
- 10) To represent and advocate for transport interests of regional concern.
- 11) To consider and submit on transport related policies, plans and consultation documents issued by the Ministry of Transport, New Zealand Transport Agency, regional/district councils, and other relevant organisations as considered appropriate.
- 12) To liaise with the Ministry of Transport, New Zealand Transport Agency, Commissioner of Police, regional/district councils, and other interested parties on transport matters, and advise the Council on any appropriate new initiatives as considered appropriate.
- 13) To engage with other regional transport committees and working parties (e.g. State Highway 3 Working Party) as from time to time may be established.
- 14) To consider advice and recommendations from the Taranaki Regional Transport Advisory Group.

Terms of Membership

Should a vacancy occur in the membership of the RTC, the Committee Secretary shall report this to the next meeting of the Council for determination as to whether or not the nominating organisation or group is to be invited to nominate a replacement.

Members of the RTC are expected to regularly report back to their organisation on matters discussed at Committee meetings.

Voting Rights

Unless one delegated member from each of the Taranaki Regional Council, New Zealand Transport Agency and three district councils is present, voting on the Regional Land Transport Plan for Taranaki cannot proceed.

Each organisation (i.e. the regional council, NZTA and three district councils) is therefore required to have an alternative representative nominated to act as a replacement should the original nominated representative be absent from a meeting. No voting will occur should there not be a full quorum of members from those organisations allowed to vote on these matters.

Delegated Authority – Power to Act

The Regional Transport Committee for Taranaki:

- 1) Does not have the powers of Council to act in the following instances as specified by Clause 32 (1) of Schedule 7 of the *Local Government Act 2002* to:
 - a) make a rate
 - b) make a bylaw
 - c) borrow money, or purchase or dispose of assets, other than in accordance with the Long Term Plan
 - d) adopt a Long Term Plan, or Annual Plan or Annual Report
 - e) appoint a Chief Executive
 - f) adopt policies required to be adopted and consulted on under this Act in association with the Long Term Plan or developed for the purpose of the Local Governance Statement.
- 2) Does have the ability to appoint subcommittees, working parties or advisory groups to deal with any matters of responsibility within the Committee's Terms of Reference and areas of responsibility, and to make recommendations to the Committee on such matters and, provided the subcommittee shall not have power to act other than by a resolution of the committee with specific limitations, where there is urgency or special circumstance.
- 3) Does have the ability to make decisions in accordance with the Terms of Reference.

Power to Act (for the information of Council)

The Regional Transport Committee for Taranaki has the power to:

- 1) Monitor any transport activities of the Regional Council, Territorial Authorities and New Zealand Transport Agency in order to report on progress on the Regional Land Transport Plan for Taranaki.
- 2) Prepare a Monitoring Report on the Regional Land Transport Plan for Taranaki.

Power to Recommend to Council

The Regional Transport Committee for Taranaki has the power to:

- 1) Prepare and recommend the Regional Land Transport Plan for approval by the Taranaki Regional Council.
- 2) Prepare and recommend variations to the Regional Land Transport Plan that trigger the RTC 'significance policy'.
- 3) Consider and recommend transportation planning studies and associated outcomes.
- 4) Provide recommendations to relevant Government agencies on transport priorities for the Taranaki region and the allocation of national or regional transport funds.

Regional Transport Advisory Group

A Regional Transport Advisory Group is a working group of technical transport officers from various organisations in the Taranaki Region which advises the Taranaki Regional Transport Committee on matters relating to:

- The development of a Regional Land Transport Plan for the region.
- Regional prioritisation of transport projects.

The Taranaki Regional Transport Advisory Group will be administered by the Taranaki Regional Council and is made up of representatives of the following organisations:

- Taranaki Regional Council
- New Plymouth District Council
- Stratford District Council
- South Taranaki District Council
- New Zealand Transport Agency
- Any other organisations/individuals invited to participate and advise the RTC on technical matters relating to the Committee's Terms of Reference.

Appendix One: Requirements of the Land Transport Management Act 2003 relating to Regional Transport Committees

105 Regional transport committees

- (1) As soon as practicable after each triennial election, every regional council must establish a regional transport committee under this section for its region.
- (2) Each regional council must appoint to its regional transport committee:
 - (a) 2 persons to represent the regional council; and
 - (b) 1 person from each territorial authority in the region to represent that territorial authority; and
 - (c) 1 person to represent the Agency.
- (3) ... *(relates to unitary authorities)*
- (4) A person specified in subsection (2)(a) to (c) and (3)(a) and (b) may only be appointed on the nomination of the relevant entity.
- (5) *Repealed*
- (6) Each regional council must appoint from its representatives the chair and deputy chair of the committee.
- (7) At any meeting of a regional transport committee, the chair, or any other person presiding at the meeting, –
 - (a) has a deliberative vote; and
 - (b) in the case of an equality of votes, does not have a casting vote (and therefore the act or question is defeated and the status quo is preserved).
- (8) *Repealed*
- (9) Despite subsection (1) to (3), 2 or more adjoining regional councils or Auckland Transport and 1 or more adjoining regional councils may agree in writing to establish a joint regional transport committee and prepare a regional transport plan, in which case subsections (4), (6), and (7) apply with all necessary modifications.
- (9A) ... *(relates to joint regional transport committees)*
- (9B) ... *(relates to joint regional transport committees)*
- (9C) ... *(relates to joint regional transport committees)*
- (10) If a regional transport committee is established under subsection (9), any reference in Part 2 of this Act to a regional council is to be read as a reference to each of the regional councils that have established the committee.
- (10A) ... *(relates to joint regional transport committees)*
- (10B) ... *(relates to joint regional transport committees)*
- (11) If the area of a territorial authority falls into the regions of more than 1 regional council, the territorial authority must decide (after consulting the relevant regional councils) which regional transport committee to join.
- (12) If subsection (11) applies, and a territorial authority fails to decide to join a regional transport committee, the Minister must direct the territorial authority to be represented by a particular regional transport committee.
- (13) *Repealed*
- (14) For the purposes of subsection (11), region has the same meaning as in section 5(1) of the Local Government Act 2002.
- (15) Nothing in this section applies to the Auckland Council or Auckland.

106 Functions of regional transport committee

- (1) The functions of each regional transport committee (other than the regional transport committee for Auckland) are:
 - (a) to prepare a regional land transport plan, or any variation to the plan, for the approval of the relevant regional council; and
 - (b) to provide the regional council with any advice and assistance the regional council may request in relation to its transport responsibilities.
- (2) Each regional transport committee, including the regional transport committee for Auckland, must adopt a policy that determines significance in respect of:
 - (a) variations made to regional land transport plans under section 18D; and
 - (b) The activities that are included in the regional transport plan under section 16.
- (3) ... (*relates to joint regional transport committees*)

107 Procedure of committee

- (1) *Repealed*
- (2) The provisions of the Local Government Act 2002 and the Local Government Official Information and Meetings Act 1987 concerning the meetings of committees of regional councils, so far as they are applicable and with the necessary modifications, apply in respect of meetings of the regional transport committees.
- (3) The Agency is not, as a result of being represented on a regional transport committee, bound to:
 - (a) include any matter in a national land transport programme under section 19C; or
 - (b) approve an activity or a combination of activities under section 20.
- (4) ... (*relates to the Auckland Regional Transport Committee*)

**TERMS OF REFERENCE
FOR TARANAKI'S
REGIONAL TRANSPORT ADVISORY GROUP**

November 2016 – October 2019

Terms of Reference for Taranaki's Regional Transport Advisory Group

Background

The Taranaki Regional Transport Advisory Group (RTAG) is a working group of technical transport officers from various organisations in the Taranaki Region which advises the Taranaki Regional Transport Committee on matters relating to:

- The development of a Regional Land Transport Plan (RLTP) for the region.
- The development of a significance policy in respect of any variations made to the RLTP and activities to be included in the RLTP.
- Providing any general technical advice and assistance the Committee may request in relation to its transport responsibilities.

The Taranaki Regional Transport Advisory Group will be administered by the Taranaki Regional Council.

Objectives

The objectives of the RTAG are to:

1. Provide advice to the Regional Transport Committee, Taranaki Regional Council, central government and other transport organisations as and when necessary.
2. Provide professional support and technical expertise to members of the Regional Transport Committee and other transport organisations as and when necessary.
3. Provide a formalised contact point for transport matters at an officer level.
4. Enable strategic discussions amongst officers of key organisations in Taranaki on matters relating to the delivery of transport projects in the region.
5. Provide a forum for staff of the Taranaki Regional Council, three district councils, New Zealand Transport Agency and other individuals/organisations of relevant technical expertise to share information and ideas.
6. Facilitate opportunities for integration, collaboration and co-ordination.

Functions

The functions of the RTAG are to:

- 1) To provide advice to the Regional Transport Committee on the following matters:
 - a) the preparation and development of a RLTP for the Taranaki region or any variations
 - b) the development of a significance policy in respect of any variations made to the RLTP and activities to be included in the RLTP.
- 2) To provide any technical advice and support the Regional Transport Committee may request on its transport responsibilities generally.

- 3) To provide advice to the Regional Transport Committee on monitoring and reviewing progress towards the adoption and implementation of the Regional Land Transport Plan.
- 4) To advise the Regional Transport Committee on any significant legislative changes, programmes, plans or reports relating to the region's transport system.
- 5) To liaise with the Ministry of Transport, the New Zealand Transport Agency, the Commissioner of Police, District Councils, and other interested parties on land transport matters, and advise the Regional Transport Committee on any appropriate new initiatives.
- 6) To liaise with neighbouring regions and districts on cross-regional transportation matters, and advise the Regional Transport Committee on any appropriate initiatives relating to these issues.

Membership

The membership of the RTAG comprises one nominated representative (and an alternate) from the following organisations:

- Taranaki Regional Council – Regional Transport Policy
- Taranaki Regional Council – Public Transport Operations
- New Plymouth District Council
- Stratford District Council
- South Taranaki District Council
- New Zealand Transport Agency – Planning and Investment group
- New Zealand Transport Agency – Highways and Network Operations group
- Any other organisations/individuals invited to participate and advise the Regional Transport Committee on technical matters relating to the Committee's Terms of Reference.

It may also be necessary for reference groups to be established which involve support people from the organisations listed above (as deemed appropriate) and which provide specific advice to the RTAG on certain matters – for example maintenance, freight, road safety, passenger transport, rail, environmental, walking and/or cycling, and any other relevant interest groups as appropriate.

Organisation and procedures

- **Meetings**

Meetings are to take place not less than once every six months and more frequently if required.

It is anticipated that the RTAG will meet approximately once every 6-8 weeks during the development of the Regional Land Transport Plan for the region. Once this Plan is established the RTAG will meet less frequently.

Meetings will be hosted by the Taranaki Regional Council, 47 Cloten Road, Stratford.

- **Convenor**

The Convenor of the RTAG will be a staff member of the Taranaki Regional Council. Should another member of the RTAG wish to request a meeting to be held, this request can be made to the Convenor and a meeting then be established.

- **Attendance**

If nominated members are unable to attend an RTAG meeting, each member must nominate an alternative representative of their organisation who has the member's proxy to attend in their absence.

Each member (or member's alternative representative) may also invite support or technical advisor/s to attend an RTAG meeting with them. The role of that person/s is to provide advice to the respective member. They do not carry decision-making or voting authority for the purposes of any meeting.

- **Servicing**

Notice of meetings, agenda preparation and meeting notes will be the responsibility of the Convenor, with assistance from member organisation support staff when required. An agenda for the RTAG meeting is to be circulated to members prior to the meeting and, where possible, agenda item contributions from members circulated in good time beforehand.

- **Minutes**

Minutes of each meeting are to be taken. Minutes are to be circulated to meeting attendees and confirmed as accurate at a following meeting.

The meeting notes may include a list of actions agreed to by participants.

Minutes will be presented to each Regional Transport Committee meeting following for information.

Member responsibility

RTAG members should participate actively in the group and recognise that its success depends on a group effort. Members should recognise that the nature and scope of their roles, responsibilities and experience varies, and that each member has a valid contribution to make.

Members of the RTAG are expected to regularly report back to their respective organisations on matters discussed at meetings.

Voting

Should voting be required, one vote is allowed per organisation.

Reporting

The RTAG acts on behalf of the Regional Transport Committee for Taranaki. As such, communication and feedback to the Committee is critical. A copy of the Minutes of each RTAG meeting is to be presented to the Regional Transport Committee as soon as possible following each RTAG meeting.

Agenda Memorandum

Date 8 March 2017



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

Subject: NZ Transport Agency Regional Report

Approved by: M J Nield, Director – Corporate Services

B G Chamberlain, Chief Executive

Document: 1824386

Purpose

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

Recommendation

That the Taranaki Regional Council:

1. receives and notes the Regional Report from the New Zealand Transport Agency dated 8 March 2017.

Background

Attached to this memorandum is the Quarterly Report from the NZ Transport Agency to the Taranaki Regional Transport Committee dated 8 March 2017.

Parekawhia McLean (Director, Regional Relationships – Central North Island) 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 recommendations made in this item comply with the decision-making obligations of the *Act*.

Financial considerations—LTP/Annual plan

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

Policy considerations

This memorandum and the associated recommendations are consistent with the policy documents and positions adopted by this Council under various legislative frameworks including, but not restricted to, the *Local Government Act 2002* and the *Land Transport Management Act 2003*.

Legal considerations

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

Appendices/Attachments

Document 1825095: NZ Transport Agency Regional Report to RTC dated 8 March 2017

Transport Agency Quarterly Report to Taranaki Regional Transport Committee

8 March 2017

CONTENTS	PAGE
1. Highlights from Quarter 1	2
2. National Land Transport Programme	2
3. Speed Management Guide	3
4. Vehicle Dimensions and Mass Rule 2016	4
5. Programme Business Cases	4
6. Positioning for success	5
7. National Safety Campaigns	6
8. Taranaki Update	7

1. HIGHLIGHTS FROM QUARTER 1

1. Identifying with our partners transport-related enablers and transport deliverables that will support the Government's Regional Growth Programme for regions, Northland, Bay of Plenty, Waikato, Gisborne, Hawkes Bay, Taranaki, Manawatu -Whanganui, Canterbury, West Coast, Southland.
2. Starting the Weigh/Right Trial, working with the NZ Police, which uses new technology for assessing the weight compliance of heavy vehicles.
3. Completing public consultation on the Vehicle Dimensions and Mass Rule (VDAM) and making recommendations to the Minister for changes to the Rule that aim to enhance compliance incentives.
4. Developing a preferred option for the Investment Assessment Framework, arising from the recent review of the investment decision making system, in preparation for the 2018-21 National Land Transport Programme.
5. Implementing a live web chat capability that is proving very popular with customers (about 14,500 users in the quarter) as part of the contact centre upgrade.
6. Developing a cross-agency motorcycle safety group that includes the Transport Agency, ACC, Police, and Ministry of Transport.

2. NATIONAL LAND TRANSPORT PROGRAMME

The National Land Transport Programme (NLTP) represents the investment by the Transport Agency from the National Land Transport Fund, government through Crown investments and loans, and local authorities in New Zealand's land transport system for the next three years.

The NLTP also outlines regional perspectives and highlights the investment in the region, keys focuses, outcomes we want to achieve, and likely responses to issues and opportunities.

Investment in the Taranaki Region in the 2015-18 NLTP is on track:



- Maintenance and operations - \$115.5m
- Public transport - \$8.16m
- Walking and cycling - \$1.75m

We are currently in the development phase for the NLTP 2018 - 21. The aim for this programme is to tell the whole land transport story and not just the Transport Agency story. To do this, we are inviting stakeholders to shape the process with us. Since December we have been engaging with our stakeholders to discuss the overall approach of the NLTP process and share our initial thinking which we want feedback on. We are committed to working closely with our stakeholders and engaging in a two-way conversation.

3. SPEED MANAGEMENT GUIDE

In November the Speed Management Guide was announced by Associate Transport Minister Craig Foss as part of a broader package of road safety initiatives. The Guide outlines a consistent, evidence-based methodology to speed management, modernising the approach to managing speed in New Zealand.

The Guide does not encourage wholesale changes to speed limits, but will prioritise high benefit areas that improve both safety and economic productivity.

The Guide is a living document and will be updated regularly with new content, including further learnings from the Waikato Demonstration Project, as it progresses.

The Transport Agency will continue to engage with Road Controlling Authorities and Regional Transport Committees to support them in the successful roll-out of the Guide in their communities. We have already begun the process with a number of briefing sessions over the past couple of months.

4. VEHICLE DIMENSIONS AND MASS RULE 2016

On 1 February 2017, the rules governing heavy vehicle size, weight and operation limits changed. While most of the changes were small, they do impact on the operation, inspection, manufacturing and permitting of heavy vehicles.

The Land Transport Rule: Vehicle Dimensions and Mass 2016 (the VDAM Rule) replaced the previous 2002 VDAM Rule. The primary reasons for the review was to deliver productivity improvements, greater regulatory efficiency and reduced compliance costs without compromising the road transport system and road user safety.

More information can be found on our website www.nzta.govt.nz/vdamrule2016 including questions and answers.

5. PROGRAMME BUSINESS CASES

We are considering our programming for investment into key inter-regional journeys during the next three decades, as part of providing one integrated transport system. In this context we have completed eight programme business cases to help us determine our priorities for the next 30 years.

This investment will, in the first decade, focus on the Upper North Island, which is experiencing significant growth and completing linkages between Whangarei, Auckland, Hamilton and Tauranga.

There are eight inter-regional programme business cases approved - SH1 Auckland-Whangarei, SH29 Piarere-Tauriko, Tauriko (Tauranga) Network Plan, SH1 Piarere-Taupo, SH1 Taupo-Waioru, SH2 Te Marua-Masterton, SH2 Te Marua-Ngauranga, Wellington's port access.

More information can be found on our website <http://www.nzta.govt.nz/planning-and-investment/our-investments/investment-decisions/board-decisions/portfolio-of-inter-regional-business-cases-north-island/>

6. POSITIONING FOR SUCCESS

Our Chief Executive, Fergus Gammie is currently undertaking an organisational review to realise the full potential of the Transport Agency so we can be well-positioned for the future.

There are three phases to the review and we're currently in Phase 2, the Design phase. It's hoped this phase will be completed shortly, with the new operating model implemented from 1 July 2017.

The Transport Agency's Board has confirmed our new organisational strategy, which outlines how we are going to transform the way we think, act and operate as an organisation. 'Great journeys to keep New Zealand moving' is our revised value statement.

Going forward, we will have four relationship zones; these have different geographic boundaries to the previous regional split. These boundaries are set based on regional relationships and have been effective since 13 February 2017.

We are retaining Regional Directors – but they are now known as Regional Relationship Directors – and they will continue to be the Transport Agency's Regional Transport Committee members and focus on high level oversight of our relationships with councils.

The new zones and Regional Relationship Directors are:

- Ernst Zöllner – Upper North Island
- Parekawhia McLean – Central North Island (Fixed Term)
- Lisa Rossiter – Lower North Island (fixed term)
- Jim Harland – South Island

Parekawhia McLean has been appointed to the role of Director, Regional Relationships with responsibility for the Central North Island which includes Waikato, Bay of Plenty and Taranaki. While Parekawhia will be managing Taranaki stakeholder relationships from the Hamilton office, day-to-day operations will continue to be managed out of the Palmerston North office.

We intend to keep you regularly updated as we undertake our transformation.

7. NATIONAL SAFETY CAMPAIGNS

The focus of the Transport Agency's national advertising campaigns from November 2016 to January 2017 was on speed, alcohol, and fatigue. In February and March 2017 the focus shifts to drugs, young drivers, fatigue and distractions.

8. SAFE ROADS – NAME CHANGE

The Safe Roads Alliance has changed its name to Safe Roads. Safe Roads has been established to deliver a programme of road and roadside safety improvements to the State Highway Network over six years. It is a collaborative venture between the Transport Agency and two infrastructure consultancies, [Beca](#), [Bloxam, Burnett & Olliver \(BBO\)](#) and [Northern Civil Consulting \(NCC\)](#).

9. TARANAKI UPDATE

R Funds Balance

There have been no funding approvals using R funds since the September 2016 Taranaki Regional Transport Committee (RTC) meeting. As reported at the September 2016 RTC meeting, all R funds have been committed to regional projects. All future projects will receive funding from either N funds or from the Regional Improvements Activity Class.

State Highway 3 Normanby Bridge Realignment

The project was officially opened by the Minister of Transport, Hon Simon Bridges, on 24 February 2017. The Normanby Bridge realignment has been a two year, 3.5 kilometre project. The road was widened to three lanes along most of the route.

Community interest was raised by the discovery during project works of a significant archaeological site. After communications with Arakuuku hapū a memorial has been commissioned at the southern end of the project. The memorial items will communicate the ancestral connections to this area of Arakuuku hapū, including large stones and a replica carved whare whakairo. They will be placed in the car park area. A second opening is being planned, when these items are in place.

Business Case Development

Detailed Business Case: Bell Block to Waitara investigation

The Detailed Business Cases (DBC) for intersections on State Highway 3A have been split into two distinct packages: State Highway 3A intersection to Bell Block; and Waitara to the State Highway 3A intersection. Both DBCs are now underway.

The Transport Agency plans to hold community open days in Waitara on 9 March 2017 and in Bell Block on 10 March 2017. The intention is to seek customer insights on current issues and how the corridor is used. The open days will provide an opportunity to show how proposed, potential safety treatments will work.

Currently traffic modelling is being undertaken for the State Highway 3A intersection to Bell Block section and data collection is progressing well.

State Highway 3 New Plymouth to Hawera

Following Investment Logic Mapping (ILM) workshops in August 2016 the Strategic Case for this section of the State Highway 3 corridor has been completed.

Following an assessment of the Strategic Case, it is expected that the programme will proceed through two phases:

- The short term phase will pursue a Detailed Business Case through Safe Roads (formerly called Safe Roads Alliance), targeting safety outcomes. The Transport Agency will request a variation to the Regional Land Transport Plan to provide for this phase.
- The second phase will involve collection of more evidence (such as journey times), and additional analysis of data, to enable the project to move towards a longer term Programme Business Case (PBC), which will be focused on efficiency and resilience.

State Highway 3 Awakino Tunnel to Mount Messenger

Funding has been approved for the two major projects:

- A bypass of the Awakino Tunnel, with construction due to start in 2018/19.
- A bypass of Mount Messenger, with construction due to start in 2018/19.

Funding has also been approved for corridor-wide safety and resilience improvements (to be delivered by Safe Roads). Construction of stage one of these improvements will be started during 2017.

Public information days about State Highway 3 Awakino Tunnel to Mount Messenger were held in December 2016 in New Plymouth, Urenui, Mokau and Te Kuiti. Public interest was very high with 70 people attending at Urenui, 80 people at New Plymouth, 25 people at Te Kuiti and 60 people at Mokau.

We are finalising the report on the consultation and in March there will be an announcement about the key findings, preferred options and next steps for the Programme.

Maintenance and Operations

Area Wide Pavement Treatment and Resurfacing programme

The 2016/17 Area Wide Pavement Treatment and Resurfacing programme is continuing. This programme will involve a total of 0.7km of road reconstruction and 22km of road resurfacing.

Vickers to City

Over the next three months the Transport Agency's maintenance contractor, Downers, will be undertaking road renewal works on State Highway 3 between Smart Road and the eastern end of the Vickers to City project works.

Along this section of the highway both the northbound and southbound lanes will be replaced. This will include continuation of the asphaltic, concrete surfacing, used previously on the Vickers to City section.

Downers are programming the works and planning the methodology for replacing the pavement, particularly taking into account the need to limit the impact on customers.

When this work is finished, during the next 2018/19 summer construction period, the road surface between Smart Road and Vickers Road will also be replaced. The Transport Agency has scheduled these two projects over separate years to minimise the combined impact on road users.

Minor Safety Programme 2016/2017

The \$883,000 Minor Safety Programme is on track to be completed on by the end of the financial year.

A contract has been let for professional services for the Moturoa Shopping Centre Improvements. This will be a two year project with the review of the options and finalisation of design to be completed in 2017. The construction is planned as part of the 2017-18 Minor Safety programme.

The design of the intervention on State Highway 3 at Kakaramea and Norfolk schools is being finalised and is being discussed with School Principals. It is likely that the treatment will be similar to the School Zone signs at Normanby.

The next Minor Safety Improvements programme for 2017/2018 is currently being planned. The focus of the next programme will be roads and roadside treatments in areas that do not currently have a safety-focused project already present.

Reinstatement Works following June 2015 Severe Weather Event

The Transport Agency is working through the final stage of the approvals process for the remaining emergency works sites in Taranaki. Final designs have been prepared for all of the sites. It is expected that:

- The repair at State Highway 3 Manawapou Hill site will be finished by mid-February 2017.
- Work on five other sites on State Highway 43 will be completed by late April 2017.

Work on the remaining sites on State Highway 43 will begin in March 2017 and will be completed by the end of June 2017.

Agenda Memorandum

Date 8 March 2017



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

Subject: Transport projects

Approved by: MJ Nield, Director – Corporate Services
BG Chamberlain, Chief Executive

Document: 1826185

Purpose

The purpose of this memorandum is to inform Members on matters of interest and current transport projects.

Recommendations

That the Taranaki Regional Council:

1. receives and notes the information provided on the review of the Regional Stock Truck Effluent Strategy for Taranaki
2. receives and notes the information provided on the Government Policy Statement on Land Transport 2018/19 – 2027/28
3. receives and notes the information provided on the Regional Land Transport Plan review
4. receives and notes the information provided on the State Highway 43 investigation.

Review of the Regional Stock Truck Effluent Disposal Strategy for Taranaki

The existing *Regional Stock Truck Effluent Disposal Strategy for Taranaki* was released in September 2001, and is out-of-date. While the Strategy has been successful in reducing the number of complaints received in this area, updating it will properly reflect, and help to consolidate on, these successes.

Members will recall that a review of the Stock Truck Effluent Strategy was scheduled for 2016. The timeline for this project has now been adjusted with the review likely to be completed in 2017.

Government Policy Statement on Land Transport 2018/19 – 2027/28

The Ministry of Transport, on behalf of the Minister of Transport, has now released the draft Government Policy Statement on Land Transport 2018 (GPS 2018) for public engagement.

Overview

The draft GPS 2018 continues to focus on the Government's three strategic priorities for land transport - economic growth and productivity, road safety and value for money. It also carries forward the six national land transport objectives in the current GPS 2015.

Funding is increasing across all activity classes under the draft GPS 2018, from 2015/2016 to 2020/2021. The exception is local road improvements (which has been under-subscribed in previous GPSs), where there is a transfer to regional road improvements. The walking and cycling and local road maintenance funding ranges have an additional increase above the trend in 2017/18 to meet needs as specified in amendments made to the GPS 2015 last year.

Attached for Members' information is the Ministry's one page "*The GPS at a glance*" publication.

A copy of the draft GPS, and supporting information, is available on the Ministry's website: www.transport.govt.nz/gps2018.

Submissions close on Friday, 31 March 2017. Officers will commence a review of GPS 2018 and draft a submission in response. The draft submission will be emailed to Members for their consideration and feedback.

Regional Land Transport Plan review

Pursuant to the *Land Transport Management Act 2003*, a regional transport committee must complete a review of the regional land transport plan during the 6-month period immediately before the expiry of the third year of the plan. Therefore, a review of current *Regional Land Transport Plan for Taranaki 2015/16– 2020/21* is required. The review of the Regional Land Transport Plan (RLTP or the Plan) is a concurrent process with the development and final formation of the *2018-21 National Land Transport Programme*.

Development of the review process has commenced. Key stages in the review of the Plan are:

- RTC approval of strategic front end
- Development of draft programmes
- Development of regional programme and prioritisation of significant activities
- RTC workshop - prioritisation of programme
- RTC approval of revised draft RLTP for consultation
- Public consultation on draft RLTP
- RLTP hearings & deliberations
- RTC approval of final RLTP
- Council adoption of RLTP, forwarded to NZ Transport Agency

At the Committee's June 2017 meeting a full review timeline and a number of items will be presented for Members consideration.

State Highway 43 investigation

The inter-regional SH43 links SH3 at Stratford (in the Stratford District of the Taranaki region) with SH4 at Taumarunui (in the Ruapehu District of the Manawatu-Wanganui region).

Despite ongoing advocacy from the affected regional communities, the highway continues to be poorly maintained, with 12km of the highway (through the Tangarakau Gorge) remaining unsealed. This is a significant barrier to improving tourism, and therefore economic growth, for the districts and regions that the highway connects.

The Taranaki Regional Council will lead a project to undertake a high-level research and stakeholder engagement process to enable commencement of a Transport Agency business case preparation exercise. It aims to assess the economic and tourism importance of State Highway 43. It is also to assess the strategic importance of the highway as the secondary life-line in the event of State Highway 3 north being closed.

Support from Ruapehu District Council, Horizons Regional Council and Stratford District Council is to be sought in the form of a joint statement.

Decision-making considerations

Part 6 (Planning, decision-making and accountability) of the *Local Government Act 2002* has been considered and documented in the preparation of this agenda item. The recommendations made in this item comply with the decision-making obligations of the *Act*.

Financial considerations—LTP/Annual plan

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

Policy considerations

This memorandum and the associated recommendations are consistent with the policy documents and positions adopted by this Council under various legislative frameworks including, but not restricted to, the *Local Government Act 2002* and the *Land Transport Management Act 2003*.

Legal considerations

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

Appendices/Attachments

Document 1826190: The GPS at a glance

New Zealand Government

The GPS at a glance...

Background information

What is it?

While the term GPS might be more familiar when talking about global positioning, in the transport sector it's more commonly used to refer to the Government Policy Statement on land transport.

Instead of directing us where to go, this GPS helps to direct money – like petrol taxes and road user charges – from the National Land Transport Fund into things that the Government wants to achieve for New Zealand's land transport network.

How do we achieve this?

The GPS helps guide investment in transport by providing a longer term strategic view of how we prioritise things in the transport network. The NZ Transport Agency and councils then collaborate on how National and Regional Land Transport Plans can help deliver these priorities.

Why do we need it?

The GPS sets aside money to:

- maintain our existing transport network to ensure we can get where we need to go, and this includes maintaining our roads
- improve our land transport network so that it functions better, through investing in roads like the Roads of National Significance, in public transport services, and in walking and cycling initiatives like through the Urban Cycleways Programme
- deliver specific objectives including lifting economic growth and productivity, improving safety, and improving preparedness for events like the Canterbury and Kaikoura earthquakes.

How do we keep it relevant?

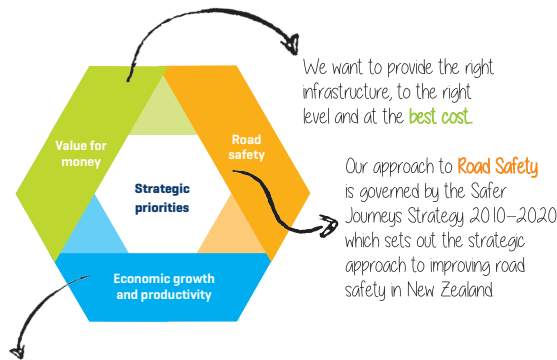
A new GPS has been released every three years, and each of them provides a 10 year horizon. The next GPS will come into force on 1 July 2018, and will cover the period 2018–2028. It is usually released 6–12 months ahead of when it takes effect, so the NZ Transport Agency and local councils can use it in their planning.



VIEW A DRAFT OF THE GPS 2018 ONLINE AT: WWW.TRANSPORT.GOV.NZ/GPS2018

Where we're at

Since 2009, the Government has focussed investment on the following three priorities – these remain largely unchanged



Conversations we've had with the sector, lessons learned from recent events and some big challenges on the horizon globally have led us to update our approach to supporting **economic growth and productivity**

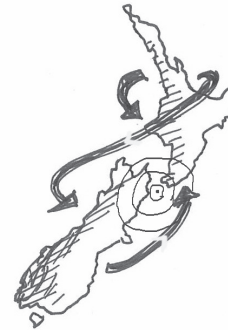


For GPS 2018 we're focussing on...

- putting the right infrastructure in place to support high growth urban areas
- supporting the regions – for NZ we need our local economies to support regional freight and to increase the resilience of critical infrastructure
- improving how freight moves and focussing on high quality and resilient infrastructure

Resilience

We're also focussing on ensuring that our network is resilient to shocks and challenges – like responding to earthquakes or increasing numbers of tourists using our transport network. We want to minimise the risk of transport disruption.

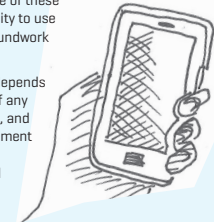


What we need to think about

There are some broader challenges we need to think about as we deliver the strategic priorities

Technology

Technology is changing so many aspects of our lives – and transport is no exception. New opportunities are being created every day. We need to start planning now to take advantage of these opportunities, whether that's increasing our ability to use wireless and smart technology or laying the groundwork we need to support autonomous vehicles.



How fast and how much transport will change depends on a range of other factors including the cost of any new technology, people's willingness to adopt it, and central and local government creating an environment that supports change. GPS 2018 encourages investment in innovative or new technology and its potential to offer different solutions to how people and goods move around New Zealand.

One-transport system approach

These changes are going to have a big impact on how we use the transport network. We have to look past land transport and across the whole system to plan for how we adapt to get the benefit of new technologies. GPS 2018 encourages a one-transport system approach, seeking the best solutions across transport modes (road, rail, sea, air) with seamless connections between them.



Agenda Memorandum

Date 8 March 2017



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

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

Approved by: MJ Nield, Director – Corporate Services
BG Chamberlain, Chief Executive

Document: 1824389

Purpose

The purpose of this item is to seek Council approval of a request to vary the *Regional Land Transport Plan for Taranaki 2015/16-2020/21*.

Executive summary

A request has been received to vary the *Regional Land Transport Plan for Taranaki 2015/16-2020/21* (RLTP or the Plan) from the New Zealand Transport Agency to add phases, costs and timing details to SH3 Hawera to New Plymouth project.

This request has received support from the Regional Transport Advisory Group and is now brought before the Committee for consideration. This request is not significant enough to require going back out for public consultation.

Recommendations

That the Taranaki Regional Council:

1. receives the memorandum, Requests to vary the *Regional Land Transport Plan for Taranaki 2015/16-2020/21*
2. agrees to the requested update to the *Regional Land Transport Plan for Taranaki 2015/16-2020/21*, made by the New Zealand Transport Agency, to add phases to the SH3 Hawera to New Plymouth project
3. adopts the variation to the *Regional Land Transport Plan for Taranaki 2015/16-2020/21* and agrees to forward it on to the New Zealand Transport Agency.

Background

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

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

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

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

Significance of variation request in relation to need for public consultation

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

This activity is not considered to trigger the significance policy in terms of requiring that a new public consultation process is undertaken, most particularly on the following two points:

- These changes do not affect the integrity or affordability of the RLTP; and
- These activities are likely to have the majority support of the Taranaki community.

Support of the Regional Transport Advisory Group

The Regional Transport Advisory Group (RTAG) for Taranaki considered the variation request via email in February 2017. The RTAG supports this request being brought to the Committee for consideration.

Decision-making considerations

Part 6 (Planning, decision-making and accountability) of the *Local Government Act 2002* has been considered and documented in the preparation of this agenda item. The recommendations made in this item comply with the decision-making obligations of the Act.

Financial considerations—LTP/Annual plan

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

Policy considerations

This memorandum and the associated recommendations are consistent with the policy documents and positions adopted by this Council under various legislative frameworks including, but not restricted to, the *Local Government Act 2002* and the *Land Transport Management Act 2003*.

Legal considerations

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

Appendices/Attachments

Document 1826106: NZTA request to vary the RLTP 2015 to add phases, costs and timing details to SH3 Hawera to New Plymouth project.

Document 1603279:Section 7.4 Significance Policy of RLTPlan 2015-21

Request to add additional phases to the following activity in the Regional Land Transport Plan for Taranaki 2015-2021 (RLTP)																															
Purpose:	To enable the Regional Transport Committee of the Taranaki Regional Council to consider a "change" to the <i>Regional Land Transport Plan for Taranaki 2015-21 (RLTP)</i> .																														
Requesting organisation:	New Zealand Transport Agency																														
Contact person/s:	Simon Barnett, NZ Transport Agency Principal Transport Planner, Simon.Barnett@nzta.govt.nz																														
Change request:	Changes to phase costs and timing of an activity in the current 2015-21 <i>Regional Land Transport Plan for Taranaki</i> – SH3 Hawera to New Plymouth																														
<p>Background to update request</p> <p>The New Zealand Transport Agency (the Agency) is seeking to add additional phases to the Hawera to New Plymouth project. This submission reflects the proposed phasing, cost and timing of those phases.</p> <p>Currently only the Programme Business Case phase is included in Taranaki 2015-21 Regional Land Transport Plan and the 2015-18 National Land Transport Plan (NLTP).</p> <p>As the corridor has an unacceptable number of deaths and serious injuries it is identified as a contributor project for safety investment in the National Safer Roads and Roadsides Programme Business Case (NSRR PBC). The intention is therefore to accelerate the delivery of the safety focused responses on this corridor through the business case process, in advance of the Programme Business Case.</p> <p>The timing of this work will be dependent on funding approvals, however the proposed funding profile for the Taranaki NLTP is provided below;</p> <table border="1" data-bbox="225 1442 1366 1722"> <thead> <tr> <th colspan="6">Taranaki RLTP proposed funding by Year</th> </tr> <tr> <th>Phase</th> <th>2017/18</th> <th>2018/19</th> <th>2019/20</th> <th>2020/21</th> <th>Total</th> </tr> </thead> <tbody> <tr> <td>DBC</td> <td>\$482,000</td> <td></td> <td></td> <td></td> <td>\$482,000</td> </tr> <tr> <td>Pre-Imp</td> <td></td> <td>\$400,000</td> <td></td> <td></td> <td>\$400,000</td> </tr> <tr> <td>Implementation</td> <td></td> <td></td> <td>\$15,000,000</td> <td>14,500,000</td> <td>\$29,500,000</td> </tr> </tbody> </table> <p>It is recommended the RLTP 2015-21 for Taranaki is updated to reflect the inclusion of the detailed business case and implementation phases as a "minor" variation.</p>		Taranaki RLTP proposed funding by Year						Phase	2017/18	2018/19	2019/20	2020/21	Total	DBC	\$482,000				\$482,000	Pre-Imp		\$400,000			\$400,000	Implementation			\$15,000,000	14,500,000	\$29,500,000
Taranaki RLTP proposed funding by Year																															
Phase	2017/18	2018/19	2019/20	2020/21	Total																										
DBC	\$482,000				\$482,000																										
Pre-Imp		\$400,000			\$400,000																										
Implementation			\$15,000,000	14,500,000	\$29,500,000																										

<p>Details of variation request</p> <p>The corridor improvements project is focused around delivering Safety Improvements on SH3 between Hawera and New Plymouth and, on SH3A between Inglewood and the SH3/3A intersection between Airport Drive and Brixton.</p>	
<p>Location:</p>	<p>The State Highway 3 between New Plymouth and Hawera is approximately 70km long and 20 metres wide.</p> <p>The State Highway 3A between Inglewood and SH3/3A intersection between Airport Drive and Brixton is approximately 16km long</p>
<p>Scope and duration:</p>	<p>The Project will cover the investigation, design and construction of a safety focused outcome.</p>
<p>Estimated cost/s:</p>	<p>The estimated cost of the project at this stage is \$15million. This will be qualified once the investigation is completed.</p>
<p>Funding source/s:</p>	<p>The project is being funded within the National Land Transport Fund – 100% from N Funds.</p>
<p>Links to RLTP Policies: <i>Refer to Table 5 on page 48 of Plan</i></p>	<p>As outlined in the RLTP, this activity will contribute most significantly to: improving safety (Policies S1, S3, S4); and route resilience (R1).</p>
<p>Impacts on RLTP:</p>	<p>The proposal does not negatively affect any other projects already in the RLTP. It is accelerating the delivery of the safety focused responses on this corridor.</p>
<p>Relationship to the RLTP's Significance policy on variations: <i>Refer to Section 7.4 on page 59 of Plan</i></p>	<p>The proposed update of the current RLTP does not require a new public consultation process as it is considered a "minor" variation because the Programme Business Case for this activity has been consulted on.</p>
<p>Process for consideration and approval of variation requests</p> <p>The current RLTP for Taranaki was approved in April 2015 and any significant new capital works that need to be included require a variation to the programme of activities component of the RLTP. A project must be included within the RLTP before it can be approved for funding from the National Land Transport Fund which the NZ Transport Agency (NZTA) distributes through the National Land Transport Programme.</p> <p>In accordance with the RLTP variation policy, any variation to the RLTP should be considered and supported by the Regional Transport Advisory Group (RTAG) before being forwarded to the Regional Transport Committee (RTC) for consideration and endorsement, then to the Taranaki Regional Council (TRC) for final approval. The NZTA is then notified of the variation to the Plan, per section 18D of the <i>Land Transport Management Act 2003</i>.</p>	

Timeframes for consideration of variation request

The following outlines the expected timeframes for processing this variation request. The organisation requesting the variation is responsible for outlining the proposal to the RTAG and RTC.

Consideration by RTAG	Monday 13 February 2017	<i>Progression to the following step will only occur if support of the variation request is given by the considering body.</i>
Consideration by RTC	Wednesday 8 March 2017	
Consideration by TRC	Monday 4 April 2017	
Forward to NZTA	Tuesday 5 April 2017	

Supporting attachments

None

7.4 Significance policy in relation to Plan variations

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

General determination of significance in relation to Plan variations

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

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

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

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

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

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

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

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

Consultation procedure to follow

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

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

Agenda Memorandum

Date 8 March 2017



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

**Subject: SH3 Awakino Gorge to Mt Messenger
Programme update**

Approved by: MJ Nield, Director – Corporate Services

BG Chamberlain, Chief Executive

Document: 1824784

Purpose

The purpose of this memorandum to provide an update on the SH3 Awakino Gorge to Mount Messenger Programme and to receive (for information) two submissions made to the Awakino Gorge to Mount Messenger Programme Team.

Recommendations

That the Taranaki Regional Council:

1. receives the memorandum *SH3 Awakino Gorge to Mt Messenger Programme*
2. receives and notes for information purposes the submissions from the Taranaki Regional Council and SH3 Working Party on the *Awakino Gorge to Mount Messenger Programme*.

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). The SH3 Awakino Gorge to Mt Messenger corridor was identified as one of six projects in the second tranche under this Accelerated Regional Rooding Package (ARRP) – for work to begin within three years (2017/2018), subject to Ministerial approval following project investigations.

The Indicative Business Case report on this project was completed in mid-2015 for the Minister's consideration. The report was released 28 January 2016.

On 27 January 2016, the Government announced that it was accelerating a further four projects (adding them under tranche two of the ARRP). The announcement was highly significant for Taranaki in that it included two very significant projects on the SH3 north corridor:

- Awakino Tunnel bypass (\$9-15m)

- Mt Messenger bypass (\$80-90m)

In addition, approval has now been given for construction of improvement works along the SH3 Awakino Gorge to Mt Messenger corridor that had been identified during the 2015 investigation.

Programme information is available at <http://www.nzta.govt.nz/projects/awakino-gorge-to-mt-messenger-programme/>

Consultation

The Transport Agency undertook a community consultation process on the advance designs for the bypass projects from late November 2016 to early January 2017. The options and designs were outlined in *Awakino Gorge to Mount Messenger Programme Community Consultation on Options Summary* booklet released 25 November 2016. Community drop-in sessions were held in four centres (New Plymouth, Urenui, Mokau and Te Kuiti) in early December 2016 giving the public the opportunity to view and discuss the options with project members.

Submissions

The Taranaki Regional Council, in its operational capacity as an Approved Organisation, and the SH3 Working Party forwarded submissions to the Awakino Gorge to Mount Messenger Programme Team on 23 December 2016. Consultation closed 6 January 2017.

The preferred options chosen by the Taranaki Regional Council and SH3 Working Party are: Awakino Tunnel bypass

Option 2 - A bypass away from the Awakino Tunnel with two bridges.

Mt Messenger bypass

Option 3 - A 5.3km bypass route running further west of the existing highway.

Copies of the submissions are attached for the Committee's reference. It is expected that the Agency will release information on the consultation in March 2017.

Presentation

The NZ Transport Agency will also provide a brief update on the SH3 Awakino Gorge to Mount Messenger Corridor projects.

Decision-making considerations

Part 6 (Planning, decision-making and accountability) of the *Local Government Act 2002* has been considered and documented in the preparation of this agenda item. The recommendations made in this item comply with the decision-making obligations of the Act.

Financial considerations—LTP/Annual plan

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

Policy considerations

This memorandum and the associated recommendations are consistent with the policy documents and positions adopted by this Council under various legislative frameworks including, but not restricted to, the *Local Government Act 2002* and the *Land Transport Management Act 2003*.

Legal considerations

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

Appendices/Attachments

Document 1796285: TRC submission on the Awakino Gorge to Mt Messenger Programme

Document 1796918: SH3WP submission on the Awakino Gorge to Mt Messenger Programme

23 December 2016
Document: 1796285

Awakino Gorge to Mt Messenger Programme Team
PO Box 5084
Wellington 6145

Submission on the Awakino Gorge to Mt Messenger Programme

The Taranaki Regional Council (the Council) thanks the New Zealand Transport Agency for the opportunity to make a submission on the options outlined for the Awakino Gorge to Mt Messenger Programme.

The Council makes this submission in recognition of the purpose of local government set out in the *Local Government Act 2002*, and the role, status, powers and principles under that Act relating to local authorities. In particular, the Council's comments are made in recognition of its:

- functions and responsibilities under the *Land Transport Management Act 2003*;
- and its regional advocacy responsibilities whereby the Council represents the Taranaki region on matters of regional significance or concern.

The Council has also been guided by its Mission Statement '*To work for a thriving and prosperous Taranaki*' across all of its various functions, roles and responsibilities, in making this submission.

General

The importance of State Highway 3 (SH3) to the Taranaki region is illustrated by the Council establishing the cross-region and cross-sector SH3 Working Party in 2002, in response to ongoing concerns about the route security, safety and efficiency of SH3 between Taranaki and Waikato. The Working Party and the Council have been actively advocating on the need for improvements to these sections of SH3 north for years. We therefore strongly support the Government's decision to fund significant improvements along this strategically important inter-regional corridor. We look forward to the day that the Working Party's existence is no longer necessary, as the highway will be in a fit-for-purpose state with appropriate levels of service meeting the community's needs.

The Council notes that the consultation material provided is at a very high level, with limited information provided. Feedback on the potential options outlined in the consultation material is therefore at a high level also.

SH3 safety and resilience corridor improvements

The Council is strongly supportive of the package of engineering-focused corridor improvements outlined.

The smaller Stage 1 works expected to begin in early 2017 will in themselves bring important improvements to the corridor – particularly slow vehicle bays, rest stop areas, and more consistent signage. The Council acknowledges the visibility improvements that simply enhanced vegetation control along the route can and will provide.

The Consultation Booklet highlights three areas where it is proposed to review the speed limit. The Council acknowledges that there is merit in providing better guidance to travellers on the appropriate safe speed for sections of the road. Concern remains however that this may be used to avoid engineering the road up to the modern highway standard that it needs and deserves. The Council supports all speed consistency initiatives that allow travellers to maintain speeds, with these being important for improving the journey experience as well as safety and efficiency of the highway. Further, the Council believes it is imperative for the improvements along the route, including the bypasses, to enable vehicles to travel at the open speed limit.

In respect of Stage 2, the Council's preferences for the four types of safety and resilience improvements proposed are:

- 1st – Slope stability treatments
- 2nd – New passing opportunities
- 3rd – Road realignments
- 4th – Road widening and intersection improvements

The Council most strongly supports improvements to slope stability to reduce the risk of further road closures and casualties caused by landslips. Such road closures are disastrous for the Taranaki region given the importance of this strategic inter-regional corridor and the lack of viable alternative routes.

Improving passing opportunities, particularly given the high proportion of HCVs on the route, remains a high priority for the Taranaki community.

Strong support is also given for road realignments to eliminate out-of-context or slow-speed curves, to improve safety and allow more even travel speeds.

Awakino Tunnel bypass

Of the two route options short-listed, the Council strongly supports **Option 2 – A bypass away from the Awakino Tunnel with two bridges**.

The Council agrees that this option appears to offer the best solution because it provides significant travel improvements by avoiding the existing narrow section of highway. It also minimises impacts on the river environment and avoids the potential landslips and ongoing erosion by the river of Option 1. Additionally there will be minimal disruption to traffic during construction of the bypass, and leaving the nearly 100 year old Awakino Tunnel intact will retain a historic site of interest to many.

Option 1, as noted in the Summary Booklet, is not a bypass and, accordingly, does not meet the criteria set by the Government for these projects (namely that the project is a bypass). The Council is strongly opposed to Option 1.

Mt Messenger bypass

The Council supports **Option 3 – A 5.3km bypass route running further west of the existing highway.**

Option 1 (tweaks to the existing highway) is strongly opposed by the Council, as it does not meet the Government's, the community's and the Council's expectations of a bypass. While Option 1 may be less intrusive on the environment, it does not adequately address a better road corridor, nor any real time savings. The Minister has set strong community expectations by announcing this project as a bypass, and repeatedly referring to it as such. It is the Council's expectation that a bypass (of Mt Messenger not just the Mt Messenger Tunnel) is what will be delivered.

Of the two bypass routes put forward, Option 3 is preferred over Option 2 because of the significant improvements in safety, resilience and journey experience (including travel time and distance savings) that this more direct route offers. While this may involve more upfront construction costs than the alternative options, this state highway has waited too long for meaningful improvements. The Council believes that given the corridor's importance and vulnerability, the Transport Agency must try to achieve the very best outcome with this rare opportunity – it must be a case of "Do it once and do it right" by selecting Option 3.

The Council acknowledges that the Mt Messenger bypass project is the largest and most complex of the three projects in the Programme, and that it involves areas of strong cultural and ecological values – and includes one of the Council's key native ecosystems. The Transport Agency will need to appropriately address the needs/concerns of existing landowners and iwi along the route, build-in suitable environmental mitigation measures, and ensure the high cut slopes are well-stabilised.

The Council particularly notes the potential impact of this project on iwi land at Parininihi and the efforts of Ngāti Tama and the wider community through the Tiaki Te Mauri O Parininihi Trust to control animal pests and reintroduce species that have been lost, including kokako. The great work of the Trust to restore and protect the values of Parininihi, by undertaking a major long-term ecological management project that includes pest control, species recovery and translocations, has been formally acknowledged by the Council through an Environmental Award.

The Council recognises the seemingly conflicting aspirations for improving the highway and improving the ecology of the Mt Messenger area. However, it believes that these issues can be worked through to the satisfaction of all stakeholders. There are surely a range of opportunities to mitigate the adverse impacts on the environment in ways that may improve the long-term conservation goals in the area – including improved access and funding support for the Trust's projects.

Other matters

The Council notes that there is no mention in the consultation booklet about improving mobile phone coverage along the corridor, which is an area of ongoing concern and advocacy. Applications to the Mobile Black Spot Fund have been made to address this issue, but the outcomes are still being awaited. We trust that this is a matter that will be considered during the more in-depth development stages of these improvement works.

The Council also notes that the views expressed above, on the two bypass options, appear to match well with general community feeling as expressed through the media and social media.

The Council reiterates that the Minister set strong community expectations by announcing the projects as the Awakino Tunnel Bypass and the Mt Messenger Bypass from the outset, and these remain the expectations of the Taranaki region.

The Council looks forward to working with the Transport Agency as these projects move forward.

Yours faithfully
B G Chamberlain
Chief Executive

Per: M J Nield
Director - Corporate Services

SH3 Working Party

23 December 2016
Document: 1796918

Member organisations:
Taranaki Regional Council
Waikato Regional Council
New Plymouth District Council
Waitomo District Council
NZ Transport Agency
New Zealand Police
Road Transport Association
Automobile Association

*Working together for
the improvement of the
strategically important
SH3 corridor between
Hamilton & New Plymouth*

Awakino Gorge to Mt Messenger Programme Team
PO Box 5084
Wellington 6145

Submission on the Awakino Gorge to Mt Messenger Programme

The State Highway 3 Working Party (the Working Party) thanks the New Zealand Transport Agency for the opportunity to provide feedback on the options outlined for the Awakino Gorge to Mt Messenger Programme.

The Working Party

The importance of State Highway 3 (SH3) to the Taranaki and Waikato regions is illustrated by the creation in 2002 of our special cross-region and cross-sector SH3 Working Party, in response to ongoing concerns about the route security, safety and efficiency of SH3 between Taranaki and Waikato. Membership organisations of the Working Party are the Taranaki Regional Council, Waikato Regional Council, New Plymouth District Council, Waitomo District Council, NZ Transport Agency, Transfield Services, Road Transport Association, Automobile Association and the NZ Police.

As you know, SH3 north of New Plymouth is of vital importance for land access in and out of Taranaki, being the only arterial route that directly connects Taranaki to Waikato. It is a critical economic and social enabler as well as an essential link to access out of region health services for the Taranaki community. Unfortunately, it is also a route that involves difficult terrain, particularly through the Mount Messenger and Awakino Gorge sections of highway, and has a poor safety and route security record. While crashes are the leading cause of SH3 closures, slips are also common and frequently result in full or partial closures to the highway. These route closures disrupt existing traffic, and undermine people's perceptions about transport security to and from Taranaki as a whole.

The Working Party has been actively advocating on the need for improvements to these sections of SH3 north for years. We therefore strongly support the Government's decision to fund significant improvements along this strategically important inter-regional corridor, and make this submission on the basis that improvements to this route are the reason for the Working Party's existence. We look forward to the day that the Working Party's existence is no longer necessary, as the highway will be in a fit-for-purpose state – particularly in terms of resilience and safety.



General

The Working Party notes that the consultation material provided is at a very high level, with limited information provided. Our feedback on the potential options outlined in the consultation material is therefore at a high level also.

SH3 safety and resilience corridor improvements

The Working Party is strongly supportive of the package of engineering-focused corridor improvements outlined. The smaller Stage 1 works expected to begin in early 2017 will in themselves bring important improvements to the corridor – particularly slow vehicle bays, rest stop areas, and more consistent signage.

In respect of Stage 2, our preferences for the four types of safety and resilience corridor improvements proposed for SH3 between Awakino Gorge to Mt Messenger are:

- 1st – Slope stability treatments
- 2nd – New passing opportunities
- 3rd – Road realignments
- 4th – Road widening and intersection improvements

The Working Party most strongly supports improvements to slope stability to reduce the risk of further road closures and casualties caused by landslips.

Improving passing opportunities, particularly given the high proportion of HCVs on the route, remains a priority. Strong support is also given for road realignments to eliminate out-of-context or slow-speed curves.

Awakino Tunnel bypass

Of the two route options short-listed, the Working Party strongly supports **Option 2 - A bypass away from the Awakino Tunnel with two bridges.**

We agree that this option appears to offer the best solution because it provides significant travel improvements by avoiding the existing narrow section of highway. It also minimises impacts on the river environment and avoids the potential landslips and ongoing erosion by the river of Option 1. Additionally there will be minimal disruption to traffic during construction of the bypass.

Option 1, as noted in the Summary Booklet, is not a bypass and, accordingly, does not meet the criteria set by the Government for these projects (namely that the project is a bypass). The Working Party is strongly opposed to Option 1.

Mt Messenger bypass

The Council supports **Option 3 - A 5.3km bypass route running further west of the existing highway.**

Option 1 of tweaks to the existing highway is completely discounted by the Working Party, who have advocated for many years to address the serious issues on this important inter-regional corridor. While Option 1 may be less intrusive on the environment, it does not adequately address a better road corridor, nor any real time savings. The Minister has set strong community expectations by announcing this project as a bypass, and repeatedly referring to it as such. It is the Working Party's expectation that a bypass is what will be delivered.

Of the two bypass routes put forward, Option 3 is preferred over Option 2 because of the significant improvements in safety, resilience and journey experience (including travel time and distance savings) that this more direct route offers. While this may involve more upfront construction costs than the alternative options, this state highway has waited too long for meaningful improvements. The Working Party believes that given the corridor's importance and vulnerability, the Transport Agency must try to achieve the very best outcome with this rare opportunity – it must be a case of “Do it once and do it right” by selecting Option 3.

The Working Party acknowledges that the Mt Messenger bypass project is the largest and most complex of the three projects in the Programme, and that it involves areas of strong ecological and cultural values. The Transport Agency will need to appropriately address the needs/concerns of existing landowners and iwi along the route, build-in suitable environmental mitigation measures, and ensure the high cut slopes are well-stabilised.

Other matters

The Working Party notes that there is no mention in the consultation booklet about improving mobile phone coverage along the corridor, which is an area of ongoing concern and advocacy, along with applications through the Mobile Black Spot Fund. We trust that this is a matter that will be considered during the more in-depth development stages of these improvement works.

The Working Party also notes that the views expressed above on the two bypass options appear to match well with general community feeling as expressed through the media and social media in recent weeks.

The SH3 Working Party looks forward to working with the Transport Agency as these projects move forward.

Yours faithfully



Cr Craig Williamson
Regional Transport Committee Chair
Taranaki Regional Council
Co-chair, State Highway 3 Working Party



Cr Hugh Vercoe
Regional Transport Committee Chair
Waikato Regional Council
Co-chair, State Highway 3 Working Party

Agenda Memorandum

Date 8 March 2017



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

Subject: Correspondence and information items

Approved by: MJ Nield, Director – Corporate Services
BG Chamberlain, Chief Executive

Document: 1826180

Purpose

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

Recommendations

That the Taranaki Regional Council:

1. notes that the Stratford District Council has chosen the Taranaki Regional Council Transport Committee to represent it in land transport planning matters for the area included in the Manawatu-Whanganui Region
2. 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
3. receives and notes the information provided on the Small Passenger Services Reform 2017.

Memorandum of Understanding regarding regional land transport planning matters in the Stratford District

The *Land Transport Management Act 2003* (LTMA) requires a territorial authority to decide (after consulting the relevant regional councils) which regional transport committee to join, if the area of a territorial authority falls into the regions of more than 1 regional council. A decision on this is required at the start of each new triennium.

As the Stratford District falls within both the Taranaki Region and the Manawatu-Whanganui Region the Stratford District Council therefore must decide which Regional Transport Committee will represent it for regional land transport planning matters.

At the November 2016 Policy and Services Committee meeting Stratford District Council approved a recommendation with regard to choosing to belong to the Taranaki Regional Transport Committee for regional land transport planning matters.

A Memorandum of Understanding is now being actioned between the Taranaki Regional Council, Horizons Regional Council and Stratford District Council and to complete the formal process.

Rural Broadband Initiative 2 and Mobile Black Spot Fund

In October 2016 Crown Fibre Holdings (CFH), on behalf of the New Zealand Government, released a Request for Proposal (RFP) in the interests of improving rural broadband connectivity and mobile black spot coverage. This is in relation to two funding programmes which have been announced by the Government; \$100 million to extend the Rural Broadband Initiative (RBI2) and \$50 million to cover mobile network 'black spots' (Mobile BlackSpots or MBS) to improve safety on state highways and to enhance tourist experiences.

The programmes will be funded as grants to successful telecommunications respondents from the Telecommunications Development Levy (TDL), an industry levy designed to fund telecommunications capabilities which are not available commercially or at a price that is affordable to end users.

Target Coverage Areas

RBI2 target coverage areas are those where rural end users have access to terrestrial broadband services (fixed line or wireless) of less than 20 Mbps maximum speed in any region in New Zealand (including the Chatham Islands). The MBSF is intended to cover locations where mobile service is absent, comprising segments of state highway and tourism destinations.

The project has identified the following Taranaki Mobil Black Spot Zones – Highways

State Highway Location	State Highway	Approximate start and end points	Region/s
Forgotten World Highway	142kms of SH 4 and 43	Taumaranui, Toko	Taranaki, Manawatu-Whanganui
North Taranaki	68kms of SH3	Awakino River, Mangamaio Road	Taranaki, Waikato

The project has identified the following Taranaki Mobil Black Spot Zones – Tourist locations. The table also includes the area of Manawatu-Whanganui which is in the Stratford District.

Region	Tourism location	Number of visitors (if available) based on international visitor survey
Taranaki	Strathmore	505
Taranaki	Tongaporutu	209

Manawatu-Whanganui	Whangamomona - Forgotten Highway	2,264
--------------------	----------------------------------	-------

However, not all of the identified target coverage locations will receive coverage under the programmes. The areas finally selected from the national list of coverage areas will be determined through negotiations in the course of the RFP process.

A key aspect of the RFP process is that CFH is inviting councils to advise of any areas the councils would invest in to provide coverage. These funds and associated coverage areas may then be added to the scope of any final agreements CFH enters into with grant recipients.

Correspondence has been received from CFH (17 February 2017) providing further clarity of the opportunity for the Taranaki region/district to benefit from involvement in the second phase of the RBI2 and MBS programme. The matter is to be discussed at the Mayoral Forum on 2 March 2017.

Further information is available at <https://www.crownfibre.govt.nz/ufb-initiative/rbi2-mobile-black-spot-fund/>

Small Passenger Services Reform 2017

In October 2016, the NZ Transport Agency released a consultation document *Small Passenger Services Reform 2017*. The consultation document is in response to the Government overhauling small passenger services to remove outdated requirements and modernise the sector in line with technology and transport advancements.

Currently there are separate categories and rules for taxis, private hire and shuttles. Under the proposed changes, these services would be regulated under a single category of small passenger service, meaning one set of rules for all.

In addition, a person facilitating a small passenger service – a technology or app-based operator connecting passengers and drivers – which currently lies outside the licensing system, will be required to be licensed.

The review identified five options for the future of the small passenger services system as a whole. The five options were:

- Option 1 – Status quo – modified
- Option 2 – Reinforce separate markets for taxis and private hire services, with separate regulatory burdens
- Option 3 – Create a new single class system in which drivers are responsible for safety and compliance (reduced regulatory burden)
- Option 4 – Create a new single class system in which operators have responsibility for safety and compliance (reduced regulatory burden)
- Option 5 – Apply existing taxi requirements to all operators (higher regulatory burden in new single class system)

Key submission points

The following were the key submission points:

- Supported Option 4 but with concerns over some aspects.
- Agreed that the current rules are no longer fit for purpose and flexible for the future.
- Agreed more innovative sector that delivers improved customer service is required.
- Agreed all passenger services should have to meet existing rules for in-vehicle security cameras.
- Disagreed that the core requirements for consumer protection could be achieved through drivers agreeing the basis of the fare with the passenger before the trip starts. Concern it does not take into account vulnerable members of society who may be unable to comprehend the value of a trip or negotiate a fair and reasonable rate.
- Disagreed that registered fares were no longer required. Again, concern that it does not provide protection for vulnerable members of society who may be unable to understand the concept and what a fair deal is. Removal could lead to manipulation charging higher fares for short trips. The Council did not support the removal of meters being mandatory across the sector.
- The Council viewed that a number of the changes may disadvantage Total Mobility users.

The Transport Agency will analyse the submissions as part of preparing the final draft of the small passenger services supporting regulations which will be finalised in a parallel process alongside the passage of the Land Transport Amendment Bill.

Decision-making considerations

Part 6 (Planning, decision-making and accountability) of the *Local Government Act 2002* has been considered and documented in the preparation of this agenda item. The recommendations made in this item comply with the decision-making obligations of the *Act*.

Financial considerations—LTP/Annual plan

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

Policy considerations

This memorandum and the associated recommendations are consistent with the policy documents and positions adopted by this Council under various legislative frameworks including, but not restricted to, the *Local Government Act 2002* and the *Land Transport Management Act 2003*.

Legal considerations

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

Appendices/Attachments

Document 1827765: Crown Fibre Holdings Rural Broadband Initiative & MBS programme



Crown Fibre Holdings Limited
 L10 PwC Tower 188 Quay Street
 Auckland Central
 PO Box 105 321, Auckland 1143
 Telephone: +64 9 912 1970
 Fax: +64 9 368 9201
info@crowdfibre.govt.nz
www.crowdfibre.govt.nz

17 February 2017

By email

Taranaki Region

Taranaki Regional Council	David McLeod Basil Chamberlain	Chair CEO
New Plymouth DC	Neil Holdom Barbara McKerrow	Mayor CEO
Stratford DC	Neil Volzke Matt O'Mara	Mayor CEO
South Taranaki DC	Ross Dunlop Craig Stevenson	Mayor CEO

Dear Mayors, Chairs and Chief Executives of the Taranaki Region

Opportunity for your region to benefit from the second Rural Broadband Initiative and the new Mobile Black Spot programme

I am writing to provide further clarification of the opportunity for your region/district to benefit from involvement in the second phase of the Government's Rural Broadband Initiative (**RBI2**) extension and Mobile Black Spot (**MBS**) programme. There is considerable opportunity for you to obtain greater benefit from the programme by taking some relatively simple steps to be involved. This letter outlines the potential benefits and provides further clarity on the process and how to be involved.

Crown Fibre Holdings (**CFH**) has engaged further with Local Government New Zealand (**LGNZ**) to assist in co-ordinating and providing information about the programme, and to ensure that key local government stakeholders are aware of the opportunities and how to be involved.

The Government has recently announced the Ultra-Fast Broadband (**UFB**) extension will include 151 new towns throughout New Zealand which will result in 85% of the population having access to UFB/fibre by 2024. UFB is a fibre-to-the-premises network suitable for areas with urban density. RBI2 is complementing this by focusing on end-users who are not in urban locations to improve their broadband, with the MBS aimed at resolving gaps in existing mobile phone coverage at key tourist sites and on State Highways.

Improving access to (and the quality of) communications technologies encourages population to stay in their regions/districts, grow businesses and lift economic growth, as well as promoting greater social inclusiveness and a sense of local identity. The RBI2 programme aims to improve outcomes for rural-based businesses and residents. The MBS part of the programme provides opportunities for both local tourism operators and visitors and improved highway coverage for local and visiting motorists.

Both initiatives will benefit New Zealand's key industries of tourism and agriculture.

The \$150 million funding is fully appropriated by Government and the programme will deliver real, tangible benefits for rural New Zealanders. The process is being managed by CFH which has a strong track record for

delivering on the Ultra-Fast Broadband programme (and its extension) tender processes and implementation with telecommunications operators.

As you are likely aware, a Request for Proposals (**RFP**) was released in October 2016 to telecommunications network operators to apply for grant funding to deploy telecommunications infrastructure focused on the following two areas:

- \$100 million funding for the second Rural Broadband Initiative, with a focus on end-users receiving less than 20 Mbps broadband speeds; and
- \$50 million funding to cover mobile network 'black spots' across tourist sites and State Highways.

At the same time CFH released an *Invitation to Co-fund and/or Assist (ICFA¹)* to councils seeking assistance in a number of areas and an indication of any possible co-funding.

The programme provides a number of opportunities for local government to be involved through the ICFA and gain additional benefits for your residents and businesses. At this stage of the process, involvement of councils will assist in realising the potential benefits of the programme to areas in your region/district that need broadband and mobile access the most, and in potentially expanding the coverage of these beyond what would occur without your involvement.

Key areas identified in the ICFA where councils can assist are:

- assisting bidders to bring the cost of their bids down. For example, this could be done by offering to provide discounted access to land or assets in your region/district for the deployment of broadband or mobile infrastructure. Bidders are expected to take these offers into account in preparing their bids, and are likely to favour building on sites where the cost of land rental and power, for example, are minimised or at no cost. This can be achieved by directly advising mobile/tower, national and regional operators as outlined in Annex One. The bidders simply need the information from you to factor into their bids and then if these sites are selected then it would be expected that such arrangements would be finalised. We note we are not expecting councils to enter into formal partnerships with bidders;
- indicating any streamlined consenting process and/or support to operators in the deployment of infrastructure;
- providing an indication of priority or preference on the MBS sites and under-served broadband areas identified in the RFP process² in your region/area which government could consider as an input when considering coverage within a region; and
- indicating whether you may consider providing some grant funding to extend coverage in your region/area for MBS sites and underserved broadband areas that are not funded with the \$150 million allocation. Only an indication to enter into discussions post-contract awarding in the second half of 2017 is required, although an indication of the amount of possible funding available over the period to December 2022 would assist.

Further detail on the above areas where councils can assist and participate in the programme are set out in Annex One.

¹ Refer to www.crownfibre.govt.nz/tenders, and the links to the [ICFA](#) and the [response form](#) are in the second paragraph.

² MBS black spots (highways and tourist areas) and RBI underserved areas identified in the RFP process can be found at www.crownfibre.govt.nz/tenders.

Opportunity to meet

Finally, together with some of my team I would like to extend an open invitation to come and meet with you or your executives in March at a regional forum (such as a Mayoral or Chief Executives' forum) to elaborate on the benefits and to discuss your potential involvement in the programme.

We encourage you to respond to the ICFA by 5pm on 3 April if you are interested in participating in the programme.

We welcome any questions in relation to this letter, and again I look forward to hearing whether you are keen to meet. Please contact Nick Manning, General Manager Government and Industry Affairs on nick.manning@crowdfibre.govt.nz or 09 912 1977.

Yours sincerely



Graham Mitchell
Chief Executive Officer
Crown Fibre Holdings

Cc: Stuart Trundle, CEO Venture Taranaki

Annex One

Areas where councils can assist and participate as per the ICFA

Access to land or assets

As a more detailed list of target RBI2/MBS locations has now been released, regions/TAs or Economic Development Agencies could offer to provide access to land and/or assets close to or within these locations at low, or no cost to any telecommunications operators. This will reduce their cost to provide coverage, hence improving your area's chances of receiving improved service. The list of MBS locations, and end-users eligible for RBI2 that CFH has identified as in scope of the project can be found at <http://www.crownfibre.govt.nz/tenders/> (click on the links below 'Mobile black spot zones for highways and tourist zones' and 'Rural broadband end-users in scope of RBI2 by region (all pdfs)').

A list of contacts for the national network operators in the industry is provided in Annex Two. This is not an exhaustive list as there are a number of local operators in the industry providing fixed and/or wireless broadband. We encourage you to approach any local operator that you are aware of that currently provides service within your region, or if unsure you can ask CFH.

If you wish to provide access to land and/or assets, we suggest that you contact the various operators by mid-March or earlier if possible, in addition to including such information in your response to the *Invitation to Co-fund and/or Assist (ICFA)* if you are providing one.

Indicate priority areas or preferences in your region/district

For the mobile black spots and/or rural broadband underserved areas identified in your region, we encourage you to advise us in your response to the ICFA (if you are providing one) of any priority or preferences you have on the areas of importance or value to your community.

Assistance in streamlining deployment

Any streamlined consenting or assistance you can provide to operators when they commence deployment in your region/area (including lower fees) should be included in your response to the ICFA, if you are providing one.

Co-funding for additional deployment

CFH is unlikely to have sufficient grant funding from central government to cover all the mobile black spots and underserved rural broadband areas. Therefore, to the extent that there would still be remaining mobile black spots or underserved rural broadband areas in your region after contracts are awarded, you could indicate whether your council or Economic Development Agency would have any interest in providing grant funding through CFH to complete coverage of some more mobile black spots and underserved rural broadband areas in your region.

The RBI2 /MBS programme is a five-year programme, so CFH is not expecting a commitment of funds in your response to the ICFA, but rather an indication that you would be willing to discuss this possibility post-contracts being awarded, and preferably an indication of the funding range (but this is not required).

After the award of contracts to successful bidders, CFH will be able to have a dialogue with you on which mobile black spots and rural broadband underserved areas that have not been covered in your region/district, and based on the RFP responses the likely cost to cover these (the contracts will provide for scope expansion of areas/black spots in the RFP which are not being covered). You can then consider to what extent you want to provide any grant funding to cover these areas/black spots and in what priority (and over what time frame up to December 2022). It is also possible for you to nominate additional areas you may wish to fund and CFH can negotiate with contracted operators on the cost to cover these.

Annex Two

National Operator Contact List

To realise the opportunities, we are providing you with contact details for the key executives of the national operators in the telecommunications industry, who may respond to the RFP.

We also encourage you to contact the local operators operating in your region. We have contact details for a number of local operators if necessary. If you are unsure about the regional operators in your region/district, or if you wish to discuss this, please contact Nick Manning, General Manager Government and Industry Affairs on nick.manning@crowdfibre.govt.nz or on 09 912 1977.

Organisation	Contact details
Spark	Chris Dyhrberg, Head of Wholesale chris.dyhrberg@spark.co.nz
Vodafone	Juliet Jones, RBI Programme Lead Juliet.Jones@vodafone.com
Chorus	Gretchen Joe, Head of Property Operations Gretchen.Joe@chorus.co.nz
2degrees	Sara Lipanovic, Regulatory Policy Manager Sara.Lipanovic@2degreesmobile.co.nz
Pacific Towers	Eleni Pantaridis, CE and Co-Founder Eleni@PacificAsiaTowers.com
Teamtalk	Neil de Wit, RBI Project Manager neil.dewit@citylink.co.nz