

Regional Transport Committee

Wednesday 17 June 2015

10.30am

Taranaki Regional Council, Stratford

Agenda for the Regional Transport Committee of the Taranaki Regional Council to be held in the Taranaki Regional Council chambers, 47 Cloten Road, Stratford, on Wednesday 17 June 2015 commencing at 10.30am.



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

Apologies

Notification of Late Items

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Item 11	General Business	
Item 12	Public Excluded	

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

Item 13 **SH3 Awakino Gorge to Mount Messenger Corridor Project**

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

Agenda Memorandum

Date 17 June 2015



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

Subject: Confirmation of Minutes – 18 March 2015

Item: 1

Approved by: M J Nield, Director-Corporate Services

B G Chamberlain, Chief Executive

Document: 1522051

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 18 March 2015 at 10.30am
2. notes the recommendations therein were adopted by the Taranaki Regional Council on 7 April 2015.

Matters arising

Appendices

Document #1482874 – Minutes Regional Transport Committee Wednesday 18 March 2015

**Minutes of the Regional Transport
Committee Meeting of the Taranaki
Regional Council, held in the Taranaki
Regional Council Chambers, 47 Cloten Road,
Stratford on Wednesday 18 March 2015
commencing at 10.30am.**



Members	Councillor	R F H Maxwell	(Committee Chairperson)
	Councillor	C S Williamson	(Committee Deputy Chairperson)
	Councillor	H Dodunski	(New Plymouth District Council)
	Mayor	N Volzke	(Stratford District Council)
	Ms	R Bleakley	(New Zealand Transport Agency)

Attending	Messrs	M J Nield	(Director-Corporate Services)
		G C Severinsen	(Policy & Strategy Manager)
		C B Clarke	(Transport Services Manager)
	Mrs	K van Gameren	(Committee Administrator)
	Mrs	F Ritson	(Policy Analyst)
	Ms	K Watt	(Passenger Transport Officer)
	Mr	S Tamarapa	(Iwi Communications Officer)
	Messrs	D McGonigal	(New Zealand Transport Agency)
		K Keshaboina	(New Zealand Transport Agency)
		S Barnett	(New Zealand Transport Agency)
		M Aves	(New Plymouth District Council)
		B Jagersma	(Stratford District Council)
		V Lim	(South Taranaki District Council)
		M J Cloke	(Road Transport Association)

Apologies The apologies from Mayor R Dunlop (South Taranaki District Council) and Councillor M Powell (South Taranaki District Council) were received and sustained.

**Notification
of Late Items**

Item 3 – Hearing of Submissions and finalising of the draft *Regional Land Transport Plan for Taranaki 2015-2021* – updated tables

1. Confirmation of Minutes – 26 November 2014

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 26 November 2014 at 10.30am

2. notes the recommendations therein were adopted by the Taranaki Regional Council on 16 December 2014.

Maxwell/Volzke

Matters arising

NZ Transport Agency Regional Report

Mayor N Volzke, Stratford District Council, advised the Committee that clarification has been received from the NZ Transport Agency on FAR for special purpose roads. Mayor Volzke noted that the response from the NZ Transport Agency will result in further dialogue between the Stratford District Council, New Plymouth District Council and the Agency.

2. Minutes of the Taranaki Regional Transport Advisory Group

- 2.1 The minutes of the Taranaki Regional Transport Advisory Group meetings held on Wednesday 18 February 2015 and Wednesday 4 March 2015 were received and noted.
- 2.2 The Committee thanked and acknowledged the work and expertise of the Taranaki Regional Transport Advisory Group's input into the development of the draft Regional Land Transport Plan 2015-2021.
- 2.3 Committee Chairperson, Councillor R F H Maxwell, noted to the Committee that Mr Barry Jagersma, Roading Manager, is leaving the Stratford District Council in the near future. Mr Jagersma has been a long-standing Member of the Taranaki Regional Transport Advisory Group and has provided a broad range of expertise and advice to the Group. Councillor Maxwell thanked Mr Jagersma on behalf of the Taranaki Regional Transport Committee for his work and input into transport planning activities for the Taranaki region.

Recommended

THAT the Taranaki Regional Council

1. receives for information purposes the minutes of the Taranaki Regional Transport Advisory Group meeting held on Wednesday 18 February 2015
2. receives for information purposes the unconfirmed minutes of the Taranaki Regional Transport Advisory Group meeting held on Wednesday 4 March 2015.

Maxwell/Dodunski

3. Hearing of Submissions and finalising of the draft Regional Land Transport Plan for Taranaki 2015-2021

- 3.1 Members of the Regional Transport Committee heard from the following submitters who wished to speak to their written submission on the *Regional Land Transport Plan for Taranaki 2015-2021*.

Submission No. 5	Venture Taranaki	Mr Stuart Trundle
Submission No. 10	Te Korowai o Ngāruahine Trust	Ms Louise Tester
Submission No. 7	North Taranaki Cycling Advocates	Mr Graeme Lindup Ms Joelle Xavier
Submission No. 1	Waikato Regional Council	Councillor Hugh Vercoe Mr Bill McMaster
Submission No. 8	Taranaki Equestrian Network	Ms Sue Rainford

3.2 Members of the Regional Transport Committee discussed and deliberated on all submissions received. Members made the following recommendations:

Submission No. 1 – Waikato Regional Council

The submitter's comments in support of their submission were received and noted.

Recommended

THAT the Taranaki Regional Council

1. thanks the submitter for their submission
2. makes no change to the *Regional Land Transport Plan for Taranaki 2015-2021*.

Submission No. 2 – Federated Farmers

Recommended

THAT the Taranaki Regional Council

1. thanks the submitter for their submission
2. makes no change to the *Regional Land Transport Plan for Taranaki 2015-2021*.

Submission No's. 3 – NZ Horse Network

Recommended

THAT the Taranaki Regional Council

1. thanks the submitter for their submission
2. agrees to the following officer recommendations:

Clarify that the focus of the Plan is on transport modes rather than recreational activities, by adding the following to Section 1.3 Background and Scope (page 2)

The focus of the Plan is transport (the movement of people and goods from one place to another), rather than recreational activities that involve travel (but their main purpose is the undertaking of the travel itself for leisure/sport rather than the destination). For example, cycling to a place of work rather than cycling purely for leisure. While transport

facilities may well facilitate recreational travelling as well, that is not their primary function.

Broaden language to make mention of horse-riding where appropriate

In Section 2.6 Alternative Modes (on page 16)

Cyclists and pedestrians are among the vulnerable road users who benefit from appropriately designed shared pathways which enable them to use a transport corridor alongside other transport modes without safety concerns (perceived or real) – be they motorists, motorcyclists, pedestrians, cyclists, horse-riders or another mode.

Make the following amendment in Section 4.4(3) Reducing the Safety Risk on Taranaki's Transport Network (page 31)

Improving safety and personal security is important for all mode users; with safety concerns (both perceived and real) being a barrier to greater use of walking and cycling. The concept of protecting vulnerable road users such as pedestrians and cyclists has been overtaken by a safe systems approach to road safety whereby the aim is to make roads and roadsides safer for all road users – be they motorists, motorcyclists, pedestrians, cyclists, horse-riders or another mode.

Add a footnote explaining the term 'paper roads' to Section 2.5 (page 11) as follows –

A 'paper road' is a legal road that has not been formed, or is only partly formed. Legally it is a road and members of the public have right of access to travel it – though there may be logistical issues involved to do so. Also known as an 'unformed legal road' (ULR)

3. agrees that the *Regional Land Transport Plan for Taranaki 2015-2021* incorporate the officer recommendations from recommendation 2
4. makes no further change to the *Regional Land Transport Plan for Taranaki 2015-2021*.

Submission No. 4 – Public Health Unit, Taranaki District Health Board

Recommended

THAT the Taranaki Regional Council

1. thanks the submitter for their submission
2. makes no change to the *Regional Land Transport Plan for Taranaki 2015-2021*.

Submission No. 5 – Venture Taranaki

The submitter's comments in support of their submission were received and noted. Mr Stuart Trundle, Venture Taranaki, provided supplementary information to the Committee on the economic growth of the Region citing nationally significant projects projected for 2017 onwards in Taranaki and the changing modes of container traffic from Port Taranaki to the Ports of Auckland and Tauranga by road and rail. The economic contribution from Taranaki to the national economy is expected to grow.

Recommended

THAT the Taranaki Regional Council

1. thanks the submitter for their submission

2. makes no change to the *Regional Land Transport Plan for Taranaki 2015-2021*.

Submission No. 6 – NZ Transport Agency

In discussing the submission from the NZ Transport Agency, Mayor N Volzke, Stratford District Council, noted the recommendation in the officers' report to remove the word "freight" from the Strategic role of SH43. SH43 is a key access route from one region to another and freight from the rural areas does make its way onto SH43 and then onwards to other markets and destinations. The recommendation was not supported by the Committee. It was agreed that the word 'freight' be retained in the *Regional Land Transport Plan for Taranaki 2015-2021* in Section 2.7 (page 17).

Recommended

THAT the Taranaki Regional Council

1. thanks the submitter for their submission
2. agrees to the following officer recommendations:

Add a further priority in Section 4.5 of the Plan (page 37) of

'Providing a safe transport system increasingly free of death and serious injury.'

Update section on FAR Review within Section 3.5 Current Guiding Influences (page 27), to reflect the outcomes of the review

Add commentary on the West-East movements of dairy product under the Manawatu-Wanganui cross-boundary corridors section of Section 2.7 Key Journeys Including Cross-boundary Matters (page 19), as follows:

"There are also significant movements of dairy product along this corridor, particularly via rail. Milk is conveyed from the processing facilities at Oringi and Longburn to the Whareroa plant in Hawera (though this is likely to decline with the expected upgrade of Fonterra's Pahiatua site with a new milk powder dryer in 2015). There is also a large West-East counter flow from Taranaki, particularly export goods to other North Island ports, with strong volumes through Port of Napier."

Expand on details of the Urban Cycleways Fund outlined in Section 6.1 Proposed Funding Sources (on page 51), and make reference to this in Section 4.4 Issue 4 (on page 32)

In Table 2 (page 39), combine the 'Maintenance & operation of local roads' and 'Renewal of local roads' to become '*Local road maintenance*' which is consistent with the 2015–2018 Activity Classes

Amend the notation in Table 3 (page 42) as follows –

Will proceed to design and construction if the investigation findings are approved by the Minister, following an assessment against the IAF 2015

Amend the commentary above Table 6 Activities for Future Consideration (page 49) as follows (addition of underlined words) –

A range of other worthwhile potential projects have been identified by the Council on behalf of the Community (not the Transport Agency as the Road Controlling Authority), in Table 6 below for future consideration.

Amend the second paragraph of Section 6.4 National Moderation and Allocation of Funding (page 54) as follows -

However, this prioritisation will not necessarily be translated into the NLT Programme, as national moderation by the Agency is likely to change ~~the regional priorities~~ what projects are funded according to national objectives...

Remove "Street lighting improvements" from the list in Section 6.5 (page 54)

Remove 'draft' from the Government Policy Statement and Investment Assessment Framework references within the Plan

Ensure that references to the Transport Agency are consistent through the document; other than in tables where the acronym NZTA is retained for ease (as previously agreed with Agency staff)

3. agrees that the *Regional Land Transport Plan for Taranaki 2015-2021* incorporate the officer recommendations from recommendation 2
4. makes no further change to the *Regional Land Transport Plan for Taranaki 2015-2021*.

Submission No. 7 - North Taranaki Cycling Advocates (NTCA)

The submitter's comments in support of their submission were received and noted.

Recommended

THAT the Taranaki Regional Council

1. thanks the submitter for their submission
2. makes no change to the *Regional Land Transport Plan for Taranaki 2015-2021*.

Submission No. 8 - Taranaki Equestrian Network (TEN)

The submitter's comments in support of their submission were received and noted.

Recommended

THAT the Taranaki Regional Council

1. thanks the submitter for their submission
2. makes no change to the *Regional Land Transport Plan for Taranaki 2015-2021*.

Submission No. 9 - Taranaki Regional Council

Recommended

THAT the Taranaki Regional Council

1. agrees to the following officer recommendation:

Changes to be made as required to update the Plan as requested, with changes from the draft Plan tracked for the consideration of the Committee

Submission No. 10 – Te Korowai o Ngāruahine Trust (TKONT)

The submitter's comments in support of their submission were received and noted.

Recommended

THAT the Taranaki Regional Council

1. thanks the submitter for their submission
2. agrees to the following officer recommendations:

Add the following to Section 2.2 Population (on page 6)

Within Taranaki there are also differences in the composition and characteristics of the population. These can be important when considering the transport needs of local communities. For example, the New Plymouth district has over two-thirds of the region's population and it has more elderly as a proportion of its total population than either Stratford district or South Taranaki district. South Taranaki district on the other hand has the youngest population in the region with almost a quarter of its residents under the age of 15. According to the 2013 Census, 16.5% of the region's population is Maori with 24.3% of the population of the South Taranaki district being Maori.

2013 Census figures show that the unemployment rate across the region is 5.6% with only small variations from one district to another. The rate of unemployment is below that for New Zealand which sits at 7.1%. Rates of unemployment among Maori are higher. Households without access to a motor vehicle is highest in New Plymouth district (7.2% of households) and lowest in Stratford district (6.6% of households). Households without access to a motor vehicle are generally slightly higher among iwi.

Add the following to the paragraph on Iwi in Section 2.2 (on page 6)

Generally, higher proportions of iwi in the region are transport disadvantaged due to both a lower level of access to private motor vehicles and a greater proportion of the Maori population being under the age of 15.

Add a further measure of 'Ongoing consideration of possible heavy vehicle bypass routes of residential/commercial areas where appropriate' to Section 4.4(6) Reducing Negative Environmental and Community Impacts Arising from Transport (on page 34)

Add the following to the KiwiRail summary in Section 3.4 Plan Partners and Their Roles (page 25)

As a state owned enterprise, KiwiRail funding and planning occurs separately to the rest of the transport network. The KiwiRail Turnaround Plan 2010 is the guiding document for KiwiRail investment. Subject to business cases, investment follows the Government's 10-year turnaround plan to turn around the rail industry and focuses on investment in the business's assets rather than an operating subsidy. KiwiRail is currently in discussion with the Ministry of Transport regarding a proposed future strategic plan for rail in New

Zealand.

Expand the Rail Network summary in Section 2.5 The Land Transport Network as follows (page 14)

During the life of the Plan, KiwiRail is proposing to maintain the network in Taranaki to its current level of service. On some sections of the Marton to New Plymouth line, the number of train movements is increasing, albeit moderately. There is the possibility of development of one or more natural aggregation freight hubs in the region in the next five years.

In addition to the Turnaround Plan in relation to rail, KiwiRail has responsibility to maintain the asset and to provide a level of service to its existing customers that meets their expectations. Any additional investments in the rail network in Taranaki will be driven by client demand. While KiwiRail has advised that there are potential developments in the region that could increase the use of the corridor for freight movement and therefore may result in further investment, these are all client driven and therefore no confirmation as to when that might occur, or what any increase in demand might actually look like, is able to be provided at the time of preparing the Plan.'

Expand the summary information within 4.4(3) Reducing the Safety Risk on Taranaki's Transport Network (page 31), to outline the dominant safety issues in Taranaki, as follows –

Taranaki does not have a good road safety record, with a range of issues involved. The contributing factors in crashes over the last 10 years have remained constant with alcohol, speed, loss of control and intersections showing in crash data. Recidivist drink drivers have been identified as a serious concern in Taranaki and programmes have been developed to start educating and change the behaviour of recidivist drink drivers. The safety of vulnerable road users has made an unwanted appearance over the last 5 years, in particular motorcyclists and pedestrians (6 pedestrians were killed in 2014) while older drivers have started to feature prominently in road crash reports during that same time. Recent law changes and continuous road safety education in schools has helped reduce young driver crash statistics. However, this will need to be an ongoing area of focus to further reduce young driver crashes as new drivers gain their licence. All these issues factor heavily in Roadsafes Taranaki's collaborative road safety education programmes for the period of the Plan."

Amend Section 4.5 (on page 37) as follows –

Maximising efficiency and optimisation of existing capacity across the region's transport system, including through travel demand management measures, ~~that promote alternative modes to the private motor vehicle (such as public transport, walking and cycling).~~

Promoting and supporting alternative modes to the private motor vehicle (such as public transport, walking and cycling).

Provide reference to the policy reference notations used within Section 5 early in Section 4.4.

3. agrees that the *Regional Land Transport Plan for Taranaki 2015-2021* incorporate the officer recommendations from recommendation 2
4. makes no further change to the *Regional Land Transport Plan for Taranaki 2015-2021*

3.3 There being no further discussion on the submissions received on the *Regional Land Transport*

Plan for Taranaki 2015-2021, Members of the Regional Transport Committee recommended the following:

Recommended

THAT the Taranaki Regional Council

1. acknowledges with appreciation the input made by sector groups and individuals to the draft *Regional Land Transport Plan for Taranaki 2015/16–2020/21*
2. receives and acknowledges with thanks the submissions received on the draft *Regional Land Transport Plan for Taranaki 2015/16–2020/21*
3. adopts the recommendations contained within the 'Summary of Submissions and Recommendations' report, subject to amendments agreed to by the Committee
4. endorses the recommended changes to the draft *Regional Land Transport Plan for Taranaki 2015/16–2020/21*, subject to any changes agreed by the Committee
5. approves the *Regional Land Transport Plan for Taranaki 2015/16–2020/21*
6. agrees that the *Regional Land Transport Plan for Taranaki 2015/16–2020/21* be sent to the New Zealand Transport Agency by the due date of 30 April 2015
7. acknowledge with thanks the work of the Taranaki Regional Council's transport officers and the Taranaki Regional Transport Advisory Group for their work and input into the development of the *Regional Land Transport Plan 2015-2021*.

Williamson/Volzke

4. New Zealand Transport Agency Regional Report

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

Recommended

THAT the Taranaki Regional Council

1. notes and receives the Regional Report from the New Zealand Transport Agency dated 18 March 2015.

Maxwell/Williamson

5. Release of 2015 Government Policy Statement on Land Transport (GPS 2015)

- 5.1 Mr M J Nield, Director-Corporate Services, spoke to the memorandum informing the Committee of the release of the *2015 Government Policy Statement on Land Transport (GPS 2015)* in December 2015, and the consequential release of investment assessment guidance (as they relate to the Regional Improvements activity class).

Recommended

THAT the Taranaki Regional Council

1. receives the memorandum, Release of 2015 Government Policy Statement on Land Transport (GPS 2015)
2. notes the retention and clarification of the new Regional Improvements activity class in the *2015 Government Policy Statement on Land Transport*.

Maxwell/Williamson

6. Accelerated Regional Rooding Package - project udpate

- 6.1 The memorandum updating the Committee on the two Accelerated Regional Rooding Package projects (Normanby Overbridge Realignment project and Mount Messenger and Awakino Gorge Corridor project) in the Taranaki region was received and noted.

Recommended

THAT the Taranaki Regional Council

1. receives and notes the update on the State Highway 3 Normanby Overbridge Realignment project
2. receives and notes the update on the State Highway 3 Mount Messenger and Awakino Gorge Corridor project.

Maxwell/Dodunski

7. Passenger transport operational update for the quarter ending 31 December 2014

- 7.1 Mr C B Clarke, Transport Services Manager, spoke to the memorandum providing the Committee with an operational report of the public transport services throughout Taranaki as at 31 December 2014.

Recommended

THAT the Taranaki Regional Council

1. receives and notes the operational report of the public transport services for the quarter ending 31 December 2014.

Maxwell/Dodunski

8. Correspondence and information items

- 8.1 The memorandum updating Members on correspondence and information items received since the last Committee meeting was received and noted.
- 8.2 The correspondence items refer to the submission sent to the Waikato Regional Council

on the draft Waikato Regional Land Transport Plan 2015-2045, the submission sent to Horizons Regional Council on the draft Horizons Regional Land Transport Plan 2015-2025 and an invitation to the Waikato Regional Transport Committee to tour and State Highway 3 and Taranaki.

Recommended

THAT the Taranaki Regional Council

1. receives and notes the submission sent to the Waikato Regional Council on the draft *Waikato Regional Land Transport Plan 2015-2045*
2. receives and notes the submission sent to the Horizons Regional Council on the draft *Horizons Regional Land Transport Plan 2015-2025*
3. notes that an invitation to host a tour of State Highway 3 and Taranaki has been extended to the Waikato Regional Transport Committee, and discusses possible options for the tour including dates.

Dodunski/Maxwell

9. General Business

There were no matters of general business.

There being no further business the Committee Chairperson, Councillor R F H Maxwell, declared the Regional Transport Committee meeting closed at 12.30pm.

Confirmed

Committee Chairperson: _____

R F H Maxwell

Date:

17 June 2015

Agenda Memorandum

Date 17 June 2015



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

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

Item: 2

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

Document: 1522003

Purpose

The purpose of this memorandum is to receive (for information) the minutes of the Taranaki Regional Transport Advisory Group meeting held on Wednesday 20 May 2015.

Recommendations

That the Taranaki Regional Council:

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

Decision-making considerations

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

Document 1513050: Minutes Taranaki Regional Transport Advisory Group (RTAG)
Wednesday 20 May 2015

Minutes of the Taranaki Regional Transport Advisory Group meeting held at the Taranaki Regional Council, 47 Cloten Road, Stratford, on Wednesday 20 May 2015 commencing at 10.40am.

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

Welcome and Introduction

Mr Jagdeep Singh, Acting Roding Asset Manager Stratford District Council, was welcomed and introduced to the Taranaki Regional Transport Advisory Group.

1. Confirmation of Minutes - Regional Transport Advisory Group meeting - Wednesday 4 March 2015

The minutes of the Regional Transport Advisory Group (RTAG) meeting held on Wednesday 4 March 2015 were received and confirmed.

Matters arising

Central Region Freight Story - an update on this matter proposed for the Taranaki Regional Transport Committee meeting scheduled for 17 June 2015 has been deferred to their September 2015 meeting.

2. Development of Regional Land Transport Plan (RLTP) 2015-2021

Mrs Fiona Ritson, Taranaki Regional Council, provided an update to the Group on the Regional Land Transport Plan (RLTP) 2015-2021. The RLTP was adopted by the Taranaki Regional Council at their Ordinary Meeting on 7 April 2015. The RLTP was subject to minor amendments and moderation following its adoption and subsequent changes have also been made in TIO. Copies of the final Plan were tabled for information. The RLTP was forwarded to the NZ Transport Agency by 30 April 2015. The RLTP has been publicly notified and copies sent to key stakeholders.

Mr Paul Murphy, NZ Transport Agency, advised the Group that following submissions to the NZ Transport Agency, the programme component of the RLTP will be 'nationally moderated' alongside those from all other regions for inclusion in the National Land

Transport Programme (NLTP) 2015-2018. In essence this means that Taranaki's priorities for requested funding support may not be reflected in the national programme. The NLTP will be adopted on (and implemented effective from) 1 July 2015, with organisations then learning what central government co-funding they have been successful in securing for land transport activities.

Learnings and suggested improvements to process

Mrs Ritson, Taranaki Regional Council, sought discussion and feedback from the Group on the 2015/2021 RLTP process. It was agreed that a number of matters affected the process, including the delayed release of the GPS, changes in FAR and the timing/alignment with council's Long-Term Plan planning processes and budgets. Robust public engagement in the RLTP was problematic by having to conduct a consultation period during Christmas/New Year/early January 2015. Some Members of the Group also questioned the relevance of an RLTP and whether the 'voice' of a regional community can be heard within the complex NLTP process, noting that '*...Taranaki's priorities for requested funding support may not be reflected in the national programme*'. Ways for the region to meaningfully input into the State Highway programme were raised.

Ms Kiri McRae, NZ Transport Agency, noted and acknowledged the matters raised by the Group. It was asked if the Group would support the establishment of a working party to undertake a review of how TIO can/could be amended to better suit users. This was generally agreed.

3. Project updates

Vickers to City Project - updates and information on the project are available on-line. Cameras are now installed on site and are streaming in real time. Refer to <http://www.nzta.govt.nz/projects/vickers-to-city/>

Normanby Overbridge Realignment Project - as with the Vickers to City project, updates and information on the project are now available on-line. An update on the project will be provided to the next Taranaki Regional Transport Committee meeting on 17 June 2015. Refer to <http://www.nzta.govt.nz/projects/sh3-normanby-bridge-realignment>

SH3 Bell Block to Waitara Investigation Project - strategic investigation is now out for tender.

SH3 Mt Messenger to Awakino Gorge Investigation Project - a draft indicative Business Case has been completed which is currently being peer reviewed within the NZ Transport Agency.

Special Purpose Roads - Mr Paul Murphy, NZ Transport Agency, advised that no further information is currently available, but discussions with the Department of Conservation are being conducted.

4. One Network Roding Classification (ONRC)

Mr Paul Murphy, NZ Transport Agency, provided an update to the Group. There have been no problems identified with the New Plymouth, Stratford or South Taranaki district council transition plans. Mr Murphy noted that further information can be sought from

the Road Efficiency Group (REG). Mr Max Aves, New Plymouth District Council, spoke to the Group on the discussions around ONRC at the recent Road Controlling Authority (RCA) forum.

Action: THAT the NZ Transport Agency provides timing details back to Fiona when mapping is available for this.

An update on ONRC will be provided to the next Taranaki Regional Transport Committee meeting on 17 June 2015. Group Members recommended requesting a presentation on ONRC from Chris Olsen of Equip to the September 2015 Taranaki Regional Transport Committee meeting including preliminary map through NZ Transport Agency's developing MapttUB project.

5. Mobile Black Spot Fund

Mrs Fiona Ritson, Taranaki Regional Council, provided an update to the Group on the Mobile Black Spot Fund. The three district council's are formulating proposals to apply for funding. There is no regional bid being proposed. The State Highway 3 Working Party has been advocating for improvements to mobile coverage along the SH3 north route for a number of years and are happy to provide support for a bid to the Mobile Black Spot Fund. The following is an explanation of the Mobile Black Spot Fund from the Ministry of Business and Innovation; *The government plans to create a \$50 million fund to extend mobile coverage into black spot areas of main highways and key tourist areas. It is proposed that the Telecommunications Development Levy will fund the programme. Sites will be selected following consultation with key business and community stakeholders with funds allocated by a tender process.*

6. RTC Agenda – 17 June 2015

Fiona provided an overview of agenda content for the Regional Transport Committee meeting Wednesday 17 June 2015.

7. Other Business

Waikato Regional Transport Committee Tour – dates Monday 15 June and Tuesday 16 June 2015. Tour will be proceeding. Mrs Fiona Ritson, Taranaki Regional Council, provided an overview of the tour content and itinerary.

NZ Transport Agency – Mrs Delaney Myers has tendered her resignation to the NZ Transport Agency and will be leaving her position. The Group acknowledged and thanked Mrs Myers for her work and input into transport planning activities for the Taranaki region.

KiwiRAP (New Zealand Road Assessment Programme) – Mr Max Aves, New Plymouth District Council, advised that the New Plymouth District Council has been identified for application of an urban KiwiRAP on New Plymouth's roads.

Meeting closed 12.25pm.

Agenda Memorandum

Date 17 June 2015



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

Subject: State Highway 3 Working Party update

Item: 3

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

Document: 1520444

Purpose

The purpose of this memorandum is to receive (for information) the unconfirmed notes of the State Highway 3 Working Party meeting held on Friday 27 March 2015.

Recommendations

That the Taranaki Regional Council:

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

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 1490315: Notes of SH3 Working Party meeting on 27 March 2015

Outstanding – copy of presentation requested from Waikato NZTA

Notes of the meeting of the SH3 Working Party Meeting
held from 1pm on Friday 27 March 2015
at the Panorama Motor Inn, 59 Awakino Road, Te Kuiti

Present:

Hugh Vercoe (Cr)	Waikato Regional Council
Bill McMaster	Waikato Regional Council
Isy Kennedy	Waikato Regional Council
Roger Maxwell (Cr)	Taranaki Regional Council
Fiona Ritson	Taranaki Regional Council
Chris Clarke	Taranaki Regional Council
Heather Dodunski (Cr)	New Plymouth District Council
Steve Bowden	New Plymouth District Council
Phil Brodie (Cr)	Waitomo District Council
Kane Moses (Sgt)	NZ Police, Highway Patrol
Andrew Murphy (Const)	NZ Police, Mokau
Campbell Moore	Transfield Services
Tom Cloke	Road Transport Association
Barry Dowsett	NZ Transport Agency, Waikato
Andrew Oakley	NZ Transport Agency, Waikato
Liam Ryan	NZ Transport Agency, Waikato
Steve Cox	NZ Transport Agency, Waikato
Kevin Williams	NZ Transport Agency, Taranaki

Chair: Cr Roger Maxwell (Taranaki Regional Council)

1. Welcome

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

Apologies

Craig Williamson (Cr)	Taranaki Regional Council
Mike Nield	Taranaki Regional Council
Max Aves	New Plymouth District Council
Fiona Croot	NZ Automobile Association
Allan Whaley (Snr Sgt)	New Zealand Police
Harry Wilson	NZ Transport Agency, Waikato
Biserka Stetic	NZ Transport Agency, Waikato
David McGonigal	NZ Transport Agency, Taranaki
Delaney Myers	NZ Transport Agency, Taranaki
Raewyn Bleakley	NZ Transport Agency, Taranaki

MOVED that the Apologies be received.

Cloke/Dodunski

2. Notes from the previous meeting

Notes from the previous Working Party meeting of 10 November 2014, previously circulated, were taken as read.

Maxwell/Vercoe

Matters Arising

There were no matters arising.

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

Barry Dowsett provided a verbal update on the accelerated project. NZTA have received the Minister of Transport's letter to confirm the scope of the work. Two stakeholder workshops were held in November 2014 to assist with defining the problems and the benefits of addressing these. An alternative assessment workshop was then held in December 2014, at which Option 8 was selected covering safety, resilience and driver frustration. A business case approach is being used. OPUS Consultants Hamilton have been engaged and led the stakeholder workshop held this morning (27 March 2015). The stakeholder group will meet again, probably in late April/early May, before the investment business case recommendations are taken to the Minister of Transport (due by 30 June 2015). It is likely to be the Agency's Chief Executive and Chair that present the business cases to the Minister.

It was noted that agreement had been reached at the early stakeholder workshops to reduce the scope of the project length down to the 58km section of SH3 from Awakino Gorge to Mt Messenger (whereas the length of the focus area of the Working Party from SH3/3A intersection to Piopio is 128km) which was felt to cover the worst sections. The sections of the highway north and south of this project area will be handled in other ways.

The Group's attention was brought to the recent release of an online survey on the route (at www.nzta.govt.nz/awakino) and assistance requested in getting widespread public feedback through this mechanism.

The list of potential improvement works that Cr Roger Maxwell had presented to the last Working Party meeting was raised. It was advised that some of the smaller works on the list were being undertaken through Maintenance budgets. Campbell Moore and Kevin Williams are to provide updates on which specific works from this list have been programmed.

4. Updates on maintenance and improvement work along SH3

Kevin Williams (standing in for David McGonigal and Delaney Myers) provided some update on the southern side of the SH3 corridor:

- SH3 Normanby Overbridge Realignment project north of Hawera – Te Roti Rd diversion almost in place to lower road under railway.
- SH3 Vickers Road to New Plymouth City project – no update.
- SH3 Waitara to Bell Block Corridor Improvements project north of New Plymouth – investigation delayed by cashflow but should be starting shortly.
- Range of resealing works underway on SH3 and more pavement works on SH3A.
- Vegetation cutback requirements under the Network Outcomes Contract (NOC) were queried as loss of sight lines are being encountered. No specific rules are in place in the NOC, rather it is undertaken by feedback to the Contractor case by case.

Steve Cox provided updates on the northern side:

- Mangaotaki rockfall remediation works completed. It was noted that good feedback has been received from the road transport industry on these works.

- Rockfall Hazard Study completed and presented to the Agency – now seeking to get funding to fix relevant sites ASAP.
- Awakino – river basket splitting - additional funds applied for and resource consent applications submitted. Work to begin on Awakino Hill in May.

Barry Dowsett provided an additional update on the northern side:

- Business case process is underway for a congestion issue on SH3 south of Hamilton, focusing north of airport. The Agency is working with Waikato Regional Council along with the Waipa and Waitomo district councils.

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

There were two serious incidents over the Christmas period, both involving tourist drivers on the wrong side of the road.

Police representatives noted that north-bound trucks can have difficulty in maintaining sufficient traction on the south side of Mt Messenger at times. There can be significant delays in remedying this if a tow vehicle is required as this needs to come from either Hamilton or Midhirst (near Stratford). Ridding solution involves easing corners and improving run at the hill to keep momentum.

Update required on managing incident responses, particularly linking north and south.

6. Updates from the NZ Transport Agency

Barry Dowsett presented on behalf of Harry Wilson:

- Staff structure / responsibilities
 - Access & Use section have had a minor restructure
 - Raewyn Bleakley now NZTA Regional Director Central (will be on SH3 Steering Group).
 - HNO Waikato section grown slightly, with Steve Cox in Contract Manager role, Andrew Oakley in Network Manager role and Liam Ryan in Journey Manager role.
 - Contract boundary will change - 8 mile Junction SH4 will now be the Waikato/Taranaki NZTA contract boundary when new contracts come into effect.
- National freight picture / demand studies
 - focus on Upper North Island Freight Accord
 - 5 critical freight challenges
 - need to improve productivity and access to markets
 - more freight means more pressure on system
 - population growth means more pressure on network increasing travel times
 - limited funding for investment
 - new technology
 - slight change in focus to rail freight hubs
 - Intelligent Transport Systems (ITS) becoming common and could transform freight system.

- GPS2015 Regional Improvements funding activity class
 - R funds end this year, money collected will now go into new Regional Improvements activity class
 - gave overview of information now in the Agency's Planning & Investment Knowledge Base (PIKB)
 - all feeling our way in this 'R2' (second version of R Funds).
- One Network Road Classification (ONRC)
 - focus
 - questions raised on the increased level of monitoring that the Agency would need to undertake on SH3 to meet the ONRC requirements
- 2015-2018 NLTP development
 - moderation underway by Agency.

Key presentation points are outlined in the copy of the Powerpoint presentation attached to these minutes for reference.

7. Development of Regional Land Transport Plans (RLTPs) 2015-2021

- **Waikato** – Cr Hugh Vercoe advised that Waikato's RLTP is generally business as usual, with the focus remaining on completing the Waikato Expressway. The Bay of Plenty is seeking an expressway on SH29 to Tauranga. Growth on Waikato's northern boundary is an issue.
- **Taranaki** – Cr Roger Maxwell advised that the Taranaki RLTP has been approved by the RTC for consideration by the full Council shortly, and will be submitted to the Agency by the end of April deadline.

8. General Business

Stock truck effluent disposal – facilities and incidents

Isy Kennedy provided an update for Waikato:

- that the Te Kuiti site near the saleyards is proving very successful, with 100 trucks each week and 4m³ daily. Its focus is on SH30 rather than SH3 traffic
- Te Kuiti, another facility south toward 8-Mile Junction is possible 3 years away.
- Noted that it is very difficult to find sites on state highways.
- Putaruru in South Waikato is the next focus area
- Taupo needs investigating
- Overall, effluent discharge on urban streets is declining and there is improved recording of spillage incidents.

Cr Roger Maxwell and Fiona Ritson provided an update for Taranaki:

- three facilities have been in place for over ten years now and are generally working well with vastly reduced complaints
- a review of the *Regional Stock Truck Effluent Disposal Strategy for Taranaki* (produced 2001) is to commence later this year, which will involve increasing liaison with neighboring regions.

Tom Cloke advised that the proposed disposal SH4/41 Manunui site in the Horizons region is no longer going ahead, due to iwi concerns. The Group agreed to send a

formal expression of concern to Horizons and the Agency about this potential site not going ahead – need a network of sites across the country to be successful in this area and their support in achieving this.

Cloke / Vercoe

Tour down SH3

The Taranaki RTC has offered to host the Waikato RTC on a tour down SH3 to New Plymouth. In very early stages of planning, but dates are likely to be 15/16 June 2015. An invitation for the wider Working Party to join the tour will be made once more details are known.

Next meeting – date to be advised but possibly October/November 2015.

Meeting closed 2.35pm.

DRAFT

Agenda Memorandum

Date 17 June 2015



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

**Subject: Release of the Regional Land Transport
Plan for Taranaki 2015–2021**

Item: 4

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

Document: 1520970

Purpose

The purpose of this memorandum is to round-off the development of the *Regional Land Transport Plan for Taranaki 2015/16–2020/21*. Copies of the Plan will be available for Members at the meeting and is also available online at www.trc.govt.nz/transport-strategies-and-plans/.

Executive summary

Pursuant to the *Land Transport Management Act 2003*, a new *Regional Land Transport Plan for Taranaki 2015/16–2020/21* was required to be prepared by the Regional Transport Committee and adopted by the Council and then forwarded to the NZ Transport Agency by 30 April 2015. The Plan replaces the current *Regional Land Transport Strategy for Taranaki* and *Regional Land Transport Programme for Taranaki*. The programme component of the Plan is the key mechanism by which funding is sought from central Government for land transport activities in the region.

At the last Regional Transport Committee meeting held on 18 March 2015, submissions on the draft *Regional Land Transport Plan for Taranaki 2015/16–2020/21* (RLTPlan or the Plan) were considered. Consequential amendments to the RLTPlan were made as a result of the Committee's deliberations, with referral of the revised RLTPlan to the Taranaki Regional Council's 7 April 2015 meeting where it was given final approval. The final RLTPlan was subsequently submitted to the NZ Transport Agency by the due date of 30 April 2015, and then released publically.

This item wraps-up the development of the RLTPlan 2015-2021, and looks forward to the release of the National Land Transport Programme 2015-2018.

Recommendations

That the Taranaki Regional Council:

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

Background

Members will recall that the draft RLTPlan was prepared in response to the requirements of the *Land Transport Management Act 2003* (LTMA). This is the first RLTPlan developed under amendments made to the LTMA in 2013 and effectively combines elements of the existing Regional Land Transport Strategy and Regional Land Transport Programme into one plan. It will replace the current *Regional Land Transport Strategy for Taranaki* and *Regional Land Transport Programme for Taranaki* effective from 1 July 2015.

The RLTPlan sets out the strategic direction for the region's land transport system over an approximately 30 year planning horizon. It identifies short term transport priorities over the first 10 years (including the regional programming of transport activities for funding from the National Land Transport Fund for the next 6 years), as well as identifying longer-term transport priorities for the region. Its scope includes policy and activities relating to the region's roading maintenance and improvements, public transport services and infrastructure, walking and cycling infrastructure, road safety and transport planning across the region.

A Hearing of Submissions on the draft RLTPlan was held at the Committee's previous meeting on 18 March 2015. Consequential amendments to the RLTPlan were made as a result of the Committee's deliberations, with referral of the revised RLTPlan to the Taranaki Regional Council for final approval.

Final Plan submitted to Government and released publically

The *Regional Land Transport Plan for Taranaki 2015/16–2020/21* was approved at the 7 April 2015 meeting of the Taranaki Regional Council. The Plan was subsequently submitted to the NZ Transport Agency on 29 April 2015 (via online submission into the Transport Agency's funding management system Transport Investment Online TIO). A copy of the letter accompanying the Plan's submission is attached to this memorandum for the Committee's information.

The RLTPlan was then released publically, along with letters being sent to each submitter.

The Plan is available online at www.trc.govt.nz/transport-strategies-and-plans/.

National Land Transport Programme 2015-2018

The activities in the programme component of the RLTPlan are currently being 'nationally moderated' by the NZ Transport Agency for inclusion in the National Land Transport Programme (NLTProgramme).

The NLTProgramme will be adopted on (and implemented effective from) 1 July 2015, with organisations then learning what central government co-funding they have been successful in securing for land transport activities.

Details of how the Taranaki RLTPlan is reflected in the NLTProgramme will be provided to the Committee's 9 September 2015 meeting, including a comparison of funding sought in the Taranaki RLTPlan against funding approved in the NLTProgramme.

Changing nature of the programme component of the RLTPlan

Members are reminded that the activities included in the RLTPlan may be varied or withdrawn by the relevant organisation subsequent to its release, as each organisation goes through their own Long-Term Plan development processes or if more information comes to light about a specific project. In addition to this, clarification on the details and cost estimates involved in a range of NZ Transport Agency activities are ongoing.

It is important to remember that the development of the programme of activities component of the RLTPlan is an iterative process and given the complex nature of the activities involved is considered to be a snapshot in time that will continue evolving, particularly the cost amounts attributed to the projects. While in theory there should be complete alignment between the printed RLTPlan and the TIO submission, the reality is that there are a number of minor changes made along the way – hence the general proviso made in the LTP section of the Plan on page 23.

As noted in the letter to the NZ Transport Agency accompanying submission of the Plan, there have indeed been subsequent amendments made to some of the activities involved in the Plan since its adoption on 7 April 2015. None of these minor changes have triggered the Plan's Significance Policy (Section 7.4 on page 59) which would involve going back out to consultation.

Changes include the South Taranaki District Council Walking and Cycling project being moved from a separate activity to going under the Minor Improvements category. From the public's perspective, the activity still exists largely as it was consulted on, it has simply been moved in terms of the Agency's funding category. Likewise, Stratford District Council wished to move their Ahuroa Bridge Replacement under Minor Improvements rather than as a stand alone project (where it had originally been put due to guidance provided by the Agency) – but this has no real change for the community.

Please note that such amendments are predominantly minor in nature and do not change any of the policies or intent of the Plan. The front-end of the RLTPlan which outlines the strategic direction for regional land transport in Taranaki will not change during the life of the Plan.

Development of future RLTPPlans

The development of the RLTPlan was not a simple process due to a number of factors, including the quantum of change that has faced transport planning over the past 2-3 years, particularly with the level of uncertainty created by the FAR Review and the delayed release of GPS 2015.

Council officers are involved in providing collective feedback from Regional Transport Officers to the Transport Agency and the Ministry of Transport with proposals to improve the RLTPlan process. This will include improving the TIO system along with the quality and consistency of Agency engagement with regional councils – both informal and formal.

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 1521274: Letter to NZ Transport Agency – submission of the Regional Land Transport Plan for Taranaki

5 May 2015
Document: 1502594

Ms Raewyn Bleakley
Regional Director Central
New Zealand Transport Agency
PO Box 5084
Lambton Quay
Wellington 6145

Dear Raewyn

Submission of the Regional Land Transport Plan for Taranaki

In accordance with the *Land Transport Management Act 2003*, the Taranaki Regional Council hereby submits the final *Regional Land Transport Plan for Taranaki 2015/16 – 2020/21* (the Plan), as approved by the Taranaki Regional Council at its meeting of 7 April 2015. The Plan will be submitted electronically to the Transport Agency via the Transport Investment Online system (TIO), by the due date of 30 April 2015, with hard copies of the document itself then being supplied by post.

The Council notes that there have been a number of subsequent amendments made to some of the activities involved in the Plan in the period since the necessary 'snapshot' of the draft Plan was taken for consultation purposes on 10 November 2014, and further since its adoption on 7 April 2015. This is particularly the case with regard to estimated costs and/or the funding category the activity was assigned to – this problem having been exacerbated by TIO not having been updated to reflect the new FAR and GPS in time for the preparation of the final Plan. Hence some of the activity details submitted electronically via TIO differ from those provided in the hardcopy document. In terms of activity details, the RLTPlan is continually evolving, as each of the organisations involved are going through their own internal refinement processes. The Plan document draws the programme of activities together for the region, and clearly states the regional priorities for the period of the Plan. However, as the Agency is aware, TIO is generally considered the most current in terms of activity details at any one time.

The Council also notes that one of the most inter-regionally significant projects in the Plan, being the SH3 Mount Messenger to Awakino Gorge Corridor cross-boundary project with Waikato, is still currently not showing in TIO within the Taranaki Plan.

The Council further notes that Section 5.8 on page 51 of the Plan outlines additional activities that the Council believes should be considered for funding, including through the new Regional Improvements Activity Class.

If you need any further information, please contact me.

Yours faithfully
BG Chamberlain
Chief Executive

per: M J Nield
Director Corporate Services

cc Ross I'Anson
New Zealand Transport Agency
P O Box 1947
Palmerston North 4440

David McGonigal
New Zealand Transport Agency
Private Bag 11777
Palmerston North

Agenda Memorandum

Date 17 June 2015



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

Subject: NZ Transport Agency Regional Report

Item: 5

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

Document: 1520420

Purpose

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

Recommendation

That the Taranaki Regional Council:

1. notes and receives the Regional Report from the New Zealand Transport Agency dated 17 June 2015.

Background

Attached to this memorandum for the Committee's reference is the Regional Report from the Transport Agency to the Taranaki Regional Transport Committee dated 17 June 2015.

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

Decision-making considerations

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

Financial considerations—LTP/Annual Plan

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

Policy considerations

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

Legal considerations

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

Appendices/Attachments

Document 1520667: NZTA Regional Report to Taranaki RTC – June 2015

REGIONAL REPORT

Report to:	Taranaki Regional Transport Committee
Presenter:	Raewyn Bleakley, Regional Director, Central
Date:	17 June 2015

1. Agency News

National Land Transport Programme

The 2015-18 National Land Transport Programme (NLTP) is in its final stages of development. Next month it will be approved by the Transport Agency Board and will come into effect from 1 July 2015.

In April, the Board endorsed indicative investment levels for four programmes – local road maintenance, state highway maintenance, public transport services and road safety. This enabled the Transport Agency to give councils early indications of how much they can expect to receive from the fund in July.

This was an important step as it enabled councils to factor the funding into their 10 year plans, rather than have to wait until the NLTP is formally adopted by the Board in June. The indicative investment levels are based on current need within each approved organisation and state highway region, and are not based on previous investment levels.

The process to determine indicative investment levels requires robust negotiations and moderation, and the Transport Agency acknowledges the professionalism, commitment and collaboration of investment partners throughout the process.

As the Regional Transport Committee will be aware, the pressure is on all investment partners to ensure value for money and to seek efficiencies in their operations. An investment hierarchy supports this by making the most of both past and new investments in the land transport network, and funding low-cost alternatives that make best use of existing transport capacity before considering higher cost options. This means that the maintenance and operation of the existing networks is one of the most important co-investment decisions the Transport Agency makes with its partners.

In line with the Government Policy Statement on Land Transport (GPS) issued in December 2014, investment in land transport is being prioritised to deliver the outcomes of supporting economic growth and productivity, and improving road safety, while continuing to ensure value for money from existing proposed activities.

More information about the NLTP 2015-2018 is available on the NZTA website:

<http://www.nzta.govt.nz/planning/nltp-2015-2018/index.html>

Advertising campaign on lower alcohol limits

The Transport Agency launched a national advertising campaign last month to encourage drivers to change 'their own personal alcohol limits' and driving habits to stay within the law.

Lower legal alcohol limits came into force on 1 December 2014, reducing the amount of alcohol allowed per litre of breath from 400 to 250 micrograms for drivers aged 20 years and over. The alcohol limit for those under the age of 20 remains at zero.

The advertising campaign targets people who are normally 'good, law abiding citizens' of both genders aged in their 30s and 40s – people who generally consider drink-driving above the legal limit to be unacceptable. This group generally agrees with drink driving messages but believes the messages are not directed at them. They have set their alcohol limits over time and established habitual approaches to their own driving behaviour – based on their own perceived risk. With the law change, this group will need to adjust their limits to stay within the law and the Transport Agency's campaign is designed to encourage them to do that.

You can view the television advertisement via this link:

<http://www.nzta.govt.nz/about/advertising/drink-driving/limits-campaign.html>. The campaign will be supported with radio advertising in the first instance, and other material will roll out over the coming months.

One Network Road Classification - transition plans

The Road Efficiency Group (REG) has now received transition plans for the One Network Road Classification from all Road Controlling Authorities (RCAs). Since the process for collecting and interpreting performance data is evolving, the REG compliance assessment gave most weight to the plans that included a process for approaching the task with specific milestones along the way. All plans focused on a process for developing

measures, although some went one step further by assessing the RCA's capability to collect the necessary data.

The focus for RCAs must now shift further towards developing the knowledge and capabilities required to fully embed the ONRC and Business Case Approach into their planning and operations. The REG will continue to support RCAs to achieve this by December 2017, in time for the 2018-21 National Land Transport Plan. There will be an opportunity to discuss ONRC implementation and other REG-related topics such as Best Practice Asset Management and Collaboration at the upcoming IPWEA International Conference (Rotorua, 7-11 June).

2. Central Region Events

Road Safety in Taranaki

2014 Safety Result: As we reported to the March RTC meeting, the updated crash figures for 2014 were 10 fatal crashes (resulting in 11 deaths) and 40 serious injury crashes out of a total of 600 crashes reported on the Taranaki road network.

2015 Progress: The average number of fatal crashes on Taranaki roads (both local and state highway) for the previous 5 years (2010 to 2014) was 10.2 per year or 0.9 per month. So far this year the result in Taranaki has been similar, with 4 fatal crashes or a 0.8 per month crash rate. These four crashes resulted in 6 deaths overall.

The average number of serious injury crashes from 2010 to 2014 (5 years) was 45.2 or 3.8 per month. So far 17 serious injury crashes, or 3.4 per month, have been put into the database. Again, this year looks similar to the last 5 years. However, it should be noted that not all the serious crashes may be in the database yet.

Safer Speeds: Public consultation has been delayed on the proposed Bell Block to Waitara speed limits, but consultation with our road safety partners is underway. The feedback so far has mainly been in support of the proposed reduction.

Safer Roads and Roadsides: The 2014-15 Minor Safety Improvements Programme is nearing completion, with \$992,000 being spent in the region. The remaining work is expected to be completed on time.

The 2015-16 Minor Safety Improvements Programme has been submitted for consideration but at the time of writing this report the programme has not been confirmed.

3. Delivery of the National Land Transport Programme

HPMV – SH3 Hawera to Wanganui

We expect that that the remaining elements of this program will be completed in June 2015 as follows:

- | | |
|----------------------------|-------------------------|
| • Waitotara River Bridge | Completion due 04/06/15 |
| • Mokoia Overbridge | Completion due 15/06/15 |
| • Mangawapou Stream Bridge | Completion due 11/06/15 |
| • Whenuakura Bridge | Completion due 29/06/15 |
| • Tangahoe River Bridge | Completion due 23/06/15 |

Normanby

The Normanby realignment is under construction, with completion expected in November 2016. At the time of writing, the realignment at Te Roti Rd has been completed, the railway diversion is under construction, the temporary roads and the carriageway from the northern tie-in to the railway underpass are being built, and work has begun on the rail underpass and stock underpass.

Vickers to City

This project is on track for completion by March 2016. The new Waiwhakaiho Bridge beams are in place and are being connected to the bridge, and we are getting ready to install services across it. The walkway under the bridge has been realigned ready for landscaping, and rock protection has been installed along the river banks.

Work is also progressing well on the new Te Henui Bridge. The abutments and final pier have been completed and are ready for the bridge beams to be put in place.

Services are being relocated near Queens Road and road works continue along Northgate with kerbs and street light cables being installed.

A new culvert is being installed under Te Henui walkway prior to it being reopened.

SH3 Waitara to Bell Block

At the time of writing we anticipate that the contract for this investigation will be awarded on 12 June following a pre-award meeting with the preferred tenderer on the 11 June 2015.

This investigation will develop a Programme Business Case with a one network approach in close collaboration with the New Plymouth District Council. This will identify a programme of interventions that will address safety risks whilst ensuring the efficiency of the corridor is not significantly affected.

SH3 Mt Messenger to Awakino

The Awakino Gorge to Mount Messenger Corridor Programme Business Case was completed earlier this year. An Indicative Business Case for the Corridor is now being prepared, and is expected to be completed at the end of June. The Transport Agency will then report the key findings of its Corridor investigation work to the Government as part of its wider report back on the State Highway Regional Accelerated Package. Next steps will be determined following the report back.

R Funds Balance

Fund Name	Original Available funding	Spent to-Date 2005/06 - 2013/14	Committed but not Spent 2014/15 - 2021/22	Total Spent and/or Committed (total approved)	Unassigned Balance
R - Taranaki	50,053,160	32,337,925	17,718,970	50,056,895	- 459,792

The 2012/15 NLTP is on track for completion by 30 June, with Councils and the Transport Agency ensuring that projects are completed or carried over into the next NLTP. Maintenance programmes are on track to meet forecast expenditure for the three year period.

New FAR rates come into effect on 1 July 2015. The Transport Agency will work with Councils to ensure that there is a smooth transition to the new rates.



Raewyn Bleakley
Regional Director, Central
3 June 2015

Agenda Memorandum

Date 17 June 2015



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

Subject: Update on road safety activities

Item: 6

Approved by: M J Nield, Director – Corporate Services

B G Chamberlain, Chief Executive

Document: 1520695

Purpose

The purpose of this memorandum is to introduce an update on road safety activities in the region which will be presented to the Committee by representatives of the Taranaki Road Safety Action Planning Group.

Recommendation

That the Taranaki Regional Council:

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

Background

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

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

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

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

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

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

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

Decision-making considerations

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

Financial considerations—LTP/Annual plan

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

Policy considerations

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

Legal considerations

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

Agenda Memorandum

Date 17 June 2015



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

Subject: Let's Go project update

Item: 7

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

Document: 1520843

Purpose

The purpose of this memorandum is to introduce an update from the New Plymouth District Council on progress in the implementation of the model walking and cycling community project, Let's Go.

Recommendation

That the Taranaki Regional Council:

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

Background

In June 2010 the New Plymouth District Council was one of two Councils, the other being Hastings, awarded a combined \$7 million by the NZ Transport Agency to become a 'walking and cycling model community'.

A model walking and cycling community is essentially a package of works funded by the NZ Transport Agency and local partners to 'fast track' a community that can change travel behaviour through improved transport choices.

Model communities are urban environments where walking or cycling is offered to the community as the easiest transport choice. Model communities are also about delivering safe environments that suit novice users commuting to school or to work. By funding model communities the NZ Transport Agency encourages a planning and investment approach that fully integrates walking and cycling in urban transport networks.

Let's Go

The New Plymouth District Council branded their project 'Let's Go'. Let's Go is all about getting people in the New Plymouth district to choose walking, riding or taking the bus for short trips instead of the car. The aim is to encourage people out of their cars and onto

shared pathways and streetscapes by making walking and cycling the easiest transport options.

Let's Go encompasses both infrastructure changes, such as pathway upgrades, as well as attempts at changing people's attitude and behaviour through things like cyclist skills training, travel planning, events and competitions.

More information about the project, including its achievements to date and plans for the future can be accessed at www.letsgo.org.nz.

Carl Whittleston, New Plymouth District Council's Let's Go Project Manager, will provide an update to the Committee at the meeting. His presentation will include how New Plymouth intends to access the additional co-funding source presented by the Urban Cycleways Fund (UCF) that the Government announced in August 2014.

Decision-making considerations

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

Financial considerations—LTP/Annual plan

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

Policy considerations

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Legal considerations

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

Agenda Memorandum

Date 17 June 2015



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

**Subject: Passenger transport operational update
for the quarter ending 31 March 2015**

Item: 8

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

Document: 1521605

Purpose

The purpose of this memorandum is to provide Members with an operational report of the public transport services throughout Taranaki as at 31 March 2015.

Recommendation

That the Taranaki Regional Council:

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

Background

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

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

Patronage for the quarter was 134,501, an increase of only 0.8% above the 133,442 recorded in the same period in 2013/2014. Year-to-date (YTD) growth as at 31 March 2015 was 2%, compared to 6% the previous year. Patronage was significantly down in three fare categories, compared to 2013/2014. These being Adult patronage down 17%, Beneficiary patronage down 4.5% and Senior patronage (excluding SuperGold Card) down 9.8%.

Chart 1 shows the total monthly patronage recorded during the third quarter 2012/2013, comparing it to the second quarter in 2013/2014 and 2014/2015.

Citylink patronage comparison 3rd quarter of 2012/2013, 2013/2014 and 2014/2015

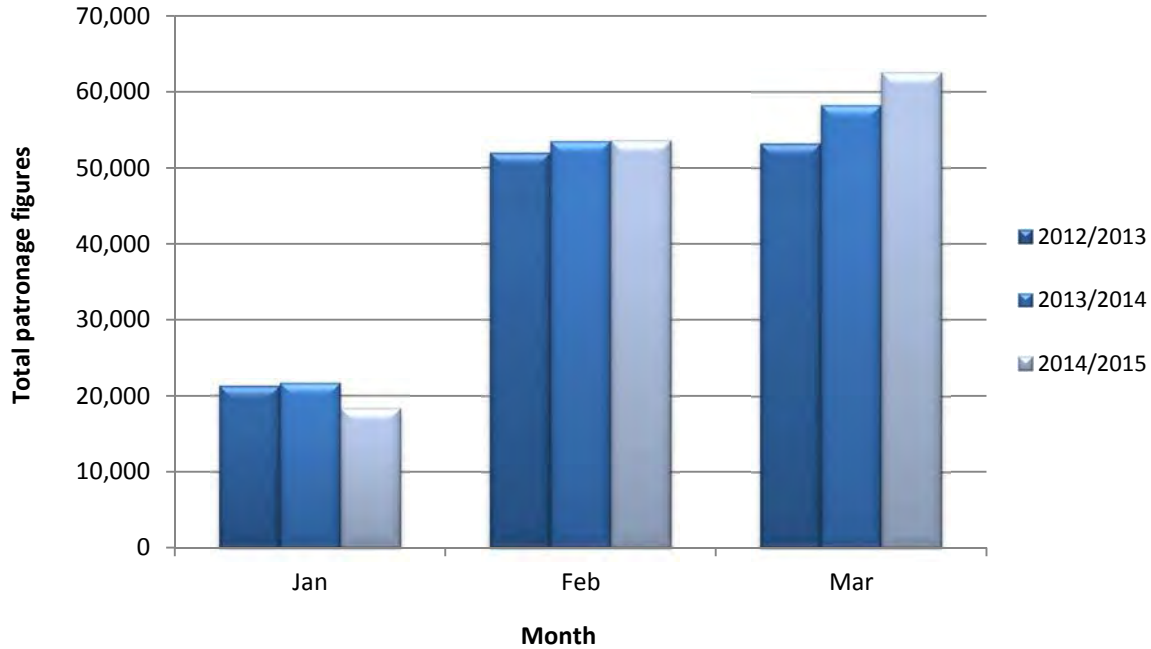


Table 1 shows the year to date trips per capita. With the release of the Census 2013 statistics the 2014/2015 trips per capita is calculated using the updated population number for areas serviced by the Citylink service. The result shows that there has been a small increase in the total number of trips, as noted earlier, the trips per capita are down slightly compared to the same period a year ago.

Table 1: Citylink trips per capita YTD as at 31 March 2015

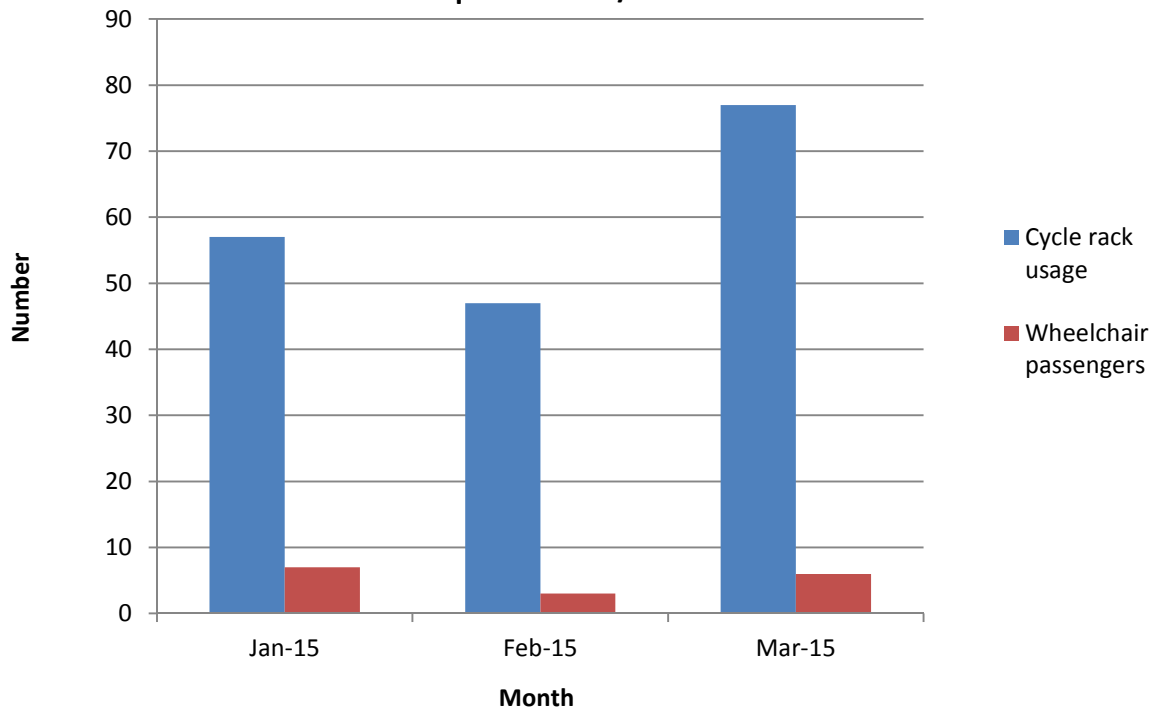
Period	Passenger trips	Trips per capita YTD
2014/2015	427,135	7.4
2013/2014	418,830	7.7

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

Farebox recovery for the quarter was 41.4% compared to the 40.0% achieved in the same quarter 2013/2014. Farebox recovery YTD was 39.1%.

Bike rack usage dropped in the third quarter with 181 recorded compared to 192 in the second quarter. Wheelchair users numbers were also down, 16 compared to 35 in the second quarter. Usage for both is shown in Chart 3.

Cycle rack usage and wheelchair passengers 3rd quarter 2014/2015



SouthLink services

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

Table 2 SouthLink patronage and financial performance as at 31 March 2015

Service	Passenger trips YTD	Fare box recovery rate YTD
Waverley-Patea-Hawera	1,393	58.7%
Opunake-Hawera (including Manaia- Hawera)	804	15.9%
Opunake-New Plymouth	934	21.6%

Patronage on the three SouthLink services is again down on the same quarter in 2013/2014. Significantly, all three services have seen a drop in the number of SuperGold Card passengers this year compared to the previous year. The changes in fare categories is detailed in each summary below.

Waverley-Patea-Hawera patronage is down 7.5% (113 trips) compared to the same period last year. However, financially it is still performing strongly with a farebox recovery of 58.7%. Compared to last year, Adult patronage is up 20%, SuperGold Card and fare paying Child are down 26% and 58% respectively.

Patronage for the Opunake-Hawera (including Manaia-Hawera) service is down 25.9% (281 trips) compared to the same quarter in 2013/2014. The farebox recovery rate is 15.9% and below the criterion of 25%. Compared to last year, Adult patronage is down 18.6%, SuperGold Card down 20.9% and Child down 86.7%.

Patronage for the Opunake-New Plymouth service is down 22% (263 trips) compared to the same quarter in 2013/2014. The farebox recovery rate is 21.6%. Compared to last year, SuperGold Card and fare paying Child are down 23.6% and 51.6% respectively.

Connector (Hawera to New Plymouth) bus service

Total patronage for the first nine months of 2014/2015 was 17,043 trips, an average of 90 trips per day. Patronage for the third quarter was 5,481, an average of 60 trips per day. This is due to two months of the quarter being during the academic year end break. The total of 2,702 trips in March 2015 is 32% above the 2,041 trips in March 2014, which reflected an increased demand for the service once the new academic year commenced.

Table 3 Connector patronage YTD as at 31 March 2015

Service	Passenger trips YTD	Average passengers / day
Hawera to New Plymouth	17,043	90

Chart 4 shows the monthly breakdown of patronage trips.

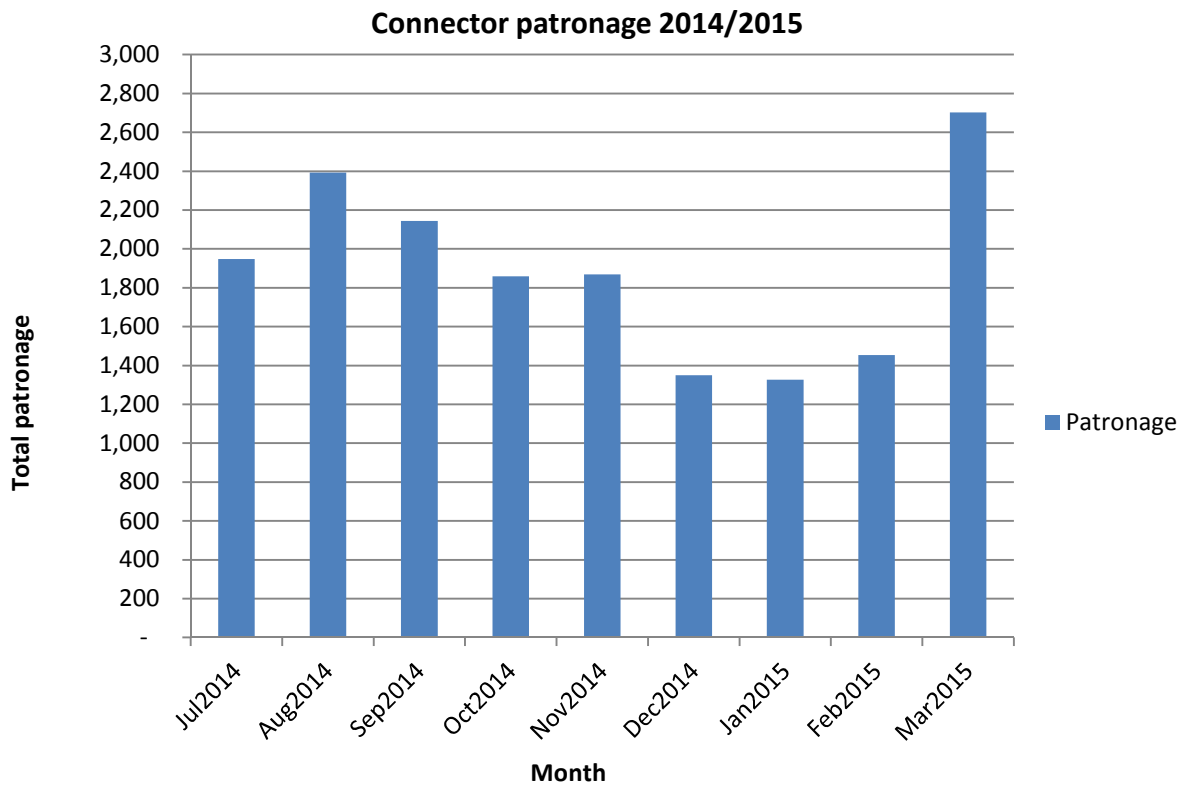


Table 4 shows the breakdown of patronage trips by fare category. As expected WITT and TDHB patronage continue to provide the highest percentages, 39.9% and 20.4% respectively.

Table 4 Percentage of Connector patronage as at 31 March 2015

Fare category	Patronage %
ACCESS	0.7%
Adult	14.6%
Beneficiary	9.2%
Child	3.1%
Seniors	3.9%
SuperGold Card	0.8%
TDHB	20.4%
Tertiary	7.2%
WITT	39.9%
Promotion	0.3%
Total	100%

SuperGold Card Scheme

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

Table 5 SuperGold Card patronage by service as at 31 March 2015

Service	Passenger trips	% of all trips
New Plymouth, Oakura, Bell Block and Waitara	38,061	8.9
Waverley-Patea-Hawera	555	39.8
Opunake-Hawera (incl. Manaia-Hawera)	419	52.1
Opunake-New Plymouth	423	45.3
Hawera-New Plymouth (eligible from Inglewood only)	129	0.8
Total	39,587	8.9

The total of 39,587 SuperGold Card trips equates to 8.9% of all public transport trips, across all services. This compares with 37,958 trips for the same period in 2013/2014, an increase in trips of 4.3%.

Total Mobility Scheme

Table 6 shows the number of taxi trips YTD as at 31 March 2015 for the Total Mobility Scheme.

Table 6 Total Mobility trips as at 31 March 2015

Service	Passenger trips
Total Mobility Scheme	31,461

Total Mobility client trips are down 9.7% from the 34,824 trips in the same period last year.

Ironside Vehicle Society Incorporated

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

Table 7 Ironside trips as at 31 March 2015

Service	Trips involving wheelchairs	Total trips claimed
Ironside Vehicle Society	4,093	5,375

Both the total number of trips and trips involving wheelchairs are equivalent to last year being 4,046 and 5,334 respectively. Wheelchair trips account for 76% of all Ironside trips.

Decision-making considerations

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

Financial considerations—LTP/Annual plan

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

Policy considerations

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

Legal considerations

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

Agenda Memorandum

Date 17 June 2015



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

Subject: Correspondence and information items

Item: 9

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

Document: 1520976

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

Response to submission on the draft Waikato Regional Land Transport Plan 2015-2045

Members will recall that the Council made a submission on the draft *Waikato Regional Land Transport Plan 2015-2045* on 16 December 2014, with the Committee Chair and Mike Nield (Director – Corporate Services) representing the Taranaki Regional Council at Waikato's Hearing of Submissions on 17 February 2015 in Hamilton.

A response to the Council's submission was received on 18 May 2015 and is attached to this memorandum for Members' information.

Waikato Regional Transport Committee tour to Taranaki down SH3

As Members are aware, the hosting of a tour to Taranaki for the Waikato Regional Transport Committee (RTC) is being held on Monday 15 June and Tuesday 16 June 2015.

This tour is an opportunity for members of the Waikato RTC to travel and inspect the portion of SH3 that is of concern to the cross-regional SH3 Working Party, to gain a greater understanding of the route and its importance.

The aims of the field trip are:

- To build awareness of the strategic importance of this section of highway to Taranaki, Waikato and the country
- To build awareness of key Taranaki industries and their dependence on SH3
- To strengthen the relationships between the two RTCs and their supporting officers

The tour party will travel the highway at peak times, leaving Hamilton at 8am on Day 1. Points of interest on the southbound trip include Awakino Gorge, Mt Messenger, stock effluent facilities and key SH3 projects, with specialist commentary en route.

After an overnight stay in New Plymouth, Day 2 will include visits to Port Taranaki and key freight-generating industries before the journey home to Hamilton, with an estimated arrival time of 5pm.

Expansion of broadband initiatives and creation of a Mobile Black Spot Fund

In March 2015 the Government announced its decision to extend funding for the Ultra-Fast Broadband (UFB) and Rural Broadband Initiative (RBI) programmes, and to establish a new Mobile Black Spot Fund (MBSF). This is a significant opportunity for mobile and broadband coverage to be expanded to more communities across New Zealand, stimulating economic growth and providing many social benefits.

The government is seeking input from local government to assist with the selection of areas where this infrastructure can be deployed. The funding extension will see:

- the UFB extension deploy infrastructure to additional towns and urban areas outside of the existing UFB footprint, to achieve at least 80 per cent coverage (\$152-\$210 million);
- additional \$100 million for the RBI, with a focus on enhancing connectivity for areas that fall outside of the UFB footprint; and
- the establishment of a \$50 million fund that will expand mobile coverage into black spot areas of the main highways and popular tourist areas to improve public safety and reduce exclusion.

The Ministry of Business, Innovation & Employment (MBIE) is running a multi-step selection process and is working with local government to prioritise the areas for deployment. MBIE is requesting information from local authorities through a Registration of Interest support document and a Digital Enablement Plan. MBIE is seeking to understand how councils can prepare their communities to take advantage of this investment and how they can facilitate deployment.

Key dates

- deadline for Registration of Interest (ROI) – Support submissions: 3 July 2015
- Digital Enablement Plans due: 18 September 2015

Each of the district councils in the region are therefore currently working to improve connectivity for their district by preparing a ROI to bid for one or more of the three funds announced. Regional discussions are also being held, with the involvement of Venture Taranaki and the Regional Council.

In particular, the opportunity seems to exist through the MBSF to improve coverage on SH3 north of New Plymouth. The cross-boundary SH3 Working Party has been advocating for improvements to mobile phone coverage along this route to central government and telecommunication companies for a number of years. This need is supported by the early recommendations in the (yet to be publically released) draft Indicative Business Case report by the Transport Agency on the SH3 Awakino Gorge to Mount Messenger project. Council officers are therefore working to support the New Plymouth District Council's ROI for Mobile Black Spot Funding for State Highway 3 north.

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 1511588: Response to submission on Draft Waikato RLTPlan 2015-2045

Document 1522156: Mobile Black Spot Fund reference information for RTC

File No: 21 20 81B
 Document No: 3397294
 Enquiries to: Christine Angell



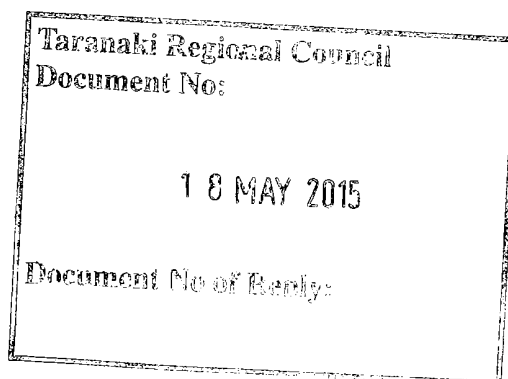
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11 May 2015

Mrs Fiona Ritson
 Taranaki Regional Council
 47 Cloten Road
 Private Bag 713
 Stratford 4332
fiona.ritson@trc.govt.nz



Dear Mrs Ritson

Response to submission on Draft Waikato Regional Land Transport Plan 2015-2045

The Waikato Regional Council thanks you for your submission on the Draft Waikato Regional Land Transport Plan.

A total of 47 submissions were received on the plan, of which 23 submitters were heard in person at the plan hearings held on 16 and 17 February 2015. All submissions (both written and heard) were considered by the Regional Land Transport Plan Hearing Committee at the deliberations meeting held on 3 March 2015. Subsequent to this, the Regional Transport Committee recommended the Waikato Regional Council adopt the recommendations of the Hearing Committee, and the final Waikato Regional Land Transport Plan was formally adopted by Council on 30 April 2015.

The purpose of this letter is to inform you of the decisions made at the deliberations meeting on the matters raised in your submission. Overall, submissions were supportive of the draft plan. The Hearing Committee recommended a number of minor changes to the document based on submitter requests where this was considered to enhance the plan. The changes mainly focus on improving clarity around policies, measures and key performance indicators (KPIs), updating information on current work, and minor amendments to the funding and regional programme part of the plan including clarifying the scope and type of activities put forward for funding. A number of submitters' requests were also declined principally on the basis that the submission request was already addressed in other parts of the draft plan, or where it is not the role of the regional land transport plan to address that particular issue.

Attached to this letter you will find a partial copy of the Hearings Committee Decision Report which outlines the particular points of your submission against each section of the draft plan, as well as the Council's decision against each submission point.

We thank you for your supportive submission, in particular Taranaki Regional Council's comments around the State Highway 3 inter-regional corridor linking Taranaki and Waikato regions and ongoing support for the inter-regional State Highway 3 Working Party.

Waikato Regional Council's Freephone 0800 800 401

Paeroa phone +64 7 866 8376

Taupo phone +64 7 378 6539

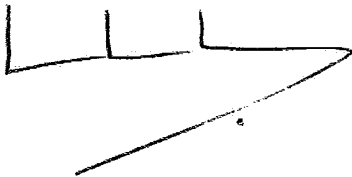
Whitianga phone +64 7 866 0172

We acknowledge your support for the inclusion of the State Highway 3 Mount Messenger to Awakino Gorge Corridor project in the Waikato RLTP but also note beyond this, your desire to see improvement projects included in the Plan for funding from the NLTF to improve safety and to ensure route reliability and security on State Highway 3. Whilst we share your concerns outlined in your submission, we note that the outcomes of the NZ Transport Agency business case will direct future investment on this corridor. The outcome of the investigations through the Mount Messenger accelerated project will also be watched with interest. In the meantime, the Waikato RLTP identifies the Awakino Gorge as a significant activity in Table 8 and the RLTP Hearing Committee have agreed to a placeholder activity in the activity tables in Appendix 7 for future funding as a result of business case outcomes on this corridor.

Finally, please note that Figure 16 and the corresponding map in Appendix 5 have been updated in the RLTP as requested to clearly identify the Port of Taranaki.

Once again, thank you for taking the time to make a submission on the draft Waikato Regional Land Transport Plan. A pdf version of the operative plan is available on our website at www.waikatoregion.govt.nz. You can also call Waikato Regional Council's freephone on 0800 800 401 to request a printed copy of the plan. For any specific enquiries in relation to these decisions please contact Greg Morton, Project Manager on 07 859 0999.

Yours faithfully

A handwritten signature in black ink, consisting of a series of loops and a long horizontal stroke that tapers to a point on the right.

Bill McMaster
Manager, Transport Policy

Draft Waikato Regional Land Transport Plan 2015-2045 - Hearing Committee Decisions Report

Submitter Name	Position	Organisation	Submitter number
Mrs Fiona Ritson	Policy Analyst - Transport Portfolio	Taranaki Regional Council	14

General comments	Hearing Committee Decisions
<p>Submission on the draft Waikato Regional Land Transport Plan 2015-2045</p> <p>Introduction</p> <p>The Taranaki Regional Council (the Council) thanks the Waikato Regional Council for the opportunity to comment on the draft <i>Waikato Regional Land Transport Plan 2015-2045</i> (the Plan).</p> <p>The Council makes this submission in recognition of its:</p> <ul style="list-style-type: none"> • regional land transport responsibilities under the <i>Land Transport Management Act 2003</i>; and • regional advocacy responsibilities whereby the Council represents the Taranaki region on matters of regional land transport. <p>Our comments below focus on inter-regional issues between our neighbouring regions that could affect the efficient development and management of the land transport system between Taranaki and the Waikato, with particular focus on State Highway 3 (SH3). This submission has been made by officers on behalf of the Council, but due to timing constraints has yet to be formally endorsed by the Council. You will be advised of any changes to the submission after the Council's meeting on 16 December 2014.</p> <p>Background</p> <p>State Highway 3 (which connects to SH1 in the south of Hamilton city), runs from Hamilton through to New Plymouth and southward, connecting the Waikato and Taranaki regions. This section of the state highway network is a transport corridor which is of strategic importance to both regions, and has long been recognised as such within both our strategic regional land transport documents.</p> <p>As you are no doubt aware, this corridor is a vital link in the interdependent relationship between Taranaki and Waikato - for example primary production and associated transportation requirements, as well as allowing for the servicing of the oil and gas industry. It is also of strategic importance to local communities and road users alike as it is only one of three key roading corridors into/ out of the Taranaki region. As it is the only viable freight link between Waikato and Taranaki (there is no direct rail link and limited sea freight movements) it is also of particular importance to the viability of industries in Taranaki being able to compete in the northern North Island and export markets, for regional tourism and for access to other services and facilities in major centres to the north of Taranaki - including to crucial health services. With traffic volumes increasing significantly in recent years, a sound arterial and state highway</p>	<p>Comment noted</p>

Draft Waikato Regional Land Transport Plan 2015-2045 - Hearing Committee Decisions Report

roading network will be required to ensure that the maximum social and economic benefits to both regions are to be realised. Key lifeline issues are also involved with this section of SH3 as it has a history of road closures due to its surrounding topography, limited access points and poor cellphone coverage.

A key driver for freight carried on SH3 is cargo coming into and out of Port Taranaki, making unimpeded road access to Port Taranaki vital. Port Taranaki is the only deep water port on the west coast of New Zealand. Ensuring smooth inter-connectivity between the roading network and maritime network is crucial for realising the economic potential of freight movements through Port Taranaki.

State Highway 3 Working Party and Strategy Group

We **note** the history of cooperation and collaboration between our two regions in taking steps to ensure that this important inter-regional corridor is acknowledged and improved, including agreement to use of Taranaki R funds within the Waikato region to address issues on this route. In conjunction with the Waikato Regional Council, the Council is also involved in the State Highway 3 Working Party which was established in 2002 to liaise, monitor, coordinate, advocate and collate information on the section of SH3 between Piopio and the SH3/3A junction north of New Plymouth in order to promote the integrity and security of this important section of the state highway network. The Waikato Regional Council's ongoing commitment to the Working Party is particularly appreciated.

Submission points

The Council wishes to congratulate the Waikato Regional Council on a comprehensive and high-quality Plan which provides good strategic direction while making a complex area much more accessible through its readability. The Council makes the following comments on the draft Plan:

Conclusion

The Taranaki Regional Council again thanks the Waikato Regional Council for the opportunity to comment on the draft *Waikato Regional Land Transport Plan 2015-2045*.

The Council wishes to reiterate the importance of SH3 as an economic and lifeline link to the Taranaki region and indeed the country, including a need for secure, reliable, unimpeded access to and from Port Taranaki. While this route is essential for Taranaki's future economic and social wellbeing and makes a significant contribution to the regional and national economy, it remains a difficult stretch of road on which there is a need for continuous improvement.

The Taranaki Regional Council would like to be heard in support of its submission at the Hearing of Submissions.

Section 2.3: Transport drivers and pressures

Strategic direction

- General support is given for the strategic direction outlined in the Plan, particularly the key transport priorities identified of improving key transport corridors, optimising transport across the region and improving road safety. These match well with those identified in the Council's

Hearing Committee Decisions

Support and comments noted

Draft Waikato Regional Land Transport Plan 2015-2045 - Hearing Committee Decisions Report

<p>draft Regional Land Transport Plan for Taranaki 2015-2021 (which was released for public consultation on 6 December 2014 and to which this Council welcomes Waikato Regional Council's feedback).</p> <p>*Notes the reference to SH39 on page 84 as being an alternative north-south freight corridor on the western side of Hamilton used to transport hazardous goods (LPG) from Taranaki to Auckland. It further notes that the function of SH39 will be reviewed post completion of the Waikato Expressway.</p> <p>*Notes the reference to completion of the HPMV route between Waikato and Taranaki in pursuit of freight system efficiency outcomes.</p>	
<p>Section 3.6.2: Facilitating economic development</p>	<p>Hearing Committee Decisions</p>
<p>Accelerated Regional Rooding Package and Regional Improvements Activity Class</p> <ul style="list-style-type: none"> Notes the references given throughout the Plan (including on pages 92-93) to the inclusion of a SH3 Mount Messenger to Awakino Gorge Corridor project in the Government's Accelerated Regional Rooding Package (ARRP). The Council is highly supportive of the inclusion of this project in the group of regionally important state highway projects which the Government has selected to accelerate outside of the National Land Transport Fund (NLTFund). The need for improvements on this stretch of the highway network has long been advocated by both our councils and the SH3 Working Party. The Council notes that this is a cross-boundary Taranaki and Waikato project that will be led by the Hamilton office of the Transport Agency. As such it is right that this project is included in both regional land transport plans, despite limited information being available at the time of developing our draft Plans. The Council notes that these 'accelerated' works are in addition to, and quite separate from, the new Regional Improvements Activity Class which is proposed in the draft Government Policy Statement on Land Transport (GP2015). The new Regional Improvements Activity Class is a pool of contestable funds within the NLTFund which is intended as a 'replacement' for the Regional (R) Funds scheme which expires in March 2015, and is designed to ensure that some funding is available for worthwhile investment in provincial areas. The Council has been very active in advocating to government for a continuation of some form of dedicated regional funding for transport activities, and will watch with interest as to how effective the new activity class proves to be. 	<p>Support noted</p> <p>We acknowledge your support of the SH 3 Mount Messenger to Awakino Gorge project in the Plan. Please note the programme business case process will determine what future investment (and when) will be made on this corridor.</p>
<p>Section 4.3: Inter-regionally significant transport corridors</p>	<p>Hearing Committee Decisions</p>
<ul style="list-style-type: none"> Support is given for the approach taken in regard to Strategic Corridors as outlined in Section 4 of the Plan, particularly the section (4.3) focused on inter-regionally significant corridors. The Council wishes to make specific reference and strong support for the 'Inter-regional corridor to the Taranaki region' section on pages 80-81 <p>*In regard to <i>Figure 16: Strategic road and rail corridors classification and key freight infrastructure 110 de S , Waikato region (20 21)</i> on page 72, the Council requests that Port Taranaki be added to the map's legend to ensure clarity and completeness.</p>	<p>Comments and support noted</p> <p>We acknowledge your support for the approach taken in regard to strategic corridors classification, and associated policies and activities in the draft Regional Land Transport Plan. We see section 4 of the draft Plan as complementing the policy framework in section 3, and supporting the region to achieve the identified objectives for land transport. We note your request to include the Port of Taranaki in the map legend for figure 16 and see</p>

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	<p>merit in this.</p> <p>Amend S4.1 (figure 16) to insert an icon for Port of Taranaki in map key</p> <p>Amend Appendix 5 (Strategic Corridors Classification 2041: Waikato region figure) to insert an icon for Port of Taranaki in map key</p>
<p>Section 6.2: Significant activities funded through the NLTF</p>	<p>Hearing Committee Decisions</p>
<p>Programme of activities - absence of NLTFund improvement works on SH3</p> <ul style="list-style-type: none"> • Both Taranaki and Waikato's Regional Transport Committees have previously been united in expressing concern about the lack of investment proposed by the NZ Transport Agency on the section of SH3 in the Waikato region. The Council notes its letter to the Waikato Regional Transport Committee (Taranaki Regional Council document reference 1404001) dated 15 September outlining concerns for this next funding round. The Council's concern has been heightened further with the release of the Waikato draft Plan confirming that the NZ Transport Agency has yet again not proposed any improvement works from the NLTFund on SH3 within the focus area of the SH3 Working Party (identified as being between Piopio and the SH3/3A junction north of New Plymouth), despite such concerns being raised repeatedly by both Councils. The Council submits that the NZ Transport Agency must place more priority on this section of SH3. Indeed this ongoing lack of addressing known vulnerability issues should be of national concern given the importance of the outputs from Taranaki into the wider economy. • The Council strongly supports the approach taken by the Waikato Regional Council of identifying gaps in the proposed programme of activities (as outlined in Section 6.2.2 on page 97 of the Plan and highlighted in orange in the appropriate tables); and of writing to the Agency in this regard. The Council notes the Plan's reference in Appendix 10 to correspondence sent to the Agency • The Council wishes to record its disappointment that no funding request has been submitted by the NZ Transport Agency for any significant improvements from the NLTFund, particularly given the potential opportunity that the new Regional Improvements Activity Class presents. This is a serious concern for Taranaki. It is a source of ongoing frustration for this Council that both the importance and vulnerability of this section of the state highway network is not appropriately recognised and remedied by the NZ Transport Agency who are responsible for it. We note that the Council has encountered similar difficulties in obtaining inclusion of improvement activities in Taranaki's section of the corridor in the corresponding Plan for this region. • The outcome of the investigations through the Mount Messenger to Awakino Gorge Corridor accelerated project will be watched with interest. The Council totally supports the ARRP and it is hoped that this will progress a number of the desired improvements along this corridor. However 	<p>Comment noted</p> <p>Note that during the development of the draft Regional Land Transport Plan, NZ Transport Agency has been running a business case related to improvements on State Highway 3 (SH3). The outcomes of this work will direct investment on the corridor.</p> <p>Work on SH 3 is considered a significant activity in Appendix 8, and a placeholder activity for new and improved state highway infrastructure has been included in Appendix 7 in anticipation of any works being proposed.</p>

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<p>there may be a number of other potential improvements on this important route that are worthwhile but do not make it through to be included for construction under ARRP. These should be considered for funding under the Regional Improvements Activity Class in future.</p>	
<ul style="list-style-type: none"> The Council strongly advocates that improvement projects on SH3 to improve safety and to ensure route reliability and security be included in Waikato's Regional Land Transport Plan 2015-2045 for consideration of funding from the NLTFund. Improvements sought include curve easing, pavement widening and constraint removal to achieve an appropriate level of service, along with provision of additional passing opportunities. 	<p>Comment noted</p> <p>Note that during the development of the draft Regional Land Transport Plan, the NZ Transport Agency has been running a business case related to improvements on State Highway 3. The outcomes of this work will direct investment on the corridor. A placeholder activity has been included in the activity tables of Appendix 7 for improvements to state highways to reflect the possible outcomes of the business case.</p>
<p>Appendix 7</p>	<p>Hearing Committee Decisions</p>
<p>Stock truck effluent facilities</p> <ul style="list-style-type: none"> The Council strongly supports the inclusion in the Plan of stock truck effluent disposal facilities, particularly those that will service SH3 south of Hamilton to the border with Taranaki. It is noted that no facilities appear to have been put forward at this time, instead again being noted as a gap in the proposed programme of activities. The Council advocates for the inclusion of construction of further sites servicing SH3. Such disposal sites will complement those already in operation in Taranaki. Thanks are extended to councillors and staff of the Waikato Regional Council for their long-standing efforts to progress these works. <p>The complete absence in the <i>Waikato Regional Land Transport Plan 2015-2045</i> of any improvement activities on SH3 (outside of the ARRP) is a matter of concern for the Council. For the reasons outlined above, the Council requests that the NZ Transport Agency and the Waikato Regional Council reconsider this matter and include improvement works on SH3 in the Waikato programme of activities within the Plan.</p> <p>The Council is committed to working with the Waikato Regional Council to improve and maintain this strategically important inter-regional transport corridor to a satisfactory standard. As this road is the only major road link between Taranaki and the northern half of the North Island, it is vital for ensuring future economic and social wellbeing for local communities in both Taranaki and the Waikato.</p>	<p>Support noted</p> <p>Support for stock truck effluent facilities is noted. As you know, during the development of the draft Regional Land Transport Plan, SH 3 Awakino Gorge and Mount Messenger was announced by the Government as one of the elements of the Regional Accelerated Programme. Work is currently underway to progress this project in line with the Minister of Transport's expectations, following the business case approach.</p>



Amy Adams

12 MARCH, 2015

Govt launches next stage of broadband rollout

Ultra-fast fibre broadband will be extended to 80 per cent of New Zealanders and rural connectivity will be expanded, Communications Minister Amy Adams confirmed in Kerikeri today.

Delivering on manifesto commitments made in September, the Government has agreed to extend the Ultra-Fast Broadband (UFB) and Rural Broadband Initiative (RBI) programmes – taking the Government's total investment across these programmes to around \$2 billion.

"As part of the process of extending both the UFB and RBI projects, I'm asking local authorities to get directly involved in identifying the next priorities and thinking about the ways they can support better connectivity in their areas," says Ms Adams.

The Government is inviting local authorities to make commitments aimed at preparing their communities to make maximum use of potential infrastructure and encouraging more rapid and extensive deployment in those areas.

"Councils regularly lobby me for better communication services in their districts so we're inviting them to show us how they could support the roll out and uptake of better services in their districts if the Government was to provide them," says Ms Adams.

"Local council rules can play a big part in how quickly, and at what cost, better connectivity can be delivered. This next step invites local authorities to take an active, constructive role in planning how their local communities can take advantage of the roll out and uptake of broadband in their areas."

At the same time, telecommunication companies are being invited to indicate the technology mix that will supply the best service to rural areas.

As announced during the general election, four Northland towns (Kerikeri, Kaitaia, Kaikohe, and Dargaville) are strong contenders for inclusion in the UFB (fibre) extension, along with 31 other towns, based on the methodology used for the original roll-out.

Economic analysis of the first stage of the UFB build found that high-speed broadband could have benefits to New Zealanders end-users of \$32.8 billion over 20 years.

"More jobs and higher incomes, new business opportunities and, improved access to education, health care and emergency services are just some of the benefits of better connectivity," says Ms Adams.

"That's why the Government is building on its existing commitments and investing an additional \$152 million to \$210 million to lift the UFB programme coverage from 75 per cent to 80 per cent of New Zealanders. We are also investing \$100 million to expand the Rural Broadband programme, and \$50 million to improve mobile coverage in black spot areas along main highways and in popular tourist destinations."

Examples of the actions local authorities could take to support their bid for better connectivity include:

- working with residents and businesses to identify opportunities for broadband use and support rapid uptake
- developing a Digital Enablement Plan for the community
- facilitating consent processes for new infrastructure
- making deployment quicker and less expensive by providing information about existing infrastructure
- providing assistance in developing or operating new sites (for example, by making land available or providing access or track maintenance).

The *Registration of Interest – Support* document seeks commitments from local authorities to support their bid for better connectivity. The *Registration of Interest – Supply* document seeks technical input from potential providers and stakeholders.

Submissions are due by 3 July 2015.

Two documents launched: www.med.govt.nz/sectors-industries/technology-communication/fast-broadband/new-initiatives

- **Registrations of Interest – Support** from local authorities wishing to support these programmes in their districts

Print
Favorites
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Q&As – Next step of broadband programmes

What is being announced today?

The Government is extending the Ultra-Fast Broadband (UFB) and Rural Broadband Initiative programmes:

- Extending the Ultra-Fast Broadband (UFB) initiative from a target of 75 per cent of New Zealanders to 80 per cent of all New Zealanders at a cost of between \$152 and \$210 million, funded from the Future Investment Fund
- Establishing a new \$100 million fund to extend the Rural Broadband Initiative (RBI) to rural areas outside the UFB footprint
- Creating a \$50 million Mobile Black Spot Fund to extend mobile coverage in the more remote parts of New Zealand, and fill black spots on main highways and in key tourist areas.

These announcements bring the total investment in better connectivity for New Zealanders close to \$2 billion.

What are the coverage targets for the extensions?

The objective of the UFB extension is to extend the coverage of fibre-to-the-premises to at least 80 percent of the population. The objective will continue to be to provide a minimum of 100Mbps services. In line with the current UFB programme, faster UFB services are also expected to be made available.

The ROI – Supply process will enable the government to consult with industry to determine the greatest possible broadband coverage able to be achieved within the funding indicated for the RBI extension.

What are some of the towns that could get fibre next?

The final list of additional towns to receive fibre to the home, and the order of roll-out, will be determined following a competitive bid process, which will take into account the cost of deployment, strength of consumer demand, and regulatory and other assistance from local authorities.

However, based on the methodology used for the original roll-out, this could see a number of towns be strong contenders for inclusion in the UFB extension, including: Te Puke, Motueka, Morrinsville, Kerikeri, Huntly, Thames, Matamata, Ōtaki, Kawerau, Waitara, Kaitaia, Dannevirke, Alexandra, Stratford, Whitianga, Cromwell, Taumarunui, Picton, Foxton, Kaikohe, Marton, Te Kuiti, Katikati, Temuka, Waihi, Waipukurau, Warkworth, Carterton, Dargaville, Opotiki, Snells Beach, Te Aroha, Wairoa, Paeroa and Westport.

What are the coverage targets for the original programmes?

UFB is currently being deployed to 75 percent of the population by the end of 2019.

At the end of the first stage of the RBI, 86 per cent of households and business outside of UFB areas will have access to broadband capable of minimum peak speeds of 5 megabits per second.

What are some actions councils might take?

Examples of the actions local authorities could take to support their bid for better connectivity include:

- work with residents and businesses to identify opportunities for broadband use and support rapid uptake
- develop a Digital Enablement Plan for the community
- facilitate consent processes for new infrastructure
- provide information about existing infrastructure that could be used to make deployment quicker and less expensive
- provide assistance in developing or operating new sites, for example by making land available, or providing access or track maintenance.

What are the objectives for the Mobile Black Spot Fund?

The objective is to increase mobile connectivity to rural and remote areas to improve the safety of life and property on main highways, increase social inclusion, and boost the economic development potential of key tourist destinations. As there are no significantly-sized permanent populations along main highways and key tourist destinations, the government has not set population coverage targets for this programme.

The *ROI – Support* process will enable the government to engage with local authorities to determine where extended mobile coverage is likely to achieve the greatest benefits for sections of main highways and key tourist destinations.

What feedback is the Government looking for in the *ROI – Supply* document and from whom?

The *ROI – Supply* seeks comment on the design and specifications from any interested stakeholders.

The *ROI* invites potential infrastructure suppliers to register their capability and interest in participating in a Request for Proposals tender process to deliver services towards one or more of the UFB2, RBI2, and Mobile Black Spot Fund initiatives.

Telecommunication companies are being invited to indicate the technology mix that will supply the best service to rural areas.

What is the process of selection for towns and communities?

The Government will review all the responses received to both ROIs. The next step will be to seek more formal proposals from potential suppliers. On the basis of all the information received, the towns, areas and sites will then be finalised.

Individuals should approach their local council if they would like to share their views regarding priority areas.

What is the role of Crown Fibre Holdings in the extension?

The Crown-owned company Crown Fibre Holdings will retain its role in managing the tender, contracts and implementation of the UFB extension. The *ROI – Supply* process will provide further information from key stakeholders on the most effective management structure for the RBI extension and the Mobile Black Spots Fund.



New initiatives

The Government recently announced its intention to extend its two flagship broadband initiatives with additional funding, and establish a new initiative to expand mobile coverage.

Updates and announcements regarding these policy initiatives will be made available on this page.

- [Ultra-Fast Broadband \(UFB\) extension](#)
- [Rural Broadband Initiative \(RBI\) extension](#)
- [Mobile Black Spots Fund](#)
- [Selection process for Ultra-Fast Broadband 2, Rural Broadband Initiative 2, and Mobile Black Spot Fund programmes](#)

Ultra-Fast Broadband (UFB) extension

The UFB extension plans to connect an even greater number of New Zealanders, by increasing the percentage of New Zealanders able to access fibre technologies from 75 per cent to at least 80 per cent. The additional funding for this programme will be between \$152 and \$210 million and will come from the Future Investment Fund.

A list of additional towns to receive fibre to the premise, and the order of rollout, will be determined following a competitive bid process. This will take into account the cost of deployment, strength of consumer demand, and regulatory and other assistance from local authorities and their communities.

Rural Broadband Initiative (RBI) extension

The RBI programme will be extended with an additional \$100 million fund made available through extending the Telecommunications Development Levy. The government will seek input from communities, councils and service providers, and the fund will be allocated through an open tender process.

Mobile Black Spots Fund

The government plans to create a \$50 million fund to extend mobile coverage into black spot areas of main highways and key tourist areas. It is proposed that the Telecommunications Development Levy will fund the programme. Sites will be selected following consultation with key business and community stakeholders with funds allocated by a tender process.

Selection process for Ultra-Fast Broadband 2, Rural Broadband Initiative 2, and Mobile Black Spot Fund programmes

The first step in the process of selection of geographic areas and suppliers is the release of the Registration of Interest – Supply and Registration of Interest – Support documents.

Registration of Interest – Supply

This is an opportunity to be part of a major New Zealand initiative to enhance and build world class connectivity infrastructure.

The Registration of Interest – Supply (ROI – Supply) seeks comment on the technical and commercial design and specifications of all three programmes from interested stakeholders.

The ROI – Supply also invites potential infrastructure suppliers to register their capability and interest in participating in a Request for Proposals tender process to deliver services towards one or more of the UFB 2, RBI 2, and Mobile Black Spot Fund initiatives.

- [ROI – Supply: for comment on and supply of infrastructure services for Ultra-Fast Broadband 2, Rural Broadband Initiative 2 and Mobile Black Spot Fund \[704 KB PDF\]](#)
- [ROI - Supply Response Form for Ultra-Fast Broadband 2, Rural Broadband Initiative 2 and Mobile Black Spot Fund \[129 KB DOCX\]](#)

Registration of Interest – Support

A number of local authorities have informally indicated their desire for Government to provide enhanced connectivity to their districts. Local authorities now have the opportunity to be part of a major New Zealand initiative to contribute to a range of economic and social outcomes for New Zealand communities. Access to improved broadband and mobile infrastructure can encourage business productivity across a range of local sectors and industries, improve health and education outcomes, enhance service delivery, and increase social connectivity and inclusion.

In registering their interest local authorities will have the opportunity to input into the design of these important programmes, indicate how the local authority would support such deployment, and potentially to have towns or areas within their district selected for deployment of one or more programmes.

The ROI – Support seeks the support of local authorities to provide information and commitments on ways to facilitate deployment of infrastructure in their districts.

Local authorities are also requested to provide their plans to increase digital engagement and achieve the social and economic objectives of digital infrastructure in their communities. These could be in the form of a Digital Enablement Plan, as outlined in the ROI – Support document, or other existing digital plan the local authority has in place.

[Subscribe to receive notifications regarding updates to and clarifications on the ROI – Support document](#)

You can also ask questions about the ROI – Support process either via this link or via our point of contact named in the ROI – Support.

- [ROI – Support: for implementation support from local authorities for Ultra-Fast Broadband 2, Rural Broadband Initiative 2 and Mobile Black Spot Fund \[1.4 MB PDF\]](#)
- [ROI - Support Response Form for Ultra-Fast Broadband 2, Rural Broadband Initiative 2 and Mobile Black Spot Fund \[142 KB DOCX\]](#)
- [Digital Enablement Plan \[1.1 MB PDF\]](#)
- [Digital Enablement Plan workshop presentation \[1.1 MB PDF\]](#)

[Digital Enablement Plan workshops portlet](#)

Agenda Memorandum

Date 17 June 2015



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

Subject: Digital media presentation

Item: 10

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

Document: 1521574

Purpose

The purpose of this memorandum is to introduce a presentation from Michelle Sutton, Taranaki Regional Council, on transport and digital media.

Recommendation

That the Taranaki Regional Council:

1. notes and receives with thanks the presentation provided by Michelle Sutton on digital media.

Background

Michelle Sutton and Te Kere Davey joined the Public Information team in February as Digital Media Coordinators. They were appointed after the Council reviewed opportunities to increase the use of social media and mobile technology, late last year.

The Council has acknowledged the rapid uptake and use of social media and mobile technologies, and has made a strong commitment to increasing the capability to engage with customers and stakeholders through these technologies, alongside existing external communications.

Michelle Sutton will present to the Committee on transport and digital media.

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.